### Regular Meeting of the Local Advisory Council of the Utah Transit Authority

#### Wednesday, September 16, 2020, 1:00 p.m. Remote Electronic Meeting – No Anchor Location – Live-Stream at https://www.youtube.com/results?search query=utaride

#### NOTICE OF SPECIAL MEETING CIRCUMSTANCES DUE TO COVID-19 PANDEMIC:

In keeping with recommendations of Federal, State, and Local authorities to limit public gatherings in order to control the continuing spread of COVID-19, and in accordance with the Utah Open and Public Meetings Act, specifically Utah Code § 52-4-207(4), the UTA Local Advisory Council will make the following adjustments to our normal meeting procedures:

- All members of the Local Advisory Council and meeting presenters will participate electronically via phone or video conference.
- **Public Comment** will not be taken during the meeting but may be submitted through the means listed below. Comments submitted before 4:00 p.m. on Tuesday, September 15<sup>th</sup> will be distributed to council members prior to the meeting:
  - via email at <u>advisorycouncil@rideuta.com</u>
  - by telephone at 801-743-3882 option 5 (801-RideUTA option 5) specify that your comment is for the Local Advisory Council meeting.
- Meeting proceedings may be viewed remotely through YouTube live-streaming. <u>https://www.youtube.com/results?search\_query=utaride</u>

| 1.               | Call to Order & Opening Remarks  |  | Chair Troy Walker        |  |
|------------------|--|--|--------------------------|--|
| 2.               | Safety First Minute  |  | Sheldon Shaw             |  |
| 3.               | <ul> <li>Consent Chair Troy</li> <li>a. Approval of May 27, 2020 Advisory Council Meeting<br/>Minutes</li> </ul> |  | Chair Troy Walker        |  |
| 4.               | Audit Committee Report   |  | Chair Troy Walker, Karen |  |
|                  | a.   | 2019 CAFR and Committee Update                           | Cronin                   |  |
| 5. Agency Report |  | ency Report  | Carolyn Gonot            |  |
|                  | a.   | COVID Recovery Task Force Update and Ridership<br>Report |                          |  |
|                  | b.   | Via Microtransit Pilot Update                            |                          |  |
|                  | с.   | Preview of Transit Oriented Development (TOD) Work       |                          |  |
|                  |  | Session on October 14, 2020                              |                          |  |
|                  | d.   | Constituent Services Written Report                      |                          |  |

| 6.  | <ul> <li>Board of Trustees Report</li> <li>a. Carolyn Gonot's One-Year Review</li> <li>b. 2021 Budget Development</li> <li>c. FrontRunner Business Plan Strategy</li> <li>d. Ogden/Weber State Bus Rapid Transit (BRT) Update</li> <li>e. Bond Refunding Opportunity</li> </ul> | Carlton Christensen                                       |  |  |
|-----|---|---|--|--|
| 7.  | Bond Refunding Consultation   |   |  |  |
|     | <ul> <li>Potential Issuance and Sale of Sales Tax Revenue and<br/>Refunding Bonds</li> </ul>  | Troy Bingham and<br>Brian Baker (Zions Public<br>Finance) |  |  |
| 8.  | Capital Development Consultation and Resolution   |   |  |  |
|     | <ul> <li>AR2020-09-01 Resolution Approving the Proposed</li> <li>2021-2025 Capital Plan and Recommending Approval</li> <li>by the Authority's Board of Trustees</li> </ul>  | Mary DeLoretto  |  |  |
| 9.  | Service Plan Consultation   |   |  |  |
|     | a. 2021-2025 Mobility Service Plan Update   | Mary DeLoretto,<br>Laura Hanson                           |  |  |
| 10. | Other Business  | Chair Troy Walker   |  |  |
|     | a. Next meeting: Transit Oriented Development<br>Workshop, October 14, 2020 at 8:45 a.m.  | -   |  |  |
| 11. | Adjourn   | Chair Troy Walker   |  |  |
|     |   |   |  |  |

**Special Accommodation:** Information related to this meeting is available in alternate format upon request by contacting <u>calldredge@rideuta.com</u> or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

# UTAH TRANSIT AUTHORITY ELECTRONIC MEETING DETERMINATION

Consistent with provisions of the Utah Open and Public Meetings Act, specifically UTAH CODE § 52-4-207(4), and acting in my capacity as the Chair of the Local Advisory Council ("Council") of the Utah Transit Authority ("UTA"), I hereby make the following written determinations in support of my decision to hold and convene electronic meetings of the UTA Local Advisory Council without a physical anchor location:

- Conducting Council and Council Committee meetings with an anchor location that is physically accessible for members of the public to attend in person presents a substantial risk to the health and safety of those who may be present at the anchor location.
- 2. This determination is based upon the following facts, among others:
  - The COVID-19 pandemic is ongoing and significant and continued community, person-to-person transmission of the SARS-CoV-2 virus continues to occur in the state of Utah; and
  - b. Federal, state, and local health authorities have adopted guidelines for the general public and businesses which encourage institutions and individuals to take precautions, including limiting in-person interactions and recommending increased virtual interactions.

This written determination takes effect on September 16, 2020, and is effective until midnight on October 16, 2020, (no more than 30 days after the effective date of this Declaration) and may be reissued by future written determinations of the Chair of the Council at that or any other appropriate

time. 9th September Dated this day of 2020.

DocuSigned by: Troy Walker

Troy Walker, Chair of the Local Advisory Council

# MEMORANDUM TO THE BOARD



TO:Utah Transit Authority Board of TrusteesFROM:Jana Ostler, Board Manager

| SUBJECT:          | Approval of May 27, 2020 Advisory Council Meeting Minutes   |  |  |
|-------------------|---|--|--|
| AGENDA ITEM TYPE: | Consent   |  |  |
| RECOMMENDATION:   | Approve the minutes of the May 27, 2020 Local Advisory Council meeting.   |  |  |
| BACKGROUND:       | A regular meeting of the UTA Local Advisory Council was held electronically and<br>broadcast live on YouTube on Wednesday, May 27, 2020 at 1:00 p.m. Minutes from<br>the meeting document the actions of the Council and summarize the discussion that<br>took place in the meeting. A full audio recording of the meeting is available on the<br><u>Utah Public Notice Website</u> and video feed is available on You Tube at<br><u>https://www.youtube.com/results?search_query=utaride</u> |  |  |
| ATTACHMENTS:      | 1) 2020-05-27_LAC_Minutes_UNAPPROVED  |  |  |



Minutes of the Regular Meeting of the Local Advisory Council of the Utah Transit Authority held remotely via phone or video conference and broadcast live for the public via YouTube May 27, 2020

#### **UTA Local Advisory Council Members Present:**

Troy Walker Robert Hale Erik Craythrone Leonard Call Karen Cronin Clint Smith Erin Mendenhall Jeff Acerson Julie Fullmer

Also attending were members of UTA staff and outside presenters.

#### **Call to Order & Opening Remarks**

Chair Walker welcomed attendees and called the meeting to order at 1:00 p.m., noting that this is an all remote electronic meeting as allowed through the Governor's Executive Order due to the COVID-19 pandemic. Chair Walker stated that public comment was solicited through email and phone. Comment received was distributed to the council for review prior to the meeting and is appended to these minutes.

#### **Safety First Minute**

Chair Walker yielded the floor to Sheldon Shaw, UTA Director of Safety and Security, for a brief safety message.

#### Consent

A motion to approve the February 19, 2020 Advisory Council Meeting Minutes was made by Member Smith and seconded by Member Cronin. The motion carried unanimously.

#### **Board of Trustees Report**

Carlton Christensen, UTA Board of Trustees Chair, provided an update to the Council on three key topics: 1) Strategic Development of Future Transit Opportunities, 2) Onboard and Benchmark Surveys, and 3) Updates to State and Local Officials. He informed the council that UTA has several projects that need preliminary work done so they can be "shovel ready." The board is supportive of advancing the preliminary work to be in a better place for moving projects forward.

Next, Chair Christensen reported on the recent results of UTA's OnBoard and Benchmark Surveys. These customer opinion surveys are conducted to gauge the public's general opinion of the agency, perception of services, and why people ride or do not ride. It was found that about two-thirds of respondents

report a favorable opinion of the agency, and public perception of bus service was at the highest level in the past four years. The surveys determined that more than half of UTA riders earn less than \$40,000 per year; riders earning less than \$10,000 grew by 7% since 2015. More than half of UTA riders have no other option for transportation. Over three-fourths of UTA riders walk to access the UTA system.

Finally, Chair Christensen reported that the board of trustees is preparing to present updates, including our Coronavirus safety protocols and recovery plans, to State and Local Officials.

Chair Walker solicited questions from the Council. He started by asking if these surveys were the first time UTA has gathered economic information on our riders. Carolyn Gonot, UTA Executive Director, replied that typically OnBoard surveys do ask about demographics of riders. Member Mendenhall inquired about the capital projects being considered and whether UTA will be reaching out to cities and counties about those opportunities. Chair Christensen replied that preliminary work is currently being done on several projects that are close to becoming shovel ready within the year with the hope of capitalizing on federal or other recovery dollars. He also commented that UTA follows the Regional Transportation Plan developed by our MPOs and communities. Suggestions from the community are welcome. Member Smith asked about the impact of the pandemic on those who solely use transit and how UTA is monitoring that impact. Chair Christensen replied that a special survey is being conducted now to gauge the COVID 19 impact on riders. Ridership levels are monitored daily to inform service plans moving forward. Member Cronin asked if the survey information is broken out by location. Chair Christensen stated that staff can look into what geographic information is available.

Member Mendenhall left the meeting at 1:13.

#### Agency Report and Service Update

Carolyn Gonot, UTA Executive Director, gave a presentation on the service modifications implemented in March due to the coronavirus pandemic. Eddy Cummins, UTA Chief Operating Officer, and Lorin Simpson, Regional General Manager, Salt Lake Business Unit, reported on the COVID-19 task force, which has been established to monitor federal, state, and local guidance, and to review best practices, share information, and make decisions.

Mr. Cumins gave an update on ridership statistics since March and current safety measures that are being taken.

Mr. Simpson reported that recovery team focus areas are to regain ridership, ensure short- and long-term financial stability, and rebuild community confidence. Strategies will be implemented mirroring the state's recovery plan.

Member Mendenhall returned at 1:34 p.m.

#### Safety and Security Report - Utah State Safety Oversight Program Report

Sheldon Shaw, UTA Director of Safety and Security, introduced Jim Golden, UDOT State Safety and Oversight Program Manager. Mr. Golden gave a review of the State Safety Oversight (SSO) program. UDOT conducted their annual SSO review of UTA in September 2019. Two of three findings from the audit are closed. The third finding is currently being reviewed and should be closed after the review. The 2019-20 safety plan for UTA has been completed and approved ahead of the July deadline. In 2019 FTA conducted its triennial audit. Few to no findings are expected from that audit.

#### **Budget and Finance Consultation**

Bob Biles, UTA Chief Financial Officer, explained that since the 2020 budget amendment number one, changes have occurred which necessitate additional amendments to the operating and capital budgets. Proposed operating budget changes include additional revenue from a UDOT pass through grant, expenses for paratransit services and operations support, transfers from operations contingency, and a transfer to capital contingency. Mr. Biles explained that Coronavirus Aid, Relief, and Economic Security (CARES) Act Funding will replace revenue loss via operating and capital expense drawdown. Up to \$10 million may be used for capital projects. Proposed changes to the capital budget include 2019 capital projects carryforward, project reductions, FrontRunner and light rail state of good repair (SGR) projects, new projects, and reallocations. Proposed capital budget changes total \$27,826,400, bringing the new capital budget to \$223,860,400 after proposed amendment two. The budget amendment will go to the board on June 3rd for formal adoption. Mr. Biles requested consultation feedback from advisory council members.

Chair Walker asked if the delay in the projects mentioned was due to the shut-down from COVID-19. Mr. Biles responded that timing of the projects has changed due to other factors. No further questions were raised by the council.

#### **Capital Development Projects Consultation**

Mary DeLoretto, UTA Chief Service Development Officer, reported that capital projects include all new construction, state of good repair, facilities maintenance, vehicles, information technology, safety/security, and equipment over \$25,000. Last year a five-year plan was prepared which started in 2020. Ms. DeLoretto stated the purpose of a five-year plan, and gave an update on carry over and schedule projections; current and future capital projects, including new construction and state of good repair; potential future transit opportunities; and the status of capital project grant funding opportunities.

Member Hale stated he is pleased with the progress of capital development projects. No further questions or comments were raised by the council.

#### **Transit Oriented Development Consultation**

Paul Drake, UTA Director of Real Estate and TOD, gave a brief background of the TOD program and summarized recent changes to the governing legislation. The Senate passed SB150, which eliminates the limit on UTA-involved TODs. Relevant municipalities are required to perform Station Area Plans and be compliant with moderate income housing requirements. Mr. Drake addressed questions regarding projects to pursue, prioritization of new projects, criteria for project readiness, and allocation of limited resources. Constraints on the TOD program and the status of current TOD efforts were also discussed.

Chair Walker asked for clarification on what a cost benefit analysis would mean for UTA. Mr. Drake responded that the cost benefit analysis is defined in statute and includes elements such as ridership, monetary benefit, improvement to existing transit system, and effect on regional planning efforts. The analysis is conducted for each project and will be presented to the board before moving forward. Chair Walker asked if the economic benefit is the same as it has been in the past or if it is looking more closely

at benefits in the system and ridership. Mr. Drake responded that there is still an economic benefit, not just for UTA but the community as well.

Mr. Drake asked what information regarding TOD projects, and Station Area Plans in particular, the council would like to see moving forward. Member Cronin suggested ranking projects by level of impact. Member Hale suggested including a calendar so local governments and community partners can make plans for the projects. Mr. Drake responded that there is currently a community engagement component that will be kept in place. Chair Walker emphasized the need for projects to provide opportunities that allows people to drive much less near TODs, specifically highlighting use of the transit system for recreation and education purposes. Member Mendenhall mentioned growth projections and suggested using WFRC tools to look at layers of need and growth, including paying attention to air quality. Member Smith suggested that a TOD ready site would fall in line with individual jurisdictions' zoning and land use plans. He suggested working closely with local municipalities to make sure aspects of land use are in place to make projects happen. Chair Walker suggested clearly stating criteria for communities to know what is needed for a project to move forward. Member Mendenhall would like staff to create a scoring card to measure the criteria suggested by council members. Mr. Drake suggested discussing, at a future date, a rubric for analyzing and scoring station area plans that is already in place. Chair Walker asked for another meeting for this discussion.

Mr. Drake also briefly discussed some possible effects of COVID-19 on transit oriented development.

#### **Other Business**

The next meeting of the advisory council will be September 16, 2020 at 1:00 p.m. Chair Walker proposed a meeting prior to September to discuss the rubric for scoring of TOD projects. Ms. Gonot suggested August to allow staff time to prepare and suggested a workshop format. Members Fullmer, Smith, Hale, and Acerson agreed.

#### Adjournment

The meeting was adjourned at 2:20 p.m. with a motion by Member Mendenhall, second by Member Fullmer, and a unanimous vote in favor.

Transcribed by Stephanie Withers Executive Assistant to the Board Utah Transit Authority swithers@rideuta.com 801.287.2581

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials and audio located at <u>https://www.utah.gov/pmn/sitemap/notice/606939.html</u> for entire content. This document along with the digital recording constitute the official minutes of this meeting

#### **Online Public Comment**

#### to the

### Local Advisory Council of the Utah Transit Authority (UTA)

on

#### May 27, 2020

#### Received May 26, 2020 from George Chapman:

Comments to UTA Advisory Board

\$20 a rider subsidy for SW transit/VIA is not sustainable.

\$1000 a rider on FrontRunner is not sustainable (after 8pm).

Telling bus drivers to stay 1-4 feet from the curb while raising the curb 6 inches does not make sense. Bus stop detour signs should make sense (closing the bus stop in 2016 for another route!) especially when the bus does not detour.

Asking drivers to accept cash and interface with riders and give transfers should be dispensed with during this pandemic.

Asking if citizens want a Lehi-Draper rail should not be on the table until FrontRunner and transit ridership is much higher.

UTA should not be asking for federal funds for the Pt of the Mountain EIS (assuming rail!). Removing bus stops (in SLC) and making riders walk further is going to decrease ridership. There is a reason SLC puts in crosswalks mid-block - people won't walk more than 1/2 block! Please follow the audit recommendations and increase bus service before more projects.

I would like to speak if possible during public comment



| TO:           | Utah Transit Authority Local Advisory Council   |  |
|---------------|---|--|
| FROM:         | Utah Transit Authority Audit Committee          |  |
| PRESENTER(S): | Troy Walker, Chair Local Advisory Council,      |  |
|               | Karen Cronin, Vice-Chair Local Advisory Council |  |

#### MEETING DATE: September 16, 2020

| SUBJECT:               | Audit Committee Report  |
|------------------------|---|
| AGENDA ITEM TYPE:      | Report  |
| <b>RECOMMENDATION:</b> | Informational report for discussion   |
| BACKGROUND:            | <ul> <li>The UTA Audit Committee met on June 22, 2020 and August 24, 2020 to hear reports from the external auditors on UTA's 2019 Comprehensive Annual Financial Report (CAFR), from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Chair Troy Walker and Vice-Chair Karen Cronin sit on the Audit Committee along with Trustees Carlton Christensen, Kent Millington, and Beth Holbrook. Chair Walker and Vice-Chair Cronin will report on the meetings:</li> <li>2019 CAFR and Committee Update</li> </ul> |
| ATTACHMENTS:           | Link to 2019 CAFR <u>here</u>   |



TO:Utah Transit Authority Local Advisory CouncilFROM:Carolyn Gonot, Executive DirectorPRESENTER(S):Carolyn Gonot, Executive Director

| SUBJECT:               | Agency Report   |  |  |  |  |  |
|------------------------|---|--|--|--|--|--|
| AGENDA ITEM TYPE:      | Report  |  |  |  |  |  |
| <b>RECOMMENDATION:</b> | Informational report for discussion   |  |  |  |  |  |
| DISCUSSION:            | <ul> <li>Carolyn Gonot, UTA Executive Director will report on recent activities of the agency and other items of interest.</li> <li>COVID Recovery Task Force Update and Ridership Report</li> <li>Via Microtransit Pilot Update</li> <li>Preview of Transit Oriented Development (TOD) Work Session on October 14, 2020</li> <li>Constituent Services Written Report</li> <li>As per state statute, customer service is providing the attached report to the UTA Local Advisory Council on the previous year's constituent interactions and statistics.</li> </ul> |  |  |  |  |  |
| ATTACHMENTS:           | Constituent Services 2020 Report  |  |  |  |  |  |

# **Constituent Services 2020 Report**



Background: The Customer Service Department has six areas of responsibility for customer communication where they provide various services for UTA constituents. Forty-five employees are located at several offices throughout the service district.

Overview of the Six Areas of Responsibility:

- Contact Center: Rider education and information about UTA services, fares and other basic programs and services provided by UTA.
- Customer Focus: Receiving, documenting, and investigation of issues and comments from the public. Resolves most comments and concerns with first contact. Manages customer fare accounts.
- Customer Relations: Face-to-face customer communication, education, and fare media sales.
- Items Recovery: Retrieval, documentation and return of items found to the correct owners, throughout the UTA service area.
- Hearing Officer and Fines Adjudication: Reviewing, processing protests, payment arrangements, and reporting of civil citations written by UTA police officers for fare, parking, and pedestrian infractions.
- Customer Communication and Social Media: Internal and external communication about service delays, incident recovery communication and general customer support on social media platforms.



Figure 1: Number of Customer Comments per Year by Source

#### Top 3 1. Lost Items Recovery Process:

**Objectives:** 

UTA processes around 23,000 "lost" items a year. Unfortunately, only 19% of items are claimed by the owner. Items range from the expected phone or wallet to unusual items, like vacuums, band instruments and kitchen sinks. All items are entered into a tracking database and we attempt to locate the owners by information that may be available; phone number, mailing address; school or work id, etc. Unclaimed items are either donated or discarded, depending on the item.

UTA Policy for Lost and Found Personal Items has been updated and we are reviewing the SOP to ensure we are following best practices. Some of the changes are:

- Extending holding time for items that have an estimated value higher than • \$250 and all electronics from 30 to 90 days
- UTA employees are not allowed to keep any items found
- Adding video coverage of storage areas for increased security

#### 2. Customer and Constituent Support:

UTA receives around 32,000 comments from the public every year. Comments include a customer's experiences while riding the service, observations of the service and employees, and requests for changes to service or fares. Sample comments are provided in Appendix A. Comments are entered into a software program to help track the process, identify trending, and document the feedback. Data can be sliced to allow information to improve decision making.

- Comments YTD 2020: 13,520 \*reduced based on lower ridership during COVID-19
- Average Time to Answer: 23 seconds
- Average Handle Time: 5 Days \* Policy expectation 7 days
- Comments per Top 10 Counties: 8,169 \*provided zip code

| Top 10 Counties -by count |            |               |  |  |  |
|---------------------------|------------|---------------|--|--|--|
|                           | Number of  | Number of     |  |  |  |
| County                    | T Comments | Commendations |  |  |  |
| Salt Lake                 | 4491       | 666           |  |  |  |
| Weber                     | 944        | 85            |  |  |  |
| Utah                      | 943        | 30            |  |  |  |
| Davis                     | 759        | 52            |  |  |  |
| Tooele                    | 99         | 5             |  |  |  |
| Box Elder                 | 58         | 3             |  |  |  |
| Summit                    | 12         | 2             |  |  |  |
| Cache                     | 8          | 0             |  |  |  |
| Sanpete                   | 6          | 1             |  |  |  |
| Iron                      | 5          | 0             |  |  |  |
| Grand Total               | 7325       | 844           |  |  |  |





#### 3. Service Alerts:

To improve timely communication to the public using multiple communication channels to meet the needs of our customers, we have implemented the Service Alert system.

Real-time outgoing communication to the public about delays, detours or other service impacts are sent via Twitter, Gov Delivery, Transit app, and Google Transit by our Customer Communications and Social Media Specialist team. Our new program allows us to send notification via email and/or text message per the customer's preference. Customers select the routes and service or general information for notification.





#### APPENDIX A: Sample Customer Comments

#### Commendation- May 28, 2020

<u>Comment:</u> The customer would like to make a commendation for the driver of route 33. She says they were outside the groceries store where a customer was struggling to get on the bus with their food. The driver jumped up immediately to help this customer get on the bus with all their bags. The caller was so impressed with the compassion this driver had for this passenger. It really made her day to see him help a fellow human being out. She wants him to get a big kudos.

<u>Investigation</u>: Verified operator; commendation given to employee for being so caring and considerate

<u>Response to Customer</u>: Thank you for letting us know what a great job this driver is doing. It is great to hear about the positive experiences our customers have. This will go to the operator's supervisor to be acknowledged.

Handle Time: 2 days

#### Commendation- May 30, 2020

<u>Comment:</u> I want to let everyone at UTA know, I think UTA is doing a wonderful job in cleaning the buses. It is amazing. I am so impressed with the care UTA is taking. Oh, it is impressive. The dashboards are so bright, you can see yourself on the dashboards, they are so clean. The care the People at UTA are taking to clean those buses, it really shows. The bus smells amazing too. It smells fresh and clean, it is wonderful. I am super impressed with the great job UTA is doing. Please let everyone at UTA know how I feel.

#### Investigation: Not Applicable

<u>Response to Customer</u>: Thank you for taking the time to provide this positive feedback. Your comment will be shared with UTA employees.

Pass by- June 12, 2020

<u>Comment</u>: Customer stated he was at the bus stop @ 400 S. State and bus driver just drove past him and did not stop. He is very upset and would like for someone to pls call him back so he can complain some more because he's still upset.

<u>Investigation</u>: Video pulled; Operator began to come to a stop but for some reason, kept going. Verified customer was passed by. Operator will be coached.

<u>Response to Customer:</u> Apologized to customer, offered compensation of fare media.

Handle Time: 14 days

Cleaning/Repair- August 18, 2020

<u>Comment:</u> Customer calling from at 1950 West 210 North and reporting there is a bus stop sign on the west side of the building that was tagged with graffiti.

Investigation: Verified locations and graffiti has been removed

<u>Response to Customer</u>: Thanked customer for letting us know, sending someone to clean.

Handle Time: 4 Hours

Handle Time: 15 minutes



TO:Utah Transit Authority Local Advisory CouncilFROM:Carlton Christensen, Chair UTA Board of TrusteesPRESENTER(S):Chair Carlton Christensen, Trustee Beth Holbrook, Trustee Kent Millington

| SUBJECT:               | Board of Trustees Report  |  |  |  |
|------------------------|---|--|--|--|
| AGENDA ITEM TYPE:      | Report  |  |  |  |
| <b>RECOMMENDATION:</b> | Informational report for discussion   |  |  |  |
| DISCUSSION:            | <ul> <li>Members of the UTA Board of Trustees will report on recent activities of the board and other items of interest.</li> <li>Carolyn Gonot's One-Year Review</li> <li>2021 Budget Development</li> <li>FrontRunner Business Plan Strategy</li> <li>Ogden/Weber State Bus Rapid Transit (BRT) Update</li> <li>Bond Refunding Opportunity</li> </ul> |  |  |  |
| ATTACHMENTS:           | None  |  |  |  |



TO:Utah Transit Authority Local Advisory CouncilTHROUGH:Carolyn Gonot, Executive DirectorFROM:Troy Bingham, Acting Chief Finance OfficerPRESENTER(S):Brian Baker, Financial Advisor to UTA, Vice President of Zions Public Finance

| SUBJECT:        | Potential Issuance and Sale of Sales Tax Revenue and Refunding Bonds   |
|-----------------|--|
| RECOMMENDATION: | Provide consultation and advice to the Board of Trustees on the potential issuance of Sales Tax Revenue and Refunding Bonds.   |
| BACKGROUND:     | UTA has issued bonds in the past to finance capital projects. These bonds represented<br>the best rates at the time, but the market changes over time. The bonds being<br>evaluated for possible refunding currently are the remaining 4.0% Bonds of the 2012A<br>Issue with principle payments of \$73.6 million starting in 2033 through 2039. |
| DISCUSSION:     | Zion Capital Advisors will present the latest financial forecast prepared for the refunding with the possible net present value savings and interest rates in the market at the time of refunding.   |
| ALTERNATIVES:   | The Board of Trustees could choose to take no action at this time to refund the 2012A<br>Bonds   |
| FISCAL IMPACT:  | <ul> <li>The refunding of bonds could have the following three effects:</li> <li>Overall reduction in interest paid on bonds</li> <li>Restructuring on UTA current debt portfolio maximums in 2029</li> <li>Change principle payment from June to December for future cash flows</li> </ul>  |
| ATTACHMENTS:    | None   |



| TO:           | Utah Transit Authority Local Advisory Council     |  |  |
|---------------|---|--|--|
| THROUGH:      | Carolyn Gonot, Executive Director                 |  |  |
| FROM:         | Mary DeLoretto, Chief Service Development Officer |  |  |
| PRESENTER(S): | Mary DeLoretto, Chief Service Development Officer |  |  |

| SUBJECT:               | Resolution AR 2020-09-01 Approving the Proposed 2021-2025 Capital Plan and Recommending Approval by the Authority's Board of Trustees  |  |  |
|------------------------|--|--|--|
| AGENDA ITEM TYPE:      | Resolution   |  |  |
| <b>RECOMMENDATION:</b> | Approve Resolution AR 2020-09-01 Approving the Proposed 2021-2025 Capital Plan<br>and Recommending Approval by the Authority's Board of Trustees   |  |  |
| BACKGROUND:            | UTA's 5-year Capital Plan is required to be updated every year, per the UTA Board of<br>Trustees Policy 2.1 <i>Financial Management</i> . The 5-year Capital Plan includes all new<br>construction and capital improvement projects, state of good repair activities, major<br>equipment purchases, and other special projects requiring expenditures over \$25,000.<br>The plan identifies funding sources for each project, which include UTA, state, local<br>partner, and/or grant funds. The plan is required to be fiscally constrained and<br>maintain assets at a state of good repair to protect UTA's capital investments and<br>minimize future maintenance and replacement costs. Five-year forecasts help mitigate<br>the challenges of applying a one-year budget to multi-year projects, and help in long-<br>range budget planning.<br>UTA's first 5-year Capital Plan was approved last year for the period from 2020 through<br>2024. This current draft 5-Year Capital Plan covers the period from 2021 through 2025. |  |  |
| DISCUSSION:            | Staff will present the proposed draft 5-year Capital Plan for review and recommendation for approval. After receiving input, the plan will be finalized and presented to the UTA Board of Trustees for their approval. Once the UTA Board approves the 5-year Capital Plan, the proposed capital budget for fiscal year 2021 will be incorporated into UTA's proposed 2021 overall budget.   |  |  |
| ATTACHMENTS:           | • Resolution AR2020-09-02, including Exhibit A (2021-2025 Capital Plan)  |  |  |

#### RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH TRANSIT AUTHORITY APPROVING THE PROPOSED 2021-2025 CAPITAL PLAN AND RECOMMENDING APPROVAL BY THE AUTHORITY'S BOARD OF TRUSTEES

AR2020-09-01

September 16, 2020

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

WHEREAS, the Utah Public Transit District Act (UCA 17B-2a-808) (the "Act") required creation of a Local Advisory Council to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, under the Act, the Local Advisory Council is obligated to review, approve, and recommend final adoption by the Board of Trustees of project development plans, including funding, of all new capital projects; and

WHEREAS, the Authority has developed a Five-Year Capital Plan for the years 2021 through 2025 (the "Plan") which contains a prioritized list of planned capital projects, a description of the annual prioritization process, and projected funding on an annual, cumulative and project basis;

WHEREAS, the Authority has submitted its proposed Plan to the Local Advisory Council seeking its review, approval, and recommended adoption by the Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority's proposed Plan and believes it is in the best interest of the Authority and all constituents to approve the Five-Year Capital Budget Plan and to forward it to the Board of Trustees with a recommendation for approval;

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority

1. That the Local Advisory Council hereby approves the proposed 2021-2025 Capital Plan, attached hereto as Exhibit A.

2. That the Local Advisory Council forwards the 2021-2025 Capital Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 16<sup>th</sup> day of September, 2020.

Troy Walker, Chair Local Advisory Council

ATTEST:

Clint Smith Second Vice Chair

Approved As To Form:

DocuSigned by:

Mike Bell

Legal Counsel

#### Exhibit A

# 2021-2025 Capital Plan

# DRAFT Utah Transit Authority Five-Year Capital Plan 2021-2025



# 1 Introduction

### 1.1 Purpose of document

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

# 1.2 Definition of Capital Projects

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

Examples of capital projects include:

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

# 2 Five-year Capital Plan Development Process

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

# 2.1 Project Requests

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

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

# 2.2 Project Prioritization

Completed project requests are compiled then prioritized by management. Prioritization considerations include:

- Assuring a safe system
- Taking care of/replacing what we have
- Leveraging grants and other partner funds
- Contributing to system improvements

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

The 2021-2025 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 2021 will be incorporated into UTA's proposed 2021 annual budget. Any new, unforeseen items that come up during the year will be considered for annual budget amendments as needed.

| Project Categories                   | 2021 Proposed<br>Budget | Grants       | State/Local<br>Partners | UTA Funds*    |
|--------------------------------------|-------------------------|--------------|-------------------------|---------------|
| Information Technology               | \$16,060,000            | \$1,172,000  |                         | \$14,888,000  |
| Safety and Security                  | \$766,000               | \$50,000     |                         | \$716,000     |
| Revenue Vehicles & white fleet       | \$36,759,000            | \$6,540,000  |                         | \$30,219,000  |
| Vehicle Rehab & Repair               | \$12,799,000            | \$787,000    |                         | \$12,011,000  |
| Facilities Maintenance               | \$2,650,000             |              |                         | \$2,650,000   |
| Rail Maintenance                     | \$24,000,000            |              |                         | \$24,000,000  |
| Airport LRT                          | \$7,000,000             |              |                         | \$7,000,000   |
| Depot District                       | \$32,400,000            | \$9,900,000  | \$2,500,000             | \$20,000,000  |
| Ogden-Weber BRT                      | \$52,580,000            | \$42,500,000 | \$8,450,000             | \$1,630,000   |
| TIGER First/Last Mile                | \$13,171,000            | \$5,201,000  | \$7,889,000             | \$81,000      |
| Northern Utah County<br>Double Track | \$9,000,000             |              |                         | \$9,000,000   |
| Midvalley BRT                        | \$27,905,000            |              | \$27,905,000            | \$0           |
| Other Capital Projects               | \$43,562,000            | \$11,620,000 | \$9,424,000             | \$22,518,000  |
| Total                                | \$278,652,000           | \$77,770,000 | \$56,169,000            | \$144,714,000 |

#### **Proposed 2021 Capital Budget Summary**

\*UTA 2021 funds include: \$48,249,000 in bonds and \$35,966,000 in leasing

# Proposed 2022 Capital Budget Summary

| Project Categories          | 2022 Proposed<br>Budget | Grants       | State/Local<br>Partners | UTA Funds*    |
|-----------------------------|-------------------------|--------------|-------------------------|---------------|
| Information Technology      | \$4,324,000             |              |                         | \$4,324,000   |
| Safety and Security         | \$936,000               |              |                         | \$936,000     |
| Rev. Vehicles & white fleet | \$31,636,000            | \$9,040,000  |                         | \$22,597,000  |
| Vehicle Rehab & Repair      | \$15,032,000            | \$764,000    |                         | \$14,268,000  |
| Facilities Maintenance      | \$3,600,000             |              |                         | \$3,600,000   |
| Rail Maintenance            | \$17,150,000            |              |                         | \$17,150,000  |
| Depot District              | \$31,200,000            | \$3,700,000  | \$2,500,000             | \$25,000,000  |
| Ogden-Weber BRT             | \$37,029,000            | \$30,000,000 | \$2,229,000             | \$4,800,000   |
| TIGER First/Last Mile       | \$1,655,000             | \$1,050,000  | \$605,000               |               |
| Midvalley BRT               | \$16,578,000            | \$2,000,000  | \$12,295,000            | \$2,283,000   |
| Other Capital Projects      | \$67,830,000            | \$27,697,000 | \$16,442,000            | \$23,692,000  |
| Total                       | \$226,971,000           | \$74,251,000 | \$34,071,000            | \$118,649,000 |

\*UTA 2022 funds include: \$45,700,000 in bonds and \$19,671,000 in leasing

### Proposed 2023 Capital Budget Summary

| Project Categories          | 2023 Proposed<br>Budget | Grants       | State/Local<br>Partners | UTA Funds*   |
|-----------------------------|-------------------------|--------------|-------------------------|--------------|
| Information Technology      | \$5,774,000             |              |                         | \$5,774,000  |
| Safety and Security         | \$756,000               |              |                         | \$756,000    |
| Rev. Vehicles & white fleet | \$43,421,000            |              |                         | \$43,421,000 |
| Vehicle Rehab & Repair      | \$13,899,000            | \$3,350,000  |                         | \$10,549,000 |
| Facilities Maintenance      | \$2,350,000             |              |                         | \$2,350,000  |
| Rail Maintenance            | \$18,325,000            |              |                         | \$18,325,000 |
| Depot District              | \$2,500,000             |              | \$2,500,000             | \$0          |
| Ogden-Weber BRT             | \$5,203,000             | \$4,473,000  |                         | \$730,000    |
| Other Capital Projects      | \$34,658,000            | \$9,611,000  | \$12,779,000            | \$12,268,000 |
| Total                       | \$126,886,000           | \$17,435,000 | \$15,279,000            | \$94,172,000 |

\*UTA 2023 funds include: \$14,880,000 in bonds and \$41,671,000 in leasing

| Project Categories          | 2024 Proposed<br>Budget | Grants       | State/Local<br>Partners | UTA Funds*    |
|-----------------------------|-------------------------|--------------|-------------------------|---------------|
| Information Technology      | \$10,993,000            |              |                         | \$10,993,000  |
| Safety and Security         | \$756,000               |              |                         | \$756,000     |
| Rev. Vehicles & white fleet | \$56,649,000            |              |                         | \$56,649,000  |
| Vehicle Rehab & Repair      | \$13,685,000            | \$2,400,000  |                         | \$11,285,000  |
| Facilities Maintenance      | \$2,600,000             |              |                         | \$2,600,000   |
| Rail Maintenance            | \$17,100,000            |              |                         | \$17,100,000  |
| Davis-SLC Connector         | \$100,000,000           | \$70,000,000 | \$20,000,000            | \$10,000,000  |
| Other Capital Projects      | \$21,930,000            | \$4,976,000  | \$20,000                | \$16,934,000  |
| Total                       | \$223,713,000           | \$77,376,000 | \$20,020,000            | \$126,317,000 |

### Proposed 2024 Capital Budget Summary

\*UTA 2024 funds include: \$31,573,000 in bonds and \$62,799,000 in leasing

#### **Proposed 2025 Capital Budget Summary**

| Project Categories          | 2025 Proposed<br>Budget | Grants      | State/Local<br>Partners | UTA Funds*   |
|-----------------------------|-------------------------|-------------|-------------------------|--------------|
| Information Technology      | \$2,715,000             |             |                         | \$2,715,000  |
| Safety and Security         | \$700,000               |             |                         | \$700,000    |
| Rev. Vehicles & white fleet | \$56,200,000            |             |                         | \$56,200,000 |
| Vehicle Rehab & Repair      | \$15,582,000            | \$2,400,000 |                         | \$13,182,000 |
| Facilities Maintenance      | \$4,350,000             |             |                         | \$4,350,000  |
| Rail Maintenance            | \$17,750,000            |             |                         | \$17,750,000 |
| Other Capital Projects      | \$8,273,000             | \$2,270,000 | \$1,667,000             | \$4,336,000  |
| Total                       | \$105,570,000           | \$4,670,000 | \$1,667,000             | \$99,233,000 |

\*UTA 2025 funds include: \$8,000,000 in bonds and \$48,700,000 in leasing

| Proposed 5-Year Capital Plan Summary | by Project Category |
|--------------------------------------|---------------------|
|--------------------------------------|---------------------|

| Project Categories                   | Proposed<br>5-Year Budget | Grants        | State/Local<br>Partners | UTA Funds*    |
|--------------------------------------|---------------------------|---------------|-------------------------|---------------|
| Information Technology               | \$39,866,000              | \$1,172,000   |                         | \$38,694,000  |
| Safety and Security                  | \$3,914,000               | \$50,000      |                         | \$3,864,000   |
| Rev. Vehicles & white fleet          | \$224,664,000             | \$15,579,000  |                         | \$209,085,000 |
| Vehicle Rehab & Repair               | \$70,997,000              | \$9,700,000   |                         | \$61,297,000  |
| Facilities Maintenance               | \$15,550,000              |               |                         | \$15,550,000  |
| Rail Maintenance                     | \$94,325,000              |               |                         | \$94,325,000  |
| Airport LRT                          | \$7,000,000               |               |                         | \$7,000,000   |
| Depot District                       | \$66,100,000              | \$13,600,000  | \$7,500,000             | \$45,000,000  |
| Ogden-Weber BRT                      | \$94,813,000              | \$76,973,000  | \$10,679,000            | \$7,160,000   |
| TIGER First/Last Mile                | \$14,826,000              | \$6,251,000   | \$8,494,000             | \$81,000      |
| Northern Utah County<br>Double Track | \$9,000,000               |               |                         | \$9,000,000   |
| Midvalley BRT                        | \$44,483,000              | \$2,000,000   | \$40,200,000            | \$2,283,000   |
| Davis-SLC Connector                  | \$107,800,000             | \$70,000,000  | \$23,500,000            | \$14,300,000  |
| Other Capital Projects               | \$168,454,000             | \$56,175,000  | \$36,832,000            | \$75,448,000  |
| Total                                | \$961,792,000             | \$251,501,000 | \$127,205,000           | \$583,086,000 |

\*UTA 5-year funds include: \$148,401,000 in bonds and \$208,807,000 in leasing

#### Proposed 5-Year Capital Plan Summary by Year

| Year  | Proposed<br>Budget | Grants        | State/Local<br>Partners | UTA Funds*    |
|-------|--------------------|---------------|-------------------------|---------------|
| 2021  | \$278,652,000      | \$77,770,000  | \$56,169,000            | \$144,714,000 |
| 2022  | \$226,971,000      | \$74,251,000  | \$34,071,000            | \$118,649,000 |
| 2023  | \$126,886,000      | \$17,435,000  | \$15,279,000            | \$94,172,000  |
| 2024  | \$223,713,000      | \$77,376,000  | \$20,020,000            | \$126,317,000 |
| 2025  | \$105,570,000      | \$4,670,000   | \$1,667,000             | \$99,233,000  |
| Total | \$961,792,000      | \$251,501,000 | \$127,205,000           | \$583,086,000 |

\*UTA funds include: \$148,401,000 in bonds and \$208,807,000 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. New grant and partner funds would reduce the amount of needed bond funds.

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 reasonably assume that significant local, state, and/or federal funds would be 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:

- Ogden/WSU BRT: Federal Transit Administration Small Starts grant anticipated
- Sharp/Tintic Railroad Connection: Federal Railroad Administration/CRISI grant anticipated
- Midvalley BRT: Potential Small Starts or Bus & Bus Facilities grant
- FrontRunner Double Tracking: Potential BUILD grant, State and/or TTIF funds
- Point of the Mountain EIS and Preliminary Design: Potential BUILD planning grant and/or TTIF
- Davis-SLC Community Connector: Potential Small Starts, Bus & Bus Facilities grant and/or TTIF

For any new capital development project, such as the Midvalley BRT or the Davis-SLC Community Connector, 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 2021 through 2025 Five-year Capital Plan are presented in the attached tables.

# Attachment A

# UTA 5-Year Capital Plan - Project Detail

# 2021 through 2025

# 9-16-20 DRAFT: UTA 5-Year Capital Plan: 2021-2025 Project Summary

|  |  |  |   |   |   | -   |  | : 202  |  |   | -  |  |   |
|--|--|--|---|---|---|---|--|--|--|---|--|--|---|
|  | Project Name   | 2021<br>Proposed<br>Budget   | Total UTA<br>Funds  | 2022<br>Proposed<br>Budget  | Total UTA<br>Funds  | 2023<br>Proposed<br>Budget  | Total UTA<br>Funds   | 2024<br>Proposed<br>Budget   | Total UTA<br>Funds   | 2025<br>Proposed<br>Budget  | Total UTA<br>Funds   | 5-Year<br>Proposed<br>Budget   | Total UTA<br>5-yr Funds   |
| 1  | Information Technology<br>In-house App Dev. & Enhancements   | 100,000  | 100,000   | 200,000   | 200,000   | 200,000   | 200,000  | 200,000  | 200,000  | 200,000   | 200,000  | 900,000  | 900,000   |
| 2  | Radio Communication Infrastructure   | 150,000  | 150,000   | 100,000   | 100,000   | 100,000   | 100,000  | 100,000  | 100,000  | 100,000   | 100,000  | 550,000  | 550,000   |
| 3  | Server, Storage Infrastructure Eq & SW   | 245,000  | 245,000   | 324,000   | 324,000   | 279,000   | 279,000  | 323,000  | 323,000  | 255,000   | 255,000  | 1,426,000  | 1,426,000   |
| 4  | Rail Communication On-Board Tech   | 100,000  | 100,000 440,000   | 100,000   | 100,000   | 100,000   | 100,000  | 100,000  | 100,000<br>210,000   | 100,000<br>260,000  | 100,000  | 500,000  | 500,000   |
| 5  | Info Security Eq/SW (PCI Comp & Cyber Se<br>Bus Communication On-Board Tech  | 440,000<br>100,000   | 100,000   | 200,000<br>100,000  | 200,000<br>100,000  | 445,000<br>100,000  | 445,000<br>100,000   | 210,000<br>100,000   | 100,000  | 100,000   | 260,000<br>100,000   | 1,555,000<br>500,000   | 1,555,000<br>500,000  |
| 7  | IT Managed Reserved (formerly IT Pool)   | 400,000  | 400,000   | 400,000   | 400,000   | 350,000   | 350,000  | 400,000  | 400,000  | 400,000   | 400,000  | 1,950,000  | 1,950,000   |
| 8  | Network & Infrastructure Equipment   | 325,000  | 325,000   | 475,000   | 475,000   | 450,000   | 450,000  | 510,000  | 510,000  | 300,000   | 300,000  | 2,060,000  | 2,060,000   |
| 9<br>10  | FrontRunner WiFi Enhancements<br>Init APC Upgrade  | 250,000<br>340,000   | 250,000<br>340,000  | 350,000<br>500,000  | 350,000<br>500,000  | 50,000  | 50,000   | 50,000   | 50,000   | 50,000  | 50,000   | 750,000<br>840,000   | 750,000<br>840,000  |
|  | Electronic Fare Collection Maint & Rep   | 2,500,000  | 2,500,000   | 225,000   | 225,000   | 300,000   | 300,000  | -  | -  | -   | -  | 3,025,000  | 3,025,000   |
|  | ArcGIS GeoEvent Server for Live Data   | 25,000   | 25,000  | -   | -   | -   | -  | -  | -  | -   | -  | 25,000   | 25,000  |
|  | Rail TVM SOGR - PCI Compliance   | 7,800,000  | 7,800,000   | 50,000  | 50,000  | 50,000  | 50,000   | 50,000   | 50,000   | 50,000  | 50,000   | 8,000,000  | 8,000,000   |
|  | TVM for UVX (needed if Free Fare ends)<br>New Radio Communication System   | 1,100,000  | 1,100,000   | -   | -   | 2,000,000   | 2,000,000  | - 8,000,000  | -<br>8,000,000   | - 500,000   | -<br>500,000   | 1,100,000<br>10,500,000  | 1,100,000<br>10,500,000   |
|  | E Voucher Software Development   | 215,000  | 43,000  |   | -   | -   | -  | -  | -  | -   | -  | 215,000  | 43,000  |
| 17   | Passenger Information  | 300,000  | 300,000   | 350,000   | 350,000   | 350,000   | 350,000  | 350,000  | 350,000  | 350,000   | 350,000  | 1,700,000  | 1,700,000   |
| 18   | Transit Management Sytem   | 1,620,000  | 620,000   | 900,000   | 900,000   | 950,000   | 950,000  | 550,000  | 550,000  | -   | -  | 4,020,000  | 3,020,000   |
| 19   | JDE System Enhancement   | 50,000   | 50,000  | 50,000  | 50,000  | 50,000  | 50,000   | 50,000   | 50,000   | 50,000  | 50,000   | 250,000  | 250,000   |
|  | Total Information Technology   | 16,060,000   | 14,888,000  | 4,324,000   | 4,324,000   | 5,774,000   | 5,774,000  | 10,993,000   | 10,993,000   | 2,715,000   | 2,715,000  | 39,866,000   | 38,694,000  |
|  | Safety & Security/Police   | 2021<br>Proposed   | Total UTA<br>Funds  | 2022<br>Proposed  | Total UTA<br>Funds  | 2023<br>Proposed  | Total UTA<br>Funds   | 2024<br>Proposed   | Total UTA<br>Funds   | 2025<br>Proposed  | Total UTA<br>Funds   | 5-Year<br>Proposed   | Total UTA<br>5-yr Funds   |
|  | Safety & Security  | Budget   |   | Budget  |   | Budget  |  | Budget   |  | Budget  |  | Budget   |   |
| 20   | Corridor Fencing   | 50,000   | 50,000  | 50,000  | 50,000  | 50,000  | 50,000   | 50,000   | 50,000   | 50,000  | 50000  | 250,000  | 250,000   |
| 21   | Camera Sustainability  | 50,000   | 50,000  | 50,000  | 50,000  | 50,000  | 50,000   | 50,000   | 50,000   | 50,000  | 50000  | 250,000  | 250,000   |
|  | Access Control for Data Rooms  | 10,000   | 10,000  | -   | -   | -   | -  | -  | -  | -   | 0  | 10,000   | 10,000  |
|  | Bus Camera Overhaul/Replacement<br>Bus Safety and Security   | 40,000<br>30,000   | 40,000<br>30,000  | 40,000<br>30,000  | 40,000<br>30,000  | -<br>30,000   | -<br>30,000  | -<br>30,000  | -<br>30,000  | -<br>30,000   | 0<br>30000   | 80,000<br>150,000  | 80,000<br>150,000   |
|  | Facility Security  | 50,000   | 50,000  | 50,000  | 50,000  | 50,000  | 50,000   | 50,000   | 50,000   | 50,000  | 50000  | 250,000  | 250,000   |
|  | Next Crossing Camera Installation  | 40,000   | 40,000  | 40,000  | 40,000  | 40,000  | 40,000   | 40,000   | 40,000   | 40,000  | 40000  | 200,000  | 200,000   |
|  | Safety General Projects  | 100,000  | 100,000   | 100,000   | 100,000   | 100,000   | 100,000  | 100,000  | 100,000  | 100,000   | 100000   | 500,000  | 500,000   |
| 28   | Security General Projects<br>Safety & Security Total   | 20,000<br><b>390,000</b>   | 20,000<br><b>390,000</b>  | 20,000<br><b>380,000</b>  | 20,000<br><b>380,000</b>  | 20,000<br><b>340,000</b>  | 20,000<br><b>340,000</b>   | 20,000<br><b>340,000</b>   | 20,000<br><b>340,000</b>   | 20,000<br><b>340,000</b>  | 20000<br><b>340,000</b>  | 100,000<br><b>1,790,000</b>  | 100,000<br>1, <b>790,00</b> 0   |
|  | Police   | 390,000  | 390,000   | 380,000   | 380,000   | 540,000   | 540,000  | 540,000  | 340,000  | 540,000   | 340,000  | 1,790,000  | 1,790,000   |
|  | Ballistic Vest Replacement   | 15,000   | 15,000  | 15,000  | 15,000  | 15,000  | 15,000   | 15,000   | 15,000   | 25,000  | 25,000   | 85,000   | 85,000  |
|  | Vehicle Replacement/Expansion  | 290,000  | 290,000   | 370,000   | 370,000   | 330,000   | 330,000  | 330,000  | 330,000  | 320,000   | 320,000  | 1,640,000  | 1,640,000   |
|  | Tasers<br>Emergency Operations Training  | -<br>15,000  | - 15,000  | 100,000<br>15,000   | 100,000<br>15,000   | 15,000  | -<br>15,000  | -<br>15,000  | -<br>15,000  | 15,000  | -<br>15,000.00   | 100,000<br>75,000  | 100,000<br>75,000   |
|  | Police Radio Replacements  | 56,000   | 6,000   | 56,000  | 56,000  | 56,000  | 56,000   | 56,000   | 56,000   | .0,000  | -  | 224,000  | 174,000   |
|  | Police Total   | 376,000  | 326,000   | 556,000   | 556,000   | 416,000   | 416,000  | 416,000  | 416,000  | 360,000   | 360,000  | 2,124,000  | 2,074,000   |
|  | Total Safety & Security  | 766,000  | 716,000   | 936,000   | 936,000   | 756,000   | 756,000  | 756,000  | 756,000  | 700,000   | 700,000  | 3,914,000  | 3,864,000   |
|  | Asset Management (Vehicles,  | 2021   |   | 2022  |   | 2023  |  | 2024   |  | 2025  |  | 5-Year   |   |
|  | Facilities, Rail Infrastructure, Rail<br>Systems)  | Proposed<br>Budget   | Total UTA<br>Funds  | Proposed<br>Budget  | Total UTA<br>Funds  | Proposed<br>Budget  | Total UTA<br>Funds   | Proposed<br>Budget   | Total UTA<br>Funds   | Proposed<br>Budget  | Total UTA<br>Funds   | Proposed<br>Budget   | Total 5-yr<br>UTA Funds   |
|  | Vehicles   |  |   |   |   |   |  | /  |  |   |  |  |   |
|  | Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo   | 12,800,000<br>14,200,000   | 12,800,000<br>7,660,380   | 11,307,289<br>12,879,240  | 11,307,289<br>3,839,620   | 35,200,000  | 35,200,000   | 50,100,000<br>-  | 50,100,000<br>-  | 43,000,000  | 43,000,000   | 152,407,289<br>27,079,240  | 152,407,289<br>11,500,000   |
|  | Van Pool Replacement   | 2,205,720  | 2,205,720   | 1,424,498   | 1,424,498   | 1,270,960   | 1,270,960  | 1,423,240  | 1,423,240  | 1,800,000   | 1,800,000  | 8,124,418  | 8,124,418   |
|  | Paratransit Vehicle Replacment   | 3,052,899  | 3,052,899   | 3,125,376   | 3,125,376   | 3,199,593   | 3,199,593  | 3,275,592  | 3,275,592  | 3,400,000   | 3,400,000  | 16,053,460   | 16,053,460  |
|  | Bus Engine/Trans/Comp Rehab/Replace  | 1,500,000  | 1,500,000   | 3,000,000   | 3,000,000   | 3,000,000   | 600,000<br>7,699,275   | 3,000,000  | 600,000  | 3,000,000   | 600,000  | 13,500,000<br>40,438,185   | 6,300,000   |
|  | Light Rail Vehicle Rehab   | 6,690,210  | 6,690,210   | 7,181,775   | 7,181,775   | 7,699,275   |  | 8,285,150  | 8,285,150  | 10,581,775  | 10,581,775   | 1 40.430.100 1   | 40,438,185  |
| 39<br>40   | Commuter Rail Engine Overhaul  | 2.608.435  |   |   | 1.736.221   | 1.500.000   | 550.000  | -  | -  |   | -  |  | 4.107.972   |
| 40   | Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace   | 2,608,435<br>1,500,000   | 1,821,751<br>1,500,000  | 2,500,000<br>650,000  | 1,736,221<br>650,000  | 1,500,000<br>750,000  | 550,000<br>750,000   | -<br>350,000   | -<br>350,000   | 500,000   | - 500,000  | 6,608,435<br>3,750,000   |   |
| 40<br>41<br>42   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement   | 1,500,000<br>3,000,000   | 1,821,751<br>1,500,000<br>3,000,000   | 2,500,000<br>650,000<br>2,250,000   | 650,000<br>2,250,000  | 750,000<br>3,000,000  | 750,000<br>3,000,000   | 1,500,000  | 1,500,000  | 500,000<br>7,500,000  | -<br>500,000<br>7,500,000  | 6,608,435<br>3,750,000<br>17,250,000   | 3,750,000<br>17,250,000   |
| 40<br>41<br>42<br>43   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair  | 1,500,000<br>3,000,000<br>1,500,000  | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000  | 2,500,000<br>650,000<br>2,250,000<br>1,600,000  | 650,000<br>2,250,000<br>1,600,000   | 750,000<br>3,000,000<br>700,000   | 750,000<br>3,000,000<br>700,000  | 1,500,000<br>400,000   | 1,500,000<br>400,000   | 7,500,000   | 7,500,000  | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000  | 3,750,000<br>17,250,000<br>4,200,000  |
| 40<br>41<br>42<br>43   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement   | 1,500,000<br>3,000,000   | 1,821,751<br>1,500,000<br>3,000,000   | 2,500,000<br>650,000<br>2,250,000   | 650,000<br>2,250,000  | 750,000<br>3,000,000  | 750,000<br>3,000,000   | 1,500,000  | 1,500,000  |   |  | 6,608,435<br>3,750,000<br>17,250,000   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000   |
| 40<br>41<br>42<br>43   | Non-Rev Service Vehicle Replace<br>Cornet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total  | 1,500,000<br>3,000,000<br>1,500,000<br>500,000   | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>500,000   | 2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>750,000   | 650,000<br>2,250,000<br>1,600,000<br>750,000  | 750,000<br>3,000,000<br>700,000<br>1,000,000  | 750,000<br>3,000,000<br>700,000<br>1,000,000   | 1,500,000<br>400,000<br>2,000,000  | 1,500,000<br>400,000<br>2,000,000  | 7,500,000   | 7,500,000  | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000   |
| 40<br>41<br>42<br>43<br>44   | Non-Rev Service Vehicle Replace<br>Cornet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities  | 1,500,000<br>3,000,000<br>1,500,000<br>500,000<br><b>49,557,264</b>  | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>500,000<br>42,230,960   | 2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>750,000<br>46,668,178   | 650,000<br>2,250,000<br>1,600,000<br>750,000<br><b>36,864,779</b>   | 750,000<br>3,000,000<br>700,000<br>1,000,000<br>57,319,828  | 750,000<br>3,000,000<br>700,000<br>1,000,000<br>53,969,828   | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b>   | 1,500,000<br>400,000<br>2,000,000<br><b>67,933,982</b>   | 7,500,000<br>2,000,000<br>71,781,775  | 7,500,000<br>-<br>2,000,000<br>69,381,775  | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>295,661,027</b>   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>270,381,324</b>   |
| 40<br>41<br>42<br>43<br>44   | Non-Rev Service Vehicle Replace<br>Cornet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total  | 1,500,000<br>3,000,000<br>1,500,000<br>500,000   | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>500,000   | 2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>750,000   | 650,000<br>2,250,000<br>1,600,000<br>750,000  | 750,000<br>3,000,000<br>700,000<br>1,000,000  | 750,000<br>3,000,000<br>700,000<br>1,000,000   | 1,500,000<br>400,000<br>2,000,000  | 1,500,000<br>400,000<br>2,000,000  | 7,500,000   | 7,500,000  | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>270,381,324</b><br>7,000,000  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47   | Non-Rev Service Vehicle Replace<br>Cornet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace   | 1,500,000<br>3,000,000<br>1,500,000<br>500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000  | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000   | 2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>750,000<br>46,668,178<br>2,000,000<br>500,000<br>250,000  | 650,000<br>2,250,000<br>1,600,000<br>750,000<br><b>36,864,779</b><br>2,000,000<br>500,000<br>250,000  | 750,000<br>3,000,000<br>700,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000   | 750,000<br>3,000,000<br>700,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000  | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b><br>1,000,000<br>500,000<br>250,000  | 1,500,000<br>400,000<br>2,000,000<br><b>67,933,982</b><br>1,000,000<br>500,000<br>250,000  | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000   | 7,500,000<br>-<br>2,000,000<br><b>69,381,775</b><br>2,000,000<br>1,000,000<br>250,000  | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>270,381,324</b><br>7,000,000<br>2,750,000<br>1,350,000  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48   | Non-Rev Service Vehicle Replace<br>Cornet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement  | 1,500,000<br>3,000,000<br>1,500,000<br><b>49,557,264</b><br>1,000,000<br>250,000<br>350,000<br>500,000   | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>500,000  | 2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>750,000<br>46,668,178<br>2,000,000<br>500,000   | 650,000<br>2,250,000<br>1,600,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000  | 750,000<br>3,000,000<br>700,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000  | 750,000<br>3,000,000<br>700,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000   | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b><br>1,000,000<br>500,000   | 1,500,000<br>400,000<br>2,000,000<br><b>67,933,982</b><br>1,000,000<br>500,000   | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000  | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000  | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>270,381,324</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49   | Non-Rev Service Vehicle Replace<br>Cornet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace   | 1,500,000<br>3,000,000<br>1,500,000<br>500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000  | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000   | 2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>750,000<br>46,668,178<br>2,000,000<br>500,000<br>250,000  | 650,000<br>2,250,000<br>1,600,000<br>750,000<br><b>36,864,779</b><br>2,000,000<br>500,000<br>250,000  | 750,000<br>3,000,000<br>700,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000   | 750,000<br>3,000,000<br>700,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000  | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b><br>1,000,000<br>500,000<br>250,000  | 1,500,000<br>400,000<br>2,000,000<br><b>67,933,982</b><br>1,000,000<br>500,000<br>250,000  | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000   | 7,500,000<br>-<br>2,000,000<br><b>69,381,775</b><br>2,000,000<br>1,000,000<br>250,000  | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>270,381,324</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49   | Non-Rev Service Vehicle Replace<br>Cornet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting   | 1,500,000<br>3,000,000<br>1,500,000<br><b>49,557,264</b><br>1,000,000<br>250,000<br>350,000<br>500,000   | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>500,000  | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>500,000<br>250,000<br>750,000  | 650,000<br>2,250,000<br>1,600,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>250,000<br>750,000  | 750,000<br>3,000,000<br>700,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>500,000  | 750,000<br>3,000,000<br>700,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000   | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b><br>1,000,000<br>500,000<br>250,000<br>750,000   | 1,500,000<br>400,000<br>2,000,000<br><b>67,933,982</b><br>1,000,000<br>500,000<br>250,000<br>750,000<br>-  | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000  | 7,500,000<br>-<br>2,000,000<br><b>69,381,775</b><br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>-  | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000   | 3,750,000<br>17,250,000<br>6,250,000<br><b>270,381,324</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration   | 1,500,000<br>3,000,000<br>1,500,000<br><b>49,557,264</b><br>1,000,000<br>250,000<br>350,000<br>500,000<br>450,000  | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>  | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>500,000<br>250,000<br>750,000  | 650,000<br>2,250,000<br>1,600,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>250,000<br>750,000<br>-<br>100,000  | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>500,000   | 750,000<br>3,000,000<br>700,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br><br>100,000   | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b><br>1,000,000<br>500,000<br>250,000<br>750,000   | 1,500,000<br>400,000<br>2,000,000<br><b>67,933,982</b><br>1,000,000<br>500,000<br>250,000<br>750,000<br>-<br>100,000   | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000  | 7,500,000<br>-<br>2,000,000<br><b>69,381,775</b><br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>-<br>-   | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000  | 3,750,000<br>17,250,000<br>6,250,000<br><b>270,381,324</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>50   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>100,000<br>2,650,000   | 1,821,751<br>1,500,000<br>3,000,000<br>500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>100,000<br>2,650,000   | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>250,000<br>250,000<br>750,000<br>100,000<br>3,600,000  | 650,000<br>2,250,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>250,000<br>-<br>100,000<br>3,600,000   | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>200,000<br>2,350,000<br>1,375,000  | 750,000<br>3,000,000<br>700,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br>-<br>100,000<br>2,350,000   | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b><br>1,000,000<br>500,000<br>250,000<br>750,000<br>100,000<br><b>2,600,000</b>  | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>500,000<br>250,000<br>-<br>100,000<br>2,600,000  | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000   | 7,500,000<br>-<br>2,000,000<br><b>69,381,775</b><br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>-<br>100,000<br><b>4,350,000</b>   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br><b>15,550,000</b><br>15, <b>550,000</b>   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>270,381,324</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br><b>15,550,000</b>   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>100,000<br>2,650,000<br>2,650,000   | 1,821,751<br>1,500,000<br>3,000,000<br>500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>450,000<br>450,000<br>100,000<br>2,650,000<br>7,450,000<br>250,000   | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>250,000<br>250,000<br>100,000<br>3,600,000   | 650,000<br>2,250,000<br>750,000<br><b>36,864,779</b><br>2,000,000<br>500,000<br>250,000<br>-<br>100,000<br><b>3,600,000</b><br>2,200,000  | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>100,000<br>2,350,000<br>1,375,000<br>250,000   | 750,000<br>3,000,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br>-<br>100,000<br>2,350,000<br>1,375,000<br>250,000   | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b><br>1,000,000<br>250,000<br>250,000<br>100,000<br><b>2,600,000</b>   | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>250,000<br>-<br>100,000<br>2,600,000<br>750,000<br>250,000  | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>4,000,000<br>250,000   | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>-<br>100,000<br>4,350,000<br>250,000  | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br><b>15,550,000</b><br><b>15,775,000</b><br>1,250,000   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>270,381,324</b><br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br><b>15,550,000</b><br>15,775,000<br>1,250,000   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52<br>53   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>500,000<br>450,000<br>2,650,000<br>2,650,000<br>650,000  | 1,821,751<br>1,500,000<br>3,000,000<br>500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>100,000<br>2,650,000   | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>250,000<br>250,000<br>750,000<br>100,000<br>3,600,000  | 650,000<br>2,250,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>250,000<br>-<br>100,000<br>3,600,000<br>2,200,000<br>2,200,000<br>250,000<br>3,000,000   | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br>2,350,000<br>2,350,000<br>1,375,000<br>250,000<br>450,000  | 750,000<br>3,000,000<br>1,000,000<br>53,969,828<br>1,000,000<br>250,000<br>250,000<br>500,000<br>-<br>100,000<br>2,350,000<br>1,375,000<br>250,000   | 1,500,000<br>400,000<br>2,000,000<br>70,333,982<br>1,000,000<br>500,000<br>250,000<br>750,000<br>100,000<br>2,600,000  | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>250,000<br>-<br>-<br>100,000<br>2,600,000<br>250,000<br>250,000<br>300,000  | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>4,000,000<br>250,000   | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>-<br>100,000<br>4,350,000<br>4,000,000<br>250,000   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br><b>15,550,000</b><br>1,250,000<br>1,250,000<br>2,100,000   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>270,381,324</b><br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br><b>15,550,000</b><br><b>15,775,000</b><br>1,250,000<br>2,100,000   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>51<br>52<br>53<br>54   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance   | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>100,000<br>2,650,000<br>2,650,000   | 1,821,751<br>1,500,000<br>3,000,000<br>500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>450,000<br>450,000<br>2,650,000<br>7,450,000<br>250,000<br>650,000   | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>500,000<br>250,000<br>750,000<br>100,000<br>3,600,000  | 650,000<br>2,250,000<br>750,000<br><b>36,864,779</b><br>2,000,000<br>500,000<br>250,000<br>-<br>100,000<br><b>3,600,000</b><br>2,200,000  | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>100,000<br>2,350,000<br>1,375,000<br>250,000   | 750,000<br>3,000,000<br>700,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br>-<br>100,000<br>2,350,000<br>1,375,000<br>250,000   | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b><br>1,000,000<br>250,000<br>250,000<br>100,000<br><b>2,600,000</b><br>750,000<br>2,600,000   | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>250,000<br>-<br>100,000<br>2,600,000<br>750,000<br>250,000  | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>4,000,000<br>250,000   | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>-<br>100,000<br>4,350,000<br>250,000  | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br><b>15,550,000</b><br><b>15,775,000</b><br>1,250,000   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>270,381,324</b><br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br><b>15,550,000</b><br>15,775,000<br>1,250,000<br>2,100,000<br>10,000,000  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52<br>53<br>54   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total   | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>500,000<br>450,000<br>2,650,000<br>2,500,000<br>650,000<br>2,000,000   | 1,821,751<br>1,500,000<br>3,000,000<br>500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>500,000<br>450,000<br>2,650,000<br>2,650,000<br>250,000<br>650,000<br>2,000,000  | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>500,000<br>250,000<br>750,000<br>100,000<br>3,600,000<br>250,000<br>300,000<br>250,000   | 650,000<br>2,250,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>250,000<br>-<br>100,000<br>3,600,000<br>2,200,000<br>250,000<br>300,000<br>2,000,000   | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br>100,000<br>2,350,000<br>1,375,000<br>250,000<br>450,000<br>450,000   | 750,000<br>3,000,000<br>1,000,000<br>53,969,828<br>1,000,000<br>250,000<br>250,000<br>-<br>100,000<br>2,350,000<br>1,375,000<br>250,000<br>450,000   | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b><br>1,000,000<br>250,000<br>250,000<br><b>2,600,000</b><br>750,000<br><b>2,600,000</b><br>250,000<br>300,000<br>2,000,000  | 1,500,000<br>400,000<br>2,000,000<br><b>67,933,982</b><br>1,000,000<br>250,000<br>250,000<br>-<br>-<br>100,000<br><b>2,600,000</b><br>250,000<br>250,000<br>250,000<br>300,000   | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>4,000,000<br>250,000<br>400,000<br>2,000,000   | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>-<br>100,000<br>4,350,000<br>4,000,000<br>250,000   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br><b>15,550,000</b><br>1,250,000<br>1,250,000<br>2,100,000   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>270,381,324</b><br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br><b>15,550,000</b><br>15,775,000<br>1,250,000<br>2,100,000<br>10,000,000  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>500,000<br>450,000<br>2,650,000<br>2,500,000<br>650,000<br>2,000,000   | 1,821,751<br>1,500,000<br>3,000,000<br>500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>500,000<br>450,000<br>2,650,000<br>2,650,000<br>250,000<br>650,000<br>2,000,000  | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>500,000<br>250,000<br>750,000<br>100,000<br>3,600,000<br>250,000<br>300,000<br>250,000   | 650,000<br>2,250,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>250,000<br>-<br>100,000<br>3,600,000<br>2,200,000<br>250,000<br>300,000<br>2,000,000   | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br>100,000<br>2,350,000<br>1,375,000<br>250,000<br>450,000<br>450,000   | 750,000<br>3,000,000<br>1,000,000<br>53,969,828<br>1,000,000<br>250,000<br>250,000<br>-<br>100,000<br>2,350,000<br>1,375,000<br>250,000<br>450,000   | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b><br>1,000,000<br>250,000<br>250,000<br><b>2,600,000</b><br>750,000<br><b>2,600,000</b><br>250,000<br>300,000<br>2,000,000  | 1,500,000<br>400,000<br>2,000,000<br><b>67,933,982</b><br>1,000,000<br>250,000<br>250,000<br>-<br>-<br>100,000<br><b>2,600,000</b><br>250,000<br>250,000<br>250,000<br>300,000   | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>4,000,000<br>250,000<br>400,000<br>2,000,000   | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>-<br>100,000<br>4,350,000<br>4,000,000<br>250,000   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br><b>15,550,000</b><br>1,250,000<br>1,250,000<br>2,100,000   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,550,000<br>15,5775,000<br>1,250,000<br>2,100,000<br>2,100,000<br>29,125,000  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Infrastructure Total<br>Rail Systems  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000  | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000   | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>250,000<br>250,000<br>100,000<br>3,600,000<br>2,200,000<br>250,000<br>300,000<br>2,000,000<br>4,750,000  | 650,000<br>2,250,000<br>1,600,000<br>750,000<br>36,864,779<br>2,000,000<br>250,000<br>250,000<br>-<br>100,000<br>3,600,000<br>2,200,000<br>250,000<br>300,000<br>2,000,000  | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br>2,350,000<br>2,350,000<br>4,375,000<br>2,000,000<br>4,075,000  | 750,000<br>3,000,000<br>700,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>2,350,000<br>2,350,000<br>250,000<br>450,000<br>2,000,000<br>4,075,000  | 1,500,000<br>400,000<br>2,000,000<br>70,333,982<br>1,000,000<br>250,000<br>250,000<br>100,000<br>2,600,000<br>250,000<br>300,000<br>2,000,000<br>3,300,000   | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>250,000<br>-<br>100,000<br>2,600,000<br>2,600,000<br>300,000<br>2,000,000   | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>2550,000<br>1,000,000<br>4,350,000<br>4,350,000<br>4,000,000<br>2,000,000<br>6,650,000  | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>250,000<br>4,000,000<br>2,000,000<br>6,650,000   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br><b>15,575,000</b><br>1,250,000<br>2,100,000<br>2,000<br>10,000,000   | 3,750,000<br>17,250,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,3500,000<br>4500,000<br>15,550,000<br>15,5775,000<br>1,250,000<br>2,100,000<br>2,100,000<br>29,125,000   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Switches/Trackwork Controls  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>10,350,000<br>4,750,000<br>1,200,000   | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>4,750,000<br>4,750,000<br>1,200,000  | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>250,000<br>250,000<br>100,000<br>3,600,000<br>2,200,000<br>2,000,000<br>4,750,000<br>9,500,000<br>650,000<br>1,200,000   | 650,000<br>2,250,000<br>1,600,000<br>750,000<br>2,000,000<br>250,000<br>250,000<br>-<br>100,000<br>3,600,000<br>2,200,000<br>2,000,000<br>4,750,000<br>9,500,000<br>650,000<br>1,200,000  | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>2,350,000<br>2,350,000<br>2,350,000<br>450,000<br>450,000<br>4,075,000<br>11,000,000<br>4,000,000   | 750,000<br>3,000,000<br>700,000<br>53,969,828<br>1,000,000<br>500,000<br>2250,000<br>2250,000<br>2,350,000<br>2,350,000<br>2,350,000<br>4,50,000<br>2,000,000<br>4,075,000<br>2,000,000<br>4,50,000  | 1,500,000<br>400,000<br>2,000,000<br>70,333,982<br>1,000,000<br>250,000<br>100,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>11,000,000<br>500,000<br>1,200,000   | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>250,000<br>-<br>100,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>11,000,000<br>1,200,000  | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>4,350,000<br>2,000,000<br>6,650,000<br>500,000<br>4,500,000  | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>2,000,000<br>6,650,000<br>500,000<br>4,500,000   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,5750,000<br>1,250,000<br>1,250,000<br>2,100,000<br>29,125,000<br>38,500,000<br>8,400,000<br>8,550,000  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,5775,000<br>1,250,000<br>2,100,000<br>29,125,000<br>38,500,000<br>8,400,000<br>8,550,000   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bidge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Switches/Trackwork Controls<br>Stray Current Mitigation   | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>100,000<br>2,650,000<br>2,000,000<br>650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>4,750,000<br>1,200,000   | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,500,000<br>650,000<br>2,000,000<br>10,350,000<br>4,750,000<br>4,750,000<br>1,200,000   | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>250,000<br>250,000<br>100,000<br>3,600,000<br>2,200,000<br>2,000,000<br>4,750,000<br>9,500,000<br>650,000<br>1,200,000   | 650,000<br>2,250,000<br>1,600,000<br>750,000<br>2,000,000<br>250,000<br>250,000<br>-<br>100,000<br>3,600,000<br>2,200,000<br>2,000,000<br>4,750,000<br>9,500,000<br>650,000<br>1,200,000  | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>2,350,000<br>2,350,000<br>450,000<br>2,000,000<br>4,075,000<br>2,000,000<br>450,000  | 750,000<br>3,000,000<br>700,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>2,350,000<br>2,350,000<br>450,000<br>2,000,000<br>4,075,000<br>2,000,000<br>4,075,000   | 1,500,000<br>400,000<br>2,000,000<br>70,333,982<br>1,000,000<br>250,000<br>250,000<br>2,600,000<br>2,000,000<br>2,000,000<br>3,300,000<br>1,000,000<br>1,200,000<br>1,200,000  | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>250,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>11,000,000<br>1,200,000<br>1,200,000   | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>250,000<br>400,000<br>2,000,000<br>6,650,000<br>500,000<br>4,500,000   | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>250,000<br>4,000,000<br>6,650,000<br>500,000<br>500,000<br>4,500,000   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,575,000<br>1,250,000<br>2,100,000<br>29,125,000<br>38,500,000<br>8,400,000<br>8,400,000  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,550,000<br>1,250,000<br>2,100,000<br>29,125,000<br>38,500,000<br>8,400,000<br>8,550,000<br>2,500,000   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>55<br>56<br>57<br>58<br>59   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Switches/Trackwork Controls  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>10,350,000<br>4,750,000<br>1,200,000   | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>4,750,000<br>4,750,000<br>1,200,000  | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>250,000<br>250,000<br>100,000<br>3,600,000<br>2,200,000<br>2,000,000<br>4,750,000<br>9,500,000<br>650,000<br>1,200,000   | 650,000<br>2,250,000<br>1,600,000<br>750,000<br>2,000,000<br>250,000<br>250,000<br>-<br>100,000<br>3,600,000<br>2,200,000<br>2,000,000<br>4,750,000<br>9,500,000<br>650,000<br>1,200,000  | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>2,350,000<br>2,350,000<br>2,350,000<br>450,000<br>450,000<br>4,075,000<br>11,000,000<br>4,000,000   | 750,000<br>3,000,000<br>700,000<br>53,969,828<br>1,000,000<br>500,000<br>2250,000<br>2250,000<br>2,350,000<br>2,350,000<br>2,350,000<br>4,50,000<br>2,000,000<br>4,075,000<br>2,000,000<br>4,50,000  | 1,500,000<br>400,000<br>2,000,000<br>70,333,982<br>1,000,000<br>250,000<br>100,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>11,000,000<br>500,000<br>1,200,000   | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>250,000<br>-<br>100,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>11,000,000<br>1,200,000  | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>4,350,000<br>2,000,000<br>6,650,000<br>500,000<br>4,500,000  | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>2,000,000<br>6,650,000<br>500,000<br>4,500,000   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,5750,000<br>1,250,000<br>1,250,000<br>2,100,000<br>29,125,000<br>38,500,000<br>8,400,000<br>8,550,000  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,550,000<br>1,250,000<br>2,100,000<br>29,125,000<br>38,500,000<br>8,400,000<br>8,550,000<br>2,750,000<br>2,750,000  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Switches/Trackwork Controls<br>Stray Current Mitigation<br>OCS Rehab/Replacement<br>Fiber Replacement<br>Red Light Signal Enforcement  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>4,750,000<br>1,200,000<br>7,00,000<br>500,000  | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>4,750,000<br>1,200,000<br>7,00,000<br>500,000<br>  | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>250,000<br>750,000<br>3,600,000<br>2,200,000<br>2,200,000<br>2,000,000<br>4,750,000<br>9,500,000<br>1,200,000<br>300,000<br>7,50,000   | 650,000<br>2,250,000<br>1,600,000<br>750,000<br>250,000<br>250,000<br>750,000<br>-<br>100,000<br>3,600,000<br>2,200,000<br>2,200,000<br>4,750,000<br>9,500,000<br>650,000<br>1,200,000<br>300,000<br>-<br>-   | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>2,350,000<br>2,350,000<br>2,350,000<br>450,000<br>2,000,000<br>4,075,000<br>2,000,000<br>450,000<br>300,000  | 750,000<br>3,000,000<br>700,000<br>53,969,828<br>1,000,000<br>550,000<br>250,000<br>250,000<br>2,350,000<br>2,350,000<br>2,350,000<br>450,000<br>2,000,000<br>4,075,000<br>2,000,000<br>4,075,000<br>300,000<br>500,000  | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b><br>1,000,000<br>250,000<br>100,000<br><b>2,600,000</b><br>250,000<br>300,000<br>2,000,000<br><b>3,300,000</b><br>111,000,000<br>500,000   | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>-<br>100,000<br>2,600,000<br>2,000,000<br>3,00,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>500,000<br>-<br>-   | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>250,000<br>400,000<br>2,000,000<br>6,650,000<br>500,000<br>4,500,000<br>500,000  | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>250,000<br>4,000,000<br>6,650,000<br>500,000<br>4,500,000<br>500,000<br>4,500,000  | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>15,550,000<br>1,250,000<br>1,250,000<br>2,100,000<br>29,125,000<br>38,500,000<br>8,400,000<br>8,550,000<br>2,750,000<br>2,750,000  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,550,000<br>1,250,000<br>2,100,000<br>10,000,000<br>29,125,000<br>38,500,000<br>8,400,000<br>8,550,000<br>2,750,000<br>4,500,000<br>2,750,000<br>4,500,000  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Birdge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Switches/Trackwork Controls<br>Stray Current Mitigation<br>OCS Rehab/Replacement<br>Fiber Replacement   | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>100,000<br>2,650,000<br>2,000,000<br>650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>4,750,000<br>1,200,000   | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>4,750,000<br>4,750,000<br>1,200,000<br>1,200,000<br>500,000<br>  | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>250,000<br>250,000<br>3,600,000<br>2,200,000<br>2,200,000<br>3,600,000<br>2,000,000<br>4,750,000<br>650,000<br>1,200,000<br>3,00,000   | 650,000<br>2,250,000<br>1,600,000<br>750,000<br>2,000,000<br>250,000<br>250,000<br>-<br>100,000<br>3,600,000<br>2,200,000<br>2,000,000<br>4,750,000<br>9,500,000<br>650,000<br>1,200,000  | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>2,350,000<br>2,350,000<br>450,000<br>2,000,000<br>4,075,000<br>2,000,000<br>450,000  | 750,000<br>3,000,000<br>700,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>2,350,000<br>2,350,000<br>450,000<br>2,000,000<br>4,075,000<br>2,000,000<br>4,075,000   | 1,500,000<br>400,000<br>2,000,000<br>70,333,982<br>1,000,000<br>250,000<br>250,000<br>2,600,000<br>2,000,000<br>2,000,000<br>3,300,000<br>1,000,000<br>1,200,000<br>1,200,000  | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>250,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>11,000,000<br>1,200,000<br>1,200,000   | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>250,000<br>400,000<br>2,000,000<br>6,650,000<br>500,000<br>4,500,000   | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>250,000<br>4,000,000<br>6,650,000<br>500,000<br>4,500,000<br>500,000   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>15,550,000<br>1,250,000<br>1,250,000<br>2,100,000<br>29,125,000<br>38,500,000<br>8,400,000<br>8,550,000<br>2,500,000<br>2,750,000  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,5750,000<br>1,250,000<br>2,100,000<br>29,125,000<br>38,500,000<br>8,400,000<br>8,550,000<br>2,750,000<br>4,500,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>3,550,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Switches/Trackwork Controls<br>Stray Current Mitigation<br>OCS Rehab/Replacement<br>Fiber Replacement<br>Red Light Signal Enforcement  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>4,750,000<br>1,200,000<br>7,00,000<br>500,000  | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>4,750,000<br>1,200,000<br>7,00,000<br>500,000<br><br>  | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>250,000<br>750,000<br>3,600,000<br>2,200,000<br>2,200,000<br>2,000,000<br>4,750,000<br>9,500,000<br>1,200,000<br>300,000<br>7,50,000   | 650,000<br>2,250,000<br>1,600,000<br>750,000<br>250,000<br>250,000<br>750,000<br>-<br>100,000<br>3,600,000<br>2,200,000<br>2,200,000<br>4,750,000<br>9,500,000<br>650,000<br>1,200,000<br>300,000<br>750,000  | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>2,350,000<br>2,350,000<br>2,350,000<br>450,000<br>2,000,000<br>4,075,000<br>2,000,000<br>450,000<br>300,000  | 750,000<br>3,000,000<br>700,000<br>53,969,828<br>1,000,000<br>550,000<br>250,000<br>250,000<br>2,350,000<br>2,350,000<br>2,350,000<br>450,000<br>2,000,000<br>4,075,000<br>2,000,000<br>4,075,000<br>300,000<br>450,000<br>2,000,000   | 1,500,000<br>400,000<br>2,000,000<br><b>70,333,982</b><br>1,000,000<br>250,000<br>100,000<br><b>2,600,000</b><br>250,000<br>300,000<br>2,000,000<br><b>3,300,000</b><br>111,000,000<br>500,000   | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>-<br>100,000<br>2,600,000<br>2,000,000<br>3,00,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>500,000<br>-<br>-   | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>250,000<br>400,000<br>2,000,000<br>6,650,000<br>500,000<br>4,500,000<br>500,000  | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>250,000<br>4,000,000<br>6,650,000<br>500,000<br>4,500,000<br>500,000<br>4,500,000  | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>15,550,000<br>1,250,000<br>1,250,000<br>2,100,000<br>29,125,000<br>38,500,000<br>8,400,000<br>8,550,000<br>2,750,000<br>2,750,000  | 4,107,972<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,550,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>38,500,000<br>2,500,000<br>2,750,000<br>4,500,000<br>2,750,000<br>4,500,000  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Switches/Trackwork Controls<br>Stray Current Mitigation<br>OCS Rehab/Replacement<br>Fiber Replacement<br>Red Light Signal Enforcement<br>Rail Systems Total   | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>2,000,000<br>10,350,000<br>10,350,000<br>11,200,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000000000000000000000  | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,  | 2,500,000<br>(50,000)<br>2,250,000<br>46,668,178<br>2,000,000<br>2,000,000<br>2,000,000<br>2,000,000<br>2,200,000<br>2,200,000<br>2,200,000<br>2,000,000<br>2,000,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000  | 650,000<br>2,250,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>250,000<br>3,000,000<br>2,000,000<br>2,200,000<br>2,200,000<br>2,000,000   | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>2,500,000<br>2,350,000<br>2,350,000<br>2,350,000<br>4,075,000<br>2,000,000<br>4,075,000<br>2,000,000<br>4,075,000<br>300,000<br>450,000<br>300,000<br>450,000<br>2,000,000<br>450,000<br>300,000<br>450,000<br>300,000<br>77,994,828<br>2023<br>Proposed   | 750,000<br>3,000,000<br>1,000,000<br>53,969,828<br>  | 1,500,000<br>2,000,000<br>70,333,982<br>1,000,000<br>250,000<br>250,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,0000000000 | 1,500,000<br>400,000<br>2,000,000<br>500,000<br>250,000<br>250,000<br>250,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>3,300,000<br>1,200,000<br>1,200,000<br>600,000<br>500,000<br>1,200,000<br>1,200,000<br>1,200,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>1,200,000<br>1,200,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,0000<br>3,0000<br>3,0000<br>3,00000000   | 7,500,000<br>2,000,000<br>1,000,000<br>2,000,000<br>1,000,000<br>2,000,000<br>4,350,000<br>4,350,000<br>2,000,000<br>6,650,000<br>6,650,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000  | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>2,000,000<br>6,650,000<br>6,650,000<br>6,650,000<br>4,500,000<br>5,00,000<br>6,00,000<br>4,500,000<br>4,500,000<br>3,00,000<br>1,11,100,000<br>91,481,775<br>700,000   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>15,5750,000<br>1,250,000<br>2,100,000<br>29,125,000<br>38,500,000<br>29,125,000<br>38,500,000<br>2,750,000<br>2,750,000<br>4,500,000<br>2,750,000<br>4,500,000<br>-<br>-<br>65,200,000   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,550,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>380,256,324<br>Total 5-yr   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Switches/Trackwork Controls<br>Stray Current Mitigation<br>OCS Rehab/Replacement<br>Fiber Replacement<br>Red Light Signal Enforcement<br>Rail Systems Total<br>Total Asset Management  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>2,000,000<br>10,350,000<br>10,350,000<br>11,200,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,0000000000   | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>2,50,000<br>350,000<br>450,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>4,750,000<br>1,200,000<br>10,350,000<br>4,750,000<br>1,200,000<br>10,350,000<br>1,200,000<br>11,3650,000<br>4,750,000<br>1,200,000<br>11,3650,000<br>1,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,0000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>1  | 2,500,000<br>650,000<br>2,250,000<br>750,000<br>46,668,178<br>2,000,000<br>250,000<br>250,000<br>3,600,000<br>2,200,000<br>2,200,000<br>2,200,000<br>3,600,000<br>2,000,000<br>4,750,000<br>650,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000                                    | 650,000<br>2,250,000<br>1,600,000<br>750,000<br>500,000<br>250,000<br>250,000<br>3,600,000<br>2,200,000<br>2,200,000<br>2,200,000<br>2,000,000  | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>2,350,000<br>2,350,000<br>2,350,000<br>450,000<br>2,000,000<br>450,000<br>2,000,000<br>450,000<br>300,000<br>450,000<br>300,000<br>500,000<br>450,000<br>77,994,828  | 750,000<br>3,000,000<br>700,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>2,350,000<br>2,350,000<br>2,350,000<br>450,000<br>2,000,000<br>450,000<br>450,000<br>300,000<br>450,000<br>300,000<br><br>-<br>11,000,000<br><br>-<br>14,250,000   | 1,500,000<br>400,000<br>2,000,000<br>500,000<br>250,000<br>250,000<br>250,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,0000000000 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  | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>250,000<br>400,000<br>2,000,000<br>6,650,000<br>500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>93,881,775<br>2025  | 7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>250,000<br>1,000,000<br>-<br>100,000<br>4,350,000<br>4,350,000<br>2,000,000<br>6,650,000<br>6,650,000<br>500,000<br>4,500,000<br>500,000<br>4,500,000<br>-<br>11,100,000<br>91,481,775   | 6,608,435<br>3,750,000<br>4,200,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,5750,000<br>15,575,000<br>1,250,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>38,500,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2, | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,5750,000<br>1,250,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,500,000<br>38,500,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,0  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Switches/Trackwork Controls<br>Stray Current Mitigation<br>OCS Rehab/Replacement<br>Fiber Replacement<br>Red Light Signal Enforcement<br>Rail Systems Total  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>2,000,000<br>10,350,000<br>10,350,000<br>11,200,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000<br>10,250,000000000000000000000  | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,  | 2,500,000<br>(50,000)<br>2,250,000<br>46,668,178<br>2,000,000<br>2,000,000<br>2,000,000<br>2,000,000<br>2,200,000<br>2,200,000<br>2,200,000<br>2,000,000<br>2,000,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000  | 650,000<br>2,250,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>250,000<br>3,000,000<br>2,000,000<br>2,200,000<br>2,200,000<br>2,000,000   | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>2,500,000<br>2,350,000<br>2,350,000<br>2,350,000<br>4,075,000<br>2,000,000<br>4,075,000<br>2,000,000<br>4,075,000<br>300,000<br>450,000<br>300,000<br>450,000<br>2,000,000<br>450,000<br>300,000<br>450,000<br>300,000<br>77,994,828<br>2023<br>Proposed   | 750,000<br>3,000,000<br>1,000,000<br>53,969,828<br>  | 1,500,000<br>2,000,000<br>70,333,982<br>1,000,000<br>250,000<br>250,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,0000000000 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  | 7,500,000<br>2,000,000<br>1,000,000<br>2,000,000<br>1,000,000<br>2,000,000<br>4,350,000<br>4,350,000<br>2,000,000<br>6,650,000<br>6,650,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000  | 7,500,000<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>2,000,000<br>2,000,000<br>6,650,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>1,11,00,000<br>91,481,775<br>Total UTA<br>Funds  | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>15,5750,000<br>1,250,000<br>2,100,000<br>29,125,000<br>38,500,000<br>29,125,000<br>38,500,000<br>2,750,000<br>2,750,000<br>4,500,000<br>2,750,000<br>4,500,000<br>-<br>-<br>65,200,000   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>270,381,324</b><br>7,000,000<br>2,750,000<br>1,350,000<br><b>15,550,000</b><br>15,5775,000<br>1,250,000<br>2,100,000<br><b>29,125,000</b><br>38,500,000<br>8,400,000<br>8,550,000<br>2,750,000<br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>38,500,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b>50,000</b><br><b></b> |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Switches/Trackwork Controls<br>Stray Current Mitigation<br>OCS Rehab/Replacement<br>Fiber Replacement<br>Red Light Signal Enforcement<br>Rail Systems Total<br>Total Asset Management<br>Capital Development Projects<br>Airport Station Relocation  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,000,000<br>10,350,000<br>2,000,000<br>10,350,000<br>4,750,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1  | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>2,50,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>4,750,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,0000    | 2,500,000<br>(50,000)<br>2,250,000<br>46,668,178<br>2,000,000<br>2,000,000<br>2,000,000<br>2,000,000<br>2,200,000<br>2,200,000<br>2,200,000<br>2,000,000<br>2,000,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000  | 650,000<br>2,250,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>250,000<br>3,000,000<br>2,000,000<br>2,200,000<br>2,200,000<br>2,000,000   | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>2,350,000<br>2,350,000<br>2,350,000<br>2,000,000<br>4,075,000<br>2,000,000<br>4,075,000<br>300,000<br>450,000<br>300,000<br>450,000<br>300,000<br>450,000<br>450,000<br>300,000<br>77,994,828<br>2023<br>Proposed   | 750,000 3,000,000 700,000 1,000,000 53,969,828 1,000,000 500,000 250,000 250,000 2,350,000 2,350,000 450,000 2,000,000 450,000 2,000,000 450,000 2,000,000 450,000 300,000 500,000 500,000 500,000 11,000,000 2,000,000 450,000 300,000 500,000 500,000 74,644,828 Total UTA Funds   | 1,500,000<br>2,000,000<br>70,333,982<br>0,000<br>500,000<br>250,000<br>250,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000  | 1,500,000<br>2,000,000<br>67,933,982<br>3,000,000<br>2,50,000<br>2,50,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,000,000   | 7,500,000<br>2,000,000<br>1,000,000<br>2,000,000<br>2,000,000<br>4,350,000<br>4,350,000<br>2,000,000<br>2,000,000<br>6,650,000<br>6,650,000<br>3,000,000<br>4,500,000<br>4,500,000<br>4,500,000<br>3,000,000<br>4,500,000<br>4,500,000<br>3,000,000<br>3,000,000<br>4,500,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000   | 7,500,000<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>2,000,000<br>6,650,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>1,11,00,000<br>91,481,775<br>Total UTA<br>Funds   | 6,608,435<br>3,750,000<br>4,200,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>15,575,000<br>15,575,000<br>1,250,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,500,000<br>2,500,000<br>2,750,000<br>2,750,000<br>4,500,000<br>2,750,000<br>2,750,000<br>4,500,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,000<br>2,750,0000<br>2,750,0000<br>2,750,0000<br>2,750,0000<br>2,750,0000<br>2,750,0  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,5775,000<br>1,250,000<br>2,100,000<br>29,125,000<br>2,100,000<br>29,125,000<br>38,500,000<br>2,750,000<br>4,500,000<br>2,750,000<br>380,256,324<br>Total 5-yr<br>UTA Funds   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61<br>61<br>62<br>62<br>63<br>64<br>65   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Switches/Trackwork Controls<br>Stray Current Mitigation<br>OCS Rehab/Replacement<br>Fiber Replacement<br>Fiber Replacement<br>Red Light Signal Enforcement<br>Rail Systems Total<br>Total Asset Management<br>Capital Development Projects<br>Airport Station Relocation<br>3300/3500 South MAX Exp/Optimization<br>Depot District<br>Ogden/Weber State University BRT  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>3350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>2,000,000<br>10,350,000<br>10,350,000<br>10,350,000<br>11,200,000<br>10,350,000<br>11,200,000<br>11,200,000<br>11,200,000<br>11,200,000<br>10,350,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,0000<br>10,0000<br>10,0000<br>10,0000   | 1,821,751<br>1,500,000<br>3,000,000<br>500,000<br>42,230,960<br>350,000<br>450,000<br>450,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>650,000<br>2,000,000<br>10,350,000<br>4,750,000<br>10,350,000<br>10,200,000<br>10,350,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,630,513  | 2,500,000<br>(50,000)<br>(2,250,000)<br>(46,668,178)<br>(2,000,000)<br>(2,000,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(10                                      | 650,000<br>2,250,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>250,000<br>3,600,000<br>2,200,000<br>2,200,000<br>2,200,000<br>2,000,000   | 750,000<br>3,000,000<br>700,000<br>57,319,828<br>7,319,828<br>7,319,828<br>7,000,000<br>2,500,000<br>2,350,000<br>2,350,000<br>2,350,000<br>4,375,000<br>2,000,000<br>4,075,000<br>2,000,000<br>4,075,000<br>4,075,000<br>3,00,000<br>5,00,000<br>7,994,828<br>2023<br>Proposed<br>Budget<br>-  | 750,000 3,000,000 700,000 1,000,000 53,969,828 1,000,000 500,000 250,000 250,000 2,350,000 2,350,000 450,000 2,000,000 450,000 2,000,000 450,000 2,000,000 450,000 300,000 500,000 <p< td=""><td>1,500,000<br/>2,000,000<br/>70,333,982<br/>0,000<br/>500,000<br/>250,000<br/>250,000<br/>2,600,000<br/>2,600,000<br/>2,000,000<br/>3,300,000<br/>3,300,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,000,000<br/>1,000,000<br/>1,000,000<br/>1,000,000</td><td>1,500,000<br/>2,000,000<br/>67,933,982<br/>3,000,000<br/>2,50,000<br/>2,50,000<br/>2,600,000<br/>2,600,000<br/>2,000,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,000,000</td><td>7,500,000<br/>2,000,000<br/>71,781,775<br/>2,000,000<br/>2,000,000<br/>2,000,000<br/>4,350,000<br/>4,350,000<br/>2,000,000<br/>2,000,000<br/>6,650,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>3,881,775<br/>2025<br/>Proposed<br/>Budget</td><td>7,500,000<br/>2,000,000<br/>69,381,775<br/>2,000,000<br/>1,000,000<br/>250,000<br/>4,350,000<br/>4,350,000<br/>2,000,000<br/>6,650,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4,500,000<br/>4</td><td>6,608,435<br/>3,750,000<br/>4,200,000<br/>6,250,000<br/>295,661,027<br/>7,000,000<br/>2,750,000<br/>3,500,000<br/>450,000<br/>15,550,000<br/>15,5775,000<br/>15,5775,000<br/>15,5775,000<br/>10,000,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,500,000<br/>2,500,000<br/>2,750,000<br/>2,750,000<br/>4,500,000<br/>2,750,000<br/>2,750,000<br/>2,750,000<br/>3,550,000<br/>2,750,000<br/>2,750,000<br/>3,550,000<br/>2,750,000<br/>3,550,000<br/>2,750,000<br/>3,550,000<br/>2,750,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000<br/>3,550,000,000,000,000,000,000,000,000</td><td>3,750,000<br/>17,250,000<br/>4,200,000<br/>6,250,000<br/>270,381,324<br/>7,000,000<br/>1,350,000<br/>450,000<br/>15,550,000<br/>1,250,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>38,500,000<br/>38,500,000<br/>2,750,000<br/>4,500,000<br/>-<br/>65,200,000<br/>380,256,324<br/>Total 5-yr<br/>UTA Funds<br/>7,000,000<br/>-<br/>45,000,000<br/>7,160,055</td></p<> | 1,500,000<br>2,000,000<br>70,333,982<br>0,000<br>500,000<br>250,000<br>250,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000  | 1,500,000<br>2,000,000<br>67,933,982<br>3,000,000<br>2,50,000<br>2,50,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,000,000   | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>2,000,000<br>2,000,000<br>4,350,000<br>4,350,000<br>2,000,000<br>2,000,000<br>6,650,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>3,881,775<br>2025<br>Proposed<br>Budget  | 7,500,000<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>2,000,000<br>6,650,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4 | 6,608,435<br>3,750,000<br>4,200,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>3,500,000<br>450,000<br>15,550,000<br>15,5775,000<br>15,5775,000<br>15,5775,000<br>10,000,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,500,000<br>2,500,000<br>2,750,000<br>2,750,000<br>4,500,000<br>2,750,000<br>2,750,000<br>2,750,000<br>3,550,000<br>2,750,000<br>2,750,000<br>3,550,000<br>2,750,000<br>3,550,000<br>2,750,000<br>3,550,000<br>2,750,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000,000,000,000,000,000,000,000  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>1,350,000<br>450,000<br>15,550,000<br>1,250,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>38,500,000<br>38,500,000<br>2,750,000<br>4,500,000<br>-<br>65,200,000<br>380,256,324<br>Total 5-yr<br>UTA Funds<br>7,000,000<br>-<br>45,000,000<br>7,160,055   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61<br>61<br>62<br>62<br>63<br>64<br>65<br>66   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Fiber Replacement<br>Fiber Replacement<br>Rail Systems Total<br>Total Asset Management<br>Capital Development Projects<br>Airport Station Relocation<br>3300/3500 South MAX Exp/Optimization<br>Depot District<br>Ogden/Weber State University BRT<br>TIGER Program of Projects  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>7,000,000<br>2,50,000<br>3,50,000<br>4,50,000<br>2,650,000<br>2,650,000<br>2,000,000<br>2,000,000<br>10,350,000<br>3,000,000<br>10,350,000<br>10,350,000<br>3,000,000<br>10,350,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000   | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>2,500,000<br>450,000<br>450,000<br>450,000<br>2,650,000<br>2,650,000<br>2,500,000<br>2,000,000<br>10,350,000<br>4,750,000<br>10,350,000<br>4,750,000<br>10,350,000<br>10,350,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,630,513<br>80,617   | 2,500,000<br>(50,000)<br>(2,250,000)<br>(46,668,178)<br>(2,000,000)<br>(2,000,000)<br>(1,00,000)<br>(1,00,000)<br>(1,00,000)<br>(1,00,000)<br>(1,00,000)<br>(1,00,000)<br>(1,00,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,200,000)<br>(1,  | 650,000<br>2,250,000<br>1,600,000<br>750,000<br>2,000,000<br>2,000,000<br>2,000,000<br>2,200,000<br>2,200,000<br>2,200,000<br>2,200,000<br>2,000,000<br>2,000,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,20  | 1,000,000 1,000,000 1,000,000 57,319,828 1,000,000 500,000 250,000 250,000 300,000 2,350,000 300,000 2,000,000 4,075,000 300,000 300,000 500,000 450,000 300,000 500,000 450,000 300,000 500,000 450,000 300,000 500,000 77,994,828 2023 Proposed Budget 2,500,000 5,202,996 5,202,996 5,202,996 5,202,996  | 750,000 3,000,000 700,000 1,000,000 53,969,828 1,000,000 250,000 250,000 2,350,000 2,350,000 2,350,000 2,000,000 2,000,000 2,000,000 2,000,000 450,000 300,000 500,000 450,000 300,000 500,000 450,000 300,000 500,000 450,000 300,000 500,000 450,000 300,000 500,000 450,000 300,000 500,000 500,000 14,250,000 300,000 500,000 500,000 500,000 14,250,000 300,000 500,  | 1,500,000<br>2,000,000<br>70,333,982<br>3,000,000<br>250,000<br>250,000<br>250,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>3,300,000<br>1,200,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,000,000  | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>250,000<br>2,600,000<br>2,600,000<br>2,000,000<br>2,000,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200   | 7,500,000<br>2,000,000<br>1,000,000<br>2,000,000<br>2,000,000<br>4,000,000<br>2,000,000<br>2,000,000<br>2,000,000<br>6,650,000<br>4,000,000<br>6,650,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>3,881,775<br>2025<br>Proposed<br>Budget<br><br>  | 7,500,000<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>2,000,000<br>2,000,000<br>6,650,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>11,100,000<br>3,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>11,100,000<br>3,500,000<br>4,500,000<br>11,100,000<br>11,100,000<br>1,100,000<br>1,100,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,00   | <ul> <li>6,608,435</li> <li>3,750,000</li> <li>17,250,000</li> <li>6,250,000</li> <li>295,661,027</li> <li>27,50,000</li> <li>2,750,000</li> <li>3,500,000</li> <li>450,000</li> <li>500,000</li> <li>1,550,000</li> <li>1,550,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>4,500,000</li> <li>4,550,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>38,500,000</li> <li>3</li></ul>   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,550,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>38,500,000<br>2,750,000<br>4,500,000<br>-<br>65,200,000<br>380,256,324<br>Total 5-yr<br>UTA Funds<br>7,000,000<br>-<br>45,000,000<br>7,160,058<br>80,617<br>-  |
| 40<br>41<br>42<br>43<br>44<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61<br>61<br>61<br>62<br>62<br>63<br>64<br>65<br>66<br>67   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Switches/Trackwork Controls<br>Stray Current Mitigation<br>OCS Rehab/Replacement<br>Fiber Replacement<br>Fiber Replacement<br>Red Light Signal Enforcement<br>Rail Systems Total<br>Total Asset Management<br>Capital Development Projects<br>Airport Station Relocation<br>3300/3500 South MAX Exp/Optimization<br>Depot District<br>Ogden/Weber State University BRT  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>7,000,000<br>2,50,000<br>3,50,000<br>4,50,000<br>2,650,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>3,000,000<br>10,350,000<br>3,000,000<br>1,200,000<br>3,000,000<br>3,000,000<br>7,000,000<br>7,000,000<br>7,000,000<br>7,000,000  | 1,821,751<br>1,500,000<br>3,000,000<br>500,000<br>42,230,960<br>350,000<br>450,000<br>450,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>650,000<br>2,000,000<br>10,350,000<br>4,750,000<br>10,350,000<br>10,200,000<br>10,350,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,630,513  | 2,500,000<br>(50,000)<br>(2,250,000)<br>(46,668,178)<br>(2,000,000)<br>(2,000,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(100,000)<br>(10                                      | 650,000<br>2,250,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>250,000<br>3,600,000<br>2,250,000<br>3,600,000<br>2,200,000<br>4,750,000<br>3,600,000<br>4,750,000<br>1,200,000<br>3,00,000<br>4,750,000<br>57,614,779<br>Total UTA<br>Funds   | 1,000,000 1,000,000 1,000,000 57,319,828 1,000,000 500,000 250,000 250,000 100,000 2,350,000 2,350,000 450,000 2,000,000 450,000 2,000,000 450,000 2,000,000 450,000 2,000,000 450,000 2,000,000 450,000 300,000 500,000 77,994,828 2023 Proposed Budget -  | 750,000<br>3,000,000<br>700,000<br>53,969,828<br>7<br>1,000,000<br>250,000<br>250,000<br>2,350,000<br>2,350,000<br>2,350,000<br>2,000,000<br>4,075,000<br>2,000,000<br>4,075,000<br>300,000<br>2,000,000<br>4,075,000<br>300,000<br>7,4,644,828<br>Total UTA<br>Funds  | 1,500,000<br>2,000,000<br>70,333,982<br>0,000<br>250,000<br>250,000<br>250,000<br>250,000<br>2,600,000<br>2,000,000<br>2,000,000<br>3,300,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,0000000000   | 1,500,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>250,000<br>2,000,000<br>2,000,000<br>2,000,000<br>3,300,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>500,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,0000000000 | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>2,000,000<br>2,000,000<br>4,350,000<br>4,350,000<br>2,000,000<br>2,000,000<br>6,650,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>3,881,775<br>2025<br>Proposed<br>Budget  | 7,500,000<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>2,000,000<br>6,650,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4 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6,608,435<br>3,750,000<br>4,200,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>3,500,000<br>450,000<br>15,550,000<br>15,5775,000<br>15,5775,000<br>15,5775,000<br>10,000,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,500,000<br>2,500,000<br>2,750,000<br>2,750,000<br>4,500,000<br>2,750,000<br>2,750,000<br>2,750,000<br>3,550,000<br>2,750,000<br>2,750,000<br>3,550,000<br>2,750,000<br>3,550,000<br>2,750,000<br>3,550,000<br>2,750,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000<br>3,550,000,000,000,000,000,000,000,000  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,322<br>7,750,000<br>1,350,000<br>450,000<br>15,550,000<br>15,575,000<br>15,575,000<br>1,250,000<br>2,100,000<br>10,000,000<br>29,125,000<br>2,100,000<br>388,500,000<br>8,4500,000<br>2,550,000<br>2,550,000<br>2,550,000<br>380,256,322<br>Total 5-yr<br>UTA Funds<br>7,000,000<br>-<br>455,000,000<br>-  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>56<br>60<br>61<br>61<br>61<br>62<br>62<br>63<br>64<br>65<br>66<br>67<br>68   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Fiber Replacement<br>Rail Systems Total<br>Fiber Replacement<br>Red Light Signal Enforcement<br>Rail Systems Total<br>Total Asset Management<br>Capital Development Projects<br>Airport Station Relocation<br>3300/3500 South MAX Exp/Optimization<br>Depot District<br>Ogden/Weber State University BRT<br>TIGER Program of Projects<br>Box Elder Right of Way Preservation   | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>7,000,000<br>2,50,000<br>3,50,000<br>4,50,000<br>2,650,000<br>2,650,000<br>2,000,000<br>2,000,000<br>10,350,000<br>3,000,000<br>10,350,000<br>10,350,000<br>3,000,000<br>10,350,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000   | 1,821,751<br>1,500,000<br>3,000,000<br>500,000<br>42,230,960<br>500,000<br>250,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>6,500,000<br>10,350,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>500,000<br>500,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,0 | 2,500,000<br>(50,000<br>2,250,000<br>46,668,178<br>2,000,000<br>2,000,000<br>2,000,000<br>3,600,000<br>2,200,000<br>2,200,000<br>2,200,000<br>2,200,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,000,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000 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 | 1,000,000 1,000,000 1,000,000 57,319,828 1,000,000 500,000 250,000 250,000 300,000 2,350,000 300,000 2,000,000 4,075,000 300,000 300,000 500,000 450,000 300,000 500,000 450,000 300,000 500,000 450,000 300,000 500,000 77,994,828 2023 Proposed Budget 2,500,000 5,202,996 5,202,996 5,202,996 5,202,996  | 750,000 3,000,000 700,000 1,000,000 53,969,828 1,000,000 250,000 250,000 2,350,000 2,350,000 2,350,000 2,000,000 2,000,000 2,000,000 2,000,000 450,000 300,000 500,000 450,000 300,000 500,000 450,000 300,000 500,000 450,000 300,000 500,000 450,000 300,000 500,000 450,000 300,000 500,000 500,000 14,250,000 300,000 500,000 500,000 500,000 14,250,000 300,000 500,  | 1,500,000<br>2,000,000<br>70,333,982<br>3,000,000<br>250,000<br>250,000<br>250,000<br>2,600,000<br>2,000,000<br>2,000,000<br>3,300,000<br>3,300,000<br>3,300,000<br>1,200,000<br>1,200,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,000,000   | 1,500,000<br>400,000<br>2,000,000<br>67,933,982<br>1,000,000<br>250,000<br>250,000<br>2,600,000<br>2,600,000<br>2,000,000<br>2,000,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>3,300,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200   | 7,500,000<br>2,000,000<br>1,000,000<br>2,000,000<br>2,000,000<br>4,350,000<br>4,350,000<br>2,000,000<br>2,000,000<br>6,650,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>3,881,775<br>2025<br>Proposed<br>Budget<br><br><br><br><br><br><br><br><br>  | 7,500,000<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,350,000<br>250,000<br>4,000,000<br>2,000,000<br>6,650,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,500,000<br>4,5 | <ul> <li>6,608,435</li> <li>3,750,000</li> <li>17,250,000</li> <li>6,250,000</li> <li>295,661,027</li> <li>2750,000</li> <li>2,750,000</li> <li>3,500,000</li> <li>450,000</li> <li>500,000</li> <li>15,550,000</li> <li>1,250,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>4,500,000</li> <li>2,500,000</li> <li>3,500,000</li> <li>4,500,000</li> <li>4,500,000&lt;</li></ul>  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,322<br>7,750,000<br>1,350,000<br>450,000<br>15,550,000<br>15,575,000<br>15,575,000<br>1,250,000<br>2,100,000<br>10,000,000<br>29,125,000<br>2,100,000<br>388,500,000<br>8,4500,000<br>2,550,000<br>2,550,000<br>2,550,000<br>380,256,322<br>Total 5-yr<br>UTA Funds<br>7,000,000<br>-<br>455,000,000<br>-  |
| 40<br>41<br>42<br>43<br>44<br>44<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Rail Systems Total<br>Cos Rehab/Replacement<br>Red Light Signal Enforcement<br>Rail Systems Total<br>Total Asset Management<br>Capital Development Projects<br>Airport Station Relocation<br>3300/3500 South MAX Exp/Optimization<br>Depot District<br>Ogden/Weber State University BRT<br>TIGER Program of Projects<br>Box Elder Right of Way Preservation<br>Weber Cnty CR ROW Preservation<br>Signal Pre-emption Projects witUDOT<br>Queue Cutter Projects witUDOT  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>7,000,000<br>2,50,000<br>3,50,000<br>4,50,000<br>2,650,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>3,000,000<br>1,200,000<br>1,200,000<br>3,00,000<br>1,200,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,000<br>3,0000<br>3,000<br>3,00000000   | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>350,000<br>350,000<br>450,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>6,500,000<br>10,350,000<br>10,350,000<br>10,350,000<br>10,350,000<br>1,200,000<br>1,200,000<br>1,200,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>1,000,000<br><br>20,000,000<br><br>20,000,000<br><br>1,000,000<br><br>20,000,000<br><br>1,000,000<br><br>20,000,000<br><br>1,000,000<br><br>20,000,000<br><br>1,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000<br><br>20,000,000<br><br>20,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000<br><br>20,000<br><br>20,000<br><br>20,000<br><br>20,000<br><br>20,000                    | 2,500,000 45,50,000 2,250,000 46,668,178 2,000,000 2,000,000 2,000,000 3,600,000 2,200,000 3,600,000 2,000,000 3,600,000 4,750,000 4,750,000 4,750,000 4,750,000 4,750,000 3,00,000 4,750,000 4,750,000 3,00,000 4,750,000 4,750,000 3,00,000 3,00,000 3,00,000 3,00,000 3,00,000 3,00,000 3,00,000 3,00,000 3,00,000 3,00,000 3,00,000 3,00,000 3,00,000 3,00,000 3,000,000 4  | 650,000<br>2,250,000<br>750,000<br>36,864,779<br>2,000,000<br>250,000<br>250,000<br>3,000,000<br>3,600,000<br>2,200,000<br>3,600,000<br>2,200,000<br>3,600,000<br>2,000,000<br>4,750,000<br>3,00,000<br>3,00,000<br>57,614,779<br>Total UTA<br>Funds<br>57,614,779<br>-<br>-<br>-<br>-<br>225,000,000<br>4,800,000<br>3,000,000<br>-<br>-<br>-  | 1,000,000 1,000,000 1,000,000 57,319,828 1,000,000 500,000 250,000 250,000 300,000 2,350,000 2,350,000 4,075,000 2,000,000 4,075,000 2,000,000 450,000 300,000 300,000 300,000 500,000 450,000 300,000 500,000 300,000 500,000 500,000 500,000 5,002,906 2,500,000 5,202,996 2,000,000 3,000,000  | 750,000 3,000,000 700,000 1,000,000 53,969,828 1,000,000 250,000 250,000 2,350,000 2,350,000 2,350,000 2,000,000 2,000,000 2,000,000 450,000 2,000,000 450,000 300,000 450,000 300,000 11,000,000 2,000,000 450,000 300,000 14,250,000 300,000 74,644,828 Total UTA Funds 729,546 2,000,000 2,000,000 2,000,000 300,000<   | 1,500,000<br>2,000,000<br>70,333,982<br>3,000,000<br>2,50,000<br>2,50,000<br>2,600,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,000,000   | 1,500,000<br>2,000,000<br>500,000<br>250,000<br>250,000<br>250,000<br>2,000,000<br>2,000,000<br>2,000,000<br>2,000,000   | 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91,481,775         7         7         1,100,000         2,11,100,000         2,11,100,000         2,11,100,000     <   | <ul> <li>6,608,435</li> <li>3,750,000</li> <li>17,250,000</li> <li>6,250,000</li> <li>295,661,027</li> <li>295,661,027</li> <li>2750,000</li> <li>3,500,000</li> <li>450,000</li> <li>500,000</li> <li>1,250,000</li> <li>1,250,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,500,000</li> <li>4,500,000</li> <li>4,825,900</li> <li>9,000,000</li> <li>4,000,000</li> <li>4,000,000</li> <li>4,000,000</li> <li>500,000</li> <li>500,000</li> <li>500,000</li> </ul>  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,322<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,575,000<br>15,575,000<br>1,250,000<br>2,100,000<br>10,000,000<br>2,9125,000<br>02,750,000<br>4,500,000<br>2,750,000<br>4,500,000<br>2,750,000<br>4,500,000<br>2,750,000<br>4,500,000<br>-<br>65,200,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>-<br>10,500,000<br>- 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| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61                               | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Rail Systems Total<br>Cos Rehab/Replacement<br>Red Light Signal Enforcement<br>Rail Systems Total<br>Total Asset Management<br>Capital Development Projects<br>Airport Station Relocation<br>3300/3500 South MAX Exp/Optimization<br>Depot District<br>Ogden/Weber State University BRT<br>TIGER Program of Projects<br>Box Elder Right of Way Preservation<br>Weber Cnty CR ROW Preservation<br>Signal Pre-emption Projects witUDOT<br>Queue Cutter Projects witUDOT<br>Roint of Mountain AA/EIS  | 1,500,000 3,000,000 1,500,000 49,557,264 1,000,000 2,50,000 3,50,000 3,50,000 3,50,000 3,50,000 2,650,000 2,650,000 2,000,000 2,000,000 2,000,000 10,350,000 1,200,000 1,200,000 1,200,000 1,200,000 1,200,000 1,200,000 1,200,000 1,200,000 7,450,000 2,500,000 3,2,400,124 5,2,580,513 1,3,170,900 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 2,500,000 2,500,000   | 1,821,751<br>1,500,000<br>3,000,000<br>4,500,000<br>42,230,960<br>350,000<br>350,000<br>350,000<br>450,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>4,750,000<br>10,350,000<br>10,350,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>-<br>-<br>-<br>13,650,000<br>-<br>-<br>-<br>13,650,000<br>-<br>-<br>-<br>13,650,000<br>-<br>-<br>-<br>-<br>13,650,000<br>-<br>-<br>-<br>-<br>-<br>13,650,000<br>-<br>-<br>-<br>-<br>-<br>13,650,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  | 2,500,000<br>(50,000)<br>(2,250,000)<br>(1,600,000)<br>(2,000,000)<br>(2,000,000)<br>(1,00,000)<br>(1,00,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)   | 650,000 2,250,000 1,600,000 750,000 250,000 250,000 250,000 250,000 3,600,000 2,200,000 2,200,000 2,000,000 2,000,000 2,000,000 3,600,000 3,600,000 3,600,000 3,000,000 750,000 6,500,000 6,500,000 750,000 750,000 750,000 750,000 750,000 3,000,000 750,000 4,000,000 3,000,000 4,000,000 3,000,000 4,000,000 3,000,000 <td>1,000,000 1,000,000 1,000,000 57,319,828 1,000,000 500,000 250,000 250,000 2,350,000 2,350,000 2,350,000 2,000,000 2,000,000 2,000,000 2,000,000 2,000,000 2,000,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 2,000,000 300,000 300,000 300,000 300,000 2,000,000 300,000 300,000 2,000,000 300,000 &lt;</td> <td>1750,000 3,000,000 700,000 1,000,000 53,969,828 1,000,000 250,000 250,000 2,350,000 2,350,000 2,350,000 2,000,000 2,000,000 2,000,000 2,000,000 450,000 300,000 11,000,000 2,000,000 450,000 300,000 500,000 14,250,000 300,000 74,644,828 Total UTA Funds 729,546 2,000,000 2,000,000 2,000,000 14,250,000 300,000 14,250,000 300,000 14,250,000 300,000 2,000,000 2,000,000 2,000,000 2,000,000<td>1,500,000<br/>2,000,000<br/>70,333,982<br/>3,000,000<br/>250,000<br/>250,000<br/>2,600,000<br/>2,600,000<br/>2,600,000<br/>2,000,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000,000<br/>3,200,000,000,000,000,000,000,000,000,00</td><td>1,500,000<br/>400,000<br/>2,000,000<br/>500,000<br/>250,000<br/>250,000<br/>2,600,000<br/>2,600,000<br/>2,600,000<br/>2,000,000<br/>3,300,000<br/>3,300,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>3,300,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,00</td><td>7,500,000 2,000,000 71,781,775 2,000,000 2,000,000 1,000,000 4,350,000 4,000,000 2,000,000 4,000,000 2,000,000 6,650,000 4,500,000 3,881,775 2025 Proposed Budget 11,100,000 3,881,775 2025 Proposed Budget&lt;</td><td>7,500,000 2,000,000 69,381,775 2,000,000 1,000,000 250,000 4,350,000 4,350,000 4,000,000 2,000,000 6,650,000 4,50</td><td><ul> <li>6,608,435</li> <li>3,750,000</li> <li>17,250,000</li> <li>6,250,000</li> <li>295,661,027</li> <li>295,661,027</li> <li>2750,000</li> <li>3,500,000</li> <li>450,000</li> <li>500,000</li> <li>1,250,000</li> <li>1,250,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>4,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>4,500,000</li> <li>2,500,000</li> <li>4,500,000</li> <li>405,536,027</li> <li>5-Year</li> <li>Proposed</li> <li>Budget</li> <li>7,000,000</li> <li>-</li> <li>66,100,124</li> <li>94,812,513</li> <li>14,825,900</li> <li>9,000,000</li> <li>500,000</li> <li>500,000</li></ul></td><td>3,750,000<br/>17,250,000<br/>4,200,000<br/>6,250,000<br/>270,381,324<br/>7,000,000<br/>2,750,000<br/>1,3500,000<br/>450,000<br/>15,550,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>38,500,000<br/>38,500,000<br/>38,500,000<br/>38,500,000<br/>-<br/>65,200,000<br/>-<br/>65,200,000<br/>-<br/>7,000,000<br/>-<br/>1,500,000<br/>-<br/>1,500,000<br/>-<br/>-<br/>1,500,000<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</td></td> | 1,000,000 1,000,000 1,000,000 57,319,828 1,000,000 500,000 250,000 250,000 2,350,000 2,350,000 2,350,000 2,000,000 2,000,000 2,000,000 2,000,000 2,000,000 2,000,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 2,000,000 300,000 300,000 300,000 300,000 2,000,000 300,000 300,000 2,000,000 300,000 <  | 1750,000 3,000,000 700,000 1,000,000 53,969,828 1,000,000 250,000 250,000 2,350,000 2,350,000 2,350,000 2,000,000 2,000,000 2,000,000 2,000,000 450,000 300,000 11,000,000 2,000,000 450,000 300,000 500,000 14,250,000 300,000 74,644,828 Total UTA Funds 729,546 2,000,000 2,000,000 2,000,000 14,250,000 300,000 14,250,000 300,000 14,250,000 300,000 2,000,000 2,000,000 2,000,000 2,000,000 <td>1,500,000<br/>2,000,000<br/>70,333,982<br/>3,000,000<br/>250,000<br/>250,000<br/>2,600,000<br/>2,600,000<br/>2,600,000<br/>2,000,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,300,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000<br/>3,200,000,000<br/>3,200,000,000,000,000,000,000,000,000,00</td> <td>1,500,000<br/>400,000<br/>2,000,000<br/>500,000<br/>250,000<br/>250,000<br/>2,600,000<br/>2,600,000<br/>2,600,000<br/>2,000,000<br/>3,300,000<br/>3,300,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>3,300,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,000<br/>1,200,00</td> <td>7,500,000 2,000,000 71,781,775 2,000,000 2,000,000 1,000,000 4,350,000 4,000,000 2,000,000 4,000,000 2,000,000 6,650,000 4,500,000 3,881,775 2025 Proposed Budget 11,100,000 3,881,775 2025 Proposed Budget&lt;</td> <td>7,500,000 2,000,000 69,381,775 2,000,000 1,000,000 250,000 4,350,000 4,350,000 4,000,000 2,000,000 6,650,000 4,50</td> <td><ul> <li>6,608,435</li> <li>3,750,000</li> <li>17,250,000</li> <li>6,250,000</li> <li>295,661,027</li> <li>295,661,027</li> <li>2750,000</li> <li>3,500,000</li> <li>450,000</li> <li>500,000</li> <li>1,250,000</li> <li>1,250,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>4,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>4,500,000</li> <li>2,500,000</li> <li>4,500,000</li> <li>405,536,027</li> <li>5-Year</li> <li>Proposed</li> <li>Budget</li> <li>7,000,000</li> <li>-</li> <li>66,100,124</li> <li>94,812,513</li> <li>14,825,900</li> <li>9,000,000</li> <li>500,000</li> <li>500,000</li></ul></td> <td>3,750,000<br/>17,250,000<br/>4,200,000<br/>6,250,000<br/>270,381,324<br/>7,000,000<br/>2,750,000<br/>1,3500,000<br/>450,000<br/>15,550,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>2,100,000<br/>38,500,000<br/>38,500,000<br/>38,500,000<br/>38,500,000<br/>-<br/>65,200,000<br/>-<br/>65,200,000<br/>-<br/>7,000,000<br/>-<br/>1,500,000<br/>-<br/>1,500,000<br/>-<br/>-<br/>1,500,000<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</td>  | 1,500,000<br>2,000,000<br>70,333,982<br>3,000,000<br>250,000<br>250,000<br>2,600,000<br>2,600,000<br>2,600,000<br>2,000,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000<br>3,200,000,000<br>3,200,000,000,000,000,000,000,000,000,00 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  | 7,500,000 2,000,000 71,781,775 2,000,000 2,000,000 1,000,000 4,350,000 4,000,000 2,000,000 4,000,000 2,000,000 6,650,000 4,500,000 3,881,775 2025 Proposed Budget 11,100,000 3,881,775 2025 Proposed Budget<  | 7,500,000 2,000,000 69,381,775 2,000,000 1,000,000 250,000 4,350,000 4,350,000 4,000,000 2,000,000 6,650,000 4,50  | <ul> <li>6,608,435</li> <li>3,750,000</li> <li>17,250,000</li> <li>6,250,000</li> <li>295,661,027</li> <li>295,661,027</li> <li>2750,000</li> <li>3,500,000</li> <li>450,000</li> <li>500,000</li> <li>1,250,000</li> <li>1,250,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,100,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>4,500,000</li> <li>2,500,000</li> <li>2,500,000</li> <li>4,500,000</li> <li>2,500,000</li> <li>4,500,000</li> <li>405,536,027</li> <li>5-Year</li> <li>Proposed</li> <li>Budget</li> <li>7,000,000</li> <li>-</li> <li>66,100,124</li> <li>94,812,513</li> <li>14,825,900</li> <li>9,000,000</li> <li>500,000</li> <li>500,000</li></ul>  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,3500,000<br>450,000<br>15,550,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>38,500,000<br>38,500,000<br>38,500,000<br>38,500,000<br>-<br>65,200,000<br>-<br>65,200,000<br>-<br>7,000,000<br>-<br>1,500,000<br>-<br>1,500,000<br>-<br>-<br>1,500,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61                               | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Rail Systems Total<br>Cos Rehab/Replacement<br>Red Light Signal Enforcement<br>Rail Systems Total<br>Total Asset Management<br>Capital Development Projects<br>Airport Station Relocation<br>3300/3500 South MAX Exp/Optimization<br>Depot District<br>Ogden/Weber State University BRT<br>TIGER Program of Projects<br>Box Elder Right of Way Preservation<br>Weber Cnty CR ROW Preservation<br>Signal Pre-emption Projects witUDOT<br>Queue Cutter Projects witUDOT  | 1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>2,000,000<br>10,350,000<br>2,000,000<br>10,350,000<br>1,200,000<br>1,200,000<br>1,200,000<br>3,00,000<br>1,200,000<br>1,200,000<br>3,00,000<br>1,200,000<br>1,000,000<br><br>3,2,400,124<br>5,2,580,513<br>1,3,170,900<br>1,000,000<br><br>3,2,400,124<br>5,2,580,513<br>1,3,170,900<br>1,000,000<br>2,500,000<br>2,500,000<br>2,500,000   | 1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>350,000<br>350,000<br>450,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000<br>10,350,000<br>6,500,000<br>4,750,000<br>10,350,000<br>10,350,000<br>10,350,000<br>1,200,000<br>1,200,000<br>1,200,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>13,650,000<br><br>1,000,000<br><br>20,000,000<br><br>20,000,000<br><br>1,630,513<br>80,617<br>1,000,000<br><br>1,000,000<br><br>1,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000<br><br>20,000<br><br>20,000,000<br><br>20,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000,000<br><br>20,000<br><br>20,000<br><br>20,000<br><br>20,000<br><br>20,000<br><br>20,000,                  | 2,500,000<br>(50,000<br>2,250,000<br>46,668,178<br>2,000,000<br>2,000,000<br>2,000,000<br>3,000,000<br>2,200,000<br>3,000,000<br>3,000,000<br>1,200,000<br>3,000,000<br>1,200,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3 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650,000<br>2,250,000<br>1,600,000<br>750,000<br>250,000<br>250,000<br>250,000<br>3,600,000<br>2,000,000<br>2,000,000<br>2,000,000<br>2,000,000<br>3,600,000<br>3,600,000<br>1,200,000<br>1,200,000<br>1,200,000<br>3,000,000<br>750,000<br>12,400,000<br>3,000,000<br>3,000,000<br>1,200,000<br>3,000,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000<br>1,200,000  | 1,000,000 1,000,000 1,000,000 57,319,828 1,000,000 500,000 250,000 250,000 300,000 2,350,000 2,350,000 4,075,000 2,000,000 4,075,000 2,000,000 450,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 5,0023 Proposed Budget 2,500,000 5,202,996 2,000,000 2,000,000 <   | 750,000 3,000,000 700,000 1,000,000 53,969,828 1,000,000 250,000 250,000 2,350,000 2,350,000 2,350,000 2,000,000 2,000,000 2,000,000 450,000 2,000,000 450,000 300,000 450,000 300,000 11,000,000 2,000,000 450,000 300,000 14,250,000 300,000 74,644,828 Total UTA Funds 729,546 2,000,000 2,000,000 2,000,000 300,000<   | 1,500,000<br>2,000,000<br>70,333,982<br>3,000,000<br>2,50,000<br>2,50,000<br>2,600,000<br>2,600,000<br>2,600,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,300,000<br>3,000,000   | 1,500,000<br>2,000,000<br>500,000<br>250,000<br>250,000<br>250,000<br>2,000,000<br>2,000,000<br>2,000,000<br>2,000,000   | 7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>2,50,000<br>4,000,000<br>2,000,000<br>2,000,000<br>2,000,000<br>2,000,000  | 7,500,000         2,000,000         69,381,775         2,000,000         1,000,000         250,000         1,000,000         250,000         4,350,000         4,350,000         2,000,000         2,000,000         2,000,000         2,000,000         2,000,000         2,000,000         4,500,000         500,000         4,500,000         4,500,000         4,500,000         500,000         4,500,000         500,000         4,500,000         500,000         4,500,000         500,000         4,500,000         500,000         4,500,000         500,000         4,500,000         500,000         4,500,000         500,000         4,500,000         500,000         4,500,000         6,650,000         91,481,775         7         7         1,100,000         2,11,100,000         2,11,100,000         2,11,100,000     <   | <ul> <li>6,608,435</li> <li>3,750,000</li> <li>17,250,000</li> <li>6,250,000</li> <li>295,661,027</li> <li>295,661,027</li> <li>295,661,027</li> <li>2750,000</li> <li>3,500,000</li> <li>450,000</li> <li>500,000</li> <li>1,250,000</li> <li>2,500,000</li> <li>38,500,000</li> <li>2,500,000</li> <li>405,536,027</li> <li>5-Year</li> <li>Proposed</li> <li>Budget</li> <li>7,000,000</li> <li>-</li> <li>66,100,124</li> <li>94,812,513</li> <li>14,825,900</li> <li>9,000,000</li> <li>500,000</li> <li>500,000</li> <li>500,000</li> <li>500,000</li> <li>500,000</li> <li>500,000</li> </ul>  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,324<br>7,000,000<br>2,750,000<br>1,3500,000<br>450,000<br>15,550,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>2,100,000<br>38,500,000<br>38,500,000<br>38,500,000<br>-<br>65,200,000<br>-<br>65,200,000<br>-<br>1,500,000<br>-<br>-<br>1,500,000<br>-<br>-<br>-<br>1,500,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61<br>61<br>62<br>63<br>64<br>65<br>66<br>67<br>68<br>69<br>70<br>71<br>72<br>73<br>74                   | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Rail Systems Total<br>Total Asset Management<br>Red Light Signal Enforcement<br>Rail Systems Total<br>Total Asset Management<br>Capital Development Projects<br>Airport Station Relocation<br>3300/3500 South MAX Exp/Optimization<br>Depot District<br>Ogden/Weber State University BRT<br>TIGER Program of Projects<br>Box Elder Right of Way Preservation<br>Weber Cnty CR ROW Preservation<br>Signal Pre-emption Projects with UDOT<br>Queue Cutter Projects with UDOT<br>Point of Mountain AAEIS<br>Office Equipment Reserve<br>Positive Train Control<br>Northem Utah County Double Track | 1,500,000 3,000,000 1,500,000 49,557,264 1,000,000 2,500,000 2,500,000 2,650,000 2,650,000 2,000,000 2,000,000 2,000,000 1,200,000 3,000,000 7,00,000 7,00,000 7,00,000 7,000,000 7,000,000 7,000,000 7,000,000 7,000,000 7,000,000 7,000,000 3,2,400,124 5,2,580,513 1,3,170,900 1,000,000 2,500,000 2,500,000 1,000,000 2,500,000 1,000,000 2,500,000 1,000,000 2,500,000 1,000,000 2,500,000 1,000,000 2,500,000 1,000,000 2,500,000 1,000,000 1,000,000 2,500,000 1,000,000 <p< td=""><td>1,821,751 1,500,000 3,000,000 1,500,000 42,230,960 42,230,960 42,230,960 350,000 350,000 350,000 350,000 350,000 350,000 350,000 2,650,000 2,650,000 3,4750,000 2,000,000 10,350,000 3,000,000 10,350,000 10,350,000 3,000,000 13,650,000 3,000,000 13,650,000 3,000,000 1,30,000 3,000,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,000,00</td><td>2,500,000<br/>(50,000)<br/>(2,250,000)<br/>(46,668,178)<br/>(2,000,000)<br/>(2,000,000)<br/>(2,000,000)<br/>(2,000,000)<br/>(2,200,000)<br/>(2,200,000)<br/>(2,200,000)<br/>(2,000,000)<br/>(2,000,000)<br/>(2,000,000)<br/>(2,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,00</td><td>650,000 2,250,000 36,864,779 36,864,779 2,000,000 500,000 250,000 250,000 3,600,000 2,200,000 2,200,000 2,200,000 2,200,000 2,200,000 2,000,000 2,000,000 2,000,000 3,600,000 3,600,000 3,00,000 1,200,000 3,00,000 3,00,000 7,50,000 12,400,000 3,00,000 7,50,000 12,400,000 3,00,000 2,000,000 4,000,000 4,000,000 3,000,000 4,000,000 3,000,000 4,000,000 3,000,000 4,000,000 3,000,000 4,000,000 3,000,000 10,000 801,808 -</td><td>1750,000 3,000,000 700,000 1,000,000 57,319,828 1,000,000 500,000 250,000 100,000 2,350,000 2,350,000 4,075,000 2,000,000 4,075,000 2,000,000 300,000 300,000 500,000 300,000 500,000 300,000 500,000 2,000,000 300,000 500,000 500,000 500,000 2,000,000 300,000 300,000 2,000,000 2,000,000 300,000 2,000,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 100,000 3,000,000 <p< td=""><td>750,000 3,000,000 700,000 1,000,000 53,969,828 1,000,000 250,000 250,000 2,350,000 2,350,000 2,350,000 2,000,000 2,000,000 2,000,000 300,000 300,000 500,000 300,000 500,000 300,000 500,000 74,644,828 Total UTA Funds 729,546 2,000,000 2,000,000 2,000,000 2,000,000 3</td><td>1,500,000<br/>2,000,000<br/>70,333,982<br/>3,000,000<br/>2,500,000<br/>2,500,000<br/>2,600,000<br/>2,000,000<br/>3,000,000<br/>3,000,000<br/>3,000,000<br/>3,000,000</td><td><ul> <li>1,500,000</li> <li>400,000</li> <li>2,000,000</li> <li>67,933,982</li> <li>4,000,000</li> <li>250,000</li> <li>250,000</li> <li>2,600,000</li> <li>2,600,000</li> <li>2,000,000</li> <li>3,300,000</li> <li>3,300,000</li></ul></td><td>7,500,000 2,000,000 71,781,775 2,000,000 1,000,000 1,000,000 4,000,000 4,000,000 4,000,000 6,650,000 4,500,000 4,500,000 4,500,000 4,500,000 3,881,775 2025 Proposed Budget 11,100,000 3,881,775 2025 Proposed 10,000 1,00,000 10,000 10,000,000 10,000,000 10,000,000 10,000,000 100,000,000 100,000,000 100,000,000</td><td>7,500,000 2,000,000 69,381,775 2,000,000 1,000,000 1,000,000 1,000,000 4,350,000 4,350,000 4,000,000 5,000,000 6,650,000 4,500,000 4,500,000 6,650,000 4,500,000 6,000,000 5,000,000 6,000,000,000 6,000,000 6,000,000,000 6,000,000,0</td><td>6,608,435 3,750,000 17,250,000 6,250,000 295,661,027 7,000,000 2,750,000 1,350,000 3,500,000 15,550,000 15,550,000 1,250,000 1,250,000 2,100,000 2,100,000 2,100,000 2,100,000 2,100,000 2,100,000 2,100,000 2,100,000 2,500,000 38,500,000 4,500,000 4,500,000 4,500,000 4,500,000 405,536,027 7,000,000 405,536,027 5-Year Proposed Budget 7,000,000 4,500,000 4,500,000 500</td><td>3,750,000<br/>17,250,000<br/>4,200,000<br/>6,250,000<br/>270,381,322<br/>7,000,000<br/>2,750,000<br/>1,350,000<br/>450,000<br/>15,575,000<br/>15,575,000<br/>1,250,000<br/>2,100,000<br/>10,000,000<br/>2,100,000<br/>10,000,000<br/>2,100,000<br/>10,000,000<br/>2,500,000<br/>2,500,000<br/>2,500,000<br/>380,256,322<br/>Total 5-yr<br/>UTA Funds<br/>7,000,000<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</td></p<></td></p<> | 1,821,751 1,500,000 3,000,000 1,500,000 42,230,960 42,230,960 42,230,960 350,000 350,000 350,000 350,000 350,000 350,000 350,000 2,650,000 2,650,000 3,4750,000 2,000,000 10,350,000 3,000,000 10,350,000 10,350,000 3,000,000 13,650,000 3,000,000 13,650,000 3,000,000 1,30,000 3,000,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,000,00  | 2,500,000<br>(50,000)<br>(2,250,000)<br>(46,668,178)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,200,000)<br>(2,200,000)<br>(2,200,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,00  | 650,000 2,250,000 36,864,779 36,864,779 2,000,000 500,000 250,000 250,000 3,600,000 2,200,000 2,200,000 2,200,000 2,200,000 2,200,000 2,000,000 2,000,000 2,000,000 3,600,000 3,600,000 3,00,000 1,200,000 3,00,000 3,00,000 7,50,000 12,400,000 3,00,000 7,50,000 12,400,000 3,00,000 2,000,000 4,000,000 4,000,000 3,000,000 4,000,000 3,000,000 4,000,000 3,000,000 4,000,000 3,000,000 4,000,000 3,000,000 10,000 801,808 -   | 1750,000 3,000,000 700,000 1,000,000 57,319,828 1,000,000 500,000 250,000 100,000 2,350,000 2,350,000 4,075,000 2,000,000 4,075,000 2,000,000 300,000 300,000 500,000 300,000 500,000 300,000 500,000 2,000,000 300,000 500,000 500,000 500,000 2,000,000 300,000 300,000 2,000,000 2,000,000 300,000 2,000,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 300,000 100,000 3,000,000 <p< td=""><td>750,000 3,000,000 700,000 1,000,000 53,969,828 1,000,000 250,000 250,000 2,350,000 2,350,000 2,350,000 2,000,000 2,000,000 2,000,000 300,000 300,000 500,000 300,000 500,000 300,000 500,000 74,644,828 Total UTA Funds 729,546 2,000,000 2,000,000 2,000,000 2,000,000 3</td><td>1,500,000<br/>2,000,000<br/>70,333,982<br/>3,000,000<br/>2,500,000<br/>2,500,000<br/>2,600,000<br/>2,000,000<br/>3,000,000<br/>3,000,000<br/>3,000,000<br/>3,000,000</td><td><ul> <li>1,500,000</li> <li>400,000</li> <li>2,000,000</li> <li>67,933,982</li> <li>4,000,000</li> <li>250,000</li> <li>250,000</li> <li>2,600,000</li> <li>2,600,000</li> <li>2,000,000</li> <li>3,300,000</li> <li>3,300,000</li></ul></td><td>7,500,000 2,000,000 71,781,775 2,000,000 1,000,000 1,000,000 4,000,000 4,000,000 4,000,000 6,650,000 4,500,000 4,500,000 4,500,000 4,500,000 3,881,775 2025 Proposed Budget 11,100,000 3,881,775 2025 Proposed 10,000 1,00,000 10,000 10,000,000 10,000,000 10,000,000 10,000,000 100,000,000 100,000,000 100,000,000</td><td>7,500,000 2,000,000 69,381,775 2,000,000 1,000,000 1,000,000 1,000,000 4,350,000 4,350,000 4,000,000 5,000,000 6,650,000 4,500,000 4,500,000 6,650,000 4,500,000 6,000,000 5,000,000 6,000,000,000 6,000,000 6,000,000,000 6,000,000,0</td><td>6,608,435 3,750,000 17,250,000 6,250,000 295,661,027 7,000,000 2,750,000 1,350,000 3,500,000 15,550,000 15,550,000 1,250,000 1,250,000 2,100,000 2,100,000 2,100,000 2,100,000 2,100,000 2,100,000 2,100,000 2,100,000 2,500,000 38,500,000 4,500,000 4,500,000 4,500,000 4,500,000 405,536,027 7,000,000 405,536,027 5-Year Proposed Budget 7,000,000 4,500,000 4,500,000 500</td><td>3,750,000<br/>17,250,000<br/>4,200,000<br/>6,250,000<br/>270,381,322<br/>7,000,000<br/>2,750,000<br/>1,350,000<br/>450,000<br/>15,575,000<br/>15,575,000<br/>1,250,000<br/>2,100,000<br/>10,000,000<br/>2,100,000<br/>10,000,000<br/>2,100,000<br/>10,000,000<br/>2,500,000<br/>2,500,000<br/>2,500,000<br/>380,256,322<br/>Total 5-yr<br/>UTA Funds<br/>7,000,000<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-<br/>-</td></p<> | 750,000 3,000,000 700,000 1,000,000 53,969,828 1,000,000 250,000 250,000 2,350,000 2,350,000 2,350,000 2,000,000 2,000,000 2,000,000 300,000 300,000 500,000 300,000 500,000 300,000 500,000 74,644,828 Total UTA Funds 729,546 2,000,000 2,000,000 2,000,000 2,000,000 3  | 1,500,000<br>2,000,000<br>70,333,982<br>3,000,000<br>2,500,000<br>2,500,000<br>2,600,000<br>2,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000  | <ul> <li>1,500,000</li> <li>400,000</li> <li>2,000,000</li> <li>67,933,982</li> <li>4,000,000</li> <li>250,000</li> <li>250,000</li> <li>2,600,000</li> <li>2,600,000</li> <li>2,000,000</li> <li>3,300,000</li> <li>3,300,000</li></ul>  | 7,500,000 2,000,000 71,781,775 2,000,000 1,000,000 1,000,000 4,000,000 4,000,000 4,000,000 6,650,000 4,500,000 4,500,000 4,500,000 4,500,000 3,881,775 2025 Proposed Budget 11,100,000 3,881,775 2025 Proposed 10,000 1,00,000 10,000 10,000,000 10,000,000 10,000,000 10,000,000 100,000,000 100,000,000 100,000,000   | 7,500,000 2,000,000 69,381,775 2,000,000 1,000,000 1,000,000 1,000,000 4,350,000 4,350,000 4,000,000 5,000,000 6,650,000 4,500,000 4,500,000 6,650,000 4,500,000 6,000,000 5,000,000 6,000,000,000 6,000,000 6,000,000,000 6,000,000,0   | 6,608,435 3,750,000 17,250,000 6,250,000 295,661,027 7,000,000 2,750,000 1,350,000 3,500,000 15,550,000 15,550,000 1,250,000 1,250,000 2,100,000 2,100,000 2,100,000 2,100,000 2,100,000 2,100,000 2,100,000 2,100,000 2,500,000 38,500,000 4,500,000 4,500,000 4,500,000 4,500,000 405,536,027 7,000,000 405,536,027 5-Year Proposed Budget 7,000,000 4,500,000 4,500,000 500   | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,322<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,575,000<br>15,575,000<br>1,250,000<br>2,100,000<br>10,000,000<br>2,100,000<br>10,000,000<br>2,100,000<br>10,000,000<br>2,500,000<br>2,500,000<br>2,500,000<br>380,256,322<br>Total 5-yr<br>UTA Funds<br>7,000,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61<br>61                               | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Rail Switches/Trackwork Controls<br>Stray Current Mitigation<br>OCS Rehab/Replacement<br>Fiber Replacement<br>Red Light Signal Enforcement<br>Rail Systems Total<br>Total Asset Management<br>Capital Development Projects<br>Jairont Station Relocation<br>3300/3500 South MAX Exp/Optimization<br>Depot District<br>Ogden/Weber State University BRT<br>TIGER Program of Projects<br>Box Elder Right of Way Preservation<br>Weber Cnty CR ROW Preservation<br>Signal Pre-emption Projects w/UDOT<br>Queue Cutter Projects with UDOT<br>Point of Mountain AA/EIS<br>Office Equipment Reserve<br>Positive Train Control<br>Northem Utah County Double Track<br>Bus Stop Imp System-Wide ADA                              | 1,500,000 3,000,000 1,500,000 49,557,264 1,000,000 2,500,000 2,500,000 2,650,000 2,650,000 2,000,000 2,000,000 4,750,000 2,000,000 4,750,000 2,000,000 4,750,000 2,000,000 4,750,000 2,000,000 4,750,000 2,000,000 4,750,000 2,000,000 4,750,000 4,700,000 4,700,000 4,000,000 4,  | 1,821,751 1,500,000 3,000,000 1,500,000 42,230,960 2,50,000 3,00,000 3,00,000  | 2,500,000 (50,000 (50,000 (1,600,000 (1,600,000 (1,00   | 650,000 2,250,000 36,864,779 36,864,779 2,000,000 2,000,000 2,000,000 2,000,000 2,000,000 2,000,000 2,000,000 2,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 4,000,000 4,000,000 3,0   | 1750,000 3,000,000 7,00,000 1,000,000 5,7,319,828 1,000,000 2,50,000 1,00,000 2,50,000 1,00,000 2,000,000 2,000,000 2,000,000 3,000,000 3,000,000 5,002,906 2,2500,000 3,000,000 3,000,000 2,500,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 3,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000  | 1750,000 3,000,000 700,000 1,000,000 53,969,828 1,000,000 250,000 250,000 2,350,000 3,350,000 3,350,000 4,075,000  | 1,500,000<br>2,000,000<br>70,333,982<br>3,000,000<br>2,500,000<br>2,500,000<br>2,600,000<br>2,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000  | <ul> <li>1,500,000</li> <li>400,000</li> <li>2,000,000</li> <li>67,933,982</li> <li>4,000,000</li> <li>250,000</li> <li>250,000</li> <li>2,600,000</li> <li>2,600,000</li> <li>2,000,000</li> <li>3,300,000</li> <li>3,300,000</li></ul>  | 7,500,000 2,000,000 71,781,775 2,000,000 1,000,000 1,000,000 4,000,000 4,350,000 4,000,000 4,000,000 6,650,000 6,650,000 6,650,000 6,650,000 6,00,000 6,00,000 6,00,000 6,00,000 6,00,000 6,00,000 6,00,000 6,00,000 6,00,000 6,00,000 6,00,000 6,00,000 6,00,000 6,00,000 6,00,000 6,00,000 7,00,000 7,00,000 7,00,000 7,00,000 1,1,00,000 7,00,000 1,00,000,000 1,00,000,00 | 7,500,000 2,000,000 69,381,775 2,000,000 1,000,000 1,000,000 1,000,000 4,350,000 4,350,000 4,350,000 4,350,000 4,500,000 5,00,000 4,500,000 4,500,000 4,500,000 6,655,0000 4,500,000 6,650,000 6,  | 6,608,4353,750,00017,250,0006,250,000295,661,027295,661,0277,000,0002,750,0001,350,0003,500,00015,575,00015,575,0001,250,0002,100,0002,100,0002,100,0002,100,0002,100,0002,500,00038,500,0002,500,0002,500,0002,500,000405,536,027ProposedBudget7,000,0004,500,0004,500,000500,000500,000500,000500,000500,000500,000500,000500,000500,0003,301,8089,000,0004,000,0004,000,000500,000500,0003,301,8089,000,0004,000,000  | 3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br>270,381,322<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>15,575,000<br>1,250,000<br>2,100,000<br>10,000,000<br>2,100,000<br>10,000,000<br>2,100,000<br>10,000,000<br>2,500,000<br>380,256,322<br>Total 5-yr<br>UTA Funds<br>7,000,000<br>380,256,322<br>Total 5-yr<br>UTA Funds<br>7,000,000<br>-<br>-<br>1,500,000<br>-<br>-<br>1,500,000<br>-<br>-<br>1,500,000<br>-<br>-<br>-<br>1,500,000<br>-<br>-<br>-<br>1,500,000<br>-<br>-<br>-<br>-<br>1,500,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  |
| 40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60<br>61<br>61<br>61<br>62<br>63<br>64<br>65<br>66<br>67<br>68<br>69<br>70<br>71<br>72<br>73<br>74<br>75<br>76 | Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Rail Systems Total<br>Total Asset Management<br>Red Light Signal Enforcement<br>Rail Systems Total<br>Total Asset Management<br>Capital Development Projects<br>Airport Station Relocation<br>3300/3500 South MAX Exp/Optimization<br>Depot District<br>Ogden/Weber State University BRT<br>TIGER Program of Projects<br>Box Elder Right of Way Preservation<br>Weber Cnty CR ROW Preservation<br>Signal Pre-emption Projects WIUDOT<br>Queue Cutter Projects with UDOT<br>Point of Mountain AAEIS<br>Office Equipment Reserve<br>Positive Train Control<br>Northem Utah County Double Track    | 1,500,000 3,000,000 1,500,000 49,557,264 1,000,000 2,500,000 2,500,000 2,650,000 2,650,000 2,000,000 2,000,000 2,000,000 1,200,000 3,000,000 7,00,000 7,00,000 7,00,000 7,000,000 7,000,000 7,000,000 7,000,000 7,000,000 7,000,000 7,000,000 3,2,400,124 5,2,580,513 1,3,170,900 1,000,000 2,500,000 2,500,000 1,000,000 2,500,000 1,000,000 2,500,000 1,000,000 2,500,000 1,000,000 2,500,000 1,000,000 2,500,000 1,000,000 2,500,000 1,000,000 1,000,000 2,500,000 1,000,000 <p< td=""><td>1,821,751 1,500,000 3,000,000 1,500,000 42,230,960 42,230,960 42,230,960 350,000 350,000 350,000 350,000 350,000 350,000 350,000 2,650,000 2,650,000 3,4750,000 2,000,000 10,350,000 3,000,000 10,350,000 10,350,000 3,000,000 13,650,000 3,000,000 13,650,000 3,000,000 1,30,000 3,000,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,30,000 1,000,00</td><td>2,500,000<br/>(50,000)<br/>(2,250,000)<br/>(46,668,178)<br/>(2,000,000)<br/>(2,000,000)<br/>(2,000,000)<br/>(2,000,000)<br/>(2,200,000)<br/>(2,200,000)<br/>(2,200,000)<br/>(2,000,000)<br/>(2,000,000)<br/>(2,000,000)<br/>(2,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,000)<br/>(3,000,00</td><td>650,000 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3</td><td>1,500,000<br/>2,000,000<br/>70,333,982<br/>3,000,000<br/>2,500,000<br/>2,500,000<br/>2,600,000<br/>2,000,000<br/>3,000,000<br/>3,000,000<br/>3,000,000<br/>3,000,000</td><td><ul> <li>1,500,000</li> <li>400,000</li> <li>2,000,000</li> <li>67,933,982</li> <li>4,000,000</li> <li>250,000</li> <li>250,000</li> <li>2,600,000</li> <li>2,600,000</li> <li>2,000,000</li> <li>3,300,000</li> <li>3,300,000</li></ul></td><td>7,500,000 2,000,000 71,781,775 2,000,000 1,000,000 1,000,000 4,000,000 4,000,000 4,000,000 6,650,000 4,500,000 4,500,000 4,500,000 4,500,000 3,881,775 2025 Proposed Budget 11,100,000 3,881,775 2025 Proposed 10,000 1,00,000 10,000 10,000,000 10,000,000 10,000,000 10,000,000 100,000,000 100,000,000 100,000,000</td><td>7,500,000 2,000,000 69,381,775 2,000,000 1,000,000 1,000,000 1,000,000 4,350,000 4,350,000 4,000,000 5,000,000 6,650,000 4,500,000 4,500,000 6,650,000 4,500,000 6,000,000 5,000,000 6,000,000,000 6,000,000 6,000,000,000 6,000,000,0</td><td>6,608,435 3,750,000 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2,500,000<br>(50,000)<br>(2,250,000)<br>(46,668,178)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,200,000)<br>(2,200,000)<br>(2,200,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(2,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,000)<br>(3,000,00 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2,000,000 2,000,000 300,000 300,000 500,000 300,000 500,000 300,000 500,000 74,644,828 Total UTA Funds 729,546 2,000,000 2,000,000 2,000,000 2,000,000 3  | 1,500,000<br>2,000,000<br>70,333,982<br>3,000,000<br>2,500,000<br>2,500,000<br>2,600,000<br>2,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000  | <ul> <li>1,500,000</li> <li>400,000</li> <li>2,000,000</li> <li>67,933,982</li> <li>4,000,000</li> <li>250,000</li> <li>250,000</li> <li>2,600,000</li> <li>2,600,000</li> <li>2,000,000</li> <li>3,300,000</li> <li>3,300,000</li></ul>  | 7,500,000 2,000,000 71,781,775 2,000,000 1,000,000 1,000,000 4,000,000 4,000,000 4,000,000 6,650,000 4,500,000 4,500,000 4,500,000 4,500,000 3,881,775 2025 Proposed Budget 11,100,000 3,881,775 2025 Proposed 10,000 1,00,000 10,000 10,000,000 10,000,000 10,000,000 10,000,000 100,000,000 100,000,000 100,000,000   | 7,500,000 2,000,000 69,381,775 2,000,000 1,000,000 1,000,000 1,000,000 4,350,000 4,350,000 4,000,000 5,000,000 6,650,000 4,500,000 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|--|------------------------------------|---------------------------|------------------------------|------------------------|-------------|------------|------------------|-----------------|------------------|------------|---------------------------|---|
| 79 Operator Restrooms System-Wide  | 400,000                            | 80,000                    | 750,000                      | 750,000                | 750,000     | 150,000    | 750,000          | 150,000         | -                | 0          | 2,650,000                 | 1,130,000   |
| 80 Operator Restrooms - SL County  | 200,000                            | 200,000                   |                              | -                      | -           | -          | -                | -               | -                | 0          | 200,000                   | 200,000   |
| 81 650 South Station   | 2,000,000                          | -                         | -                            | -                      |             | -          | -                | -               | -                | 0          | 2,000,000                 | -   |
| 82 Davis-SLC Community Connector   | 300,000                            | 300,000                   | 7,500,000                    | 4,000,000              | -           | -          | 100,000,000      | 10,000,000      | -                | 0          | 107,800,000               | 14,300,000  |
| 83 Sharp-Tintic Rail Connection  | 2,309,867                          | 40,348                    | 6,479,832                    | 113,189                | 798,093     | 13,942     | -                | -               |                  | 0          | 9,587,792                 | 167,480   |
| 84 North Temple EOL (SLC CMAQ grant)   |                                    | -                         |                              | -                      | -           | -          | -                | -               | 3,936,600        | -          | 3,936,600                 | -   |
| 85 U of U EOL  |                                    | -                         |                              | -                      |             | -          |                  | -               |                  | 0          | -                         | -   |
| 86 Fort Union EOL  | 3,000,000                          | 3,000,000                 |                              | -                      |             | -          |                  | -               |                  | 0          | 3,000,000                 | 3,000,000   |
| 87 5600 W/4500 S EOL   | 3,000,000                          | 3,000,000                 |                              | -                      |             | -          |                  | -               |                  | 0          | 3,000,000                 | 3,000,000   |
| 88 Meadowbrook Expansion   | 2,600,000                          | 2,600,000                 |                              | -                      |             | -          |                  | -               |                  | 0          | 2,600,000                 | 2,600,000   |
| 89 FR Business Plan  |                                    | -                         |                              | -                      |             | -          |                  | -               |                  | 0          | -                         | -   |
| 90 Layton FrontRunner Parking Garage   | -                                  | -                         | -                            | -                      | 4,700,000   | -          | -                | -               | 0                | 0          | 4,700,000                 | -   |
| 91 FR Snow Melt System Replacement   | 50,000                             | 50,000                    | 5,000,000                    | 5,000,000              | 4,000,000   | 4,000,000  |                  | -               | 0                | 0          | 9,050,000                 | 9,050,000   |
| 92 MSP220-5310   | 250,000                            | 10,000                    |                              | -                      |             | -          |                  | -               |                  | -          | 250,000                   | 10,000  |
| 93 MSP221-5310   | 100,000                            | 5,000                     |                              | -                      |             | -          |                  | -               |                  | -          | 100,000                   | 5,000   |
| 94 MSP222-5310   | 140,000                            | 8,000                     | 470 570                      | -                      |             | -          |                  | -               |                  | -          | 140,000                   | 8,000   |
| 95 FY19/20 - 5310 Funds - SL/WV  | 3,357,034                          | -                         | 479,576                      | -                      |             | -          |                  | -               |                  | -          | 3,836,610                 | -   |
| 96 FY19/20 - 5310 Funds - O/L  | 1,884,227                          | -                         | 269,175                      | -                      |             | -          |                  | -               |                  | -          | 2,153,402                 | -   |
| 97 FY19/20 - 5310 Funds - P/O  | 1,268,262                          | -                         | 181,180                      | -                      |             | -          |                  | -               |                  | -          | 1,449,442                 | -   |
| 98 FY21/22 - 5310 Funds - SL/WV  |                                    | -                         | 1,357,581                    | -                      |             | -          |                  | -               |                  | -          | 1,357,581                 | -   |
| 99 FY21/22 - 5310 Funds - O/L<br>100 FY21/22 - 5310 Funds - P/O  |                                    | -                         | 778,753                      | -                      |             | -          |                  | -               |                  | -          | 778,753<br>513,055        | -   |
| 101 FY23/24 - 5310 Funds - SL/WV   |                                    | -                         | 513,055                      | -                      |             | -          | 1,412,427        | -               |                  | -          | 1,412,427                 | -   |
| 102 FY23/24 - 5310 Funds - O/L   |                                    | -                         |                              | -                      |             | -          | 810,215          | -               |                  | -          | 810,215                   | -   |
| 103 FY23/24 - 5310 Funds - 0/2   |                                    | -                         |                              | -                      |             | -          | 533,782          | -               |                  | -          | 533,782                   | -   |
| 104 5310 Admin Funds   | 280,142                            |                           | 294,522                      | -                      | 306,420     |            | 555,762          | -               |                  | -          | 881,084                   | -   |
| 105 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                 | 2,500,00  |
| 106 Mid-Valley Connector   | 27,905,000                         | 000,000                   | 16,578,000                   | 2,283,000              | 000,000     | 000,000    | 000,000          | 000,000         | 000,000          | 000,000    | 44,483,000                | 2,283,00  |
| 107 FrontRunner Double Tracking  | 2,500,000                          | _                         | 25,000,000                   | -                      | 12,500,000  |            |                  |                 |                  | 0          | 40,000,000                | 2,200,00  |
| •  | 1,200,000                          | 200,000                   | 23,000,000                   | -                      | 12,300,000  | -          |                  | -               |                  | 0          | 1,200,000                 | 200,00  |
| 108 Green Line Reconfiguration   |                                    |                           | 4 500 000                    | -                      |             | -          |                  | -               |                  | 0          |                           |   |
| 109 Central Corridor Transit   | 1,500,000                          | 101,550                   | 1,500,000                    | 101,550                |             | -          | 0.000.000        | -               |                  | 0          | 3,000,000                 | 203,10  |
| 110 Warm Springs upgrades/exp  | 1,738,000                          | 1,738,000                 |                              | -                      |             | -          | 8,923,000        | 8,923,000       |                  | 0          | 10,661,000                | 10,661,00   |
| 111 Gap filler on FR stations  | 1,000,000                          | 1,000,000                 |                              | -                      |             | -          |                  | -               |                  | 0          | 1,000,000                 | 1,000,000   |
| 112 Historic Utah Southern Rail Trail  |                                    | -                         |                              | -                      |             | -          | 300,000          | -               |                  | 0          | 300,000                   | -   |
| 113 Mt Ogden Admin Bldg expansion  | 235,000                            | 235,000                   |                              | -                      |             | -          |                  | -               |                  | 0          | 235,000                   | 235,00  |
| 114 Capital Contingency  | 2,000,000                          | 2,000,000                 | 2,000,000                    | 2,000,000              | 2,000,000   | 2,000,000  | 2,000,000        | 2,000,000       | 2,000,000        | 2,000,000  | 10,000,000                | 10,000,00   |
| Total Capital Development Projects   | 185,619,069                        | 60,229,028                | 154,292,486                  | 55,774,547             | 42,361,259  | 12,997,238 | 121,930,123      | 26,934,099      | 8,273,039        | 4,336,439  | 512,475,976               | 160,271,352   |
|  |                                    |                           |                              |                        |             |            |                  |                 |                  |            |                           |   |
| Total Overall Capital Budget   | 278,652,333                        | 144,713,988               | 226,970,664                  | 118,649,326            | 126,886,087 | 94,172,066 | 223,713,105      | 126,317,081     | 105,569,814      | 99,233,214 | 961,792,003               | 583,085,67  |
|  |                                    |                           |                              |                        |             |            |                  |                 |                  |            |                           |   |
| Commence by Contractory  | 2021                               | Total UTA                 | 2022<br>Dramaged             | Total UTA              | 2023        | Total UTA  | 2024             | Total UTA       | 2025<br>Dronocod | Total UTA  | 5-Year                    | Total 5-yr  |
| Summary by Category  | Proposed                           | Funds                     | Proposed                     | Funds                  | Proposed    | Funds      | Proposed         | Funds           | Proposed         | Funds      | Proposed                  | UTA Funds   |
|  | Budget                             |                           | Budget                       |                        | Budget      |            | Budget           |                 | Budget           |            | Budget                    |   |
|  | 40.000.000                         | 11.000.000                | 1 00 1 000                   | 1 00 1 000             | 5 77 ( 000  | 5 774 000  | 40.000.000       | 40.000.000      | 0.745.000        | 0.745.000  |                           | 00.004.000  |
| Information Technology   | 16,060,000                         | 14,888,000                | 4,324,000                    | 4,324,000              | 5,774,000   | 5,774,000  | 10,993,000       | 10,993,000      | 2,715,000        | 2,715,000  | 39,866,000                | 38,694,00   |
| Safety & Security  | 766,000                            | 716,000                   | 936,000                      | 936,000                | 756,000     | 756,000    | 756,000          | 756,000         | 700,000          | 700,000    | 3,914,000                 | 3,864,00  |
| Revenue Service Vehicles & white fleet   | 36,758,619                         | 30,218,999                | 31,636,403                   | 22,596,783             | 43,420,553  | 43,420,553 | 56,648,832       | 56,648,832      | 56,200,000       | 56,200,000 | 224,664,407               | 209,085,16  |
| Vehicles - Rehab/Repair  | 12,798,645                         | 12,011,961                | 15,031,775                   | 14,267,996             | 13,899,275  | 10,549,275 | 13,685,150       | 11,285,150      | 15,581,775       | 13,181,775 | 70,996,620                | 61,296,15   |
| Facilities Maintenance   | 2,650,000                          | 2,650,000                 | 3,600,000                    | 3,600,000              | 2,350,000   | 2,350,000  | 2,600,000        | 2,600,000       | 4,350,000        | 4,350,000  | 15,550,000                | 15,550,00   |
| Rail Maintenance Projects  | 24,000,000                         | 24,000,000                | 17,150,000                   | 17,150,000             | 18,325,000  | 18,325,000 | 17,100,000       | 17,100,000      | 17,750,000       | 17,750,000 | 94,325,000                | 94,325,00   |
| Airport LRT  | 7,000,000                          | 7,000,000                 | -                            | -                      | -           | -          | -                | -               | -                | -          | 7,000,000                 | 7,000,00  |
| Depot District   | 32,400,124                         | 20,000,000                | 31,200,000                   | 25,000,000             | 2,500,000   | -          | -                | -               | -                | -          | 66,100,124                | 45,000,00   |
|  | 52,580,513                         | 1,630,513                 | 37,029,004                   | 4,800,000              | 5,202,996   | 729,546    | -                | -               | -                | -          | 94,812,513                | 7,160,05  |
| Oaden/Weber BRT  | 02,000,010                         | 80,617                    | 1,655,000                    | -                      | -           | -          | -                | -               | -                | -          | 14,825,900                | 80,61   |
| Ogden/Weber BRT  | 13 170 900                         |                           | 1,000,000                    | _                      | -           |            |                  | -               | -                | -          | 9,000,000                 | 9,000,00  |
| TIGER First/Last Mile Projects   | 13,170,900                         |                           |                              |                        |             |            |                  |                 |                  |            |                           | 9.000.00  |
| TIGER First/Last Mile Projects<br>Northern Utah Cnty Dbl Track   | 9,000,000                          | 9,000,000                 | -                            | -                      | -           | -          | -                |                 |                  |            |                           |   |
| TIGER First/Last Mile Projects<br>Northern Utah Crity Dbl Track<br>Midvalley BRT                       | 9,000,000<br>27,905,000            | 9,000,000                 | - 16,578,000                 | 2,283,000              | -           | -          | -                | -               | -                | -          | 44,483,000                | 2,283,00  |
| TIGER First/Last Mile Projects<br>Northern Utah Cnty Dbl Track<br>Midvalley BRT<br>Davis-SLC Connector | 9,000,000<br>27,905,000<br>300,000 | 9,000,000<br>-<br>300,000 | -<br>16,578,000<br>7,500,000 | 2,283,000<br>4,000,000 | -           | -          | -<br>100,000,000 | -<br>10,000,000 | -                | -          | 44,483,000<br>107,800,000 | 2,283,00<br>14,300,00                                       |
| TIGER First/Last Mile Projects<br>Northern Utah Crity Dbl Track<br>Midvalley BRT                       | 9,000,000<br>27,905,000            | 9,000,000                 | - 16,578,000                 | 2,283,000              | -           | -          | -                | -               |                  |            | 44,483,000                | 2,283,000<br>14,300,000<br><b>75,447,676</b><br>583,085,676 |

# 9-16-20 DRAFT: UTA 5-Year Capital Plan: 2021 Details

|  | Project Name  | 2021<br>Proposed<br>Budget  | Bonds     | Grants  | Lease   | State<br>Funding | SL Cnty<br>4th Qtr                | Local<br>Partners | UTA Other  | Total UTA<br>Funds  |
|--|---|---|-----------|---|---|------------------|-----------------------------------|-------------------|--|---|
|  | Information Technology  |   |           |   |   |                  |                                   |                   |  |   |
| 1  | In-house App Dev. & Enhancements  | 100,000   |           |   |   |                  |                                   |                   | 100,000  | 100,000   |
| 2  | Radio Communication Infrastructure  | 150,000   |           |   |   |                  |                                   |                   | 150,000  | 150,000   |
| 3  | Server, Storage Infrastructure Eq & SW  | 245,000   |           |   |   |                  |                                   |                   | 245,000  | 245,000   |
| 4  | Rail Communication On-Board Tech  | 100,000   |           |   |   |                  |                                   |                   | 100,000  | 100,000   |
| 5  | Info Security Eq/SW (PCI Comp & Cyber Se  |   |           |   |   |                  |                                   |                   | 440,000<br>100,000   | 440,000<br>100,000  |
|  | Bus Communication On-Board Tech   | 100,000<br>400,000  |           |   |   |                  |                                   |                   | 400,000  | 400,000   |
|  | Network & Infrastructure Equipment  | 325,000   |           |   |   |                  |                                   |                   | 325,000  | 325,000   |
|  | FrontRunner WiFi Enhancements   | 250,000   |           |   |   |                  |                                   |                   | 250,000  | 250,000   |
|  | Init APC Upgrade  | 340,000   |           |   |   |                  |                                   |                   | 340,000  | 340,000   |
|  | Electronic Fare Collection Maint & Rep  | 2,500,000   |           |   | 2,500,000   |                  |                                   |                   | -  | 2,500,000   |
|  | ArcGIS GeoEvent Server for Live Data  | 25,000  |           |   | ,,  |                  |                                   |                   | 25,000   | 25,000  |
| 13   | Rail TVM SOGR - PCI Compliance  | 7,800,000   |           |   | 7,800,000   |                  |                                   |                   | -  | 7,800,000   |
| 14   | TVM for UVX (needed if Free Fare ends)  | 1,100,000   |           |   |   |                  |                                   |                   | 1,100,000  | 1,100,000   |
| 15   | New Radio Communication System  | -   |           |   |   |                  |                                   |                   | -  | -   |
| 16   | E Voucher Software Development  | 215,000   |           | 172,000   |   |                  |                                   |                   | 43,000   | 43,000  |
| 17   | Passenger Information   | 300,000   |           |   |   |                  |                                   |                   | 300,000  | 300,000   |
|  | Transit Management Sytem  | 1,620,000   |           | 1,000,000   |   |                  |                                   |                   | 620,000  | 620,000   |
|  |   | 50,000  |           | 1,000,000   |   |                  |                                   |                   | 50,000   | 50,000  |
| 18   | DDE System Enhancement Total Information Technology   | 16,060,000  | -         | 1,172,000   | 10,300,000  | -                | -                                 | -                 | 4,588,000  | 14,888,000  |
|  | Safety & Security/Police  | 2021<br>Proposed  | Bonds     | Grants  | Lease   | State<br>Funding | SL Cnty<br>4th Qtr                | Local<br>Partners | UTA Other  | Total UTA<br>Funds  |
|  | Cafaty & Casurity   | Budget  |           |   |   |                  |                                   |                   |  |   |
| 01   | Safety & Security   | E0.000  |           |   |   |                  |                                   |                   | E0.000   | EQ.000  |
|  | Corridor Fencing  | 50,000  |           |   |   |                  |                                   |                   | 50,000   | 50,000  |
|  | Camera Sustainability<br>Access Control for Data Rooms  | 50,000<br>10,000  |           |   |   |                  |                                   |                   | 50,000<br>10,000   | 50,000<br>10,000  |
|  | Bus Camera Overhaul/Replacement   | 40,000  |           |   |   |                  |                                   |                   | 40,000   | 40,000  |
|  | Bus Safety and Security   | 30,000  |           |   |   |                  |                                   |                   | 30,000   | 30,000  |
|  | Facility Security   | 50,000  |           |   |   |                  |                                   |                   | 50,000   | 50,000  |
|  | Next Crossing Camera Installation   | 40,000  |           |   |   |                  |                                   |                   | 40,000   | 40,000  |
|  | Safety General Projects   | 100,000   |           |   |   |                  |                                   |                   | 100,000  | 100,000   |
|  | Security General Projects   | 20,000  |           |   |   |                  |                                   |                   | 20,000   | 20,000  |
| 20   | Safety & Security Total   | 390,000   | -         |   | -   | -                | -                                 | -                 | 390,000  | 390,000   |
|  | Police  |   |           |   |   |                  |                                   |                   |  | ,   |
| 20   | Ballistic Vest Replacement  | 15,000  |           |   |   |                  |                                   |                   | 15,000   | 15,000  |
|  | Vehicle Replacement/Expansion   | 290,000   |           |   |   |                  |                                   |                   | 290,000  | 290,000   |
| 31   |   | -   |           |   |   |                  |                                   |                   | -  |   |
| 32   |   | 15,000  |           |   |   |                  |                                   |                   | 15,000   | 15,000  |
|  | Police Radio Replacements   | 56,000  |           | 50,000  |   |                  |                                   |                   | 6,000  | 6,000   |
| 00   | Police Total  | 376,000   | -         | 50,000  | -   | -                | -                                 |                   | 326,000  | 326,000   |
|  | Total Safety & Security   | 766,000   |           | 50,000  |   |                  | -                                 | -                 | 716,000  | 716,000   |
|  |   | 2021  |           |   |   |                  |                                   |                   |  |   |
|  | Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail  | Proposed  | Dende     |   |   | State            | SL Cnty                           | Local             |  | Total UTA   |
|  | Systems)  | Budget  | Bonds     | Grants  | Lease   | Funding          | 4th Qtr                           | Partners          | UTA Other  | Funds   |
|  | Vehicles  |   | Bonds     | Grants  |   |                  |                                   | Partners          |  |   |
|  | Vehicles<br>Bus Replacement   | 12,800,000  | Bonas     |   | 12,800,000  |                  |                                   | Partners          | UTA Other  | 12,800,000  |
| 35   | Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo  | 12,800,000<br>14,200,000  | Bonas     | Grants<br>6,539,620                               | 12,800,000<br>7,660,380   |                  |                                   | Partners          |  | 12,800,000<br>7,660,380   |
| 35<br>36   | Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement  | 12,800,000<br>14,200,000<br>2,205,720   | Bonas     |   | 12,800,000<br>7,660,380<br>2,205,720                            |                  |                                   | Partners          |  | 12,800,000<br>7,660,380<br>2,205,720  |
| 35<br>36<br>37   | Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899  | Bonas     |   | 12,800,000<br>7,660,380   |                  |                                   | Partners          | -<br>-<br>-<br>52,899  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899   |
| 35<br>36<br>37<br>38   | Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace   | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000   | Bonas     |   | 12,800,000<br>7,660,380<br>2,205,720                            |                  | 4th Qtr                           | Partners          |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000  |
| 35<br>36<br>37<br>38   | Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace   | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210  | Bonas     | 6,539,620   | 12,800,000<br>7,660,380<br>2,205,720                            |                  |                                   | Partners          | -<br>-<br>-<br>52,899<br>1,500,000<br>-  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210   |
| 35<br>36<br>37<br>38<br>39<br>40   | Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435   | Bonas     |   | 12,800,000<br>7,660,380<br>2,205,720                            |                  | 4th Qtr                           | Partners          | -<br>-<br>52,899<br>1,500,000<br>-<br>1,821,751  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751  |
| 35<br>36<br>37<br>38<br>39<br>40<br>41   | Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace   | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210  | Bonds     | 6,539,620   | 12,800,000<br>7,660,380<br>2,205,720                            |                  | 4th Qtr                           | Partners          | -<br>-<br>-<br>52,899<br>1,500,000<br>-  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000   |
| 35<br>36<br>37<br>38<br>39<br>40<br>41<br>42   | Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000  |           | 6,539,620   | 12,800,000<br>7,660,380<br>2,205,720                            |                  | 4th Qtr                           | Partners          | -<br>-<br>52,899<br>1,500,000<br>-<br>1,821,751  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000  |
| 35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43   | Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000   |           | 6,539,620   | 12,800,000<br>7,660,380<br>2,205,720                            |                  | 4th Qtr                           | Partners          | -<br>-<br>52,899<br>1,500,000<br>-<br>1,821,751<br>1,500,000<br>-  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000   |
| 35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Comet Car Replacement         LRV Accident Repair   | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000  |           | 6,539,620   | 12,800,000<br>7,660,380<br>2,205,720                            |                  | 4th Qtr                           | Partners          |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210   |
| 35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Comet Car Replacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000  | 3,000,000 | 6,539,620<br>786,684                              | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000               |                  | 4th Qtr<br>6,690,210              |                   | -<br>-<br>52,899<br>1,500,000<br>-<br>1,821,751<br>1,500,000<br>-<br>1,500,000<br>500,000  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>500,000  |
| 36<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>42   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Comet Car Replacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264  | 3,000,000 | 6,539,620<br>786,684                              | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000               |                  | 4th Qtr<br>6,690,210              |                   | -<br>-<br>52,899<br>1,500,000<br>-<br>1,821,751<br>1,500,000<br>-<br>1,500,000<br>500,000<br>6,874,650   | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>500,000<br>42,230,960  |
| 35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Comet Car Replacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264  | 3,000,000 | 6,539,620<br>786,684                              | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000               |                  | 4th Qtr<br>6,690,210              |                   | -<br>-<br>-<br>52,899<br>1,500,000<br>-<br>1,821,751<br>1,500,000<br>-<br>1,500,000<br>500,000<br>6,874,650  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br><b>42,230,960</b>  |
| 35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>42<br>43<br>44   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>500,000<br>49,557,264<br>1,000,000<br>250,000   | 3,000,000 | 6,539,620<br>786,684                              | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000               |                  | 4th Qtr<br>6,690,210              |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>500,000<br>42,230,960  |
| 36<br>36<br>37<br>38<br>36<br>40<br>41<br>42<br>42<br>42<br>42<br>42<br>42<br>42<br>42<br>42<br>42<br>42<br>47   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace   | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000  | 3,000,000 | 6,539,620<br>786,684                              | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000               |                  | 4th Qtr<br>6,690,210              |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000  |
| 36<br>36<br>37<br>38<br>36<br>40<br>41<br>42<br>45<br>44<br>44<br>45<br>44<br>46<br>47<br>7<br>48  | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Comet Car Replacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement   | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>500,000<br>49,557,264<br>1,000,000<br>250,000<br>500,000  | 3,000,000 | 6,539,620<br>786,684                              | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000               |                  | 4th Qtr<br>6,690,210              |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>500,000  |
| 36<br>36<br>37<br>38<br>37<br>38<br>38<br>40<br>41<br>42<br>43<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Comet Car Replacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting   | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>500,000  | 3,000,000 | 6,539,620<br>786,684                              | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000               |                  | 4th Qtr<br>6,690,210              |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>500,000   |
| 36<br>36<br>37<br>38<br>37<br>38<br>38<br>40<br>41<br>42<br>43<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Comet Car Replacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration   | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>500,000<br>450,000   | 3,000,000 | 6,539,620<br>786,684<br>7,326,304                 | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>500,000<br>450,000  |
| 36<br>36<br>37<br>38<br>37<br>38<br>38<br>40<br>41<br>42<br>43<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44<br>44   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Comet Car Replacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>500,000  | 3,000,000 | 6,539,620<br>786,684                              | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000               |                  | 4th Qtr<br>6,690,210              |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>500,000<br>450,000  |
| 35<br>36<br>37<br>38<br>39<br>40<br>41<br>41<br>42<br>43<br>44<br>45<br>45<br>50   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>500,000<br>450,000   | 3,000,000 | 6,539,620<br>786,684<br>7,326,304                 | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>42,230,960<br>1,000,000<br>42,230,960<br>350,000<br>350,000<br>450,000<br>100,000   |
| 36<br>36<br>37<br>36<br>37<br>36<br>40<br>41<br>42<br>43<br>44<br>44<br>45<br>46<br>45<br>50<br>51   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure         Rail Rehab and Replacement   | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>500,000<br>450,000<br>100,000<br>2,650,000   | 3,000,000 | 6,539,620<br>786,684<br>7,326,304                 | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>450,000<br>100,000<br>2,650,000   |
| 36<br>36<br>37<br>38<br>37<br>38<br>38<br>40<br>41<br>42<br>43<br>44<br>44<br>45<br>46<br>47<br>47<br>48<br>45<br>50<br>51   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Comet Car Replacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure         Rail Rehab and Replacement         Building Remodels/Reconfiguration   | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>100,000<br>2,650,000   | 3,000,000 | 6,539,620<br>786,684<br>7,326,304                 | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>450,000<br>450,000<br>2,650,000<br>2,650,000  |
| 36<br>36<br>37<br>38<br>38<br>40<br>41<br>42<br>42<br>42<br>42<br>42<br>42<br>42<br>50<br>51<br>52<br>55<br>55   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Vehicle Rehab         Commuter Rail Vehicle Replace         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure         Rail Rehab and Replacement         Ballast and Ties Rehab/Replacement         Bridge Rehabilitation & Maintenance   | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>450,000<br>7,450,000<br>250,000<br>650,000  | 3,000,000 | 6,539,620<br>786,684<br>7,326,304                 | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>450,000<br>100,000<br>2,650,000<br>250,000<br>650,000   |
| 36<br>36<br>37<br>38<br>39<br>40<br>41<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>45<br>50<br>51<br>52<br>55<br>55   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Comet Car Replacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure         Rail Rehab and Replacement         Ballast and Ties Rehab/Replacement         Bridge Rehabilitation & Maintenance         Grade Crossings Rehab/Replacement  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>250,000<br>250,000<br>250,000   | 3,000,000 | 6,539,620<br>786,684<br>736,684<br>7,326,304<br>- | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>450,000<br>2,650,000<br>2,650,000<br>2,000,000  |
| 36<br>36<br>37<br>38<br>39<br>40<br>41<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>45<br>50<br>51<br>52<br>55<br>55   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure         Rail Rehab and Replacement         Ballast and Ties Rehab/Replacement         Bridge Rehabilitation & Maintenance         Grade Crossings Rehab/Replacement         Rail Infrastructure Total  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>450,000<br>450,000<br>7,450,000<br>250,000<br>650,000  | 3,000,000 | 6,539,620<br>786,684<br>7,326,304                 | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>3500,000<br>450,000<br>2,650,000<br>2,500,000<br>650,000<br>2,000,000  |
| 3 3 4 3 6 3 7 7 3 6 3 7 7 3 6 3 7 7 3 6 3 7 7 3 6 3 7 7 3 6 4 1 4 1 4 2 4 3 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4  | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Paratransit Vehicle Rehab         Commuter Rail Paratransit         Row Car Replacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure         Rail Rehab and Replacement         Ballast and Ties Rehab/Replacement         Bridge Rehabilitation & Maintenance         Grade Crossings Rehab/Replacement         Rail Infrastructure Total         Rail Systems  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,000,000<br>10,350,000   | 3,000,000 | 6,539,620<br>786,684<br>736,684<br>7,326,304<br>- | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>42,230,960<br>1,000,000<br>42,230,960<br>500,000<br>450,000<br>450,000<br>250,000<br>7,450,000<br>250,000<br>650,000<br>2,000,000<br>10,350,000   |
| 36<br>36<br>37<br>38<br>38<br>40<br>41<br>42<br>42<br>42<br>42<br>42<br>42<br>42<br>50<br>51<br>51<br>52<br>53<br>52<br>55   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Comet Car Replacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure         Rail Rehab and Replacement         Ballast and Ties Rehab/Replacement         Bridge Rehabilitation & Maintenance         Grade Crossings Rehab/Replacement         Rail Infrastructure Total         Rail Systems         Traction Power Rehab/Replacement  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>350,000<br>250,000<br>450,000<br>2,650,000<br>2,000,000<br>10,350,000  | 3,000,000 | 6,539,620<br>786,684<br>736,684<br>7,326,304<br>- | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   |  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>450,000<br>450,000<br>250,000<br>2,650,000<br>2,000,000<br>10,350,000  |
| 36<br>36<br>37<br>38<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>45<br>50<br>51<br>52<br>55<br>55<br>55<br>55   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Comet Car Replacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure         Rail Rehab and Replacement         Ballast and Ties Rehab/Replacement         Bridge Rehabilitation & Maintenance         Grade Crossings Rehab/Replacement         Rail Infrastructure Total         Rail Systems         Traction Power Rehab/Replacement         Train Control Rehab/Replacement  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>450,000<br>2,650,000<br>2,000,000<br>10,350,000<br>4,750,000   | 3,000,000 | 6,539,620<br>786,684<br>736,684<br>7,326,304<br>- | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   | <ul> <li></li></ul>  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,000,000<br>10,350,000<br>4,750,000   |
| 38<br>36<br>37<br>38<br>40<br>41<br>42<br>43<br>44<br>44<br>45<br>44<br>47<br>45<br>50<br>51<br>52<br>53<br>54<br>56<br>56<br>57   | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure         Rail Rehab and Replacement         Ballast and Ties Rehab/Replacement         Ballast and Ties Rehab/Replacement         Rail Rehab intenance         Grade Crossings Rehab/Replacement         Rail Infrastructure Total         Rail Systems         Traction Power Rehab/Replacement         Frain Control Rehab/Replacement         Rail Switches/Trackwork Controls                                       | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>450,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>4,750,000<br>4,750,000<br>4,750,000 | 3,000,000 | 6,539,620<br>786,684<br>7,326,304                 | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   | <ul> <li>-</li> <li>-</li> <li>52,899</li> <li>1,500,000</li> <li>-</li> <li>1,821,751</li> <li>1,500,000</li> <li>500,000</li> <li>500,000</li> <li>6,874,650</li> <li>1,000,000</li> <li>250,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>250,000</li> <li>350,000</li> <li>350,000</li> <li>250,000</li> <li>350,000</li> <li>250,000</li> <li>350,000</li> <li>250,000</li> <li>350,000</li> <li>350,0</li></ul> | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>42,230,960<br>500,000<br>450,000<br>350,000<br>450,000<br>2,650,000<br>2,000,000<br>10,350,000<br>4,750,000<br>1,200,000                            |
| 35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>45<br>50<br>51<br>52<br>53<br>54<br>51<br>52<br>55<br>54<br>57<br>55                         | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Paratransit Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure         Rail Rehab and Replacement         Balast and Ties Rehab/Replacement         Bridge Rehabilitation & Maintenance         Grade Crossings Rehab/Replacement         Rail Infrastructure Total         Rail Systems         Traction Power Rehab/Replacement         Rail Systems         Traction Power Rehab/Replacement         Rail Switc | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>1,200,000<br>1,200,000                         | 3,000,000 | 6,539,620<br>786,684<br>7,326,304                 | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   | <ul> <li></li></ul>  | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>1,500,000<br>42,230,960<br>1,000,000<br>42,230,960<br>350,000<br>450,000<br>450,000<br>2,650,000<br>2,000,000<br>10,350,000<br>6,500,000<br>4,750,000<br>1,200,000<br>7,00,000              |
| 38<br>36<br>37<br>38<br>39<br>40<br>41<br>41<br>42<br>43<br>44<br>44<br>45<br>50<br>51<br>52<br>55<br>54<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55                         | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Polacement         LRV Accident Repair         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure         Rail Rehab and Replacement         Ballast and Ties Rehab/Replacement         Bridge Rehabilitation & Maintenance         Grade Crossings Rehab/Replacement         Rail Infrastructure Total         Rail Systems         Traction Power Rehab/Replacement         Rail Switches/Trackwork Controls         Stray Current Mitigation         OCS Rehab/Replacement  | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>450,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>4,750,000<br>4,750,000<br>4,750,000 | 3,000,000 | 6,539,620<br>786,684<br>7,326,304                 | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   | <ul> <li>-</li> <li>-</li> <li>52,899</li> <li>1,500,000</li> <li>-</li> <li>1,821,751</li> <li>1,500,000</li> <li>500,000</li> <li>500,000</li> <li>6,874,650</li> <li>1,000,000</li> <li>250,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>350,000</li> <li>250,000</li> <li>350,000</li> <li>350,000</li> <li>250,000</li> <li>350,000</li> <li>250,000</li> <li>350,000</li> <li>250,000</li> <li>350,000</li> <li>350,0</li></ul> | 12,800,000<br>7,660,380<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>1,821,751<br>1,500,000<br>3,000,000<br>42,230,960<br>1,000,000<br>42,230,960<br>1,000,000<br>250,000<br>350,000<br>450,000<br>2,650,000<br>2,000,000<br>10,350,000<br>4,750,000  |
| 35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>45<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>56<br>56<br>57<br>58<br>56<br>56 | Vehicles         Bus Replacement         20 Electric Buses/Infrastructure-SLCo         Van Pool Replacement         Paratransit Vehicle Replacment         Bus Engine/Trans/Comp Rehab/Replace         Light Rail Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Paratransit Vehicle Rehab         Commuter Rail Engine Overhaul         Non-Rev Service Vehicle Replace         Commuter Rail Vehicle Rehab         Vehicles Total         Facilities         Facilities         Facilities Rehab and Replacement         Equipment Managed Reserve         Stations and Platforms Rehab/Replace         Park and Ride Rehab/Replacement         Meadowbrook Flooring/Lighting         Building Remodels/Reconfiguration         Facilities Total         Rail Infrastructure         Rail Rehab and Replacement         Balast and Ties Rehab/Replacement         Bridge Rehabilitation & Maintenance         Grade Crossings Rehab/Replacement         Rail Infrastructure Total         Rail Systems         Traction Power Rehab/Replacement         Rail Systems         Traction Power Rehab/Replacement         Rail Switc | 12,800,000<br>14,200,000<br>2,205,720<br>3,052,899<br>1,500,000<br>6,690,210<br>2,608,435<br>1,500,000<br>3,000,000<br>1,500,000<br>49,557,264<br>1,000,000<br>250,000<br>350,000<br>350,000<br>450,000<br>2,650,000<br>2,000,000<br>10,350,000<br>10,350,000<br>1,200,000<br>1,200,000                         | 3,000,000 | 6,539,620<br>786,684<br>7,326,304                 | 12,800,000<br>7,660,380<br>2,205,720<br>3,000,000<br>25,666,100 | Funding          | 4th Qtr<br>6,690,210<br>6,690,210 |                   | <ul> <li></li></ul>  | 12,800,00<br>7,660,38<br>2,205,72<br>3,052,88<br>1,500,00<br>6,690,2°<br>1,821,73<br>1,500,00<br>3,000,00<br>1,500,00<br>42,230,90<br>1,000,00<br>250,00<br>350,00<br>250,00<br>2,650,00<br>2,000,00<br>10,350,00<br>4,750,00<br>2,000,00<br>1,200,00<br>4,750,00<br>0,200,00<br>0,200,00<br>0,000,00<br>0,000,00 |

| Rail Systems Total                     | 13,650,000                 | 6,500,000  | -          | -          | -                | -                  | -                 | 7,150,000  | 1         |
|--|----------------------------|------------|------------|------------|------------------|--------------------|-------------------|------------|-----------|
| Total Asset Management                 | 76,207,264                 | 9,500,000  | 7,326,304  | 25,666,100 | -                | 6,690,210          | -                 | 27,024,650 | 6         |
| Capital Development Projects           | 2021<br>Proposed<br>Budget | Bonds      | Grants     | Lease      | State<br>Funding | SL Cnty<br>4th Qtr | Local<br>Partners | UTA Other  | Tot<br>F  |
| 62 Airport Station Relocation          | 7,000,000                  | 7,000,000  |            |            |                  |                    |                   | -          |           |
| 63 3300/3500 South MAX Exp/Optimiza    | tion -                     |            |            |            |                  |                    |                   | -          |           |
| 64 Depot District                      | 32,400,124                 | 19,000,000 | 9,900,124  |            | 2,500,000        | 1,000,000          |                   | -          | 2         |
| 65 Ogden/Weber State University BRT    | 52,580,513                 | 1,630,513  | 42,500,000 |            | 2,200,000        |                    | 6,250,000         | -          |           |
| 66 TIGER Program of Projects           | 13,170,900                 |            | 5,200,903  |            |                  |                    | 7,889,380         | 80,617     |           |
| 67 Box Elder Right of Way Preservation |                            |            |            |            |                  |                    |                   | 1,000,000  |           |
| 68 Weber Cnty CR ROW Preservation      | 1,000,000                  |            |            |            |                  |                    | 1,000,000         | -          |           |
| 69 Signal Pre-emption Projects w/UDO   |                            |            |            |            |                  |                    | 250,000           | -          |           |
| 70 Queue Cutter Projects with UDOT     | 250,000                    |            |            |            |                  |                    | 250,000           | _          |           |
| 71 Point of Mountain AA/EIS            | 2,500,000                  |            | 2,000,000  |            |                  |                    | 200,000           | 500,000    |           |
| 72 Office Equipment Reserve            | 100,000                    |            | 2,000,000  |            |                  |                    |                   | 100,000    |           |
| 73 Positive Train Control              | 2,500,000                  |            |            |            |                  |                    |                   |            |           |
|  |                            | 0 000 000  |            |            |                  |                    |                   | 2,500,000  | :         |
| 74 Northern Utah County Double Track   | 9,000,000<br>1,000,000     | 9,000,000  | 800,000    |            |                  |                    |                   | - 200,000  | (         |
| 75 Bus Stop Imp System-Wide ADA        |                            |            | 000,000    |            |                  | 0 500 000          |                   |            |           |
| 76 Bus Stop Imp/signage - SL County    | 2,500,000                  |            |            |            |                  | 2,500,000          |                   | -          | í.        |
| 77 UTA ADA Bus Stop Imp Utah Cnty      | -                          |            |            |            |                  |                    |                   | -          |           |
| 78 Wayfinding Signage                  | 650,000                    |            |            |            |                  |                    |                   | 650,000    |           |
| 79 Operator Restrooms System-Wide      | 400,000                    | 80,000     | 320,000    |            |                  |                    |                   | -          |           |
| 80 Operator Restrooms - SL County      | 200,000                    |            |            |            |                  | 200,000            |                   | -          |           |
| 81 650 South Station                   | 2,000,000                  |            |            |            |                  |                    | 2,000,000         | -          |           |
| 82 Davis-SLC Community Connector       | 300,000                    | 300,000    |            |            |                  |                    | , ,               | _          |           |
| 83 Sharp-Tintic Rail Connection        | 2,309,867                  |            | 2,040,647  |            | 214,417          |                    | 14,455            | 40,348     |           |
| 84 North Temple EOL (SLC CMAQ grar     |                            |            | 1          |            | ,                |                    | ,                 | -          |           |
| 85 U of U EOL                          |                            |            |            |            |                  |                    |                   | -          |           |
| 86 Fort Union EOL                      | 3,000,000                  |            |            |            |                  | 3,000,000          |                   | -          | 3         |
| 87 5600 W/4500 S EOL                   | 3,000,000                  |            |            |            |                  | 3,000,000          |                   | -          |           |
| 88 Meadowbrook Expansion               | 2,600,000                  |            |            |            |                  | 2,600,000          |                   | -          | 1         |
| 89 FR Business Plan                    | _,,                        |            |            |            |                  | _,,                |                   | -          |           |
| 90 Layton FrontRunner Parking Garage   | -                          |            |            |            |                  |                    |                   | <u> </u>   |           |
| 91 FR Snow Melt System Replacement     |                            |            |            |            |                  |                    |                   | 50,000     |           |
| 92 MSP220-5310                         | 250,000                    |            | 190,000    |            |                  |                    | 50,000            | 10,000     |           |
| 93 MSP221-5310                         | 100,000                    |            | 75,000     |            |                  |                    | 20,000            | 5,000      |           |
| 94 MSP222-5310                         | 140,000                    |            | 104,000    |            |                  |                    | 28,000            | 8,000      |           |
| 95 FY19/20 - 5310 Funds - SL/WV        | 3,357,034                  |            | 2,260,904  |            |                  |                    | 1,096,130         | -          |           |
| 96 FY19/20 - 5310 Funds - O/L          | 1,884,227                  |            | 1,296,929  |            |                  |                    | 587,298           | _          |           |
| 97 FY19/20 - 5310 Funds - P/O          | 1,268,262                  |            | 854,438    |            |                  |                    | 413,824           | -          |           |
| 98 FY21/22 - 5310 Funds - SL/WV        | 1,200,202                  |            | 001,100    |            |                  |                    | 110,021           | <u> </u>   |           |
| 99 FY21/22 - 5310 Funds - O/L          |                            |            |            |            |                  |                    |                   | -          |           |
| 100 FY21/22 - 5310 Funds - P/O         |                            |            |            |            |                  |                    |                   | <u> </u>   |           |
| 101 FY23/24 - 5310 Funds - SL/WV       |                            |            |            |            |                  |                    |                   | -          |           |
| 102 FY23/24 - 5310 Funds - O/L         |                            |            |            |            |                  |                    |                   | -          |           |
| 103 FY23/24 - 5310 Funds - P/O         |                            |            |            |            |                  |                    |                   | _          |           |
| 104 5310 Admin Funds                   | 280,142                    |            | 280,142    |            |                  |                    |                   | _          |           |
| 105 Capital Planning/Env Analysis      | 500,000                    |            | 200,112    |            |                  |                    |                   | 500,000    |           |
| 106 Mid-Valley Connector               | 27,905,000                 |            |            |            | 20,505,000       |                    | 7,400,000         | 000,000    |           |
| 107 FrontRunner Double Tracking        | 2,500,000                  |            |            |            | 2,500,000        |                    | 7,400,000         |            |           |
|  | 1,200,000                  |            |            |            | 2,000,000        |                    | 1,000,000         | 200,000    |           |
| 108 Green Line Reconfiguration         |                            |            | 4 000 450  |            |                  |                    | 1,000,000         |            |           |
| 109 Central Corridor Transit           | 1,500,000                  | 1 700 000  | 1,398,450  |            |                  |                    |                   | 101,550    |           |
| 110 Warm Springs upgrades/exp          | 1,738,000                  | 1,738,000  |            |            |                  |                    |                   | -          | 1         |
| 111 Gap filler on FR stations          | 1,000,000                  |            |            |            |                  |                    |                   | 1,000,000  | 1         |
| 112 Historic Utah Southern Rail Trail  |                            |            |            |            |                  |                    |                   |            |           |
| 113 Mt Ogden Admin Bldg expansion      | 235,000                    |            |            |            |                  |                    |                   | 235,000    |           |
| 114 Capital Contingency                | 2,000,000                  |            |            |            |                  |                    |                   | 2,000,000  | 2         |
| Total Capital Development Pro          | jects 185,619,069          | 38,748,513 | 69,221,537 | •          | 27,919,417       | 12,300,000         | 28,249,087        | 9,180,515  | 60        |
|  |                            |            |            |            |                  |                    |                   |            |           |
|  |                            |            |            |            |                  |                    |                   |            |           |
| Total Overall Capital Budget           | 278,652,333                | 48,248,513 | 77,769,841 | 35,966,100 | 27,919,417       | 18,990,210         | 28,249,087        | 41,509,165 | 144       |
| Summary by Category                    | 2021<br>Proposed<br>Budget | Bonds      | Grants     | Lease      | State<br>Funding | SL Cnty<br>4th Qtr | Local<br>Partners | UTA Other  | Tot<br>Fi |
|  |                            |            |            |            |                  |                    |                   |            |           |
| Information Technology                 | 16,060,000                 |            | 1,172,000  | 10,300,000 |                  |                    |                   | 4,588,000  | 14        |
|  |                            |            | 50,000     | 10,000,000 |                  |                    |                   | 716,000    |           |
| Safety & Security                      | /66/1000                   |            |            |            |                  |                    |                   |            |           |
| Safety & Security                      | 766,000                    | 3 000 000  |            | 25 666 100 |                  |                    |                   |            | 20        |
| Revenue Service Vehicles & white fle   | eet 36,758,619             | 3,000,000  | 6,539,620  | 25,666,100 | -                | -                  | -                 | 1,552,899  | 30        |
|  |                            | -          |            | 25,666,100 | -                | -<br>6,690,210     | -                 |            | 12        |

| Facilities Maintenance         | 2,650,000   | -          | -          | -          | -          | -          | -          | 2,650,000  | 2,650,000   |
|--------------------------------|-------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Rail Maintenance Projects      | 24,000,000  | 6,500,000  | -          | -          | -          | -          | -          | 17,500,000 | 24,000,000  |
| Airport LRT                    | 7,000,000   | 7,000,000  | -          | -          | -          | -          | -          | -          | 7,000,000   |
| Depot District                 | 32,400,124  | 19,000,000 | 9,900,124  | -          | 2,500,000  | 1,000,000  | -          | -          | 20,000,000  |
| Ogden/Weber BRT                | 52,580,513  | 1,630,513  | 42,500,000 | -          | 2,200,000  | -          | 6,250,000  | -          | 1,630,513   |
| TIGER First/Last Mile Projects | 13,170,900  | -          | 5,200,903  | -          | -          | -          | 7,889,380  | 80,617     | 80,617      |
| Northern Utah Cnty Dbl Track   | 9,000,000   | 9,000,000  | -          | -          | -          | -          | -          | -          | 9,000,000   |
| Midvalley BRT                  | 27,905,000  | -          | -          | -          | 20,505,000 | -          | 7,400,000  | -          | -           |
| Davis-SLC Connector            | 300,000     | 300,000    | -          | -          | -          | -          | -          | -          | 300,000     |
| Other Capital Projects         | 43,262,532  | 1,818,000  | 11,620,510 | •          | 2,714,417  | 11,300,000 | 6,709,707  | 9,099,898  | 22,217,898  |
| Total Overall Capital Budget   | 278,652,333 | 48,248,513 | 77,769,841 | 35,966,100 | 27,919,417 | 18,990,210 | 28,249,087 | 41,509,165 | 144,713,988 |

# 9-16-20 DRAFT: UTA 5-Year Capital Plan: 2022 Details

|  |  |   | . 017           |                                     |   | -                          |                              |                             |  |  |
|--|--|---|-----------------|-------------------------------------|---|----------------------------|------------------------------|-----------------------------|--|--|
|  | Project Name   | 2022<br>Proposed<br>Budget  | Bonds           | Grants                              | Lease   | State<br>Funding           | SL Cnty<br>4th Qtr           | Local<br>Partners           | UTA Other  | Total UTA<br>Funds   |
|  | Information Technology   |   |                 |                                     |   |                            |                              |                             |  |  |
| 1  | In-house App Dev. & Enhancements   | 200,000   |                 |                                     |   |                            |                              |                             | 200,000  | 200,000  |
|  | Radio Communication Infrastructure   | 100,000   |                 |                                     |   |                            |                              |                             | 100,000  | 100,000  |
|  | Server, Storage Infrastructure Eq & SW   | 324,000   |                 |                                     |   |                            |                              |                             | 324,000  | 324,000  |
|  | Rail Communication On-Board Tech   | 100,000   |                 |                                     |   |                            |                              |                             | 100,000  | 100,000  |
|  | Info Security Eq/SW (PCI Comp & Cyber Security Eq/SW)  |   |                 |                                     |   |                            |                              |                             | 200,000  | 200,000  |
|  | Bus Communication On-Board Tech  | 100,000   |                 |                                     |   |                            |                              |                             | 100,000  | 100,000  |
|  | IT Managed Reserved (formerly IT Pool)   | 400,000   |                 |                                     |   |                            |                              |                             | 400,000  | 400,000  |
|  | Network & Infrastructure Equipment   | 475,000   |                 |                                     |   |                            |                              |                             | 475,000  | 475,000  |
|  | FrontRunner WiFi Enhancements  | 350,000   |                 |                                     |   |                            |                              |                             | 350,000  | 350,000  |
|  | Init APC Upgrade   | 500,000   |                 |                                     |   |                            |                              |                             | 500,000  | 500,000  |
|  | Electronic Fare Collection Maint & Rep   | 225,000   |                 |                                     |   |                            |                              |                             | 225,000  | 225,000  |
|  | ArcGIS GeoEvent Server for Live Data   | -   |                 |                                     |   |                            |                              |                             | -  | -  |
|  | Rail TVM SOGR - PCI Compliance   | 50,000  |                 |                                     |   |                            |                              |                             | 50,000   | 50,000   |
|  | TVM for UVX (needed if Free Fare ends)   | -   |                 |                                     |   |                            |                              |                             | -  | -  |
|  | New Radio Communication System   | -   |                 |                                     |   |                            |                              |                             | -  | -  |
| 16   | E Voucher Software Development   |   |                 |                                     |   |                            |                              |                             | -  | -  |
| 17   | Passenger Information  | 350,000   |                 |                                     |   |                            |                              |                             | 350,000  | 350,000  |
| 18   | Transit Management Sytem   | 900,000   |                 |                                     |   |                            |                              |                             | 900,000  | 900,000  |
|  | JDE System Enhancement   | 50,000  |                 |                                     |   |                            |                              |                             | 50,000   | 50,000   |
| 19   | Total Information Technology   | 4,324,000   |                 |                                     |   |                            |                              |                             | 4,324,000  | 4,324,000  |
|  | Total Information Technology   | 4,324,000   | -               | •                                   | •   | -                          | -                            | -                           | 4,324,000  | 4,324,000  |
|  | Safety & Security/Police   | 2022<br>Proposed<br>Budget  | Bonds           | Grants                              | Lease   | State<br>Funding           | SL Cnty<br>4th Qtr           | Local<br>Partners           | UTA Other  | Total UTA<br>Funds   |
|  | Safety & Security  | Buuget  |                 |                                     |   |                            |                              |                             |  |  |
| 00   |  | 50,000  |                 |                                     |   |                            |                              |                             | 50,000   | 50,000   |
|  | Corridor Fencing   |   |                 |                                     |   |                            |                              |                             |  |  |
|  | Camera Sustainability  | 50,000  |                 |                                     |   |                            |                              |                             | 50,000   | 50,000   |
|  | Access Control for Data Rooms  | -   |                 |                                     |   |                            |                              |                             | -  | -  |
|  | Bus Camera Overhaul/Replacement  | 40,000  |                 |                                     |   |                            |                              |                             | 40,000   | 40,000   |
|  | Bus Safety and Security  | 30,000  |                 |                                     |   |                            |                              |                             | 30,000   | 30,000   |
|  | Facility Security  | 50,000  |                 |                                     |   |                            |                              |                             | 50,000   | 50,000   |
|  | Next Crossing Camera Installation  | 40,000  |                 |                                     |   |                            |                              |                             | 40,000   | 40,000   |
|  | Safety General Projects  | 100,000   |                 |                                     |   |                            |                              |                             | 100,000  | 100,000  |
| 28   | Security General Projects  | 20,000  |                 |                                     |   |                            |                              |                             | 20,000   | 20,000   |
|  | Safety & Security Total  | 380,000   | -               | -                                   | -   | -                          | -                            | -                           | 380,000  | 380,000  |
|  |  |   |                 |                                     |   |                            |                              |                             |  |  |
|  | Police   | 45.000  |                 |                                     |   |                            |                              |                             | 45.000   | 45.000   |
|  | Ballistic Vest Replacement   | 15,000  |                 |                                     |   |                            |                              |                             | 15,000   | 15,000   |
| 30   | Vehicle Replacement/Expansion  | 370,000   |                 |                                     |   |                            |                              |                             | 370,000  | 370,000  |
|  | Tasers   | 100,000   |                 |                                     |   |                            |                              |                             | 100,000  | 100,000  |
| 31   |  |   |                 |                                     |   |                            |                              |                             |  |  |
| 31<br>32   | Emergency Operations Training  | 15,000  |                 |                                     |   |                            |                              |                             | 15,000   | 15,000   |
| 31<br>32   | Emergency Operations Training<br>Police Radio Replacements   | 15,000<br>56,000  |                 |                                     |   |                            |                              |                             | 15,000<br>56,000   | 15,000<br>56,000   |
| 31<br>32   | Emergency Operations Training  | 15,000  | -               |                                     |   |                            | -                            |                             | 15,000   | 15,000   |
| 31<br>32   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total   | 15,000<br>56,000<br><b>556,000</b>  | •               | -                                   | •   | -                          | -                            | •                           | 15,000<br>56,000<br><b>556,000</b>   | 15,000<br>56,000<br><b>556,000</b>   |
| 31<br>32   | Emergency Operations Training<br>Police Radio Replacements   | 15,000<br>56,000<br>556,000<br>936,000  | -               | •                                   | •   | -                          | -                            | -                           | 15,000<br>56,000   | 15,000<br>56,000   |
| 31<br>32   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed   | -<br>-<br>Bonds | -<br>-<br>Grants                    | Lease   | -<br>-<br>State<br>Funding | -<br>-<br>SL Cnty<br>4th Qtr | -<br>-<br>Local<br>Partners | 15,000<br>56,000<br><b>556,000</b>   | 15,000<br>56,000<br><b>556,000</b>   |
| 31<br>32   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)  | 15,000<br>56,000<br>936,000<br>2022   | •               | -                                   | •<br>•  | -<br>State                 | -<br>SL Cnty                 | -<br>Local                  | 15,000<br>56,000<br>556,000<br>936,000   | 15,000<br>56,000<br><b>556,000</b><br><b>936,000</b><br>Total UTA  |
| 31<br>32<br>33   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget   | •               | -                                   | Lease   | -<br>State                 | -<br>SL Cnty                 | -<br>Local                  | 15,000<br>56,000<br><b>556,000</b><br><b>936,000</b><br>UTA Other  | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds  |
| 31<br>32<br>33   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement   | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget   | •               | -<br>Grants                         | -<br>Lease<br>11,307,289  | -<br>State                 | -<br>SL Cnty                 | -<br>Local                  | 15,000<br>56,000<br>556,000<br>936,000   | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289  |
| 31<br>32<br>33<br>   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240   | •               | -                                   | -<br>Lease<br>11,307,289<br>3,839,620                           | -<br>State                 | -<br>SL Cnty                 | -<br>Local                  | 15,000<br>56,000<br><b>556,000</b><br><b>936,000</b><br>UTA Other  | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620   |
| 31<br>32<br>33<br>   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498  | •               | -<br>Grants                         | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498              | -<br>State                 | -<br>SL Cnty                 | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-   | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498  |
| 31<br>32<br>33<br>   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacement  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376   | •               | -<br>Grants                         | -<br>Lease<br>11,307,289<br>3,839,620                           | -<br>State                 | -<br>SL Cnty                 | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-<br>-<br>25,376  | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376   |
| 31<br>32<br>33<br>   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace   | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000  | •               | -<br>Grants                         | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498              | -<br>State                 | SL Cnty<br>4th Qtr           | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-   | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000  |
| 31<br>32<br>33<br>   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775   | •               | -<br>Grants<br>9,039,620            | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498              | -<br>State                 | -<br>SL Cnty                 | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-<br>25,376<br>3,000,000<br>-   | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775   |
| 31<br>32<br>33<br>   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000  | •               | -<br>Grants                         | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498              | -<br>State                 | SL Cnty<br>4th Qtr           | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br><br><br>25,376<br>3,000,000<br><br>1,736,221   | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace   | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000  | Bonds           | -<br>Grants<br>9,039,620            | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498              | -<br>State                 | SL Cnty<br>4th Qtr           | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-<br>25,376<br>3,000,000<br>-   | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000   |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000   | •               | -<br>Grants<br>9,039,620            | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498              | -<br>State                 | SL Cnty<br>4th Qtr           | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-<br>25,376<br>3,000,000<br>-<br>1,736,221<br>650,000   | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000  | Bonds           | -<br>Grants<br>9,039,620            | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498              | -<br>State                 | SL Cnty<br>4th Qtr           | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-<br>25,376<br>3,000,000<br>-<br>1,736,221<br>650,000<br>-<br>1,600,000   | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000<br>1,600,000   | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>UTA Other<br>-<br>-<br>-<br>25,376<br>3,000,000<br>-<br>1,736,221<br>650,000<br>-<br>1,600,000<br>750,000  | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>1,600,000   |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000  | Bonds           | -<br>Grants<br>9,039,620            | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498              | -<br>State                 | SL Cnty<br>4th Qtr           | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-<br>25,376<br>3,000,000<br>-<br>1,736,221<br>650,000<br>-<br>1,600,000   | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000<br>1,600,000   | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>UTA Other<br>-<br>-<br>-<br>25,376<br>3,000,000<br>-<br>1,736,221<br>650,000<br>-<br>1,600,000<br>750,000  | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>1,600,000   |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>7,50,000<br>46,668,178   | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>UTA Other<br>-<br>-<br>25,376<br>3,000,000<br>-<br>1,736,221<br>650,000<br>-<br>1,600,000<br>750,000   | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>1,600,000<br>7,50,000<br>36,864,779   |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Replacement<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Replace<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement   | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>750,000<br>46,668,178  | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-<br>25,376<br>3,000,000<br>-<br>1,736,221<br>650,000<br>-<br>1,600,000<br>750,000<br>7,761,597   | 15,000<br>56,000<br>936,000<br>70tal UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>1,600,000<br>750,000<br>36,864,779  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Facilities Facilities Facilities Rehab and Replacement Equipment Managed Reserve   | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>1,600,000<br>2,250,000<br>46,668,178<br>2,000,000  | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-<br>25,376<br>3,000,000<br>-<br>1,736,221<br>650,000<br>-<br>1,600,000<br>750,000<br>750,000<br>7,761,597  | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>1,600,000<br>7,50,000<br>36,864,779   |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace   | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>2,250,000<br>46,668,178<br>2,000,000   | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br><b>936,000</b><br><b>936,000</b><br><b>UTA</b> Other<br>UTA Other<br>-<br>-<br>25,376<br>3,000,000<br>-<br>1,736,221<br>650,000<br>7,761,597<br>2,000,000<br>500,000<br>250,000  | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>1,600,000<br>750,000<br>36,864,779  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>43<br>44<br>45<br>46<br>47<br>48   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Facilities Rehab and Replacement Equipment Managed Reserve Stations and Platforms Rehab/Replace Park and Ride Rehab/Replacement  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>1,600,000<br>2,250,000<br>46,668,178<br>2,000,000  | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-<br>25,376<br>3,000,000<br>-<br>1,736,221<br>650,000<br>-<br>1,600,000<br>750,000<br>750,000<br>7,761,597  | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>1,600,000<br>750,000<br>36,864,779<br>2,000,000   |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace   | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>1,600,000<br>2,250,000<br>46,668,178<br>2,000,000<br>500,000<br>2,500,000  | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-<br>25,376<br>3,00,000<br>-<br>1,736,221<br>650,000<br>-<br>1,600,000<br>750,000<br>7,761,597<br>2,000,000<br>500,000<br>250,000<br>250,000  | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>2,250,000<br>1,600,000<br>36,864,779<br>2,000,000<br>500,000<br>500,000<br>250,000  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>43<br>44<br>45<br>46<br>47<br>48<br>49   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>2,250,000<br>46,668,178<br>2,000,000<br>500,000<br>250,000   | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br><b>936,000</b><br><b>936,000</b><br><b>UTA</b> Other<br>-<br>-<br>-<br>25,376<br>3,00,000<br>-<br>1,736,221<br>650,000<br>-<br>1,600,000<br>750,000<br>250,000<br>250,000<br>1,750,000   | 15,000<br>56,000<br>936,000<br>7556,000<br>100<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>1,600,000<br>36,864,779<br>2,000,000<br>500,000<br>250,000   |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>43<br>44<br>45<br>46<br>47<br>48<br>49   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration  | 15,000<br>56,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>2,250,000<br>1,600,000<br>2,250,000<br>46,668,178<br>2,000,000<br>2,250,000<br>1,600,000<br>2,250,000<br>1,600,000<br>2,50,000<br>3,600,000   | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>936,000<br>UTA Other<br>-<br>-<br>25,376<br>3,000,000<br>-<br>1,736,221<br>650,000<br>-<br>1,600,000<br>750,000<br>750,000<br>750,000<br>250,000<br>250,000<br>-<br>100,000<br>-<br>100,000  | 15,000<br>56,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>2,250,000<br>1,600,000<br>36,864,779<br>2,000,000<br>500,000<br>-<br>100,000<br>3,600,000   |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCo<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total  | 15,000<br>556,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>2,250,000<br>46,668,178<br>2,000,000<br>500,000<br>250,000<br>1,00,000<br>3,600,000   | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br><b>3556,000</b><br><b>356,000</b><br><b>1</b><br><b>UTA</b> Other  | 115,000<br>556,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>1,600,000<br>2,250,000<br>36,864,779<br>2,000,000<br>500,000<br>500,000<br>750,000<br>36,864,779  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50   | Emergency Operations Training<br>Police Radio Replacements<br>Police Total<br>Total Safety & Security<br>Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)<br>Vehicles<br>Bus Replacement<br>20 Electric Buses/Infrastructure-SLCO<br>Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure   | 15,000<br>556,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>3,000,000<br>46,668,178<br>2,200,000<br>1,600,000<br>3,600,000<br>2,250,000   | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br><b>36,000</b><br><b>36,000</b><br><b>UTA</b> Other<br>UTA Other<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   | 11,307,289<br>3,839,6200<br>1,424,498<br>3,125,376<br>3,300,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>1,600,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>36,864,779  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Facilities Rehab and Replacement Equipment Managed Reserve Stations and Platforms Rehab/Replace Park and Ride Rehab/Replacement Rail Infrastructure Rail Infrastructure Rail Infrastructure Rail Infrastructure Rail Infrastructure Rail Rehab and Replacement   | 15,000<br>556,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,300,000<br>1,424,498<br>3,125,376<br>3,300,000<br>2,250,000<br>2,250,000<br>46,668,178<br>2,200,000<br>3,600,000<br>2,50,000<br>2,250,000<br>3,600,000<br>3,600,000   | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>36,000<br>36,000<br>UTA Other<br>UTA Other<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  | 11,307,289<br>3,839,6200<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,300,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>2,250,000<br>36,864,779<br>2,000,000<br>36,864,779<br>1,00,000<br>36,864,779<br>1,00,000<br>36,864,779   |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>51<br>52<br>53   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Facilities Rehab and Replacement Equipment Managed Reserve Stations and Platforms Rehab/Replace Park and Ride Rehab/Replacement Meadowbrook Flooring/Lighting Building Remodels/Reconfiguration Facilities Total Rail Infrastructure Rail Rehab and Replacement Ballast and Ties Rehab/Replacement   | 15,000<br>556,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>2,500,000<br>650,000<br>2,250,000<br>1,600,000<br>3,000,000<br>46,668,178<br>2,200,000<br>1,600,000<br>3,600,000<br>2,250,000   | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br><b>36,000</b><br><b>36,000</b><br><b>UTA</b> Other<br>UTA Other<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   | 11,307,289<br>3,839,6200<br>1,424,498<br>3,125,376<br>3,300,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>1,600,000<br>750,000<br>36,864,779<br>2,000,000<br>500,000<br>36,864,779  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>51<br>52<br>53   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Faci | 15,000<br>556,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,300,000<br>1,424,498<br>3,125,376<br>3,300,000<br>2,250,000<br>2,250,000<br>46,668,178<br>2,200,000<br>3,600,000<br>2,50,000<br>2,250,000<br>3,600,000<br>3,600,000   | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>36,000<br>36,000<br>UTA Other<br>UTA Other<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  | 115,000<br>556,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,300,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>2,250,000<br>36,864,779<br>2,000,000<br>36,864,779<br>1,00,000<br>36,864,779<br>1,00,000<br>36,864,779  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>50<br>51<br>51<br>52<br>53<br>54   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCO Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Faci | 15,000<br>556,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,300,000<br>7,181,775<br>2,500,000<br>2,250,000<br>1,600,000<br>2,250,000<br>46,668,178<br>2,000,000<br>2,250,000<br>3,600,000<br>2,50,000<br>2,250,000<br>3,600,000<br>2,200,000<br>3,600,000<br>3,00,000<br>2,000,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000  |                 | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br><b>36,000</b><br><b>36,000</b><br><b>UTA</b> Other<br>-<br>-<br>25,376<br>3,00,000<br>-<br>1,736,221<br>650,000<br>-<br>1,736,221<br>650,000<br>7,761,597<br>2,000,000<br>7,50,000<br>7,50,000<br>7,50,000<br>7,50,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0, | 15,000<br>56,000<br>936,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>2,250,000<br>36,864,779<br>2,000,000<br>36,864,779<br>2,000,000<br>36,864,779<br>2,200,000<br>36,864,700<br>2,200,000<br>2,200,000<br>3,600,000<br>2,200,000<br>4,750,000  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Facilities Rehab and Replacement Equipment Managed Reserve Stations and Platforms Rehab/Replace Park and Ride Rehab/Replacement Bailast and Ties | 15,000<br>556,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,000,000<br>1,424,498<br>3,125,376<br>3,000,000<br>2,500,000<br>1,600,000<br>2,250,000<br>46,668,178<br>2,000,000<br>3,000,000<br>2,000,000<br>2,000,000<br>3,600,000<br>2,000,000<br>2,000,000<br>3,000,000<br>2,000,000  | Bonds           | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>36,000<br>36,000<br>UTA Other<br>UTA Other<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  | 11,000<br>556,000<br>936,000<br>7556,000<br>936,000<br>1424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>36,864,779<br>2,000,000<br>36,864,779<br>2,000,000<br>36,864,779<br>2,000,000<br>36,864,779<br>2,000,000<br>2,000,000<br>2,000,000<br>3,600,000<br>2,000,000  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Faci | 15,000<br>556,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,300,000<br>1,424,498<br>3,125,376<br>3,300,000<br>2,50,000<br>2,250,000<br>46,668,178<br>2,200,000<br>3,600,000<br>2,200,000<br>2,200,000<br>3,600,000<br>3,600,000<br>2,200,000<br>3,600,000<br>3,600,000<br>2,200,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,600,000  |                 | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>36,000<br>36,000<br>UTA Other<br>UTA Other<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  | 11,307,289<br>3,839,6200<br>1,424,498<br>3,125,376<br>3,300,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>2,250,000<br>1,600,000<br>2,250,000<br>36,864,779<br>2,000,000<br>36,864,779<br>36,864,779<br>36,864,779<br>36,864,779<br>36,864,779<br>36,864,779<br>36,864,779<br>36,864,779<br>36,864,779<br>36,864,779<br>36,864,779<br>36,864,779<br>36,864,779<br>36,860,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>30,000<br>3 |
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| 31<br>32<br>33<br>34<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>55   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Faci | 15,000<br>556,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,300,000<br>7,181,775<br>3,300,000<br>2,250,000<br>2,250,000<br>3,600,000<br>2,250,000<br>3,600,000<br>2,250,000<br>1,00,000<br>3,600,000<br>2,200,000<br>2,200,000<br>3,600,000<br>3,600,000<br>2,200,000<br>3,600,000<br>3,600,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000   |                 | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>36,000<br>36,000<br>UTA Other<br>UTA Other<br>-<br>-<br>25,376<br>3,00,000<br>-<br>1,736,221<br>650,000<br>1,736,221<br>650,000<br>7,761,597<br>2,000,000<br>250,000<br>3,000,000<br>250,000<br>3,000,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000                    | 11,307,289<br>3,839,620<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>2,250,000<br>36,864,779<br>2,000,000<br>36,864,779<br>-<br>100,000<br>36,864,779<br>-<br>2,000,000<br>36,864,779<br>-<br>2,000,000<br>36,860,000<br>3,600,000<br>4,750,000<br>4,750,000   |
| 31<br>32<br>33<br>34<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>51<br>52<br>53<br>54<br>55<br>55<br>56<br>57<br>58<br>59   | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security  Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCO Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Fac | 15,000<br>556,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,300,000<br>1,424,498<br>3,125,376<br>3,300,000<br>2,500,000<br>2,250,000<br>3,600,000<br>46,668,178<br>2,200,000<br>3,600,000<br>2,250,000<br>3,600,000<br>2,200,000<br>2,200,000<br>3,600,000<br>3,600,000<br>2,200,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,600,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000 |                 | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>36,000<br>36,000<br>UTA Other<br>UTA Other<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  | 115,000<br>556,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>2,250,000<br>36,864,779<br>2,000,000<br>36,864,779<br>4<br>2,000,000<br>36,864,779<br>4<br>2,000,000<br>3,600,000<br>2,250,000<br>3,600,000<br>4,750,000<br>4,750,000<br>4,750,000  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>40<br>41<br>42<br>43<br>44<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56<br>57<br>58<br>59<br>60                           | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCo Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement IRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Facilities Rehab and Replacement Equipment Managed Reserve Stations and Platforms Rehab/Replace Park and Ride Rehab/Replacement Bailast and Ties Rehab/Replacement Bailast and Ties Rehab/Replacement Bailast and Ties Rehab/Replacement Bridge Rehabilitation & Maintenance Grade Crossings Rehab/Replacement Rail Infrastructure Total Rail Systems Traction Power Rehab/Replacement Rail Systems Traction Rehab/Replacement Rail Systems Traction Rehab/Replacement Rail Systems Traction Rehab/Replacement Rail Systems Traction Rehab/Replacement Fiber Replacement F | 15,000<br>556,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,300,000<br>7,181,775<br>3,300,000<br>2,250,000<br>2,250,000<br>3,600,000<br>2,250,000<br>3,600,000<br>2,250,000<br>1,00,000<br>3,600,000<br>2,200,000<br>2,200,000<br>3,600,000<br>3,600,000<br>2,200,000<br>3,600,000<br>3,600,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000   |                 | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>36,000<br>36,000<br>UTA Other<br>UTA Other<br>-<br>-<br>25,376<br>3,00,000<br>-<br>1,736,221<br>650,000<br>1,736,221<br>650,000<br>7,761,597<br>2,000,000<br>250,000<br>3,000,000<br>250,000<br>3,000,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000                    | 15,000<br>556,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>2,250,000<br>36,864,779<br>2,000,000<br>36,864,779<br>2,000,000<br>36,860,000<br>3,600,000<br>2,200,000<br>4,750,000<br>3,000,000<br>4,750,000<br>4,750,000  |
| 31<br>32<br>33<br>34<br>35<br>36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>34<br>40<br>41<br>42<br>43<br>344<br>40<br>41<br>42<br>43<br>344<br>40<br>50<br>51<br>52<br>53<br>54<br>50<br>51<br>52<br>53<br>54<br>50<br>55<br>56<br>57<br>58<br>59<br>60<br>61 | Emergency Operations Training Police Radio Replacements Police Total Total Safety & Security  Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles Bus Replacement 20 Electric Buses/Infrastructure-SLCO Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Fac | 15,000<br>556,000<br>936,000<br>2022<br>Proposed<br>Budget<br>11,307,289<br>12,879,240<br>1,424,498<br>3,125,376<br>3,300,000<br>7,181,775<br>3,300,000<br>2,250,000<br>2,250,000<br>3,600,000<br>2,250,000<br>3,600,000<br>2,250,000<br>1,00,000<br>3,600,000<br>2,200,000<br>2,200,000<br>3,600,000<br>3,600,000<br>2,200,000<br>3,600,000<br>3,600,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000<br>3,00,000   |                 | -<br>Grants<br>9,039,620<br>763,779 | -<br>Lease<br>11,307,289<br>3,839,620<br>1,424,498<br>3,100,000 | -<br>State                 | -<br>SL Cnty<br>4th Qtr      | -<br>Local                  | 15,000<br>56,000<br>36,000<br>36,000<br>UTA Other<br>UTA Other<br>-<br>-<br>25,376<br>3,00,000<br>-<br>1,736,221<br>650,000<br>1,736,221<br>650,000<br>7,761,597<br>2,000,000<br>250,000<br>3,000,000<br>250,000<br>3,000,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000<br>0,000                    | 15,000<br>556,000<br>936,000<br>Total UTA<br>Funds<br>11,307,289<br>3,839,620<br>1,424,498<br>3,125,376<br>3,000,000<br>7,181,775<br>1,736,221<br>650,000<br>2,250,000<br>1,600,000<br>2,250,000<br>36,864,779<br>2,000,000<br>36,864,779<br>-<br>100,000<br>36,860,000<br>2,200,000<br>4,750,000<br>3,600,000<br>4,750,000<br>3,000,000<br>2,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000  |

| Total Asset Management  | 67,418,178                            | 11,750,000                | 9,803,399                    | 19,671,407 | -                | 7,181,775                               | -                    | 19,011,597         | 57,614,779            |
|---|---------------------------------------|---------------------------|------------------------------|------------|------------------|---|----------------------|--------------------|-----------------------|
| Capital Development Projects  | 2022<br>Proposed<br>Budget            | Bonds                     | Grants                       | Lease      | State<br>Funding | SL Cnty<br>4th Qtr                      | Local<br>Partners    | UTA Other          | Total UTA<br>Funds    |
| 62 Airport Station Relocation                                       | -                                     |                           |                              |            |                  |   |                      | -                  | -                     |
| 63 3300/3500 South MAX Exp/Optimization<br>64 Depot District        | 31,200,000                            | 25,000,000                | 3,700,000                    |            | 2,500,000        |   |                      | -                  | 25,000,000            |
| 65 Ogden/Weber State University BRT                                 | 37,029,004                            | 4,800,000                 | 30,000,000                   |            | 2,229,004        |   |                      | -                  | 4,800,00              |
| 66 TIGER Program of Projects  | 1,655,000                             | .,,                       | 1,050,000                    |            | _,0,001          |   | 605,000              | -                  | -                     |
| 67 Box Elder Right of Way Preservation                              | 4,000,000                             |                           |                              |            |                  |   |                      | 4,000,000          | 4,000,00              |
| 68 Weber Cnty CR ROW Preservation                                   | 3,000,000                             |                           |                              |            |                  |   |                      | 3,000,000          | 3,000,00              |
| 69 Signal Pre-emption Projects w/UDOT                               | 250,000                               |                           |                              |            |                  |   | 250,000              | -                  | -                     |
| 70 Queue Cutter Projects with UDOT                                  | 250,000                               |                           |                              |            |                  |   | 250,000              | -                  | -                     |
| 71 Point of Mountain AA/EIS   | 3,000,000                             |                           | 1,000,000                    |            | 1,500,000        |   |                      | 500,000            | 500,00                |
| 72 Office Equipment Reserve<br>73 Positive Train Control            | 100,000<br>801,808                    |                           |                              |            |                  |   |                      | 100,000<br>801,808 | 100,00<br>801,80      |
| 74 Northern Utah County Double Track                                | -                                     |                           |                              |            |                  |   |                      | -                  | -                     |
| 75 Bus Stop Imp System-Wide ADA                                     | 1,000,000                             |                           | 800,000                      |            |                  |   |                      | 200,000            | 200,00                |
| 76 Bus Stop Imp/signage - SL County                                 | 1,575,000                             |                           |                              |            |                  | 1,575,000                               |                      | -                  | 1,575,00              |
| 77 UTA ADA Bus Stop Imp Utah Cnty                                   |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 78 Wayfinding Signage   | 1,250,000                             |                           | 200,000                      |            |                  |   |                      | 1,050,000          | 1,050,00              |
| 79 Operator Restrooms System-Wide                                   | 750,000                               | 150,000                   |                              |            |                  |   |                      | 600,000            | 750,00                |
| 80 Operator Restrooms - SL County                                   |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 81 650 South Station<br>82 Davis-SLC Community Connector            | - 7,500,000                           | 4,000,000                 |                              |            |                  |   | 3,500,000            | -                  | 4,000,00              |
| 82 Davis-SLC Community Connector<br>83 Sharp-Tintic Rail Connection | 6,479,832                             | 4,000,000                 | 5,724,593                    |            | 601,499          |   | 40,551               | -<br>113,189       | 4,000,00              |
| 84 North Temple EOL (SLC CMAQ grant)                                | .,,                                   |                           |                              |            |                  |   | ,                    | -                  | -                     |
| 85 U of U EOL   |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 86 Fort Union EOL   |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 87 5600 W/4500 S EOL<br>88 Meadowbrook Expansion                    |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 89 FR Business Plan   |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 90 Layton FrontRunner Parking Garage                                | -                                     |                           |                              |            |                  |   |                      | -                  | -                     |
| 91 FR Snow Melt System Replacement                                  | 5,000,000                             |                           |                              |            |                  |   |                      | 5,000,000          | 5,000,00              |
| 92 MSP220-5310  |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 93 MSP221-5310<br>94 MSP222-5310                                    |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 95 FY19/20 - 5310 Funds - SL/WV                                     | 479,576                               |                           | 322,986                      |            |                  |   | 156,590              | -                  | -                     |
| 96 FY19/20 - 5310 Funds - O/L                                       | 269,175                               |                           | 185,276                      |            |                  |   | 83,899               | -                  | -                     |
| 97 FY19/20 - 5310 Funds - P/O                                       | 181,180                               |                           | 122,063                      |            |                  |   | 59,117               | -                  | -                     |
| 98 FY21/22 - 5310 Funds - SL/WV<br>99 FY21/22 - 5310 Funds - O/L    | 1,357,581<br>778,753                  |                           | 1,357,581<br>778,753         |            |                  |   |                      | -                  | -                     |
| 100 FY21/22 - 5310 Funds - P/O                                      | 513,055                               |                           | 513,055                      |            |                  |   |                      | -                  | -                     |
| 101 FY23/24 - 5310 Funds - SL/WV                                    |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 102 FY23/24 - 5310 Funds - O/L                                      |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 103 FY23/24 - 5310 Funds - P/O                                      | 294,522                               |                           | 294,522                      |            |                  |   |                      | -                  | -                     |
| 104 5310 Admin Funds<br>105 Capital Planning/Env Analysis           | 294,522<br>500,000                    |                           | 294,522                      |            |                  |   |                      | 500,000            | - 500,00              |
| 106 Mid-Valley Connector  | 16,578,000                            |                           | 2,000,000                    |            | 2,295,000        |   | 10,000,000           | 2,283,000          | 2,283,00              |
| 107 FrontRunner Double Tracking                                     | 25,000,000                            |                           | 15,000,000                   |            | 10,000,000       |   | -,,                  | -                  | -                     |
| 108 Green Line Reconfiguration                                      |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 109 Central Corridor Transit  | 1,500,000                             |                           | 1,398,450                    |            |                  |   |                      | 101,550            | 101,55                |
| 110 Warm Springs upgrades/exp                                       |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 111 Gap filler on FR stations                                       |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 112 Historic Utah Southern Rail Trail                               |                                       |                           |                              |            |                  |   |                      | -                  | -                     |
| 113 Mt Ogden Admin Bldg expansion<br>114 Capital Contingency        | 2,000,000                             |                           |                              |            |                  |   |                      | - 2,000,000        | 2,000,00              |
| Total Capital Development Projects                                  | 154,292,486                           | 33,950,000                | 64,447,279                   | -          | 19,125,503       | 1,575,000                               | 14,945,157           | 2,000,000          | 55,774,54             |
|   | - , - ,                               |                           |                              |            | -, -,            | ,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 11 -                 | -7 -7-             |                       |
| Total Overall Capital Budget  | 226,970,664                           | 45,700,000                | 74,250,678                   | 19,671,407 | 19,125,503       | 8,756,775                               | 14,945,157           | 44,521,144         | 118,649,320           |
|   | 2022                                  |                           |                              |            | State            | SL Cnty                                 | Local                |                    | Total UTA             |
| Summary by Category   | Proposed<br>Budget                    | Bonds                     | Grants                       | Lease      | Funding          | 4th Qtr                                 | Partners             | UTA Other          | Funds                 |
| Information Technology  | 4,324,000                             | _                         |                              | _          | -                | -                                       | -                    | 4,324,000          | 4,324,00              |
| Safety & Security   | 936,000                               | -                         | -                            | -          | -                | -                                       | -                    | 936,000            | 936,00                |
| Revenue Service Vehicles & white fleet                              | 31,636,403                            | 2,250,000                 | 9,039,620                    | 19,671,407 | -                | -                                       | -                    | 675,376            | 22,596,78             |
| Vehicles - Rehab/Repair   | 15,031,775                            | -                         | 763,779                      | -          | -                | 7,181,775                               | -                    | 7,086,221          | 14,267,99             |
| Facilities Maintenance  | 3,600,000                             | -                         | -                            | -          | -                | -                                       | -                    | 3,600,000          | 3,600,00              |
| Rail Maintenance Projects   | 17,150,000                            | 9,500,000                 | -                            | -          | -                | -                                       | -                    | 7,650,000          | 17,150,00             |
| Airport LRT   | -                                     | -                         | -                            | -          | -                | -                                       | -                    | -                  | -                     |
| Depot District  | 31,200,000                            | 25,000,000                | 3,700,000                    | -          | 2,500,000        | -                                       | -                    | -                  | 25,000,00             |
| Ogden/Weber BRT   | 37,029,004                            | 4,800,000                 | 30,000,000                   | -          | 2,229,004        | -                                       | -                    | -                  | 4,800,00              |
| TIGER First/Last Mile Projects                                      | 1,655,000                             | -                         | 1,050,000                    | -          | -                | -                                       | 605,000              | -                  | -                     |
| Newtherne LICE OF BLIT  | -                                     | -                         | -                            | -          | -                | -                                       | -                    | -                  | -<br>2,283,00         |
| Northern Utah Cnty Dbl Track  | 46 570 000                            |                           | 0.000.000                    |            |                  |   |                      |                    | 7783 00               |
| Midvalley BRT   | 16,578,000                            | - 4 000 000               | 2,000,000                    | -          | 2,295,000        | -                                       | 10,000,000           | 2,283,000          |                       |
|   | 16,578,000<br>7,500,000<br>60,330,482 | -<br>4,000,000<br>150,000 | 2,000,000<br>-<br>27,697,279 | -          | - 12,101,499     | -<br>-<br>1,575,000                     | 3,500,000<br>840,157 | -<br>17,966,547    | 4,000,00<br>19,691,54 |

# 9-16-20 DRAFT: UTA 5-Year Capital Plan: 2023 Details

|  | 5 10 20 0  | 2023   |           |                      |                                     |                  |                    |                                       |   |  |
|--|--|--|-----------|----------------------|-------------------------------------|------------------|--------------------|---------------------------------------|---|--|
| F  | Project Name   | Proposed<br>Budget   | Bonds     | Grants               | Lease                               | State<br>Funding | SL Cnty<br>4th Qtr | Local<br>Partners                     | UTA Other   | Total UTA<br>Funds   |
| Ir   | nformation Technology  |  |           |                      |                                     |                  |                    |                                       |   |  |
|  | n-house App Dev. & Enhancements  | 200,000  |           |                      |                                     |                  |                    |                                       | 200,000   | 200,000  |
|  | Radio Communication Infrastructure   | 100,000  |           |                      |                                     |                  |                    |                                       | 100,000   | 100,000  |
|  | Server, Storage Infrastructure Eq & SW   | 279,000  |           |                      |                                     |                  |                    |                                       | 279,000   | 279,000  |
|  | Rail Communication On-Board Tech   | 100,000  |           |                      |                                     |                  |                    |                                       | 100,000   | 100,000  |
|  | nfo Security Eq/SW (PCI Comp & Cyber So  |  |           |                      |                                     |                  |                    |                                       | 445,000<br>100,000  | 445,000<br>100,000   |
|  | Bus Communication On-Board Tech<br>T Managed Reserved (formerly IT Pool)   | 100,000<br>350,000   |           |                      |                                     |                  |                    |                                       | 350,000   | 350,000  |
|  | Vetwork & Infrastructure Equipment   | 450,000  |           |                      |                                     |                  |                    |                                       | 450,000   | 450,000  |
|  | FrontRunner WiFi Enhancements  | 50,000   |           |                      |                                     |                  |                    |                                       | 50,000  | 50,000   |
|  | nit APC Upgrade  | -  |           |                      |                                     |                  |                    |                                       | -   | -  |
|  | Electronic Fare Collection Maint & Rep   | 300,000  |           |                      |                                     |                  |                    |                                       | 300,000   | 300,000  |
| 12 A   | ArcGIS GeoEvent Server for Live Data   | -  |           |                      |                                     |                  |                    |                                       | -   | -  |
| 13 R   | Rail TVM SOGR - PCI Compliance   | 50,000   |           |                      |                                     |                  |                    |                                       | 50,000  | 50,000   |
| 14 T   | VM for UVX (needed if Free Fare ends)  | -  |           |                      |                                     |                  |                    |                                       | -   | -  |
| 15 N   | lew Radio Communication System   | 2,000,000  | -         |                      | 2,000,000                           |                  |                    |                                       | -   | 2,000,000  |
| 16 E   | Voucher Software Development   | -  |           |                      |                                     |                  |                    |                                       | -   | -  |
| 17 P   | Passenger Information  | 350,000  |           |                      |                                     |                  |                    |                                       | 350,000   | 350,000  |
| 18 T   | ransit Management Sytem  | 950,000  |           |                      |                                     |                  |                    |                                       | 950,000   | 950,000  |
|  | DE System Enhancement  | 50,000   |           |                      |                                     |                  |                    |                                       | 50,000  | 50,000   |
|  | Total Information Technology   | 5,774,000  | -         | -                    | 2,000,000                           |                  | -                  |                                       | 3,774,000   | 5,774,000  |
|  |  | 0,111,000  |           |                      | 2,000,000                           |                  |                    |                                       | 0,111,000   | 0,111,000  |
|  |  | 2023   |           |                      |                                     | Chata            | CL Creter          | Less                                  |   |  |
| s  | Safety & Security/Police   | Proposed<br>Budget   | Bonds     | Grants               | Lease                               | State<br>Funding | SL Cnty<br>4th Qtr | Local<br>Partners                     | UTA Other   | Total UTA<br>Funds   |
| s  | Safety & Security  |  |           |                      |                                     |                  |                    |                                       |   |  |
|  | Corridor Fencing   | 50,000   |           |                      |                                     |                  |                    |                                       | 50,000  | 50,000   |
|  | Camera Sustainability  | 50,000   |           |                      |                                     |                  |                    |                                       | 50,000  | 50,000   |
|  | Access Control for Data Rooms  | -  |           |                      |                                     |                  |                    |                                       | -   | -  |
| 23 B   | Bus Camera Overhaul/Replacement  | -  |           |                      |                                     |                  |                    |                                       | -   | -  |
|  | Bus Safety and Security  | 30,000   |           |                      |                                     |                  |                    |                                       | 30,000  | 30,000   |
|  | acility Security   | 50,000   |           |                      |                                     |                  |                    |                                       | 50,000  | 50,000   |
|  | lext Crossing Camera Installation  | 40,000   |           |                      |                                     |                  |                    |                                       | 40,000  | 40,000   |
|  | Safety General Projects  | 100,000  |           |                      |                                     |                  |                    |                                       | 100,000   | 100,000  |
| 28 S   | Security General Projects  | 20,000   |           |                      |                                     |                  |                    |                                       | 20,000  | 20,000   |
|  | Safety & Security Total  | 340,000  | •         | -                    | -                                   | -                | -                  | •                                     | 340,000   | 340,000  |
|  | Police   | (5.000   |           |                      |                                     |                  |                    |                                       | 45.000  | 45.000   |
|  | Ballistic Vest Replacement   | 15,000   |           |                      |                                     |                  |                    |                                       | 15,000  | 15,000   |
|  | /ehicle Replacement/Expansion  | 330,000  |           |                      |                                     |                  |                    |                                       | 330,000   | 330,000  |
|  | asers  | 15.000   |           |                      |                                     |                  |                    |                                       | -   | -  |
|  | Emergency Operations Training  | 15,000<br>56,000   |           |                      |                                     |                  |                    |                                       | 15,000<br>56,000  | 15,000<br>56,000   |
| 33 P   | Police Radio Replacements Police Total   | 416,000  |           |                      | -                                   | -                | -                  |                                       | 416,000   | 416,000  |
|  | Fotal Safety & Security  | 756,000  |           | _                    |                                     |                  | -                  |                                       | 756,000   | 756,000  |
|  |  | 100,000  |           |                      |                                     |                  |                    |                                       | 100,000   | 100,000  |
| F  | Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)   | 2023<br>Proposed<br>Budget   | Bonds     | Grants               | Lease                               | State<br>Funding | SL Cnty<br>4th Qtr | Local<br>Partners                     | UTA Other   | Total UTA<br>Funds   |
|  | /ehicles   |  |           |                      |                                     |                  |                    |                                       |   |  |
|  | Bus Replacement  | 35,200,000   |           |                      | 35,200,000                          |                  |                    |                                       | -   | 35,200,000   |
|  | 0 Electric Buses/Infrastructure-SLCo   |  |           |                      |                                     |                  |                    |                                       |   |  |
|  | /an Pool Replacement   | 1 070 000  |           |                      | 1 070 000                           |                  |                    |                                       | -   | -  |
|  | Newstand and Mathematic Devide and and   | 1,270,960  |           |                      | 1,270,960                           |                  |                    |                                       | -   |  |
| OIID   | Paratransit Vehicle Replacment   | 3,199,593  |           | 2 400 000            | <mark>1,270,960</mark><br>3,199,593 |                  |                    |                                       | -<br>-<br>-   | 3,199,593  |
|  | Bus Engine/Trans/Comp Rehab/Replace  | 3,199,593<br>3,000,000   |           | 2,400,000            |                                     |                  | 7 609 275          |                                       | -<br>-<br>-<br>600,000  | 3,199,593<br>600,000   |
| 39 Li  | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab   | 3,199,593<br>3,000,000<br>7,699,275  |           |                      |                                     |                  | 7,699,275          |                                       | -   | 3,199,593<br>600,000<br>7,699,275  |
| 39 Li<br>40 C  | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul  | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000   |           | 2,400,000<br>950,000 |                                     |                  | 7,699,275          |                                       | -<br>550,000  | 3,199,593<br>600,000<br>7,699,275<br>550,000   |
| 39 Li<br>40 C<br>41 N  | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000  | 3,000,000 |                      |                                     |                  | 7,699,275          |                                       | -   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000  |
| 39 Li<br>40 C<br>41 N<br>42 C  | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Ion-Rev Service Vehicle Replace   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000   | 3,000,000 |                      |                                     |                  | 7,699,275          |                                       | -<br>550,000  | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000   |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li   | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Ion-Rev Service Vehicle Replace<br>Comet Car Replacement  | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000   | 3,000,000 |                      |                                     |                  | 7,699,275          |                                       | -<br>550,000<br>750,000<br>-  | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>700,000  |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C   | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Ion-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair  | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000<br>700,000  | 3,000,000 |                      |                                     |                  | 7,699,275          |                                       | -<br>550,000<br>750,000<br>-<br>700,000   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000   |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C   | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Ion-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000   |           | 950,000              | 3,199,593                           |                  |                    |                                       | -<br>550,000<br>750,000<br>-<br>700,000<br>1,000,000  | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000   |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br>V  | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Ion-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000<br>57,319,828   |           | 950,000              | 3,199,593                           |                  |                    |                                       | -<br>550,000<br>750,000<br>-<br>700,000<br>1,000,000<br>3,600,000   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000<br>53,969,828   |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br>1<br>1<br>44 C<br>1<br>1<br>1<br>45 F  | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000<br>57,319,828   |           | 950,000              | 3,199,593                           |                  |                    |                                       | -<br>550,000<br>750,000<br>-<br>700,000<br>1,000,000<br>3,600,000   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000<br><b>53,969,828</b>  |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br>5<br>5<br>7<br>45 F<br>46 E  | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve  | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000<br>57,319,828<br>1,000,000  |           | 950,000              | 3,199,593                           |                  |                    |                                       | -<br>550,000<br>750,000<br>-<br>700,000<br>1,000,000<br>3,600,000<br>1,000,000<br>500,000   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000   |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br><b>V</b><br><b>F</b><br>45 F<br>46 E<br>47 S   | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Ion-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace  | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000   |           | 950,000              | 3,199,593                           |                  |                    | · · · · · · · · · · · · · · · · · · · | -<br>550,000<br>750,000<br>-<br>700,000<br>1,000,000<br>3,600,000<br>1,000,000<br>500,000<br>250,000  | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>3,000,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000  |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br><b>V</b><br><b>F</b><br>45 F<br>46 E<br>47 S<br>48 P   | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000   |           | 950,000              | 3,199,593                           |                  |                    |                                       | -<br>550,000<br>750,000<br>-<br>700,000<br>1,000,000<br>3,600,000<br>1,000,000<br>500,000   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000   |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br>45 F<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M                          | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>/eadowbrook Flooring/Lighting  | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>3,000,000<br>700,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000   |           | 950,000              | 3,199,593                           |                  |                    |                                       | -<br>550,000<br>750,000<br>-<br>700,000<br>1,000,000<br>3,600,000<br>500,000<br>250,000<br>500,000  | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000  |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br>1<br>45 F<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B  | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>500,000  |           | 950,000              | 3,199,593                           |                  |                    | · · · · · · · · · · · · · · · · · · · | -<br>550,000<br>750,000<br>-<br>700,000<br>1,000,000<br>3,600,000<br>3,600,000<br>500,000<br>250,000<br>500,000<br>-<br>100,000   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000   |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br>1<br>45 F<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B  | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>/eadowbrook Flooring/Lighting  | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>3,000,000<br>700,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000   |           | 950,000              | 3,199,593                           |                  |                    |                                       | -<br>550,000<br>750,000<br>-<br>700,000<br>1,000,000<br>3,600,000<br>500,000<br>250,000<br>500,000  | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000   |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br><b>V</b><br><b>F</b><br>45 F<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B<br><b>F</b>   | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>500,000  |           | 950,000              | 3,199,593                           |                  |                    |                                       | -<br>550,000<br>750,000<br>-<br>700,000<br>1,000,000<br>3,600,000<br>3,600,000<br>500,000<br>250,000<br>500,000<br>-<br>100,000   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>700,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000   |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br>1<br>45 F<br>46 E<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B<br>50 B  | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>500,000  |           | 950,000              | 3,199,593                           |                  |                    | · · · · · · · · · · · · · · · · · · · | -<br>550,000<br>750,000<br>-<br>700,000<br>1,000,000<br>3,600,000<br>3,600,000<br>500,000<br>250,000<br>500,000<br>-<br>100,000   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br>-<br>100,000<br>2,350,000  |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br>45 F<br>46 E<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B<br>F<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8                                  | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Ion-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Aeadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure  | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>3,000,000<br>1,000,000<br>57,319,828<br>1,000,000<br>5500,000<br>2500,000<br>2500,000<br>100,000<br>2,350,000  |           | 950,000              | 3,199,593                           |                  |                    |                                       | -<br>550,000<br>750,000<br>-<br>700,000<br>3,600,000<br>3,600,000<br>500,000<br>250,000<br>500,000<br>-<br>100,000<br>2,350,000   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>1,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br><br>100,000<br>2,350,000   |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br>45 F<br>46 E<br>47 S<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B<br>50 B<br>51 R<br>51 R<br>52 B   | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Ion-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br><b>Vehicles Total</b><br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>3,000,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000<br>2500,000<br>2500,000<br>500,000<br>100,000<br>250,000<br>100,000<br>2,350,000  |           | 950,000              | 3,199,593                           |                  |                    |                                       | <br>550,000<br>750,000<br><br>700,000<br>3,600,000<br>3,600,000<br><br>500,000<br>250,000<br>250,000<br><br>100,000<br>2,350,000<br><br>1,375,000<br>250,000<br>450,000 | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>700,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br>-<br>100,000<br>2,350,000<br>1,375,000<br>250,000<br>450,000                      |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br>7<br>7<br>8<br>45 F<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B<br>7<br>8<br>49 M<br>50 B<br>7<br>8<br>8<br>7<br>8<br>8<br>7<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8 | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Jon-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement  | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>3,000,000<br>1,000,000<br>57,319,828<br>1,000,000<br>2500,000<br>2500,000<br>2500,000<br>100,000<br>2,350,000<br>1,375,000<br>2,500,000<br>2,250,000   |           | 950,000              | 3,199,593                           |                  |                    |                                       | <br>550,000<br>750,000<br>1,000,000<br>3,600,000<br>3,600,000<br>2500,000<br>250,000<br>250,000<br>250,000<br>2,350,000<br>1,375,000<br>250,000<br>450,000              | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br><br>100,000<br>2,350,000<br>1,375,000<br>250,000<br>450,000<br>2,000,000                     |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 L<br>44 C<br>7<br>7<br>8<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B<br>7<br>8<br>49 M<br>50 B<br>7<br>8<br>8<br>7<br>8<br>8<br>7<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8          | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>3,000,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000<br>2500,000<br>2500,000<br>500,000<br>100,000<br>250,000<br>100,000<br>2,350,000  |           | 950,000              | 3,199,593                           |                  |                    |                                       | <br>550,000<br>750,000<br><br>700,000<br>3,600,000<br>3,600,000<br><br>500,000<br>250,000<br>250,000<br><br>100,000<br>2,350,000<br><br>1,375,000<br>250,000<br>450,000 | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>500,000<br>-<br>100,000<br>2,350,000<br>1,375,000<br>250,000<br>250,000<br>250,000                      |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 L<br>44 C<br>45 F<br>46 E<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B<br>74 R<br>51 R<br>52 B<br>53 B<br>53 B<br>54 G<br>8   | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Ion-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Brade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Infrastructure Total<br>Rail Infrastructure Total  | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>1,000,000<br>57,319,828<br>1,000,000<br>2500,000<br>2500,000<br>2500,000<br>100,000<br>2,350,000<br>1,375,000<br>2,350,000<br>4,50,000  | 3,000,000 | 950,000              | 3,199,593                           |                  |                    |                                       | <br>550,000<br>750,000<br>1,000,000<br>3,600,000<br>3,600,000<br>2500,000<br>250,000<br>250,000<br>250,000<br>2,350,000<br>1,375,000<br>250,000<br>450,000              | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>1,000,000<br>53,969,828<br>1,000,000<br>250,000<br>250,000<br>250,000<br>1,375,000<br>250,000<br>450,000<br>450,000<br>2,000,000                                      |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Ll<br>44 C<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B<br>49 M<br>50 B<br>70 R<br>51 R<br>52 B<br>53 B<br>54 G<br>8<br>54 G<br>8<br>55 T   | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Bations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Bailast and Ties Rehab/Replacement<br>Ballast Systems<br>Traction Power Rehab/Replacement | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>3,000,000<br>1,000,000<br>57,319,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>250,000<br>100,000<br>2,350,000<br>1,375,000<br>2,000,000<br>450,000<br>2,000,000                      |           | 950,000              | 3,199,593                           |                  |                    |                                       |   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>3,000,000<br>53,969,828<br>1,000,000<br>500,000<br>250,000<br>250,000<br>2,350,000<br>1,375,000<br>2,350,000<br>450,000<br>2,000,000<br>4,075,000                     |
| 39 Li<br>40 C<br>41 N<br>42 C<br>43 Li<br>44 C<br>7<br>8<br>46 E<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B<br>49 M<br>50 B<br>51 R<br>51 R<br>51 R<br>53 B<br>54 G<br>8<br>54 G<br>8<br>54 G<br>8<br>55 T<br>56 T                        | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Infrastructure Total<br>Rail Systems<br>Fraction Power Rehab/Replacement<br>Frain Control Rehab/Replacement   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000<br>1,000,000<br>57,319,828<br>1,000,000<br>250,000<br>250,000<br>250,000<br>100,000<br>2,350,000<br>2,350,000<br>2,350,000<br>4,075,000<br>4,075,000                    | 3,000,000 | 950,000              | 3,199,593                           |                  |                    |                                       |   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>1,000,000<br>53,969,828<br>1,000,000<br>250,000<br>250,000<br>250,000<br>2,350,000<br>2,350,000<br>450,000<br>2,000,000<br>4,075,000                                  |
| 399 Li<br>40 C<br>41 N<br>42 C<br>43 L<br>44 C<br>45 F<br>46 E<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B<br>49 M<br>50 B<br>51 R<br>51 R<br>52 B<br>53 B<br>53 B<br>54 G<br>853 R<br>554 G<br>855 T<br>57 R                              | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Ion-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Aeadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Infrastructure Total<br>Rail Systems<br>Fraction Power Rehab/Replacement<br>Frain Control Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Rail Switches/Trackwork Controls   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>3,000,000<br>1,000,000<br>57,319,828<br>1,000,000<br>2500,000<br>2500,000<br>2500,000<br>100,000<br>2,350,000<br>2,350,000<br>2,350,000<br>2,000,000<br>4,075,000<br>11,000,000<br>2,000,000 | 3,000,000 | 950,000              | 3,199,593                           |                  |                    |                                       |   | 3,199,593<br>600,000<br>7,699,275<br>550,000<br>750,000<br>1,000,000<br>53,969,828<br>1,000,000<br>250,000<br>250,000<br>250,000<br>250,000<br>100,000<br>2,350,000<br>450,000<br>2,000,000<br>4,075,000<br>2,000,000<br>450,000 |
| 399 Li<br>40 C<br>41 N<br>42 C<br>43 L<br>44 C<br>45 F<br>46 E<br>45 F<br>46 E<br>47 S<br>48 P<br>49 M<br>50 B<br>49 M<br>50 B<br>51 R<br>52 B<br>53 B<br>53 B<br>54 G<br>55 T<br>55 T<br>55 T<br>55 T<br>56 T                                 | Bus Engine/Trans/Comp Rehab/Replace<br>ight Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Infrastructure Total<br>Rail Systems<br>Fraction Power Rehab/Replacement<br>Frain Control Rehab/Replacement   | 3,199,593<br>3,000,000<br>7,699,275<br>1,500,000<br>750,000<br>3,000,000<br>1,000,000<br>57,319,828<br>1,000,000<br>250,000<br>250,000<br>250,000<br>100,000<br>2,350,000<br>2,350,000<br>2,350,000<br>4,075,000<br>4,075,000                    | 3,000,000 | 950,000              | 3,199,593                           |                  |                    |                                       |   |  |

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|    | pe ID: D6C96FD7-E31B-4CA3-A86F                                       | -9E22601C543B              |            |                    |             |                      |                    |                     |                      |                      |
|----|--|----------------------------|------------|--------------------|-------------|----------------------|--------------------|---------------------|----------------------|----------------------|
|    | Red Light Signal Enforcement   | 44.050.000                 | 44 000 000 |                    |             |                      |                    |                     | -                    | -                    |
|    | Rail Systems Total   | 14,250,000                 | 11,000,000 | -                  | •           | -                    | -                  | -                   | 3,250,000            | 14,250,000           |
|    | Total Asset Management   | 77,994,828                 | 14,000,000 | 3,350,000          | 39,670,553  | -                    | 7,699,275          | -                   | 13,275,000           | 74,644,828           |
|    | Capital Development Projects   | 2023<br>Proposed<br>Budget | Bonds      | Grants             | Lease       | State<br>Funding     | SL Cnty<br>4th Qtr | Local<br>Partners   | UTA Other            | Total UTA<br>Funds   |
| 62 | Airport Station Relocation   | -                          |            |                    |             |                      |                    |                     | -                    | -                    |
|    | 3300/3500 South MAX Exp/Optimization<br>Depot District               | 2,500,000                  |            |                    |             | 2,500,000            |                    |                     | -                    | -                    |
|    | Ogden/Weber State University BRT                                     | 5,202,996                  | 729,546    | 4,473,450          |             | 2,000,000            |                    |                     | _                    | 729,546              |
|    | TIGER Program of Projects  | -                          | ,          | .,,                |             |                      |                    |                     | -                    | -                    |
| 67 | Box Elder Right of Way Preservation                                  | 2,000,000                  |            |                    |             |                      |                    |                     | 2,000,000            | 2,000,000            |
|    | Weber Cnty CR ROW Preservation                                       | -                          |            |                    |             |                      |                    |                     | -                    | -                    |
|    | Signal Pre-emption Projects w/UDOT                                   | -                          |            |                    |             |                      |                    |                     | -                    | -                    |
|    | Queue Cutter Projects with UDOT                                      | -                          |            |                    |             | 0 500 000            |                    |                     | -                    | -                    |
|    | Point of Mountain AA/EIS<br>Office Equipment Reserve                 | 3,000,000<br>100,000       |            |                    |             | 2,500,000            |                    |                     | 500,000<br>100,000   | 500,000<br>100,000   |
|    | Positive Train Control   | -                          |            |                    |             |                      |                    |                     | -                    | -                    |
|    | Northern Utah County Double Track                                    | -                          |            |                    |             |                      |                    |                     | -                    | -                    |
|    | Bus Stop Imp System-Wide ADA   | 1,000,000                  |            | 800,000            |             |                      |                    |                     | 200,000              | 200,000              |
|    | Bus Stop Imp/signage - SL County                                     | 1,653,750                  |            |                    |             |                      | 1,653,750          |                     | -                    | 1,653,750            |
|    | UTA ADA Bus Stop Imp Utah Cnty                                       | 1 250 000                  |            | 200,000            |             |                      |                    |                     | - 1 150 000          | -                    |
|    | Wayfinding Signage<br>Operator Restrooms System-Wide                 | 1,350,000<br>750,000       | 150,000    | 200,000<br>600,000 |             |                      |                    |                     | 1,150,000            | 1,150,000<br>150,000 |
|    | Operator Restrooms - SL County                                       | -                          | 100,000    | 000,000            |             |                      |                    |                     |                      | -                    |
|    | 650 South Station  |                            |            |                    |             |                      |                    |                     | -                    | -                    |
| 82 | Davis-SLC Community Connector  | -                          |            | -                  |             |                      |                    | -                   | -                    | -                    |
|    | Sharp-Tintic Rail Connection   | 798,093                    |            | 705,073            |             | 74,084               |                    | 4,994               | 13,942               | 13,942               |
|    | North Temple EOL (SLC CMAQ grant)<br>U of U EOL                      | -                          |            |                    |             |                      |                    |                     | -                    | -                    |
|    | Fort Union EOL   |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | 5600 W/4500 S EOL  |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | Meadowbrook Expansion  |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | FR Business Plan   | 4 700 000                  |            | 2 000 000          |             |                      |                    | 2 700 000           | -                    | -                    |
|    | Layton FrontRunner Parking Garage<br>FR Snow Melt System Replacement | 4,700,000<br>4,000,000     |            | 2,000,000          |             |                      |                    | 2,700,000           | 4,000,000            | 4,000,000            |
|    | MSP220-5310  | 1,000,000                  |            |                    |             |                      |                    |                     | -                    | -                    |
|    | MSP221-5310  |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | MSP222-5310  |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | FY19/20 - 5310 Funds - SL/WV<br>FY19/20 - 5310 Funds - O/L           |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | FY19/20 - 5310 Funds - P/O   |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | FY21/22 - 5310 Funds - SL/WV   |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | FY21/22 - 5310 Funds - O/L   |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | FY21/22 - 5310 Funds - P/O<br>FY23/24 - 5310 Funds - SL/WV           |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | FY23/24 - 5310 Funds - O/L   |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | FY23/24 - 5310 Funds - P/O   |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | 5310 Admin Funds   | 306,420                    |            | 306,420            |             |                      |                    |                     | -                    | -                    |
|    | Capital Planning/Env Analysis<br>Mid-Valley Connector                | 500,000                    |            |                    |             |                      |                    |                     | 500,000              | 500,000              |
|    | FrontRunner Double Tracking  | 12,500,000                 |            | 5,000,000          |             | 7,500,000            |                    |                     | _                    | -                    |
|    | Green Line Reconfiguration   | ,,                         |            | -,,                |             | .,,.                 |                    |                     | -                    | -                    |
|    | Central Corridor Transit   |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | Warm Springs upgrades/exp  |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | Gap filler on FR stations  |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | Historic Utah Southern Rail Trail                                    |                            |            |                    |             |                      |                    |                     | -                    | -                    |
|    | Mt Ogden Admin Bldg expansion<br>Capital Contingency                 | 2,000,000                  |            |                    |             |                      |                    |                     | 2,000,000            | 2,000,000            |
|    | Total Capital Development Projects                                   | 42,361,259                 | 879,546    | 14,084,943         | •           | 12,574,084           | 1,653,750          | 2,704,994           | 10,463,942           | 12,997,238           |
|    |  |                            |            |                    |             |                      |                    | I                   | 11                   |                      |
|    | Total Overall Capital Budget   | 126,886,087                | 14,879,546 | 17,434,943         | 41,670,553  | 12,574,084           | 9,353,025          | 2,704,994           | 28,268,942           | 94,172,066           |
|    | Total Overall Capital Budget   | 120,000,007                | 14,079,340 | 17,434,945         | 41,070,333  | 12,374,004           | 9,333,023          | 2,104,354           | 20,200,942           | 54,172,000           |
|    | Summary by Category  | 2023<br>Proposed<br>Budget | Bonds      | Grants             | Lease       | State<br>Funding     | SL Cnty<br>4th Qtr | Local<br>Partners   | UTA Other            | Total UTA<br>Funds   |
|    | lafa manifa sa Taniha sa   | F 774 000                  |            |                    | 0.000.000   |                      |                    |                     | 0.774.000            | F 774 000            |
|    | Information Technology<br>Safety & Security                          | 5,774,000<br>756,000       | -          | -                  | 2,000,000   | -                    | -                  | -                   | 3,774,000<br>756,000 | 5,774,000<br>756,000 |
|    | Revenue Service Vehicles & white fleet                               | 43,420,553                 | 3,000,000  | -                  | 39,670,553  | -                    | -                  | -                   | 756,000              | 43,420,553           |
|    | Vehicles - Rehab/Repair  | 13,899,275                 | -          | 3,350,000          | -           | -                    | 7,699,275          | -                   | 2,850,000            | 10,549,275           |
|    | Facilities Maintenance   | 2,350,000                  | -          | -                  | -           | -                    | -                  | -                   | 2,350,000            | 2,350,000            |
|    | Rail Maintenance Projects  | 18,325,000                 | 11,000,000 | -                  | -           | -                    | -                  | -                   | 7,325,000            | 18,325,000           |
|    | Airport LRT  | -                          | -          | -                  | -           | -                    | -                  | -                   | -                    | -                    |
|    | Depot District   | 2,500,000                  | -          | -                  | -           | 2,500,000            | -                  | -                   | -                    | -                    |
|    | Ogden/Weber BRT  | 5,202,996                  | 729,546    | 4,473,450          | -           | -                    | -                  | -                   | -                    | 729,546              |
|    | TIGER First/Last Mile Projects                                       | -                          | -          | -                  | -           | -                    | -                  | -                   | -                    | -                    |
|    | Northern Litzh Cnty Dbl Track  |                            | -          | -                  | -           |                      | -                  | -                   | -                    |                      |
|    | Northern Utah Cnty Dbl Track<br>Midvalley BRT                        | -                          | -          | -                  |             | -                    | -                  | -                   | -                    | -                    |
|    | Northern Utah Cnty Dbl Track<br>Midvalley BRT<br>Davis-SLC Connector |                            |            |                    | -           | -                    | -                  | -                   | -                    | -                    |
|    | Midvalley BRT  | -                          | -          |                    | -<br>-<br>- | -<br>-<br>10,074,084 |                    | -<br>-<br>2,704,994 | -<br>-<br>10,463,942 | -<br>-<br>12,267,692 |

# 9-16-20 DRAFT: UTA 5-Year Capital Plan: 2024 Details

| Project Name  | 2024<br>Proposed  | Bonds                   | Grants                        | Lease                                | State                      | SL Cnty                              | Local                       | UTA Other   | Total UTA   |
|---|---|-------------------------|-------------------------------|--------------------------------------|----------------------------|--------------------------------------|-----------------------------|---|---|
|   | Budget  | Donus                   | Grants                        | Lease                                | Funding                    | 4th Qtr                              | Partners                    |   | Funds   |
| Information Technology  |   |                         |                               |                                      |                            |                                      |                             |   |   |
| 1 In-house App Dev. & Enhancements  | 200,000   |                         |                               |                                      |                            |                                      |                             | 200,000   | 200,000   |
| 2 Radio Communication Infrastructure  | 100,000   |                         |                               |                                      |                            |                                      |                             | 100,000   | 100,00  |
| 3 Server, Storage Infrastructure Eq & SW  | 323,000   |                         |                               |                                      |                            |                                      |                             | 323,000   | 323,00  |
| 4 Rail Communication On-Board Tech  | 100,000   |                         |                               |                                      |                            |                                      |                             | 100,000<br>210,000  | 100,000<br>210,000  |
| 5 Info Security Eq/SW (PCI Comp & Cyber 5<br>6 Bus Communication On-Board Tech  | 210,000<br>100,000  |                         |                               |                                      |                            |                                      |                             | 100,000   | 210,00  |
| 7 IT Managed Reserved (formerly IT Pool)  | 400,000   |                         |                               |                                      |                            |                                      |                             | 400,000   | 400,000   |
| 8 Network & Infrastructure Equipment  | 510,000   |                         |                               |                                      |                            |                                      |                             | 510,000   | 400,000   |
| 9 FrontRunner WiFi Enhancements   | 50,000  |                         |                               |                                      |                            |                                      |                             | 50,000  | 50,00   |
| 10 Init APC Upgrade   | -   |                         |                               |                                      |                            |                                      |                             | -   |   |
| 11 Electronic Fare Collection Maint & Rep   | _   |                         |                               |                                      |                            |                                      |                             | -   | -   |
| 12 ArcGIS GeoEvent Server for Live Data   | -   |                         |                               |                                      |                            |                                      |                             | -   | -   |
| 13 Rail TVM SOGR - PCI Compliance   | 50,000  |                         |                               |                                      |                            |                                      |                             | 50,000  | 50,00   |
| 14 TVM for UVX (needed if Free Fare ends)   | -   |                         |                               |                                      |                            |                                      |                             | -   | -   |
| 15 New Radio Communication System   | 8,000,000   | -                       |                               | 8,000,000                            |                            |                                      |                             | -   | 8,000,00  |
| 16 E Voucher Software Development   | -   |                         |                               |                                      |                            |                                      |                             | -   | -   |
| 17 Passenger Information  | 350,000   |                         |                               |                                      |                            |                                      |                             | 350,000   | 350,00  |
| -   |   |                         |                               |                                      |                            |                                      |                             |   |   |
| 18 Transit Management Sytem   | 550,000   |                         |                               |                                      |                            |                                      |                             | 550,000   | 550,00  |
| 19 JDE System Enhancement   | 50,000  |                         |                               |                                      |                            |                                      |                             | 50,000  | 50,00   |
| Total Information Technology  | 10,993,000  | -                       | -                             | 8,000,000                            | -                          | -                                    | -                           | 2,993,000   | 10,993,00   |
|   | 2024  |                         |                               |                                      |                            |                                      |                             |   |   |
| Safety & Security/Police  | Proposed<br>Budget  | Bonds                   | Grants                        | Lease                                | State<br>Funding           | SL Cnty<br>4th Qtr                   | Local<br>Partners           | UTA Other   | Total UTA<br>Funds  |
| Safety & Security   |   |                         |                               |                                      |                            |                                      |                             |   |   |
| 20 Corridor Fencing   | 50,000  |                         |                               |                                      |                            |                                      |                             | 50,000  | 50,00   |
| 21 Camera Sustainability  | 50,000  |                         |                               |                                      |                            |                                      |                             | 50,000  | 50,00   |
| 22 Access Control for Data Rooms  | -   |                         |                               |                                      |                            |                                      |                             | -   | -   |
| 23 Bus Camera Overhaul/Replacement  | -   |                         |                               |                                      |                            |                                      |                             | -   | -   |
| 24 Bus Safety and Security  | 30,000  |                         |                               |                                      |                            |                                      |                             | 30,000  | 30,00   |
| 25 Facility Security  | 50,000  |                         |                               |                                      |                            |                                      |                             | 50,000  | 50,00   |
| 26 Next Crossing Camera Installation  | 40,000  |                         |                               |                                      |                            |                                      |                             | 40,000  | 40,00   |
| 27 Safety General Projects  | 100,000   |                         |                               |                                      |                            |                                      |                             | 100,000   | 100,00  |
| 28 Security General Projects  | 20,000  |                         |                               |                                      |                            |                                      |                             | 20,000  | 20,00   |
| Safety & Security Total   | 340,000   | -                       | -                             | -                                    | -                          | -                                    | -                           | 340,000   | 340,00  |
| Police  |   |                         |                               |                                      |                            |                                      |                             |   |   |
| 29 Ballistic Vest Replacement   | 15,000  |                         |                               |                                      |                            |                                      |                             | 15,000  | 15,00   |
|   |   |                         |                               |                                      |                            |                                      |                             | 10,000  | 10,00   |
| 30 Vehicle Replacement/Expansion<br>31 Tasers   | 330,000   |                         |                               |                                      |                            |                                      |                             | 330,000<br>-  | 330,00  |
|   | 330,000<br>-<br>15,000  |                         |                               |                                      |                            |                                      |                             | 330,000<br>-<br>15,000  | -   |
| 31 Tasers   | -   |                         |                               |                                      |                            |                                      |                             | -   | -<br>15,00  |
| 31 Tasers     32 Emergency Operations Training  | -<br>15,000   |                         |                               |                                      | -                          | -                                    | -                           | -<br>15,000   | -<br>15,00<br>56,00   |
| <ul> <li>31 Tasers</li> <li>32 Emergency Operations Training</li> <li>33 Police Radio Replacements</li> <li>Police Total</li> </ul>   | -<br>15,000<br>56,000<br><b>416,000</b>   | -                       |                               | -                                    | -                          | -                                    | -                           | -<br>15,000<br>56,000<br><b>416,000</b>   | -<br>15,00<br>56,00<br><b>416,00</b>  |
| 31 Tasers         32 Emergency Operations Training         33 Police Radio Replacements   | -<br>15,000<br>56,000   | •                       | •                             | -                                    | -                          | -                                    | -                           | -<br>15,000<br>56,000   | 330,00<br>-<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b>   |
| <ul> <li>31 Tasers</li> <li>32 Emergency Operations Training</li> <li>33 Police Radio Replacements</li> <li>Police Total</li> </ul>   | -<br>15,000<br>56,000<br><b>416,000</b>   | Bonds                   | Grants                        | -<br>-<br>Lease                      | -<br>-<br>State<br>Funding | -<br>-<br>SL Cnty<br>4th Qtr         | -<br>-<br>Local<br>Partners | -<br>15,000<br>56,000<br><b>416,000</b>   | -<br>15,00<br>56,00<br><b>416,00</b>  |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         Police Total       Total Safety & Security         Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail  | - 15,000<br>56,000<br>416,000<br>756,000<br>2024<br>Proposed  | •                       | -<br>Grants                   | -<br>-<br>Lease                      | -<br>State                 | -<br>SL Cnty                         | -<br>Local                  | -<br>15,000<br>56,000<br><b>416,000</b><br><b>756,000</b>                       | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>756,00</b>  |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         Police Total       Police Total         Total Safety & Security       Police         Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems)         Vehicles         34       Bus Replacement   | - 15,000<br>56,000<br>416,000<br>756,000<br>2024<br>Proposed  | •                       | Grants                        | -<br>-<br>Lease<br>50,100,000        | -<br>State                 | -<br>SL Cnty                         | -<br>Local                  | -<br>15,000<br>56,000<br><b>416,000</b><br><b>756,000</b>                       | -<br>15,00<br>56,00<br>416,00<br>756,00<br>756,00<br>Total UT/<br>Funds   |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         Police Total       Police Total         Total Safety & Security       Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems)         Vehicles       34         Bus Replacement       35         20       Electric Buses/Infrastructure-SLCo   |   | •                       | Grants                        | 50,100,000                           | -<br>State                 | -<br>SL Cnty                         | -<br>Local                  | - 15,000<br>56,000<br>416,000<br>756,000<br>UTA Other                           | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT/</b><br><b>Funds</b>   |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         Police Total       Police Total         Total Safety & Security       Image: Comparison of the security         Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems)       Systems)         Vehicles       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement   | <br>15,000<br>56,000<br>416,000<br>756,000<br>2024<br>Proposed<br>Budget<br>50,100,000<br>-<br>1,423,240  | •                       | Grants                        | 50,100,000                           | -<br>State                 | -<br>SL Cnty                         | -<br>Local                  | - 15,000<br>56,000<br>416,000<br>756,000<br>UTA Other                           | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24  |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         Police Total       Police Total         Total Safety & Security       Image: Security         Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems)       Systems         Vehicles       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment  |   | •                       |                               | 50,100,000                           | -<br>State                 | -<br>SL Cnty                         | -<br>Local                  | -<br>15,000<br>56,000<br>416,000<br>756,000<br>UTA Other<br>-<br>-<br>-         | -<br>15,0<br>56,0<br><b>416,0</b><br><b>756,0</b><br><b>Total UT</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,2<br>3,275,5  |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         Police Total       Police Total         Total Safety & Security         Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems)         Vehicles         34       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace  |   | •                       | -<br>-<br>Grants<br>2,400,000 | 50,100,000                           | -<br>State                 | -<br>SL Cnty<br>4th Qtr              | -<br>Local                  |   | -<br>15,0<br>56,0<br><b>416,0</b><br><b>756,0</b><br><b>Total UT,</b><br><b>Funds</b><br>50,100,0<br>-<br>1,423,2<br>3,275,5<br>600,0   |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         9       Police Total         7       Total Safety & Security         8       Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)         7       Vehicles         34       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab   |   | •                       |                               | 50,100,000                           | -<br>State                 | -<br>SL Cnty                         | -<br>Local                  | -<br>15,000<br>56,000<br>416,000<br>756,000<br>UTA Other<br>-<br>-<br>-         | -<br>15,0<br>56,0<br><b>416,0</b><br><b>756,0</b><br><b>Total UT</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,2<br>3,275,53<br>600,0  |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         9       Police Total         Total Safety & Security         7       Total Safety & Security         8       Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)         7       Vehicles         34       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul  |   | •                       |                               | 50,100,000                           | -<br>State                 | -<br>SL Cnty<br>4th Qtr              | -<br>Local                  | <br>15,000<br>56,000<br>416,000<br><br><br><br><br><br><br><br><br><br><br><br> | - 15,00<br>56,00<br>416,00<br>756,00<br>Total UT/<br>Funds<br>50,100,00<br>-<br>1,423,24<br>3,275,55<br>600,00<br>8,285,11  |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         Police Total       Police Total         Total Safety & Security       Image: Security         Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems)       Systems)         Vehicles       Sus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul         41       Non-Rev Service Vehicle Replace  |   | Bonds                   |                               | 50,100,000                           | -<br>State                 | -<br>SL Cnty<br>4th Qtr              | -<br>Local                  |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT/</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,55<br>600,00<br>8,285,11<br>-<br>350,00  |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         90lice Total       Police Total         Total Safety & Security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemposition of the security         Image: Contemposition of the security       Image: Contemont         Image: |   | •                       |                               | 50,100,000                           | -<br>State                 | -<br>SL Cnty<br>4th Qtr              | -<br>Local                  |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,55<br>600,00<br>8,285,11<br>-<br>350,00<br>1,500,00   |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         9       Police Total         Total Safety & Security         Total Safety & Security         Total Safety & Security         Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)         Vehicles         34       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul         41       Non-Rev Service Vehicle Replace         42       Comet Car Replacement         43       LRV Accident Repair   |   | Bonds                   |                               | 50,100,000                           | -<br>State                 | -<br>SL Cnty<br>4th Qtr              | -<br>Local                  |   | -<br>15,00<br>56,00<br>416,00<br>756,00<br>Total UTA<br>Funds<br>50,100,00<br>-<br>1,423,24<br>3,275,55<br>600,00<br>8,285,11<br>-<br>350,00<br>1,500,00<br>400,00  |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements <b>Police Total Police Total Total Safety &amp; Security Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems) Vehicles 8</b> 34       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul         41       Non-Rev Service Vehicle Replace         42       Comet Car Replacement         43       LRV Accident Repair         44       Commuter Rail Vehicle Rehab  |   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT/</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,55<br>600,00<br>8,285,11<br>-<br>350,00<br>1,500,00<br>400,00<br>2,000,00  |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         9       Police Total         Total Safety & Security         Total Safety & Security         Total Safety & Security         Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)         Vehicles         34       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul         41       Non-Rev Service Vehicle Replace         42       Comet Car Replacement         43       LRV Accident Repair   |   | Bonds                   |                               | 50,100,000                           | -<br>State                 | -<br>SL Cnty<br>4th Qtr              | -<br>Local                  |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT/</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,55<br>600,00<br>8,285,11<br>-<br>350,00<br>1,500,00<br>400,00<br>2,000,00  |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         Police Total       Police Total         4       Total Safety & Security         6       Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems)         7       Vehicles         34       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul         41       Non-Rev Service Vehicle Replace         42       Comet Car Replacement         43       LRV Accident Repair         44       Commuter Rail Vehicle Rehab         45       Vehicles Total   |   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT/</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,55<br>600,00<br>8,285,11<br>-<br>350,00<br>1,500,00<br>400,00<br>2,000,00  |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         Police Total       Police Total         4       Total Safety & Security         5       Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems)         6       Vehicles         34       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul         41       Non-Rev Service Vehicle Replace         42       Comet Car Replacement         43       LRV Accident Repair         44       Commuter Rail Vehicle Rehab         45       Vehicles Total         46       Facilities   |   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,51<br>600,00<br>8,285,11<br>-<br>3,50,00<br>1,500,00<br>400,00<br>2,000,00<br><b>67,933,94</b>  |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         Police Total       Police Total         4       Total Safety & Security         5       Facilities, Rail Infrastructure, Rail Systems)         5       Vehicles         34       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul         41       Non-Rev Service Vehicle Replace         42       Comet Car Replacement         43       LRV Accident Repair         44       Commuter Rail Vehicle Rehab         45       Facilities         45       Facilities Rehab and Replacement   |   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br>416,00<br>756,00<br>Total UTA<br>Funds<br>50,100,00<br>-<br>1,423,24<br>3,275,55<br>600,00<br>8,285,11<br>-<br>3,500,00<br>1,500,00<br>400,00<br>2,000,00<br>67,933,94   |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         9       Police Total         Total Safety & Security  |   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br>416,00<br>756,00<br>Total UTA<br>Funds<br>50,100,00<br>-<br>1,423,22<br>3,275,53<br>600,00<br>8,285,13<br>-<br>3,275,53<br>600,00<br>8,285,13<br>-<br>3,50,00<br>1,500,00<br>400,00<br>67,933,93   |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         9       Police Total         4       Total Safety & Security         5       Total Safety & Security         6       Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)         7       Vehicles         34       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul         41       Non-Rev Service Vehicle Replace         42       Commuter Rail Vehicle Rehab         43       LRV Accident Repair         44       Commuter Rail Vehicle Rehab         45       Facilities         45       Facilities Rehab and Replacement         46       Equipment Managed Reserve         47       Stations and Platforms Rehab/Replace   |   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br>416,00<br>756,00<br>Total UTA<br>Funds<br>50,100,00<br>-<br>1,423,22<br>3,275,53<br>600,00<br>8,285,13<br>-<br>3,275,53<br>600,00<br>8,285,13<br>-<br>3,50,00<br>1,500,00<br>2,000,00<br>67,933,90<br>1,000,00<br>500,00<br>2,500,00   |
| 31Tasers32Emergency Operations Training33Police Radio ReplacementsPolice TotalPolice TotalTotal Safety & SecurityaFacilities, Rail Infrastructure, Rail<br>Systems)32Vehicles33Bus Replacement34Bus Replacement3520 Electric Buses/Infrastructure-SLCo36Van Pool Replacement37Paratransit Vehicle Replacment38Bus Engine/Trans/Comp Rehab/Replace39Light Rail Vehicle Rehab40Commuter Rail Engine Overhaul41Non-Rev Service Vehicle Replace42Comet Car Replacement43LRV Accident Repair44Commuter Rail Vehicle Rehab45Facilities45Facilities45Facilities Rehab and Replacement46Equipment Managed Reserve47Stations and Platforms Rehab/Replace48Park and Ride Rehab/Replacement  |   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br>416,00<br>756,00<br>Total UTA<br>Funds<br>50,100,00<br>-<br>1,423,22<br>3,275,53<br>600,00<br>8,285,13<br>-<br>3,275,53<br>600,00<br>8,285,13<br>-<br>3,50,00<br>1,500,00<br>2,000,00<br>67,933,90<br>1,000,00<br>500,00<br>2,500,00   |
| 31Tasers32Emergency Operations Training33Police Radio ReplacementsPolice TotalPolice TotalTotal Safety & SecurityaFacilities, Rail Infrastructure, Rail<br>Systems)34Bus Replacement (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)35Vehicles36Van Pool Replacement37Paratransit Vehicle Replacment38Bus Engine/Trans/Comp Rehab/Replace39Light Rail Vehicle Rehab40Commuter Rail Engine Overhaul41Non-Rev Service Vehicle Replace42Comet Car Replacement43LRV Accident Repair44Commuter Rail Vehicle Rehab45Facilities46Equipment Managed Reserve47Stations and Platforms Rehab/Replace48Park and Ride Rehab/Replacement49Meadowbrook Flooring/Lighting   |   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT/</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,55<br>600,00<br>8,285,19<br>-<br>3,500,00<br>1,500,00<br>2,000,00<br>67,933,90<br>1,000,00<br>500,00<br>2,500,00<br>2,500,00<br>7,500,00   |
| 31Tasers32Emergency Operations Training33Police Radio ReplacementsPolice TotalPolice TotalTotal Safety & SecurityaFacilities, Rail Infrastructure, Rail<br>Systems)32Vehicles33Bus Replacement34Bus Replacement3520 Electric Buses/Infrastructure-SLCo36Van Pool Replacement37Paratransit Vehicle Replacment38Bus Engine/Trans/Comp Rehab/Replace39Light Rail Vehicle Rehab40Commuter Rail Engine Overhaul41Non-Rev Service Vehicle Replace42Comet Car Replacement43LRV Accident Repair44Commuter Rail Vehicle Rehab45Facilities45Facilities45Facilities Rehab and Replacement46Equipment Managed Reserve47Stations and Platforms Rehab/Replace48Park and Ride Rehab/Replacement  |   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,58<br>600,00<br>8,285,11<br>-<br>3,275,58<br>600,00<br>8,285,11<br>-<br>3,500,00<br>400,00<br>2,000,00<br>67,933,98<br>1,000,00<br>500,00<br>2,500,00<br>-<br>7,500,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,000<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,000<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,000<br>-<br>1,000,00<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,0000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,0000<br>-      |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         9       Police Total         4       Fotal Safety & Security         5       Total Safety & Security         6       Facilities, Rail Infrastructure, Rail Systems)         7       Vehicles         34       Bus Replacement (Vehicles, Facilities, Rail Infrastructure, Salid Systems)         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul         41       Non-Rev Service Vehicle Replace         42       Comet Car Replacement         43       LRV Accident Repair         44       Commuter Rail Vehicle Rehab         45       Facilities         46       Equipment Managed Reserve         47       Stations and Platforms Rehab/Replacement         48       Park and Ride Rehab/Replacement         49       Meadowbrook Flooring/Lighting         50       Building Remodels/Reconfiguration         51  | <ul> <li></li></ul>   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>Total UT</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,53<br>600,00<br>8,285,11<br>-<br>3,500,00<br>8,285,11<br>-<br>3,500,00<br>1,500,00<br>400,00<br>2,000,00<br>67,933,93<br>-<br>1,000,00<br>500,00<br>2,500,00<br>-<br>7,500,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,0000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,0000<br>-<br>1,000,000<br>-<br>1,000 |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         9       Police Total         4       Police Total         5       Police Total         6       Total Safety & Security         6       Facilities, Rail Infrastructure, Rail Systems)         7       Kehicles         8       Bus Replacement         35       20 Electric Buses/Infrastructure-SLCo         36       Van Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul         41       Non-Rev Service Vehicle Replace         42       Comet Car Replacement         43       LRV Accident Repair         44       Commuter Rail Vehicle Rehab         45       Facilities         46       Equipment Managed Reserve         47       Stations and Platforms Rehab/Replacement         48       Park and Ride Rehab/Replacement         49       Meadowbrook Flooring/Lighting         50       Building Remodels/Reconfiguration         41       <  |   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br>416,00<br>756,00<br>Total UT/<br>Funds<br>50,100,00<br>-<br>1,423,24<br>3,275,55<br>600,00<br>8,285,18<br>-<br>3,275,55<br>600,00<br>8,285,18<br>-<br>3,275,55<br>600,00<br>8,285,18<br>-<br>3,275,55<br>600,00<br>8,285,18<br>-<br>3,275,55<br>600,00<br>8,285,18<br>-<br>3,275,55<br>600,00<br>-<br>1,500,00<br>-<br>2,000,00<br>-<br>2,500,00<br>-<br>1,000,00<br>-<br>2,500,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,000<br>-<br>1,000,00<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000,000<br>-<br>1,000<br>-<br>1,0          |
| 31Tasers32Emergency Operations Training33Police Radio ReplacementsPolice TotalPolice TotalTotal Safety & SecurityaFacilities, Rail Infrastructure, Rail<br>Systems)32Vehicles33Bus Replacement34Bus Replacement3520 Electric Buses/Infrastructure-SLCo36Van Pool Replacement37Paratransit Vehicle Replacment38Bus Engine/Trans/Comp Rehab/Replace39Light Rail Vehicle Rehab40Commuter Rail Engine Overhaul41Non-Rev Service Vehicle Replace42Commuter Rail Vehicle Rehab43LRV Accident Repair44Commuter Rail Vehicle Rehab45Facilities46Equipment Managed Reserve47Stations and Platforms Rehab/Replace48Park and Ride Rehab/Replacement49Meadowbrook Flooring/Lighting50Building Remodels/Reconfiguration51Rail Infrastructure51Rail Rehab and Replacement   | <ul> <li></li></ul>   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | - 15,00<br>56,00<br>416,00<br>756,00<br>Total UT/<br>Funds<br>50,100,00<br>- 1,423,24<br>3,275,55<br>600,00<br>8,285,18<br>- 350,00<br>1,500,00<br>400,00<br>67,933,98<br>1,000,00<br>67,933,98<br>1,000,00<br>500,00<br>- 100,00<br>2,600,00   |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         9       Police Total         4       Police Total         4       Total Safety & Security         6       Facilities, Rail Infrastructure, Rail Systems)         34       Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems)         35       Vehicles         36       Bus Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul         41       Non-Rev Service Vehicle Replace         42       Commuter Rail Vehicle Rehab         43       LRV Accident Repair         44       Commuter Rail Vehicle Rehab         45       Facilities         46       Equipment Managed Reserve         47       Stations and Platforms Rehab/Replace         48       Park and Ride Rehab/Replacement         49       Meadowbrook Flooring/Lighting         50       Building Remodels/Reconfiguration         41       Stations and Platforms Rehab/Replacement         42  | <ul> <li></li></ul>   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,58<br>600,00<br>8,285,18<br>-<br>3,500,00<br>1,500,00<br>67,933,98<br>1,000,00<br>500,00<br>2,000,00<br>67,933,98<br>-<br>1,000,00<br>2,000,00<br>-<br>1,000,00<br>2,000,00<br>-<br>1,000,00<br>2,000,00<br>-<br>1,000,00<br>2,000,00<br>-<br>1,000,00<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   |
| 31Tasers32Emergency Operations Training33Police Radio Replacements4Police Total4Total Safety & Security5Total Safety & Security4Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)4Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)5Vehicles4Bus Replacement520 Electric Buses/Infrastructure-SLCo6Van Pool Replacement70Paratransit Vehicle Replacment8Bus Engine/Trans/Comp Rehab/Replace9Light Rail Vehicle Rehab40Commuter Rail Engine Overhaul41Non-Rev Service Vehicle Replace42Commuter Rail Vehicle Rehab43LRV Accident Repair44Commuter Rail Vehicle Rehab45Facilities46Equipment Managed Reserve47Stations and Platforms Rehab/Replace48Park and Ride Rehab/Replacement49Meadowbrook Flooring/Lighting50Building Remodels/Reconfiguration41Air Infrastructure51Aail Rehab and Replacement52Ballast and Ties Rehab/Replacement53Bridge Rehabilitation & Maintenance  | <ul> <li></li></ul>   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br>416,00<br>756,00<br>756,00<br>750,100,00<br>-<br>1,423,24<br>3,275,53<br>600,00<br>8,285,11<br>-<br>3,500,00<br>1,500,00<br>2,000,00<br>67,933,93<br>-<br>1,000,00<br>500,00<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>1,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,00<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,000<br>-<br>2,000,0000<br>-<br>2,000,0000<br>-<br>2,0000<br>-<br>2,000,0000<br>-<br>2,0000000000                                   |
| 31       Tasers         32       Emergency Operations Training         33       Police Radio Replacements         9       Police Total         4       Police Total         4       Total Safety & Security         5       Total Safety & Security         6       Facilities, Rail Infrastructure, Rail Systems)         7       Polices         8       Bus Replacement (Vehicles, Facilities, Rail Infrastructure-SLCo         36       Jon Pool Replacement         37       Paratransit Vehicle Replacment         38       Bus Engine/Trans/Comp Rehab/Replace         39       Light Rail Vehicle Rehab         40       Commuter Rail Engine Overhaul         41       Non-Rev Service Vehicle Replace         42       Commuter Rail Vehicle Rehab         43       LRV Accident Repair         44       Commuter Rail Vehicle Rehab         45       Facilities         46       Equipment Managed Reserve         47       Stations and Platforms Rehab/Replacement         48       Park and Ride Rehab/Replacement         49       Meadowbrook Flooring/Lighting         50       Building Remodels/Reconfiguration         51       Rail Infrastructure <td><ul> <li></li></ul></td> <td>-<br/>Bonds</td> <td>2,400,000</td> <td>50,100,000<br/>1,423,240<br/>3,275,592</td> <td>-<br/>State<br/>Funding</td> <td>-<br/>SL Cnty<br/>4th Qtr<br/>8,103,375</td> <td>-<br/>Local<br/>Partners</td> <td></td> <td></td>      | <ul> <li></li></ul>   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   |   |
| 31Tasers32Emergency Operations Training33Police Radio Replacements9Police Total1Total Safety & Security1Total Safety & Security2Vehicles5Facilities, Rail Infrastructure, Rail<br>Systems)34Bus Replacement (Vehicles,<br>Facilities, Rail Infrastructure, SLCo3520 Electric Buses/Infrastructure-SLCo36Van Pool Replacement37Paratransit Vehicle Replacment38Bus Engine/Trans/Comp Rehab/Replace39Light Rail Vehicle Rehab40Commuter Rail Engine Overhaul41Non-Rev Service Vehicle Replace42Comet Car Replacement43LRV Accident Repair44Commuter Rail Vehicle Rehab45Facilities46Equipment Managed Reserve47Stations and Platforms Rehab/Replace48Park and Ride Rehab/Replacement49Meadowbrook Flooring/Lighting50Building Remodels/Reconfiguration41Facilities Total42Facilities Total43Park and Ride Rehab/Replacement44Facilities Total45Facilities Total46Facilities Total47Stations and Platforms Rehab/Replacement48Park and Ride Rehab/Replacement49Ballast and Ties Rehab/Replacement41Stati Rehab and Replacement42Grade Crossings Rehab/Replacement43Ballast and Ties Rehab/   | <ul> <li></li></ul>   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | 15,0<br>56,0<br>416,0<br>756,0<br>756,0<br>756,0<br>750,100,0<br>1,423,2<br>3,275,5<br>600,0<br>8,285,1<br>350,0<br>1,500,0<br>400,0<br>2,000,0<br>67,933,9<br>1,000,0<br>500,0<br>250,0<br>750,0<br>250,0<br>750,0<br>250,0<br>300,0<br>2,000,0  |
| 31Tasers32Emergency Operations Training33Police Radio Replacements9Police Total101ce TotalTotal Safety & Security101ce TotalSecurity101ce TotalSecurity101ce TotalSecurity101ce TotalSecurity101ce TotalSecurity101ce TotalSecurity101ce TotalSecurity101ce TotalSecurity101ce TotalSecurity111Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail112Systems)113Bus Replacement124Su Replacement13520 Electric Buses/Infrastructure-SLCO136Van Pool Replacement137Paratransit Vehicle Replacment138Bus Engine/Trans/Comp Rehab/Replace139Light Rail Vehicle Rehab140Commuter Rail Engine Overhaul151Racilities152Commuter Rail Vehicle Rehab153Facilities154Facilities154Facilities Rehab and Replacement154Park and Ride Rehab/Replacement155Aidi Infrastructure156Ballast and Ties Rehab/Replacement157Bailast and Ties Rehab/Replacement158Bridge Rehabilitation & Maintenance159Bridge Rehabilitation & Maintenance150Bridge Rehabilitation & Maintenance151Rail Infrastructure Total152Bridge Rehabilitation & Maintenance <td< td=""><td><ul> <li></li></ul></td><td>-<br/>Bonds<br/>1,500,000</td><td>2,400,000</td><td>50,100,000<br/>1,423,240<br/>3,275,592</td><td>-<br/>State<br/>Funding</td><td>-<br/>SL Cnty<br/>4th Qtr<br/>8,103,375</td><td>-<br/>Local<br/>Partners</td><td></td><td></td></td<>   | <ul> <li></li></ul>   | -<br>Bonds<br>1,500,000 | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   |   |
| 31Tasers32Emergency Operations Training33Police Radio Replacements90ice Total90ice Total70tal Safety & Security6Facilities, Rail Infrastructure, Rail<br>Systems)32Kehicles34Bus Replacement (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)3520 Electric Buses/Infrastructure-SLCO36Van Pool Replacement37Paratransit Vehicle Replacment38Bus Engine/Trans/Comp Rehab/Replace39Light Rail Vehicle Rehab40Commuter Rail Engine Overhaul41Non-Rev Service Vehicle Replace42Comet Car Replacement43LRV Accident Repair44Commuter Rail Vehicle Rehab45Facilities46Equipment Managed Reserve47Stations and Platforms Rehab/Replace48Park and Ride Rehab/Replacement49Meadowbrook Flooring/Lighting50Building Remodels/Reconfiguration41Rail Infrastructure51Rail Infrastructure52Ballast and Ties Rehab/Replacement53Bridge Rehabilitation & Maintenance54Grade Crossings Rehab/Replacement55Traction Power Rehab/Replacement   | <ul> <li></li></ul>   | -<br>Bonds              | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,0<br>56,0<br>416,0<br>756,0<br>756,0<br>750,100,0<br>-<br>50,100,0<br>-<br>1,423,2<br>3,275,5<br>600,0<br>8,285,1<br>-<br>3,50,0<br>1,500,0<br>2,000,0<br>67,933,9<br>1,000,0<br>500,0<br>2,000,0<br>7,50,0<br>2,50,0<br>100,0<br>2,50,0<br>7,50,0<br>2,50,0<br>3,300,0<br>3,300,0<br>11,000,0  |
| 31Tasers32Emergency Operations Training33Police Radio Replacements4Police Total4Police Total5Total Safety & Security4Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)41Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)5320 Electric Buses/Infrastructure-SLCo64Bus Replacement7520 Electric Buses/Infrastructure-SLCo76Paratransit Vehicle Replacement77Paratransit Vehicle Replacement78Bus Engine/Trans/Comp Rehab/Replace79Commuter Rail Engine Overhaul70Commuter Rail Vehicle Replace71Non-Rev Service Vehicle Replace72Comet Car Replacement73Reclitites74Stations and Platforms Rehab/Replace75Facilities Rehab and Replacement76Stations and Platforms Rehab/Replace77Stations and Platforms Rehab/Replace78Madowbrook Flooring/Lighting79Bailat and Ties Rehab/Replacement70Bailast and Ties Rehab/Replacement71Bailast and Ties Rehab/Replacement73Bidige Rehabilitation & Maintenance74Stations Rehab/Replacement75Bailast and Ties Rehab/Replacement76Bailast and Ties Rehab/Replacement77Station Power Rehab/Replacement78Facilities Total  | Interpretation int | -<br>Bonds<br>1,500,000 | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,58<br>600,00<br>8,285,18<br>-<br>3,275,58<br>600,00<br>8,285,18<br>-<br>3,275,58<br>600,00<br>8,285,18<br>-<br>3,50,00<br>0,00<br>67,933,98<br>-<br>1,000,00<br>67,933,98<br>-<br>1,000,00<br>2,000,00<br>-<br>1,000,00<br>2,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>-<br>1,000,00<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  |
| 31Tasers32Emergency Operations Training33Police Radio Replacements4Police Total4Police Total4Total Safety & Security5Total Safety & Security5Vehicles5Facilities, Rail Infrastructure, Rail<br>Systems)34Bus Replacement (Vehicles,<br>Facilities, Rail Infrastructure-SLCo3520 Electric Buses/Infrastructure-SLCo36Van Pool Replacement37Paratransit Vehicle Replacment38Bus Engine/Trans/Comp Rehab/Replace39Light Rail Vehicle Rehab40Commuter Rail Engine Overhaul41Non-Rev Service Vehicle Replace42Comet Car Replacement43Rev Accident Repair44Commuter Rail Vehicle Rehab45Facilities46Equipment Managed Reserve47Stations and Platforms Rehab/Replace48Park and Ride Rehab/Replacement49Meadowbrook Flooring/Lighting40Building Remodels/Reconfiguration41Rail Infrastructure42Sallast and Ties Rehab/Replacement43Bailast and Ties Rehab/Replacement44Sail Systems45Facilities Total46Facilities Total47Stations and Platforms Rehab/Replacement48Ark and Replacement49Bailast and Ties Rehab/Replacement40Sail Infrastructure Total41Rail Infrastructure Total<   | Interpretation int | -<br>Bonds<br>1,500,000 | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,58<br>600,00<br>8,285,19<br>-<br>3,275,59<br>600,00<br>8,285,19<br>-<br>3,275,59<br>600,00<br>8,285,19<br>-<br>3,275,59<br>600,00<br>-<br>1,500,00<br>400,00<br>2,000,00<br>67,933,99<br>-<br>1,000,00<br>2,500,00<br>-<br>1,000,00<br>2,500,00<br>-<br>1,000,00<br>2,500,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>-<br>1,000,00<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  |
| 31Tasers32Emergency Operations Training33Police Radio Replacements4Police Total4Police Total5Total Safety & Security4Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)41Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)5320 Electric Buses/Infrastructure-SLCo64Bus Replacement7520 Electric Buses/Infrastructure-SLCo76Paratransit Vehicle Replacement77Paratransit Vehicle Replacement78Bus Engine/Trans/Comp Rehab/Replace79Commuter Rail Engine Overhaul70Commuter Rail Vehicle Replace71Non-Rev Service Vehicle Replace72Comet Car Replacement73Reclitites74Stations and Platforms Rehab/Replace75Facilities Rehab and Replacement76Stations and Platforms Rehab/Replace77Stations and Platforms Rehab/Replace78Madowbrook Flooring/Lighting79Bailat and Ties Rehab/Replacement70Bailast and Ties Rehab/Replacement71Bailast and Ties Rehab/Replacement73Bidige Rehabilitation & Maintenance74Stations Rehab/Replacement75Bailast and Ties Rehab/Replacement76Bailast and Ties Rehab/Replacement77Station Power Rehab/Replacement78Facilities Total  | Interpretation int | -<br>Bonds<br>1,500,000 | 2,400,000                     | 50,100,000<br>1,423,240<br>3,275,592 | -<br>State<br>Funding      | -<br>SL Cnty<br>4th Qtr<br>8,103,375 | -<br>Local<br>Partners      |   | -<br>15,00<br>56,00<br><b>416,00</b><br><b>756,00</b><br><b>Total UT</b><br><b>Funds</b><br>50,100,00<br>-<br>1,423,24<br>3,275,55<br>600,00<br>8,285,19<br>-<br>3,500,00<br>1,420,00<br>0<br>8,285,19<br>-<br>3,500,00<br>0<br>1,500,00<br>0<br>2,000,00<br>-<br>1,000,00<br>2,000,00<br>-<br>1,000,00<br>2,000,00<br>-<br>1,000,00<br>2,000,00<br>-<br>1,000,00<br>-<br>1,000,00<br>-<br>-<br>1,000,00<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   |

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|     | Red Light Signal Enforcement   |   |   |                              |  |                                  |                              |                         | -  | -   |
|-----|--|---|---|------------------------------|--|----------------------------------|------------------------------|-------------------------|--|---|
|     | Rail Systems Total   | 13,800,000  | 11,000,000  | -                            |  | -                                |                              | -                       | 2,800,000  | 13,800,000  |
|     | Total Asset Management   | 90,033,982  | 12,500,000  | 2,400,000                    | 54,798,832                             | •                                | 8,103,375                    | •                       | 12,231,775   | 87,633,982  |
|     | Capital Development Projects   | 2024<br>Proposed<br>Budget  | Bonds   | Grants                       | Lease                                  | State<br>Funding                 | SL Cnty<br>4th Qtr           | Local<br>Partners       | UTA Other  | Total UTA<br>Funds  |
|     | Airport Station Relocation<br>3300/3500 South MAX Exp/Optimization   | -   |   |                              |  |                                  |                              |                         | -  | -   |
|     | Depot District   | -   |   |                              |  |                                  |                              |                         | -  | -   |
|     | Ogden/Weber State University BRT   | -   |   |                              |  |                                  |                              |                         | -  | -   |
|     | TIGER Program of Projects<br>Box Elder Right of Way Preservation   | -<br>2,000,000  |   |                              |  |                                  |                              |                         | -<br>2,000,000   | -<br>2,000,000  |
|     | Weber Cnty CR ROW Preservation   | 2,000,000   |   |                              |  |                                  |                              |                         | -  | 2,000,000   |
|     | Signal Pre-emption Projects w/UDOT   | -   |   |                              |  |                                  |                              |                         | -  | -   |
|     | Queue Cutter Projects with UDOT  | -   |   |                              |  |                                  |                              |                         | -  | -   |
|     | Point of Mountain AA/EIS<br>Office Equipment Reserve   | -<br>100,000  |   |                              |  |                                  |                              |                         | -<br>100,000   | -<br>100,000  |
|     | Positive Train Control   | -   |   |                              |  |                                  |                              |                         | -  | -   |
|     | Northern Utah County Double Track  | -   |   | 000.000                      |  |                                  |                              |                         | -  | -   |
|     | Bus Stop Imp System-Wide ADA<br>Bus Stop Imp/signage - SL County   | 1,000,000<br>1,736,438  |   | 800,000                      |  |                                  | 1,736,438                    |                         | 200,000  | 200,000<br>1,736,438  |
|     | UTA ADA Bus Stop Imp Utah Cnty   | 364,261   |   | 339,600                      |  |                                  | 1,750,450                    |                         | -<br>24,661  | 24,661  |
|     | Wayfinding Signage   | 1,500,000   |   | 200,000                      |  |                                  |                              |                         | 1,300,000  | 1,300,000   |
|     | Operator Restrooms System-Wide   | 750,000   | 150,000   | 600,000                      |  |                                  |                              |                         | -  | 150,000   |
|     | Operator Restrooms - SL County   | -   |   |                              |  |                                  |                              |                         | -  | -   |
|     | 650 South Station<br>Davis-SLC Community Connector   | -<br>100,000,000  | 10,000,000  | 70,000,000                   |  |                                  |                              | 20,000,000              | -  | -<br>10,000,000   |
| 83  | Sharp-Tintic Rail Connection   | -   | ,   | , ,                          |  |                                  |                              | ,200,000                | -  | -   |
|     | North Temple EOL (SLC CMAQ grant)<br>U of U EOL  | -   |   |                              |  |                                  |                              |                         | -  | -   |
|     | Fort Union EOL   |   |   |                              |  |                                  |                              |                         | -  | -   |
| 87  | 5600 W/4500 S EOL  |   |   |                              |  |                                  |                              |                         | -  | -   |
|     | Meadowbrook Expansion<br>FR Business Plan  |   |   |                              |  |                                  |                              |                         | -  | -   |
|     | Layton FrontRunner Parking Garage  | -   |   |                              |  |                                  |                              |                         | -  | -   |
| 91  | FR Snow Melt System Replacement  |   |   |                              |  |                                  |                              |                         | -  | -   |
|     | MSP220-5310  |   |   |                              |  |                                  |                              |                         | -  | -   |
|     | MSP221-5310<br>MSP222-5310   |   |   |                              |  |                                  |                              |                         | -  | -   |
| 95  | FY19/20 - 5310 Funds - SL/WV   |   |   |                              |  |                                  |                              |                         | -  | -   |
|     | FY19/20 - 5310 Funds - O/L<br>FY19/20 - 5310 Funds - P/O   |   |   |                              |  |                                  |                              |                         | -  | -   |
|     | FY21/22 - 5310 Funds - SL/WV   |   |   |                              |  |                                  |                              |                         | -  | -   |
|     | FY21/22 - 5310 Funds - O/L   |   |   |                              |  |                                  |                              |                         | -  | -   |
|     | FY21/22 - 5310 Funds - P/O<br>FY23/24 - 5310 Funds - SL/WV   | 1,412,427   |   | 1,412,427                    |  |                                  |                              |                         | -  | -   |
|     | FY23/24 - 5310 Funds - O/L   | 810,215   |   | 810,215                      |  |                                  |                              |                         | -  | -   |
|     | FY23/24 - 5310 Funds - P/O   | 533,782   |   | 533,782                      |  |                                  |                              |                         | -  | -   |
|     | 5310 Admin Funds<br>Capital Planning/Env Analysis  | 500,000   |   |                              |  |                                  |                              |                         | -<br>500,000   | -<br>500,000  |
|     | Mid-Valley Connector   | 000,000   |   |                              |  |                                  |                              |                         | -  | -   |
|     | FrontRunner Double Tracking  |   |   |                              |  |                                  |                              |                         | -  | -   |
|     | Green Line Reconfiguration   |   |   |                              |  |                                  |                              |                         | -  | -   |
|     | Central Corridor Transit<br>Warm Springs upgrades/exp  | 8,923,000   | 8,923,000   |                              |  |                                  |                              |                         | -  | -<br>8,923,000  |
|     | Gap filler on FR stations  | 0,020,000   | 0,020,000   |                              |  |                                  |                              |                         | -  | -   |
| 112 | Historic Utah Southern Rail Trail  | 300,000   |   | 279,690                      |  |                                  |                              | 20,310                  | -  | -   |
|     | Mt Ogden Admin Bldg expansion  | 0.000.000   |   |                              |  |                                  |                              |                         | -  | -   |
|     | Capital Contingency Total Capital Development Projects   | 2,000,000<br><b>121,930,123</b>   | 19,073,000  | 74,975,714                   | -                                      | -                                | 1,736,438                    | 20,020,310              | 2,000,000<br>6,124,661   | 2,000,000<br>26,934,099   |
|     |  | , ,   | , ,   | , ,                          |  |                                  |                              | . ,                     |  |   |
|     | Total Overall Capital Budget   | 223,713,105   | 31,573,000  | 77,375,714                   | 62,798,832                             |                                  | 9,839,813                    | 20,020,310              | 22,105,436   | 126,317,081   |
|     |  |   |   |                              |  |                                  |                              |                         |  |   |
|     | Summary by Category  | 2024<br>Proposed  | Bonds   | Grants                       | Lease                                  | State<br>Funding                 | SL Cnty<br>4th Qtr           | Local<br>Partners       | UTA Other  | Total UTA<br>Funds  |
|     | Summary by Category  |   | Bonds   |                              | Lease                                  |                                  | SL Cnty                      |                         | UTA Other  |   |
|     | Summary by Category  | Proposed  | Bonds   |                              | Lease<br>8,000,000                     |                                  | SL Cnty                      |                         | UTA Other<br>2,993,000   |   |
|     | Information Technology<br>Safety & Security  | Proposed<br>Budget           10,993,000           756,000   | -   |                              | 8,000,000                              |                                  | SL Cnty                      |                         | 2,993,000<br>756,000   | Funds<br>10,993,000<br>756,000  |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet  | Proposed<br>Budget<br>10,993,000<br>756,000<br>56,648,832   | Bonds<br>-<br>-<br>1,500,000  | Grants<br>-<br>-<br>-        |  |                                  | SL Cnty<br>4th Qtr<br>-<br>- | Partners<br>-<br>-<br>- | 2,993,000<br>756,000<br>350,000  | Funds<br>10,993,000<br>756,000<br>56,648,832                            |
|     | Information Technology<br>Safety & Security  | Proposed<br>Budget           10,993,000           756,000   | -   |                              | 8,000,000                              |                                  | SL Cnty                      |                         | 2,993,000<br>756,000   | Funds<br>10,993,000<br>756,000  |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair   | Proposed<br>Budget           10,993,000           756,000           56,648,832           13,685,150   | -   | Grants<br>-<br>-<br>-        | 8,000,000                              | Funding<br>-<br>-<br>-<br>-<br>- | SL Cnty<br>4th Qtr<br>-<br>- | Partners<br>-<br>-<br>- | 2,993,000<br>756,000<br>350,000<br>3,181,775   | Funds<br>10,993,000<br>756,000<br>56,648,832<br>11,285,150              |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance<br>Rail Maintenance Projects<br>Airport LRT   | Proposed<br>Budget           10,993,000           756,000           56,648,832           13,685,150           2,600,000   | -<br>-<br>1,500,000<br>-<br>-   | Grants 2,400,000             | 8,000,000<br>-<br>54,798,832<br>-<br>- | Funding<br>-<br>-<br>-<br>-<br>- | SL Cnty<br>4th Qtr<br>-<br>- | Partners<br>-<br>-<br>- | 2,993,000<br>756,000<br>350,000<br>3,181,775<br>2,600,000  | Funds<br>10,993,000<br>756,000<br>56,648,832<br>11,285,150<br>2,600,000 |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance<br>Rail Maintenance Projects<br>Airport LRT<br>Depot District   | Proposed<br>Budget  | -<br>-<br>1,500,000<br>-<br>-<br>11,000,000<br>-<br>-<br>-  | Grants 2,400,000             | 8,000,000<br>-<br>54,798,832<br>-<br>- | Funding<br>-<br>-<br>-<br>-<br>- | SL Cnty<br>4th Qtr<br>-<br>- | Partners<br>-<br>-<br>- | 2,993,000<br>756,000<br>350,000<br>3,181,775<br>2,600,000<br>6,100,000<br>-<br>-                               | Funds<br>10,993,000<br>756,000<br>56,648,832<br>11,285,150<br>2,600,000 |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance<br>Rail Maintenance Projects<br>Airport LRT<br>Depot District<br>Ogden/Weber BRT  | Proposed<br>Budget           10,993,000           756,000           56,648,832           13,685,150           2,600,000   | -<br>-<br>1,500,000<br>-<br>-   | Grants 2,400,000             | 8,000,000<br>-<br>54,798,832<br>-<br>- | Funding<br>-<br>-<br>-<br>-<br>- | SL Cnty<br>4th Qtr<br>-<br>- | Partners<br>-<br>-<br>- | 2,993,000<br>756,000<br>350,000<br>3,181,775<br>2,600,000<br>6,100,000<br>-                                    | Funds<br>10,993,000<br>756,000<br>56,648,832<br>11,285,150<br>2,600,000 |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance<br>Rail Maintenance Projects<br>Airport LRT<br>Depot District   | Proposed<br>Budget  | -<br>-<br>1,500,000<br>-<br>-<br>11,000,000<br>-<br>-<br>-<br>-<br>-  | Grants 2,400,000             | 8,000,000<br>-<br>54,798,832<br>-<br>- | Funding<br>-<br>-<br>-<br>-<br>- | SL Cnty<br>4th Qtr<br>-<br>- | Partners<br>-<br>-<br>- | 2,993,000<br>756,000<br>350,000<br>3,181,775<br>2,600,000<br>6,100,000<br>-<br>-<br>-<br>-                     | Funds<br>10,993,000<br>756,000<br>56,648,832<br>11,285,150<br>2,600,000 |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance<br>Rail Maintenance Projects<br>Airport LRT<br>Depot District<br>Ogden/Weber BRT<br>TIGER First/Last Mile Projects<br>Northern Utah Cnty Dbl Track<br>Midvalley BRT | Proposed<br>Budget           10,993,000           10,956,000           56,648,832           13,685,150           2,600,000           17,100,000           - | -<br>-<br>1,500,000<br>-<br>-<br>11,000,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | Grants 2,400,000 - 2,400,000 | 8,000,000<br>-<br>54,798,832<br>-<br>- | Funding<br>-<br>-<br>-<br>-<br>- | SL Cnty<br>4th Qtr<br>-<br>- | Partners                | 2,993,000<br>756,000<br>350,000<br>3,181,775<br>2,600,000<br>6,100,000<br>-<br>-<br>-<br>-<br>-                | Funds 10,993,000 756,000 56,648,832 11,285,150 2,600,000 17,100,000     |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance<br>Rail Maintenance Projects<br>Airport LRT<br>Depot District<br>Ogden/Weber BRT<br>TIGER First/Last Mile Projects<br>Northern Utah Cnty Dbl Track                  | Proposed<br>Budget  | -<br>-<br>1,500,000<br>-<br>-<br>11,000,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   | Grants 2,400,000 2,400,000   | 8,000,000<br>-<br>54,798,832<br>-<br>- | Funding<br>-<br>-<br>-<br>-<br>- | SL Cnty<br>4th Qtr<br>-<br>- | Partners<br>-<br>-<br>- | 2,993,000<br>756,000<br>350,000<br>3,181,775<br>2,600,000<br>6,100,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | Funds<br>10,993,000<br>756,000<br>56,648,832<br>11,285,150<br>2,600,000 |

# 9-16-20 DRAFT: UTA 5-Year Capital Plan: 2025 Details

|   | Project Name   | 2025<br>Proposed<br>Budget   | Bonds     | Grants    | Lease                  | State<br>Funding | SLCnty<br>4th Qtr      | Local<br>Partners                     | UTA Other  | Total UTA<br>Funds  |
|---|--|--|-----------|-----------|------------------------|------------------|------------------------|---------------------------------------|--|---|
|   | Information Technology   |  |           |           |                        |                  |                        |                                       |  |   |
| 1   | In-house App Dev. & Enhancements   | 200,000  |           |           |                        |                  |                        |                                       | 200,000  | 200,000   |
|   | Radio Communication Infrastructure   | 100,000  |           |           |                        |                  |                        |                                       | 100,000  | 100,000   |
|   | Server, Storage Infrastructure Eq & SW   | 255,000  |           |           |                        |                  |                        |                                       | 255,000  | 255,000   |
|   | Rail Communication On-Board Tech   | 100,000<br>260,000   |           |           |                        |                  |                        |                                       | 100,000<br>260,000   | 100,000<br>260,000  |
|   | Bus Communication On-Board Tech  | 100,000  |           |           |                        |                  |                        |                                       | 100,000  | 100,000   |
|   | IT Managed Reserved (formerly IT Pool)   | 400,000  |           |           |                        |                  |                        |                                       | 400,000  | 400,000   |
|   | Network & Infrastructure Equipment   | 300,000  |           |           |                        |                  |                        |                                       | 300,000  | 300,000   |
|   | FrontRunner WiFi Enhancements  | 50,000   |           |           |                        |                  |                        |                                       | 50,000   | 50,000  |
| 10  | Init APC Upgrade   | -  |           |           |                        |                  |                        |                                       | -  | -   |
|   | Electronic Fare Collection Maint & Rep   | -  |           |           |                        |                  |                        |                                       | -  | -   |
|   | ArcGIS GeoEvent Server for Live Data   | -  |           |           |                        |                  |                        |                                       | -  | -   |
|   | Rail TVM SOGR - PCI Compliance   | 50,000   |           |           |                        |                  |                        |                                       | 50,000   | 50,000  |
|   | TVM for UVX (needed if Free Fare ends)   | -  |           |           | 500.000                |                  |                        |                                       | -  | -   |
|   | New Radio Communication System   | 500,000  | -         |           | 500,000                |                  |                        |                                       | -  | 500,000   |
|   |  | 250.000  |           |           |                        |                  |                        |                                       | -  | 250.000   |
|   | Passenger Information  | 350,000  |           |           |                        |                  |                        |                                       | 350,000  | 350,000   |
|   | Transit Management Sytem   | -  |           |           |                        |                  |                        |                                       | -  | -   |
| 19  | JDE System Enhancement   | 50,000   |           |           |                        |                  |                        |                                       | 50,000   | 50,000  |
|   | Total Information Technology   | 2,715,000  | -         | -         | 500,000                | -                | -                      | •                                     | 2,215,000  | 2,715,000   |
|   | Safety & Security/Police   | 2025<br>Proposed<br>Budget   | Bonds     | Grants    | Lease                  | State<br>Funding | SLCnty<br>4th Qtr      | Local<br>Partners                     | UTA Other  | Total UTA<br>Funds  |
|   | Safety & Security  | Duugot   |           |           |                        |                  |                        |                                       |  |   |
|   | Corridor Fencing   | 50,000   |           |           |                        |                  |                        |                                       | 50,000   | 50000   |
|   | Camera Sustainability  | 50,000   |           |           |                        |                  |                        |                                       | 50,000   | 50000   |
|   | Access Control for Data Rooms  | -  |           |           |                        |                  |                        |                                       | -  | 0   |
|   | Bus Camera Overhaul/Replacement  | -  |           |           |                        |                  |                        |                                       | -  | 0   |
|   | Bus Safety and Security  | 30,000   |           |           |                        |                  |                        |                                       | 30,000   | 30000   |
|   | Facility Security  | 50,000   |           |           |                        |                  |                        |                                       | 50,000   | 50000   |
|   | Next Crossing Camera Installation  | 40,000   |           |           |                        |                  |                        |                                       | 40,000   | 40000   |
|   | / Safety General Projects  | 100,000  |           |           |                        |                  |                        |                                       | 100,000  | 100000  |
| 28  | Security General Projects  | 20,000   |           |           |                        |                  |                        |                                       | 20,000   | 20000   |
|   | Safety & Security Total  | 340,000  | -         | -         | •                      | -                | •                      | •                                     | 340,000  | 340,000   |
|   | Police   |  |           |           |                        |                  |                        |                                       |  |   |
| 29  | Ballistic Vest Replacement   | 25,000   |           |           |                        |                  |                        |                                       | 25,000   | 25,000  |
| 30  | Vehicle Replacement/Expansion  | 320,000  |           |           |                        |                  |                        |                                       | 320,000  | 320,000   |
| 31  | Tasers   |  |           |           |                        |                  |                        |                                       | -  | -   |
| 32  | 2 Emergency Operations Training  | 15,000   |           |           |                        |                  |                        |                                       | 15,000   | 15,000.00   |
| 33  | Police Radio Replacements  |  |           |           |                        |                  |                        |                                       | -  | -   |
|   | Police Total   | 360,000  | -         | -         | •                      | -                | •                      | •                                     | 360,000  | 360,000   |
|   | Total Safety & Security  | 700,000  | -         | -         | -                      | -                | •                      | -                                     | 700,000  | 700,000   |
|   | Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)   | 2025<br>Proposed<br>Budget   | Bonds     | Grants    | Lease                  | State<br>Funding | SLCnty<br>4th Qtr      | Local<br>Partners                     | UTA Other  | Total UTA<br>Funds  |
|   | Vehicles   |  |           |           |                        |                  |                        |                                       |  |   |
| 34  | Bus Replacement  |  |           |           | 43,000,000             |                  |                        |                                       | -  | 43,000,000  |
|   |  | 43,000,000   |           |           |                        |                  |                        |                                       |  | · · ·   |
| 35  | 20 Electric Buses/Infrastructure-SLCo  | -  |           |           |                        |                  |                        |                                       | -  | -   |
| 36  | Van Pool Replacement   | -<br>1,800,000   |           |           | 1,800,000              |                  |                        |                                       | -  | -<br>1,800,000  |
| 36<br>37  | Van Pool Replacement<br>Paratransit Vehicle Replacment   | -<br>1,800,000<br>3,400,000  |           |           | 1,800,000<br>3,400,000 |                  |                        |                                       | -  | -<br>1,800,000<br>3,400,000   |
| 36<br>37<br>38  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace  | -<br>1,800,000<br>3,400,000<br>3,000,000   |           | 2,400,000 |                        |                  | 0 402 275              |                                       | -<br>-<br>-<br>600,000   | -<br>1,800,000<br>3,400,000<br>600,000  |
| 36<br>37<br>38<br>39  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab  | -<br>1,800,000<br>3,400,000  |           | 2,400,000 |                        |                  | 8,103,375              |                                       | -<br>-<br>600,000<br>2,478,400   | -<br>1,800,000<br>3,400,000   |
| 36<br>37<br>38<br>39<br>40  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul   | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775   |           | 2,400,000 |                        |                  | 8,103,375              |                                       | 2,478,400<br>-   | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-   |
| 36<br>37<br>38<br>39<br>40<br>41  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace  | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000  | 7.500.000 | 2,400,000 |                        |                  | 8,103,375              |                                       |  | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000  |
| 36<br>37<br>38<br>39<br>40<br>41<br>42  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul   | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775   | 7,500,000 | 2,400,000 |                        |                  | 8,103,375              |                                       | 2,478,400<br>-   | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-   |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement   | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000  | 7,500,000 | 2,400,000 |                        |                  | 8,103,375              |                                       | 2,478,400<br>-   | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000  |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair  | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>7,500,000   | 7,500,000 | 2,400,000 |                        |                  | 8,103,375<br>8,103,375 |                                       | 2,478,400<br>-<br>500,000<br>-<br>-  | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-  |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total   | -<br>1,800,000<br>3,400,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000   |           |           | 3,400,000              | -                |                        | -                                     | 2,478,400<br>-<br>500,000<br>-<br>-<br>2,000,000   | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000   |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities   | -<br>1,800,000<br>3,400,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000<br>71,781,775   |           |           | 3,400,000              |                  |                        | -                                     | 2,478,400<br>-<br>500,000<br>-<br>-<br>2,000,000<br>5,578,400  | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000<br><b>69,381,775</b>  |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement   | -<br>1,800,000<br>3,400,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000<br>71,781,775   |           |           | 3,400,000              |                  |                        |                                       | 2,478,400<br>-<br>500,000<br>-<br>2,000,000<br>5,578,400   | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000  |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>45  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve  | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000  |           |           | 3,400,000              |                  |                        |                                       | 2,478,400<br>-<br>500,000<br>-<br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000   | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000   |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>45<br>46<br>47  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace  | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000   |           |           | 3,400,000              |                  |                        | · · · · · · · · · · · · · · · · · · · | 2,478,400<br>-<br>500,000<br>-<br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>250,000  | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000<br><b>69,381,775</b><br>2,000,000<br>1,000,000<br>250,000   |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>LRV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement   | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000  |           |           | 3,400,000              |                  |                        |                                       | 2,478,400<br>-<br>500,000<br>-<br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000   | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000   |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>45<br>46<br>47<br>48<br>49  | Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Facilities Facilities Rehab and Replacement Equipment Managed Reserve Stations and Platforms Rehab/Replace Park and Ride Rehab/Replacement Meadowbrook Flooring/Lighting  | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000  |           |           | 3,400,000              |                  |                        |                                       | 2,478,400<br>-<br>500,000<br>-<br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000   | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000   |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>45<br>46<br>47<br>48<br>49  | Van Pool Replacement Paratransit Vehicle Replacment Bus Engine/Trans/Comp Rehab/Replace Light Rail Vehicle Rehab Commuter Rail Engine Overhaul Non-Rev Service Vehicle Replace Comet Car Replacement LRV Accident Repair Commuter Rail Vehicle Rehab Vehicles Total Facilities Facilities Facilities Rehab and Replacement Equipment Managed Reserve Stations and Platforms Rehab/Replace Park and Ride Rehab/Replacement Meadowbrook Flooring/Lighting Building Remodels/Reconfiguration Facilities Total   | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000<br>71,781,775<br>2,000,000<br>1,000,000<br>250,000   |           |           | 3,400,000              |                  |                        |                                       | 2,478,400<br>-<br>500,000<br>-<br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000   | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000<br><b>69,381,775</b><br>2,000,000<br>1,000,000<br>250,000   |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure   | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000   | 7,500,000 | 2,400,000 | 3,400,000              |                  | 8,103,375              | · · · · · · · · · · · · · · · · · · · | 2,478,400<br><br>500,000<br><br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000  | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>-<br>100,000<br>4,350,000  |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RAV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement  | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000   | 7,500,000 | 2,400,000 | 3,400,000              |                  | 8,103,375              |                                       | 2,478,400<br>-<br>500,000<br>-<br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000   | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>1,000,000<br>-<br>100,000  |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure   | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>2,000,000<br>2,000,000<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000   | 7,500,000 | 2,400,000 | 3,400,000              |                  | 8,103,375              |                                       | 2,478,400<br>-<br>500,000<br>-<br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000  | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>1,000,000<br>-<br>100,000<br>4,350,000   |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52<br>53  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RAV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement  | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000<br>4,000,000<br>250,000   | 7,500,000 | 2,400,000 | 3,400,000              |                  | 8,103,375              |                                       | 2,478,400<br><br>500,000<br><br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000<br>4,350,000   | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000<br>69,381,775<br>-<br>2,000,000<br>1,000,000<br>1,000,000<br>-<br>100,000<br>4,350,000<br>250,000   |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52<br>53<br>54  | <ul> <li>Van Pool Replacement</li> <li>Paratransit Vehicle Replacment</li> <li>Bus Engine/Trans/Comp Rehab/Replace</li> <li>Light Rail Vehicle Rehab</li> <li>Commuter Rail Engine Overhaul</li> <li>Non-Rev Service Vehicle Replace</li> <li>Comet Car Replacement</li> <li>LRV Accident Repair</li> <li>Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> <li>Facilities</li> <li>Facilities Rehab and Replacement</li> <li>Equipment Managed Reserve</li> <li>Stations and Platforms Rehab/Replace</li> <li>Park and Ride Rehab/Replacement</li> <li>Meadowbrook Flooring/Lighting</li> <li>Building Remodels/Reconfiguration</li> <li>Facilities Total</li> <li>Rail Infrastructure</li> <li>Rail Rehab and Replacement</li> <li>Ballast and Ties Rehab/Replacement</li> <li>Ballast and Ties Rehab/Replacement</li> <li>Ballast and Ties Rehab/Replacement</li> <li>Raid Crossings Rehab/Replacement</li> <li>Rail Infrastructure Total</li> </ul>   | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>2,000,000<br>2,000,000<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>250,000<br>4,000,000   | 7,500,000 | 2,400,000 | 3,400,000              |                  | 8,103,375              |                                       | 2,478,400<br><br>500,000<br><br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000<br>4,350,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,0 | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000<br>4,000,000  |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52<br>53<br>54  | <ul> <li>Van Pool Replacement</li> <li>Paratransit Vehicle Replacment</li> <li>Bus Engine/Trans/Comp Rehab/Replace</li> <li>Light Rail Vehicle Rehab</li> <li>Commuter Rail Engine Overhaul</li> <li>Non-Rev Service Vehicle Replace</li> <li>Comet Car Replacement</li> <li>LRV Accident Repair</li> <li>Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> <li>Facilities</li> <li>Facilities Rehab and Replacement</li> <li>Equipment Managed Reserve</li> <li>Stations and Platforms Rehab/Replace</li> <li>Park and Ride Rehab/Replacement</li> <li>Meadowbrook Flooring/Lighting</li> <li>Building Remodels/Reconfiguration</li> <li>Facilities Total</li> <li>Rail Infrastructure</li> <li>Grade Crossings Rehab/Replacement</li> <li>Rail Infrastructure Total</li> <li>Rail Systems</li> </ul>  | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>2,000,000<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>4,000,000<br>250,000<br>0<br>4,000,000<br>250,000<br>0<br>4,000,000<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000, | 7,500,000 | 2,400,000 | 3,400,000              |                  | 8,103,375              |                                       | 2,478,400<br><br>500,000<br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000  | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>-<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>250,000<br>4,000,000<br>250,000<br>6,650,000  |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52<br>53<br>54  | <ul> <li>Van Pool Replacement</li> <li>Paratransit Vehicle Replacment</li> <li>Bus Engine/Trans/Comp Rehab/Replace</li> <li>Light Rail Vehicle Rehab</li> <li>Commuter Rail Engine Overhaul</li> <li>Non-Rev Service Vehicle Replace</li> <li>Comet Car Replacement</li> <li>LRV Accident Repair</li> <li>Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> <li>Facilities</li> <li>Facilities Rehab and Replacement</li> <li>Equipment Managed Reserve</li> <li>Stations and Platforms Rehab/Replace</li> <li>Park and Ride Rehab/Replacement</li> <li>Meadowbrook Flooring/Lighting</li> <li>Building Remodels/Reconfiguration</li> <li>Facilities Total</li> <li>Rail Infrastructure</li> <li>Rail Rehab and Replacement</li> <li>Bridge Rehabilitation &amp; Maintenance</li> <li>Grade Crossings Rehab/Replacement</li> <li>Rail Infrastructure Total</li> <li>Rail Systems</li> <li>Traction Power Rehab/Replacement</li> </ul>   | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>2,000,000<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>4,350,000<br>2,000,000<br>6,650,000   | 7,500,000 | 2,400,000 | 3,400,000              |                  | 8,103,375              |                                       | 2,478,400<br><br>500,000<br><br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000  | - 1,800,000<br>3,400,000<br>600,000<br>10,581,775<br><br>500,000<br>7,500,000<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>1,000,000<br>250,000<br>4,350,000<br>4,000,000<br>2,000,000<br>6,650,000  |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52<br>53<br>54  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>RV Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Rail Rehab and Replacement<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Bridge Rehabilitation & Maintenance<br>Grade Crossings Rehab/Replacement<br>Rail Infrastructure Total<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Train Control Rehab/Replacement | - 1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>4,000,000<br>2,000,000<br>6,650,000<br>500,000  | 7,500,000 | 2,400,000 | 3,400,000              |                  | 8,103,375              |                                       | 2,478,400<br><br>500,000<br><br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000<br>4,350,000<br>4,000,000<br>2,000,000<br>4,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,0 | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000<br>4,350,000<br>4,000,000<br>2,000,000<br>6,650,000<br>500,000  |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>45<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52<br>53<br>54<br>55<br>55<br>56<br>57                              | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>Rev Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Rail Rehab Ballast and Ties Rehab/Replacement<br>Rail Rehab Infrastructure Total<br>Rail Infrastructure Total<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Rail Switches/Trackwork Controls  | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>2,000,000<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>4,350,000<br>6,650,000<br>500,000<br>4,500,000  | 7,500,000 | 2,400,000 | 3,400,000              |                  | 8,103,375              |                                       | 2,478,400<br><br>500,000<br><br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000<br>4,350,000<br>4,000,000<br>6,650,000<br>-<br>-<br>500,000<br>4,500,000  | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000<br>4,000,000<br>250,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000 |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>43<br>44<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52<br>53<br>54<br>55<br>55<br>56<br>57<br>58                  | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>Rev Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Ballast and Ties Rehab/Replacement<br>Traction Power Rehab/Replacement<br>Traction Power Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Rail Switches/Trackwork Controls<br>Stray Current Mitigation  | -<br>1,800,000<br>3,400,000<br>10,581,775<br>500,000<br>7,500,000<br>2,000,000<br>2,000,000<br>1,000,000<br>2,000,000<br>1,000,000<br>4,350,000<br>2,000,000<br>2,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000<br>3,000,000       | 7,500,000 | 2,400,000 | 3,400,000              |                  | 8,103,375              |                                       | 2,478,400<br><br>500,000<br><br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000<br>4,000,000<br>6,650,000<br><br>500,000<br>4,500,000<br>1,500,000  |   |
| 36<br>37<br>38<br>39<br>40<br>41<br>42<br>43<br>44<br>43<br>44<br>45<br>45<br>46<br>47<br>48<br>49<br>50<br>50<br>51<br>52<br>53<br>54<br>54<br>55<br>56<br>57<br>58<br>8<br>59 | Van Pool Replacement<br>Paratransit Vehicle Replacment<br>Bus Engine/Trans/Comp Rehab/Replace<br>Light Rail Vehicle Rehab<br>Commuter Rail Engine Overhaul<br>Non-Rev Service Vehicle Replace<br>Comet Car Replacement<br>Rev Accident Repair<br>Commuter Rail Vehicle Rehab<br>Vehicles Total<br>Facilities<br>Facilities Rehab and Replacement<br>Equipment Managed Reserve<br>Stations and Platforms Rehab/Replace<br>Park and Ride Rehab/Replacement<br>Meadowbrook Flooring/Lighting<br>Building Remodels/Reconfiguration<br>Facilities Total<br>Rail Infrastructure<br>Rail Rehab and Replacement<br>Ballast and Ties Rehab/Replacement<br>Rail Rehab Ballast and Ties Rehab/Replacement<br>Rail Rehab Infrastructure Total<br>Rail Infrastructure Total<br>Rail Infrastructure Total<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Rail Systems<br>Traction Power Rehab/Replacement<br>Rail Switches/Trackwork Controls  | -<br>1,800,000<br>3,400,000<br>3,000,000<br>10,581,775<br>500,000<br>2,000,000<br>2,000,000<br>1,000,000<br>250,000<br>1,000,000<br>4,350,000<br>4,350,000<br>6,650,000<br>500,000<br>4,500,000  | 7,500,000 | 2,400,000 | 3,400,000              |                  | 8,103,375              |                                       | 2,478,400<br><br>500,000<br><br>2,000,000<br>5,578,400<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000<br>4,350,000<br>4,000,000<br>6,650,000<br>-<br>-<br>500,000<br>4,500,000  | -<br>1,800,000<br>3,400,000<br>600,000<br>10,581,775<br>-<br>500,000<br>7,500,000<br>2,000,000<br>69,381,775<br>2,000,000<br>1,000,000<br>1,000,000<br>1,000,000<br>4,350,000<br>4,000,000<br>250,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000 |

DocuSign Envelope ID: D6C96FD7-E31B-4CA3-A86F-9E22601C543B

|     | pe ID: D6C96FD7-E31B-4CA3-A86F<br>Rail Systems Total   | -9E22601C543B<br>11,100,000  | 500,000  | -  | -  | -                                     | -                 | -                                 | 10,600,000  | 11,100,000   |
|-----|--|--|--|--|--|---------------------------------------|-------------------|-----------------------------------|---|--|
|     | Total Asset Management   | 93,881,775   | 8,000,000  | 2,400,000  | 48,200,000   | -                                     | 8,103,375         | -                                 | 27,178,400  | 91,481,775   |
|     |  | 2025   |  |  |  |                                       |                   |                                   |   |  |
|     | Capital Development Projects   | Proposed<br>Budget   | Bonds  | Grants   | Lease  | State<br>Funding                      | SLCnty<br>4th Qtr | Local<br>Partners                 | UTA Other   | Total UTA<br>Funds   |
| 62  | 1  |  |  |  |  |                                       |                   |                                   | -   | -  |
|     | 3300/3500 South MAX Exp/Optimization<br>Depot District   | -  |  |  |  |                                       |                   |                                   | -   | -  |
|     | Ogden/Weber State University BRT   | -  |  |  |  |                                       |                   |                                   | -   | -  |
|     | TIGER Program of Projects  | -  |  |  |  |                                       |                   |                                   | -   | -  |
|     | Box Elder Right of Way Preservation  | -  |  |  |  |                                       |                   |                                   | -   | -  |
|     | Weber Cnty CR ROW Preservation   | -  |  |  |  |                                       |                   |                                   | -   | -  |
|     | Signal Pre-emption Projects w/UDOT   | -  |  |  |  |                                       |                   |                                   | -   | -  |
|     | Queue Cutter Projects with UDOT  | -  |  |  |  |                                       |                   |                                   | -   | -  |
|     | Point of Mountain AA/EIS<br>Office Equipment Reserve   | 100,000.00   |  |  |  |                                       |                   |                                   | -<br>100,000  | - 100,000.00   |
|     | Positive Train Control   | 100,000.00   |  |  |  |                                       |                   |                                   | -   | -  |
|     | Northern Utah County Double Track  | -  |  |  |  |                                       |                   |                                   | -   | -  |
|     | Bus Stop Imp System-Wide ADA   | -  |  |  |  |                                       |                   |                                   | -   | -  |
|     | Bus Stop Imp/signage - SL County   | 1736439  |  |  |  |                                       | 1,736,439         |                                   | 0   | 1736439  |
|     | UTA ADA Bus Stop Imp Utah Cnty   | -  |  |  |  |                                       |                   |                                   | - 0   | 0  |
|     | Wayfinding Signage<br>Operator Restrooms System-Wide   | -  |  |  |  |                                       |                   |                                   | 0   | 0  |
|     | Operator Restrooms - SL County   | -  |  |  |  |                                       |                   |                                   | 0   | 0  |
|     | 650 South Station  | -  |  |  |  |                                       |                   |                                   | 0   | 0  |
| 82  | Davis-SLC Community Connector  | -  |  |  |  |                                       |                   |                                   | 0   | 0  |
|     | Sharp-Tintic Rail Connection   |  |  |  |  |                                       |                   | 1 000 000                         | 0   | 0  |
|     | North Temple EOL (SLC CMAQ grant)<br>U of U EOL  | 3,936,600  |  | 2,270,092  |  |                                       |                   | 1,666,508                         | - 0   | -  |
|     | Fort Union EOL   |  |  |  |  |                                       |                   |                                   | 0   | 0  |
|     | 5600 W/4500 S EOL  |  |  |  |  |                                       |                   |                                   | 0   | 0  |
|     | Meadowbrook Expansion  |  |  |  |  |                                       |                   |                                   | 0   | 0  |
|     | FR Business Plan   |  |  |  |  |                                       |                   |                                   | 0   | 0  |
|     | Layton FrontRunner Parking Garage<br>FR Snow Melt System Replacement   | 0  |  |  |  |                                       |                   |                                   | 0   | 0  |
|     | MSP220-5310  | 0  |  |  |  |                                       |                   |                                   | -   | -  |
|     | MSP221-5310  |  |  |  |  |                                       |                   |                                   | -   | -  |
|     | MSP222-5310  |  |  |  |  |                                       |                   |                                   | -   | -  |
|     | FY19/20 - 5310 Funds - SL/WV<br>FY19/20 - 5310 Funds - O/L   |  |  |  |  |                                       |                   |                                   | -   | -  |
|     | FY19/20 - 5310 Funds - D/L   |  |  |  |  |                                       |                   |                                   | -   | -  |
|     | FY21/22 - 5310 Funds - SL/WV   |  |  |  |  |                                       |                   |                                   | -   | -  |
|     | FY21/22 - 5310 Funds - O/L   |  |  |  |  |                                       |                   |                                   | -   | -  |
|     | FY21/22 - 5310 Funds - P/O   |  |  |  |  |                                       |                   |                                   | -   | -  |
|     | FY23/24 - 5310 Funds - SL/WV<br>FY23/24 - 5310 Funds - O/L   |  |  |  |  |                                       |                   |                                   | -   | -  |
|     | FY23/24 - 5310 Funds - P/O   |  |  |  |  |                                       |                   |                                   | -   | -  |
|     | 5310 Admin Funds   |  |  |  |  |                                       |                   |                                   | -   | -  |
|     | Capital Planning/Env Analysis  | 500,000  |  |  |  |                                       |                   |                                   | 500,000   | 500,000  |
|     | Mid-Valley Connector   |  |  |  |  |                                       |                   |                                   | -   | 0  |
|     | FrontRunner Double Tracking<br>Green Line Reconfiguration  |  |  |  |  |                                       |                   |                                   | -   | 0  |
|     | Central Corridor Transit   |  |  |  |  |                                       |                   |                                   | _   | 0  |
|     | Warm Springs upgrades/exp  |  |  |  |  |                                       |                   |                                   | -   | 0  |
|     | Gap filler on FR stations  |  |  |  |  |                                       |                   |                                   | -   | 0  |
| 112 | Historic Utah Southern Rail Trail  |  |  |  |  |                                       |                   |                                   | -   | 0  |
|     | Mt Ogden Admin Bldg expansion  |  |  |  |  |                                       |                   |                                   | -   | 0  |
|     | Capital Contingency  | 2,000,000  |  | 0.070.000  |  |                                       | 4 700 400         | 4 000 500                         | 2,000,000   | 2,000,000  |
|     | Total Capital Development Projects   | 8,273,039  | •  | 2,270,092  | •  | •                                     | 1,736,439         | 1,666,508                         | 2,600,000   | 4,336,439  |
|     |  |  |  |  |  |                                       |                   |                                   |   |  |
|     | Total Overall Capital Budget   | 105,569,814  | 8,000,000  | 4,670,092  | 48,700,000   | •                                     | 9,839,814         | 1,666,508                         | 32,693,400  | 99,233,214   |
|     |  |  |  |  |  |                                       |                   |                                   |   |  |
|     | Summary by Category  | 2025<br>Proposed<br>Budget   | Bonds  | Grants   | Lease  | State<br>Funding                      | SLCnty<br>4th Qtr | Local<br>Partners                 | UTA Other   | Total UTA<br>Funds   |
|     | Summary by Category  | Proposed<br>Budget   | Bonds  | Grants   |  |                                       | -                 |                                   |   | Funds  |
|     | Information Technology   | Proposed<br>Budget<br>2,715,000  | Bonds<br>-   | Grants<br>-  | Lease<br>500,000   |                                       | -                 |                                   | 2,215,000   | Funds<br>2,715,000   |
|     | Information Technology<br>Safety & Security  | Proposed<br>Budget<br>2,715,000<br>700,000   | -  |  | 500,000  | Funding                               | -                 | Partners                          | 2,215,000<br>700,000  | Funds<br>2,715,000<br>700,000  |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet  | Proposed<br>Budget<br>2,715,000<br>700,000<br>56,200,000   |  | -  |  | Funding<br>-<br>-<br>-                | 4th Qtr<br>       | Partners<br>-<br>-<br>-           | 2,215,000<br>700,000<br>500,000   | Funds<br>2,715,000<br>700,000<br>56,200,000                            |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair   | Proposed<br>Budget           2,715,000           700,000           56,200,000           15,581,775                     | -  |  | 500,000  | Funding<br>-                          | -                 | Partners                          | 2,215,000<br>700,000<br>500,000<br>5,078,400  | Funds<br>2,715,000<br>700,000<br>56,200,000<br>13,181,775              |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet  | Proposed<br>Budget<br>2,715,000<br>700,000<br>56,200,000   | -<br>-<br>7,500,000<br>-   | -  | 500,000<br>-<br>48,200,000<br>-  | Funding<br>-<br>-<br>-<br>-<br>-      | 4th Qtr<br>       | Partners<br>-<br>-<br>-<br>-<br>- | 2,215,000<br>700,000<br>500,000   | Funds<br>2,715,000<br>700,000<br>56,200,000                            |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance   | Proposed<br>Budget           2,715,000           700,000           56,200,000           15,581,775           4,350,000 | -<br>-<br>7,500,000<br>-<br>-  | -  | 500,000<br>-<br>48,200,000<br>-<br>-   | Funding<br>-<br>-<br>-<br>-<br>-<br>- | 4th Qtr<br>       | Partners<br>-<br>-<br>-<br>-<br>- | 2,215,000<br>700,000<br>500,000<br>5,078,400<br>4,350,000   | Funds<br>2,715,000<br>700,000<br>56,200,000<br>13,181,775<br>4,350,000 |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance<br>Rail Maintenance Projects<br>Airport LRT<br>Depot District   | Proposed<br>Budget           2,715,000           700,000           56,200,000           15,581,775           4,350,000 | -<br>-<br>7,500,000<br>-<br>-  | -  | 500,000<br>-<br>48,200,000<br>-<br>-<br>-  | Funding<br>-<br>-<br>-<br>-<br>-<br>- | 4th Qtr<br>       | Partners<br>-<br>-<br>-<br>-<br>- | 2,215,000<br>700,000<br>500,000<br>5,078,400<br>4,350,000   | Funds<br>2,715,000<br>700,000<br>56,200,000<br>13,181,775<br>4,350,000 |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance<br>Rail Maintenance Projects<br>Airport LRT<br>Depot District<br>Ogden/Weber BRT  | Proposed<br>Budget           2,715,000           700,000           56,200,000           15,581,775           4,350,000 | -<br>-<br>7,500,000<br>-<br>-  | -  | 500,000<br>-<br>48,200,000<br>-<br>-<br>-<br>-<br>-<br>-   | Funding<br>-<br>-<br>-<br>-<br>-<br>- | 4th Qtr<br>       | Partners<br>-<br>-<br>-<br>-<br>- | 2,215,000<br>700,000<br>500,000<br>5,078,400<br>4,350,000   | Funds<br>2,715,000<br>700,000<br>56,200,000<br>13,181,775<br>4,350,000 |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance<br>Rail Maintenance Projects<br>Airport LRT<br>Depot District<br>Ogden/Weber BRT<br>TIGER First/Last Mile Projects  | Proposed<br>Budget   | -<br>-<br>7,500,000<br>-<br>-<br>500,000<br>-<br>-<br>-                | -<br>-<br>2,400,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-           | 500,000<br>-<br>48,200,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-                     | Funding                               | 4th Qtr<br>       | Partners                          | 2,215,000<br>700,000<br>500,000<br>5,078,400<br>4,350,000<br>17,250,000<br>-<br>-<br>-<br>-<br>-<br>- | Funds 2,715,000 700,000 56,200,000 13,181,775 4,350,000 17,750,000     |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance<br>Rail Maintenance Projects<br>Airport LRT<br>Depot District<br>Ogden/Weber BRT<br>TIGER First/Last Mile Projects<br>Northern Utah Cnty Dbl Track                  | Proposed<br>Budget   | -<br>-<br>7,500,000<br>-<br>-<br>500,000<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>2,400,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 500,000<br>-<br>48,200,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | Funding                               | 4th Qtr<br>       | Partners                          | 2,215,000<br>700,000<br>500,000<br>5,078,400<br>4,350,000<br>17,250,000<br>-<br>-<br>-<br>-           | Funds 2,715,000 700,000 56,200,000 13,181,775 4,350,000 17,750,000     |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance<br>Rail Maintenance Projects<br>Airport LRT<br>Depot District<br>Ogden/Weber BRT<br>TIGER First/Last Mile Projects<br>Northern Utah Cnty Dbl Track<br>Midvalley BRT | Proposed<br>Budget   | -<br>-<br>7,500,000<br>-<br>-<br>500,000<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>2,400,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-           | 500,000<br>-<br>48,200,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-                | Funding                               | 4th Qtr<br>       | Partners                          | 2,215,000<br>700,000<br>500,000<br>5,078,400<br>4,350,000<br>17,250,000<br>-<br>-<br>-<br>-<br>-<br>- | Funds 2,715,000 700,000 56,200,000 13,181,775 4,350,000 17,750,000     |
|     | Information Technology<br>Safety & Security<br>Revenue Service Vehicles & white fleet<br>Vehicles - Rehab/Repair<br>Facilities Maintenance<br>Rail Maintenance Projects<br>Airport LRT<br>Depot District<br>Ogden/Weber BRT<br>TIGER First/Last Mile Projects<br>Northern Utah Cnty Dbl Track                  | Proposed<br>Budget   | -<br>-<br>7,500,000<br>-<br>-<br>500,000<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>2,400,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 500,000<br>-<br>48,200,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | Funding                               | 4th Qtr<br>       | Partners                          | 2,215,000<br>700,000<br>500,000<br>5,078,400<br>4,350,000<br>17,250,000<br>-<br>-<br>-<br>-<br>-<br>- | Funds 2,715,000 700,000 56,200,000 13,181,775 4,350,000 17,750,000     |

# 9-16-20 DRAFT: UTA 5-Year Capital Plan: 2020-2025

| J=10=20 D  |  |  |                                    |   |   |   |   | 1  |  |
|--|--|--|------------------------------------|---|---|---|---|--|--|
| Project Name   | 5-Year<br>Proposed<br>Budget   | Total 5-yr<br>Bond   | Total 5-yr<br>Grant                | Total 5-yr<br>Lease   | Total 5-yr<br>State   | Total 5-yr<br>SLCnty 4Q                           | Total 5-yr<br>Local   | Total 5-yr<br>UTA Other  | Total UT<br>5-yr Fund  |
| Information Technology   |  |  |                                    |   |   |   |   |  |  |
| 1 In-house App Dev. & Enhancements   | 900,000  | -  | -                                  | -   | -   | -   | -   | 900,000  | 900,00   |
| 2 Radio Communication Infrastructure   | 550,000  | -  | -                                  | -   | -   | -   | -   | 550,000  | 550,00   |
| 3 Server, Storage Infrastructure Eq & SW   | 1,426,000  | -  | -                                  | -   | -   | -   | -   | 1,426,000  | 1,426,00   |
| 4 Rail Communication On-Board Tech   | 500,000  | -  | -                                  | -   | -   | -   | -   | 500,000  | 500,00   |
| 5 Info Security Eq/SW (PCI Comp & Cyber Security Eq/SW)  | 1,555,000  | -  | -                                  | -   | -   | -   | -   | 1,555,000  | 1,555,00   |
| 6 Bus Communication On-Board Tech  | 500,000  | -  | -                                  | -   | -   | -   | -   | 500,000  | 500,00   |
| 7 IT Managed Reserved (formerly IT Pool)   | 1,950,000  | -  | -                                  | -   | -   | -   | -   | 1,950,000  | 1,950,00   |
| 8 Network & Infrastructure Equipment   | 2,060,000  | -  | -                                  | -   | -   | -   | -   | 2,060,000  | 2,060,00   |
| 9 FrontRunner WiFi Enhancements  | 750,000  | -  | -                                  | -   | -   | -   | -   | 750,000  | 750,00   |
| 10 Init APC Upgrade  | 840,000  | -  | -                                  | -   | _   | _   | -   | 840,000  | 840,00   |
| 11 Electronic Fare Collection Maint & Rep  | 3,025,000  |  |                                    | 2,500,000   |   |   |   | 525,000  | 3,025,00   |
| 12 ArcGIS GeoEvent Server for Live Data  | 25,000   | -  | -                                  | 2,300,000   | -   | _   | -   | 25,000   | 25,0   |
| 13 Rail TVM SOGR - PCI Compliance  | 8,000,000  | -  | -                                  | 7,800,000   | -   | -   | -   | 200,000  | 8,000,0  |
|  |  | -  | -                                  | 7,000,000   | -   | -   | -   |  |  |
| 14 TVM for UVX (needed if Free Fare ends)  | 1,100,000  | -  | -                                  | -   | -   | -   | -   | 1,100,000  | 1,100,0  |
| 15 New Radio Communication System  | 10,500,000   | -  | -                                  | 10,500,000  | -   | -   | -   | -  | 10,500,0   |
| 16 E Voucher Software Development  | 215,000  | -  | 172,000                            | -   | -   | -   | -   | 43,000   | 43,0   |
| 17 Passenger Information   | 1,700,000  | -  | -                                  | -   | -   | -   | -   | 1,700,000  | 1,700,0  |
| 18 Transit Management Sytem  | 4,020,000  | -  | 1,000,000                          | -   | -   | -   | -   | 3,020,000  | 3,020,0  |
|  |  |  | .,,                                |   |   |   |   |  |  |
| 19 JDE System Enhancement  | 250,000  | -  | -                                  | -   | -   | -   | -   | 250,000  | 250,0  |
| Total Information Technology   | 39,866,000   | •  | 1,172,000                          | 20,800,000  | -   | -   | -   | 17,894,000   | 38,694,0   |
|  | 5-Year   |  |                                    |   |   |   |   |  |  |
| Safety & Security/Police   | Proposed<br>Budget   | Total 5-yr<br>Bond   | Total 5-yr<br>Grant                | Total 5-yr<br>Lease   | Total 5-yr<br>State   | Total 5-yr<br>SLCnty 4Q                           | Total 5-yr<br>Local   | Total 5-yr<br>UTA Other  | Total UT<br>5-yr Fund  |
| Safety & Security  |  |  |                                    |   |   |   |   |  |  |
| 20 Corridor Fencing  | 250,000  |  |                                    | _   | -   | _   |   | 250,000  | 250,0  |
| 20 Corridor Fencing<br>21 Camera Sustainability  | 250,000  | -  | -                                  | -   | -   | -   | -   | 250,000  | 250,0  |
|  |  | -  | -                                  | -   | -   | -   | -   | · · · · · ·  |  |
| 22 Access Control for Data Rooms   | 10,000   | -  | -                                  | -   | -   | -   | -   | 10,000   | 10,0   |
| 23 Bus Camera Overhaul/Replacement   | 80,000   | -  | -                                  | -   | -   | -   | -   | 80,000   | 80,0   |
| 24 Bus Safety and Security   | 150,000  | -  | -                                  | -   | -   | -   | -   | 150,000  | 150,0  |
| 25 Facility Security   | 250,000  | -  | -                                  | -   | -   | -   | -   | 250,000  | 250,0  |
| 26 Next Crossing Camera Installation   | 200,000  | -  | -                                  | -   | -   | -   | -   | 200,000  | 200,0  |
| 27 Safety General Projects   | 500,000  | -  | -                                  | -   | -   | -   | -   | 500,000  | 500,0  |
| 28 Security General Projects   | 100,000  | -  | -                                  | -   | -   | -   | -   | 100,000  | 100,0  |
| Safety & Security Total  | 1,790,000  | -  | -                                  | -   | -   | -   | -   | 1,790,000  | 1,790,0  |
|  |  |  |                                    |   |   |   |   |  |  |
| Police   |  |  |                                    |   |   |   |   |  |  |
| 29 Ballistic Vest Replacement  | 85,000   | -  | -                                  | -   | -   | -   | -   | 85,000   | 85,0   |
| 30 Vehicle Replacement/Expansion   | 1,640,000  | -  | -                                  | -   | -   | -   | -   | 1,640,000  | 1,640,0  |
| 31 Tasers  | 100,000  | -  | -                                  | -   | -   | -   | -   | 100,000  | 100,0  |
| 32 Emergency Operations Training   | 75,000   | -  | -                                  | -   | -   | -   | -   | 75,000   | 75,0   |
| 33 Police Radio Replacements   | 224,000  | -  | 50,000                             | -   | -   | -   | -   | 174,000  | 174,0  |
| Police Total   | 2,124,000  | -  | 50,000                             | -   | -   | -   | -   | 2,074,000  | 2,074,0  |
|  |  |  |                                    |   |   |   |   |  |  |
| Total Safety & Security  | 3,914,000  | -  | 50,000                             | •   | -   | •   | -   | 3,864,000  | 3,864,0  |
| Asset Management (Vehicles,<br>Facilities, Rail Infrastructure, Rail<br>Systems)   | 5-Year<br>Proposed<br>Budget   | Total 5-yr<br>Bond   | Total 5-yr<br>Grant                | Total 5-yr<br>Lease   | Total 5-yr<br>State   | Total 5-yr<br>SLCnty 4Q                           | Total 5-yr<br>Local   | Total 5-yr<br>UTA Other  | Total 5-y<br>UTA Fund  |
| Vehicles   |  |  |                                    |   |   |   |   |  |  |
| 34 Bus Replacement   | 152,407,289  | -  | -                                  | 152,407,289   | -   | -   | -   | -  | 152,407,2  |
| 35 20 Electric Buses/Infrastructure-SLCo   | 27,079,240   | -  | 15,579,240                         | 11,500,000  | -   | -   | -   | -  | 11,500,0   |
| 36 Van Pool Replacement  | 8,124,418  | -  | -                                  | 8,124,418   | -   | -   | -   |  |  |
| 37 Paratransit Vehicle Replacment  | 16,053,460   | -  | -                                  |   |   |   |   | -  | 8,124,4  |
| 38 Bus Engine/Trans/Comp Rehab/Replace   | 13,500,000   |  |                                    | 15,975,185  | -   | -   | -   | -<br>78,275  |  |
| 39 Light Rail Vehicle Rehab  | 40,438,185   | -  | 7,200,000                          | 15,975,185<br>-   | -   | -   | -   | -<br>78,275<br>6,300,000   | 16,053,4   |
|  | 40,430,100   | -  | 7,200,000<br>-                     | 15,975,185<br>-<br>-  | -   | -<br>-<br>37,778,010                              | -   |  | 16,053,4<br>6,300,0  |
| 40 Commuter Rail Engine Overhaul   | 40,438,185<br>6,608,435  | -  | 7,200,000<br>-<br>2,500,463        | 15,975,185<br>-<br>-<br>-   |   | -<br>-<br>37,778,010<br>-                         | -<br>-<br>-   | 6,300,000  | 16,053,4<br>6,300,0<br>40,438,7  |
| 40 Commuter Rail Engine Overhaul<br>41 Non-Rev Service Vehicle Replace   |  | -  | -                                  | 15,975,185<br>-<br>-<br>-<br>-  | -<br>-<br>-<br>-  | -<br>-<br>37,778,010<br>-<br>-                    | -   | 6,300,000<br>2,660,175   | 8,124,4<br>16,053,4<br>6,300,0<br>40,438,7<br>4,107,9<br>3,750,0   |
|  | 6,608,435  | -<br>-<br>-<br>17,250,000  | -                                  | 15,975,185<br>-<br>-<br>-<br>-<br>-<br>-  | -<br>-<br>-<br>-<br>-<br>-  | -<br>-<br>37,778,010<br>-<br>-                    | -<br>-<br>-<br>-<br>-   | 6,300,000<br>2,660,175<br>4,107,972  | 16,053,4<br>6,300,0<br>40,438,7<br>4,107,9   |
| 41         Non-Rev Service Vehicle Replace           42         Comet Car Replacement  | 6,608,435<br>3,750,000<br>17,250,000   | -<br>-<br>-<br>17,250,000  | -                                  | 15,975,185<br>-<br>-<br>-<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>-<br>-<br>-   | -<br>-<br>37,778,010<br>-<br>-<br>-<br>-          | -<br>-<br>-<br>-<br>-<br>-  | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-  | 16,053,4<br>6,300,1<br>40,438,<br>4,107,5<br>3,750,1<br>17,250,1   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> </ul>   | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000  | -<br>-<br>-<br>17,250,000<br>-   | -                                  | 15,975,185<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-                                    | -<br>-<br>37,778,010<br>-<br>-<br>-<br>-<br>-     |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000   | 16,053,4<br>6,300,(<br>40,438,7<br>4,107,5<br>3,750,(<br>17,250,(<br>4,200,(   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> </ul>   | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000   | -  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-  | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   |   |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000  | 16,053,4<br>6,300,0<br>40,438,7<br>4,107,5<br>3,750,0<br>17,250,0<br>4,200,0<br>6,250,0  |
| 41       Non-Rev Service Vehicle Replace         42       Comet Car Replacement         43       LRV Accident Repair   | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000  | -<br>-<br>-<br>17,250,000<br>-<br>-<br>-<br><b>17,250,000</b>  | -                                  | 15,975,185<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>188,006,892   | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   | -<br>37,778,010<br>-<br>-<br>-<br>-<br>37,778,010 |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000   | 16,053,4<br>6,300,(<br>40,438,7<br>4,107,5<br>3,750,(<br>17,250,(<br>4,200,(   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> </ul>   | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000   | -  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-  | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   |   |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000  | 16,053,4<br>6,300,1<br>40,438,<br>4,107,5<br>3,750,1<br>17,250,1<br>4,200,1<br>6,250,1   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> </ul>   | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000   | -  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-  | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-                     |   | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000  | 16,053,4<br>6,300,1<br>40,438,<br>4,107,5<br>3,750,1<br>17,250,1<br>4,200,1<br>6,250,1   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> <li>Facilities</li> <li>45 Facilities Rehab and Replacement</li> </ul>  | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>295,661,027</b>   | -  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-  | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-                     |   |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br><b>27,346,422</b><br>7,000,000  | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381</b> ,<br>7,000,  |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>45 Facilities</li> <li>45 Facilities Rehab and Replacement</li> <li>46 Equipment Managed Reserve</li> </ul>   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-  | -   | -<br>-<br>-<br>-<br>37,778,010                    |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000  | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> <li>Facilities</li> <li>Facilities Rehab and Replacement</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replace</li> </ul>  | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-  | -   | -<br>-<br>-<br>-<br>37,778,010                    |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000<br>1,350,000   | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381</b> ,<br>7,000,<br>2,750,<br>1,350,  |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> <li>Facilities</li> <li>45 Facilities Rehab and Replacement</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replace</li> <li>48 Park and Ride Rehab/Replacement</li> </ul>   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>37,778,010                    | -   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br><b>27,346,422</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000   | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>45 Facilities</li> <li>45 Facilities Rehab and Replacement</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replace</li> <li>48 Park and Ride Rehab/Replacement</li> <li>49 Meadowbrook Flooring/Lighting</li> </ul>  | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>37,778,010                    | -   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000  | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>44 Vehicles Total</li> <li>45 Facilities</li> <li>45 Facilities Rehab and Replacement</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replace</li> <li>48 Park and Ride Rehab/Replacement</li> <li>49 Meadowbrook Flooring/Lighting</li> <li>50 Building Remodels/Reconfiguration</li> </ul>   | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>37,778,010                    | -   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000   | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> <li>Facilities</li> <li>Facilities Rehab and Replacement</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replace</li> <li>48 Park and Ride Rehab/Replacement</li> <li>49 Meadowbrook Flooring/Lighting</li> </ul>  | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>37,778,010                    | -   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000  | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>45 Facilities</li> <li>45 Facilities Rehab and Replacement</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replace</li> <li>48 Park and Ride Rehab/Replacement</li> <li>49 Meadowbrook Flooring/Lighting</li> <li>50 Building Remodels/Reconfiguration</li> </ul>  | 6,608,435<br>3,750,000<br>17,250,000<br>4,200,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>37,778,010                    | -   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000   | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> <li>Facilities</li> <li>Facilities Rehab and Replacement</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replace</li> <li>48 Park and Ride Rehab/Replacement</li> <li>49 Meadowbrook Flooring/Lighting</li> <li>50 Building Remodels/Reconfiguration</li> <li>Facilities Total</li> <li>Rail Infrastructure</li> </ul>   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br><b>15,550,000</b>  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>37,778,010                    | -   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000   | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381</b> ,<br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,<br><b>15,550</b> ,   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> <li>Facilities</li> <li>Facilities Rehab and Replacement</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replace</li> <li>48 Park and Ride Rehab/Replacement</li> <li>49 Meadowbrook Flooring/Lighting</li> <li>50 Building Remodels/Reconfiguration</li> <li>Facilities Total</li> <li>Rail Infrastructure</li> <li>51 Rail Rehab and Replacement</li> </ul>  | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br><b>15,550,000</b>  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>37,778,010                    | -   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br><b>27,346,422</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br><b>15,550,000</b>   | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,<br><b>15,550,</b>   |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> <li>Facilities</li> <li>Facilities Rehab and Replacement</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replace</li> <li>48 Park and Ride Rehab/Replacement</li> <li>49 Meadowbrook Flooring/Lighting</li> <li>50 Building Remodels/Reconfiguration</li> <li>Facilities Total</li> <li>Rail Infrastructure</li> <li>51 Rail Rehab and Replacement</li> <li>52 Ballast and Ties Rehab/Replacement</li> </ul>   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,775,000<br>1,250,000   | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>37,778,010                    | -   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,575,000<br>1,250,000  | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,<br><b>15,550,</b><br>15,775,<br>1,250,  |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>45 Facilities</li> <li>45 Facilities Rehab and Replacement</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replace</li> <li>48 Park and Ride Rehab/Replacement</li> <li>49 Meadowbrook Flooring/Lighting</li> <li>50 Building Remodels/Reconfiguration</li> <li>47 Facilities Total</li> <li>48 Park and Replacement</li> <li>49 Aeadowbrook Flooring/Lighting</li> <li>50 Building Remodels/Reconfiguration</li> <li>51 Rail Infrastructure</li> <li>51 Rail Rehab and Replacement</li> <li>52 Ballast and Ties Rehab/Replacement</li> <li>53 Bridge Rehabilitation &amp; Maintenance</li> </ul>  | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,575,000<br>1,250,000<br>2,100,000  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>37,778,010                    | -   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>1,250,000<br>1,250,000<br>2,100,000  | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,<br><b>15,550,</b><br>15,775,<br>1,250,<br>2,100,  |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>44 Vehicles Total</li> <li>45 Facilities</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replace</li> <li>48 Park and Ride Rehab/Replacement</li> <li>49 Meadowbrook Flooring/Lighting</li> <li>50 Building Remodels/Reconfiguration</li> <li>47 Facilities Total</li> <li>48 Park and Replacement</li> <li>49 Meadowbrook Flooring/Lighting</li> <li>50 Building Remodels/Reconfiguration</li> <li>51 Rail Infrastructure</li> <li>52 Ballast and Ties Rehab/Replacement</li> <li>53 Bridge Rehabilitation &amp; Maintenance</li> <li>54 Grade Crossings Rehab/Replacement</li> </ul>   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,5775,000<br>1,250,000<br>2,100,000  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>37,778,010                    |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>1,350,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,575,000<br>1,250,000<br>2,100,000   | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,<br><b>15,575,</b><br>1,250,<br>2,100,<br>10,000,  |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>45 Facilities</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replace</li> <li>48 Park and Ride Rehab/Replacement</li> <li>49 Meadowbrook Flooring/Lighting</li> <li>50 Building Remodels/Reconfiguration</li> <li>47 Facilities Total</li> <li>48 Rail Infrastructure</li> <li>51 Rail Rehab and Replacement</li> <li>52 Ballast and Ties Rehab/Replacement</li> <li>53 Bridge Rehabilitation &amp; Maintenance</li> </ul>  | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,575,000<br>1,250,000<br>2,100,000  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>-   | -<br>-<br>-<br>-<br>37,778,010                    | -   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>1,250,000<br>1,250,000<br>2,100,000  | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,<br><b>15,575,</b><br>1,250,<br>2,100,<br>10,000,  |
| <ul> <li>41 Non-Rev Service Vehicle Replace</li> <li>42 Comet Car Replacement</li> <li>43 LRV Accident Repair</li> <li>44 Commuter Rail Vehicle Rehab</li> <li>45 Facilities</li> <li>46 Equipment Managed Reserve</li> <li>47 Stations and Platforms Rehab/Replacement</li> <li>48 Park and Ride Rehab/Replacement</li> <li>49 Meadowbrook Flooring/Lighting</li> <li>50 Building Remodels/Reconfiguration</li> <li>Facilities Total</li> <li>51 Rail Infrastructure</li> <li>52 Ballast and Ties Rehab/Replacement</li> <li>53 Bridge Rehabilitation &amp; Maintenance</li> <li>54 Grade Crossings Rehab/Replacement</li> <li>55 Rail Infrastructure Total</li> </ul>  | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br><b>295,661,027</b><br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,5775,000<br>1,250,000<br>2,100,000  | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>37,778,010                    |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>1,350,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,575,000<br>1,250,000<br>2,100,000   | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,<br><b>15,575,</b><br>1,250,<br>2,100,<br>10,000,  |
| 41       Non-Rev Service Vehicle Replace         42       Comet Car Replacement         43       LRV Accident Repair         44       Commuter Rail Vehicle Rehab         47       Keicles Total         48       Facilities         45       Facilities Rehab and Replacement         46       Equipment Managed Reserve         47       Stations and Platforms Rehab/Replace         48       Park and Ride Rehab/Replacement         49       Meadowbrook Flooring/Lighting         50       Building Remodels/Reconfiguration         51       Rail Infrastructure         51       Rail Infrastructure         52       Ballast and Ties Rehab/Replacement         53       Bridge Rehabilitation & Maintenance         54       Grade Crossings Rehab/Replacement         53       Rail Infrastructure Total         54       Rail Systems  | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>450,000<br>15,550,000<br>15,550,000<br>1,250,000<br>2,100,000<br>29,125,000  | -<br>17,250,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>37,778,010                    |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>1,350,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,575,000<br>1,250,000<br>2,100,000   | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,<br><b>15,550,</b><br>15,775,<br>1,250,<br>2,100,<br>10,000,<br><b>29,125,</b>   |
| 41Non-Rev Service Vehicle Replace42Comet Car Replacement43LRV Accident Repair44Commuter Rail Vehicle Rehab44Vehicles Total45Facilities45Facilities Rehab and Replacement46Equipment Managed Reserve47Stations and Platforms Rehab/Replace48Park and Ride Rehab/Replacement49Meadowbrook Flooring/Lighting50Building Remodels/Reconfiguration51Rail Infrastructure52Balast and Ties Rehab/Replacement53Bridge Rehabilitation & Maintenance54Grade Crossings Rehab/Replacement55Traction Power Rehab/Replacement   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,550,000<br>1,250,000<br>1,250,000<br>2,100,000<br>29,125,000   | -<br>-<br>17,250,000<br>-  | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>37,778,010                    |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,575,000<br>1,250,000<br>2,100,000<br>2,9,125,000  | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,<br><b>15,550,</b><br>15,775,<br>1,250,<br>2,100,<br>10,000,<br><b>29,125,</b><br>38,500,  |
| 41Non-Rev Service Vehicle Replace42Comet Car Replacement43LRV Accident Repair44Commuter Rail Vehicle Rehab45Facilities46Equipment Managed Reserve47Stations and Platforms Rehab/Replace48Park and Ride Rehab/Replacement49Meadowbrook Flooring/Lighting50Building Remodels/Reconfiguration51Rail Infrastructure52Ballast and Ties Rehab/Replacement53Bridge Rehabilitation & Maintenance54Rail Infrastructure Total55Traction Power Rehab/Replacement56Trait Control Rehab/Replacement   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,575,000<br>1,250,000<br>2,100,000<br>2,100,000<br>2,100,000<br>29,125,000<br>38,500,000<br>8,400,000 | -<br>17,250,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>37,778,010                    |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>15,550,000<br>1,250,000<br>2,100,000<br>2,100,000<br>29,125,000  | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,<br><b>15,5750,</b><br>15,775,<br>1,250,<br>2,100,<br>10,000,<br><b>29,125,</b><br>38,500,<br>8,400,                                       |
| <ul> <li>Non-Rev Service Vehicle Replace</li> <li>Comet Car Replacement</li> <li>LRV Accident Repair</li> <li>Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> <li>Facilities</li> <li>Facilities Rehab and Replacement</li> <li>Equipment Managed Reserve</li> <li>Stations and Platforms Rehab/Replace</li> <li>Park and Ride Rehab/Replacement</li> <li>Meadowbrook Flooring/Lighting</li> <li>Building Remodels/Reconfiguration</li> <li>Facilities Total</li> <li>Rail Infrastructure</li> <li>Ballast and Ties Rehab/Replacement</li> <li>Grade Crossings Rehab/Replacement</li> <li>Rail Infrastructure Total</li> <li>Traction Power Rehab/Replacement</li> <li>Facil Names</li> <li>Traction Rehab/Replacement</li> <li>Station Subtraction Rehab/Replacement</li> <li>Rail Systems</li> <li>Traction Rehab/Replacement</li> <li>Station Subtraction Rehab/Replacement</li> <li>Rail Systems</li> <li>Taction Subtraction Rehab/Replacement</li> <li>Rail Systems</li> <li>Station Control Rehab/Replacement</li> <li>Rail Switches/Trackwork Controls</li> </ul> | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>1,250,000<br>1,250,000<br>2,100,000<br>2,100,000<br>2,100,000<br>38,500,000<br>8,400,000<br>8,400,000   | -<br>17,250,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>37,778,010                    |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>1,350,000<br>1,350,000<br>3,500,000<br>15,550,000<br>15,575,000<br>1,250,000<br>2,100,000<br>2,100,000<br>29,125,000<br>-<br>-<br>8,400,000<br>8,550,000            | 16,053,4<br>6,300,1<br>40,438,<br>4,107,5<br>3,750,1<br>17,250,1<br>4,200,1<br>6,250,1<br>270,381,5<br>7,000,1<br>2,750,1<br>1,350,1<br>3,500,1<br>450,1<br>500,1<br>15,5750,1<br>15,5750,1<br>15,5750,1<br>15,775,1<br>1,250,1<br>2,100,1<br>10,000,2<br>29,125,1<br>38,500,1<br>8,400,1<br>8,550,1 |
| <ul> <li>Non-Rev Service Vehicle Replace</li> <li>Comet Car Replacement</li> <li>LRV Accident Repair</li> <li>Commuter Rail Vehicle Rehab</li> <li>Vehicles Total</li> <li>Facilities</li> <li>Facilities Rehab and Replacement</li> <li>Equipment Managed Reserve</li> <li>Stations and Platforms Rehab/Replace</li> <li>Park and Ride Rehab/Replacement</li> <li>Building Remodels/Reconfiguration</li> <li>Facilities Total</li> <li>Rail Infrastructure</li> <li>Ballast and Ties Rehab/Replacement</li> <li>Bridge Rehabilitation &amp; Maintenance</li> <li>Grade Crossings Rehab/Replacement</li> <li>Rail Infrastructure Total</li> <li>Traction Power Rehab/Replacement</li> <li>Train Control Rehab/Replacement</li> <li>Stary Current Mitigation</li> </ul>   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>450,000<br>450,000<br>15,550,000<br>15,550,000<br>1,250,000<br>2,100,000<br>2,100,000<br>29,125,000<br>38,500,000<br>8,400,000                | -<br>17,250,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>37,778,010                    |   | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>1,250,000<br>2,100,000<br>2,100,000<br>2,9,125,000<br>-<br>-<br>8,400,000<br>8,550,000<br>2,500,000 | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,<br><b>15,550,</b><br>15,775,<br>1,250,<br>2,100,<br>10,000,<br><b>29,125,</b><br>38,500,<br>8,400,<br>8,550,<br>2,500,                    |
| 41Non-Rev Service Vehicle Replace42Comet Car Replacement43LRV Accident Repair44Commuter Rail Vehicle Rehab45Facilities45Facilities Rehab and Replacement46Equipment Managed Reserve47Stations and Platforms Rehab/Replace48Park and Ride Rehab/Replacement49Meadowbrook Flooring/Lighting50Building Remodels/Reconfiguration51Rail Infrastructure52Ballast and Ties Rehab/Replacement53Bridge Rehabilitation & Maintenance54Grade Crossings Rehab/Replacement55Traction Power Rehab/Replacement56Traction Power Rehab/Replacement57Rail Systems56Train Control Rehab/Replacement57Rail Switches/Trackwork Controls   | 6,608,435<br>3,750,000<br>17,250,000<br>6,250,000<br>295,661,027<br>7,000,000<br>2,750,000<br>1,350,000<br>3,500,000<br>450,000<br>15,550,000<br>1,250,000<br>1,250,000<br>2,100,000<br>2,100,000<br>2,100,000<br>38,500,000<br>8,400,000<br>8,400,000   | -<br>17,250,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>2,500,463<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>188,006,892<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- |   | -<br>-<br>-<br>-<br>37,778,010                    | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 6,300,000<br>2,660,175<br>4,107,972<br>3,750,000<br>-<br>-<br>4,200,000<br>6,250,000<br>27,346,422<br>7,000,000<br>1,350,000<br>1,350,000<br>3,500,000<br>15,550,000<br>15,575,000<br>1,250,000<br>2,100,000<br>2,100,000<br>29,125,000<br>-<br>-<br>8,400,000<br>8,550,000            | 16,053,<br>6,300,<br>40,438,<br>4,107,<br>3,750,<br>17,250,<br>4,200,<br>6,250,<br><b>270,381,</b><br>7,000,<br>2,750,<br>1,350,<br>3,500,<br>450,<br>500,<br><b>15,575,</b><br>1,250,<br>2,100,<br>10,000,<br><b>29,125,</b><br>38,500,<br>8,400,<br>8,550,   |

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|    | pe ID: D6C96FD7-E31B-4CA3-A86F  | -9E22601C543B                | I   | I                        | 1                   |   |                                    |                         | I   |                          |
|----|---|------------------------------|---|--------------------------|---------------------|---|------------------------------------|-------------------------|---|--------------------------|
|    | Red Light Signal Enforcement Rail Systems Total                       | 65,200,000                   | 38,500,000  | -                        | -                   | -   | -                                  |                         | 26,700,000                                  | <u>-</u><br>65,200,000   |
|    | -   |                              |   | -                        |                     | _   | -                                  |                         | . ,   |                          |
|    | Total Asset Management  | 405,536,027                  | 55,750,000  | 25,279,703               | 188,006,892         | -   | 37,778,010                         | •                       | 98,721,422                                  | 380,256,324              |
|    | Capital Development Projects  | 5-Year<br>Proposed<br>Budget | Total 5-yr<br>Bond                                  | Total 5-yr<br>Grant      | Total 5-yr<br>Lease | Total 5-yr<br>State                         | Total 5-yr<br>SLCnty               | Total 5-yr<br>Local     | Total 5-yr<br>UTA Other                     | Total 5-yr<br>UTA Funds  |
|    | Airport Station Relocation  | 7,000,000                    | 7,000,000   | -                        | -                   | -   | -                                  | -                       | -   | 7,000,000                |
|    | 3300/3500 South MAX Exp/Optimization Depot District                   | -<br>66,100,124              | - 44,000,000  | -<br>13,600,124          | -                   | -<br>7,500,000                              | -<br>1,000,000                     | -                       | -   | -<br>45,000,000          |
|    | Ogden/Weber State University BRT                                      | 94,812,513                   | 7,160,059   | 76,973,450               | -                   | 4,429,004                                   | -                                  | 6,250,000               | -   | 7,160,059                |
| 66 | TIGER Program of Projects   | 14,825,900                   | -   | 6,250,903                | -                   | -   | -                                  | 8,494,380               | 80,617                                      | 80,617                   |
|    | Box Elder Right of Way Preservation                                   | 9,000,000                    | -   | -                        | -                   | -   | -                                  | -                       | 9,000,000                                   | 9,000,000                |
|    | Weber Cnty CR ROW Preservation  | 4,000,000                    | -   | -                        | -                   | -   | -                                  | 1,000,000               | 3,000,000                                   | 3,000,000                |
|    | Signal Pre-emption Projects w/UDOT<br>Queue Cutter Projects with UDOT | 500,000<br>500,000           | -   | -                        | -                   | -   | -                                  | 500,000<br>500,000      | -   | -                        |
|    | Point of Mountain AA/EIS  | 8,500,000                    | -   | 3,000,000                | -                   | 4,000,000                                   | -                                  | -                       | 1,500,000                                   | 1,500,000                |
|    | Office Equipment Reserve  | 500,000                      | -   | -                        | -                   | -   | -                                  | -                       | 500,000                                     | 500,000                  |
|    | Positive Train Control  | 3,301,808                    | -   | -                        | -                   | -   | -                                  | -                       | 3,301,808                                   | 3,301,808                |
|    | Northern Utah County Double Track<br>Bus Stop Imp System-Wide ADA     | 9,000,000<br>4,000,000       | 9,000,000   | 3,200,000                | -                   | -   | -                                  | -                       | -<br>800,000                                | 9,000,000<br>800,000     |
|    | Bus Stop Imp/signage - SL County                                      | 9,201,627                    | -   | -                        | -                   | -   | 9,201,627                          | -                       | 0   | 9,201,627                |
|    | UTA ADA Bus Stop Imp Utah Cnty  | 364,261                      | -   | 339,600                  | -                   | -   | -                                  | -                       | 24,661                                      | 24,661                   |
|    | Wayfinding Signage  | 4,750,000                    | -   | 600,000                  | -                   | -   | -                                  | -                       | 4,150,000                                   | 4,150,000                |
|    | Operator Restrooms System-Wide  | 2,650,000                    | 530,000   | 1,520,000                | -                   | -   | -                                  | -                       | 600,000                                     | 1,130,000                |
|    | Operator Restrooms - SL County  | 200,000                      | -   | -                        | -                   | -   | 200,000                            | -                       | -   | 200,000                  |
|    | 650 South Station<br>Davis-SLC Community Connector                    | 2,000,000<br>107,800,000     | -<br>14,300,000                                     | -<br>70,000,000          | -                   | -   | -                                  | 2,000,000<br>23,500,000 | -   | -<br>14,300,000          |
|    | Sharp-Tintic Rail Connection  | 9,587,792                    | -   | 8,470,313                | -                   | 890,000                                     | -                                  | 23,300,000              | -<br>167,480                                | 14,300,000               |
| 84 | North Temple EOL (SLC CMAQ grant)                                     | 3,936,600                    | -   | 2,270,092                | -                   | -   | -                                  | 1,666,508               | -   | -                        |
|    | U of U EOL  | -                            | -   | -                        | -                   | -   | -                                  | -                       | -   | -                        |
|    | Fort Union EOL<br>5600 W/4500 S EOL                                   | 3,000,000<br>3,000,000       | -   | -                        | -                   | -   | 3,000,000<br>3,000,000             | -<br>-                  | -   | 3,000,000<br>3,000,000   |
|    | Meadowbrook Expansion   | 2,600,000                    | -   | -                        | -                   | -   | 2,600,000                          | -                       | -   | 2,600,000                |
|    | FR Business Plan  | -                            | -   | -                        | -                   | -   | -                                  | -                       | -   | -                        |
|    | Layton FrontRunner Parking Garage                                     | 4,700,000                    | -   | 2,000,000                | -                   | -   | -                                  | 2,700,000               | -   | -                        |
|    | FR Snow Melt System Replacement<br>MSP220-5310                        | 9,050,000<br>250,000         | -   | -<br>190,000             | -                   | -   | -                                  | -<br>50,000             | 9,050,000<br>10,000                         | 9,050,000<br>10,000      |
|    | MSP221-5310   | 100,000                      | -   | 75,000                   | -                   | -   | -                                  | 20,000                  | 5,000                                       | 5,000                    |
|    | MSP222-5310   | 140,000                      | -   | 104,000                  | -                   | -   | -                                  | 28,000                  | 8,000                                       | 8,000                    |
|    | FY19/20 - 5310 Funds - SL/WV<br>FY19/20 - 5310 Funds - O/L            | 3,836,610                    | -   | 2,583,890                | -                   | -   | -                                  | 1,252,720<br>671,197    | -   | -                        |
|    | FY19/20 - 5310 Funds - O/L<br>FY19/20 - 5310 Funds - P/O              | 2,153,402<br>1,449,442       | -   | 1,482,205<br>976,501     | -                   | -   | -                                  | 472,941                 | -   | -                        |
|    | FY21/22 - 5310 Funds - SL/WV  | 1,357,581                    | -   | 1,357,581                | -                   | -   | -                                  | -                       | -   | -                        |
|    | FY21/22 - 5310 Funds - O/L  | 778,753                      | -   | 778,753                  | -                   | -   | -                                  | -                       | -   | -                        |
|    | FY21/22 - 5310 Funds - P/O<br>FY23/24 - 5310 Funds - SL/WV            | 513,055<br>1,412,427         | -   | 513,055<br>1,412,427     | -                   | -   | -                                  | -                       | -   | -                        |
|    | FY23/24 - 5310 Funds - O/L  | 810,215                      | -   | 810,215                  | -                   | -   | -                                  | -                       | -   | -                        |
|    | FY23/24 - 5310 Funds - P/O  | 533,782                      | -   | 533,782                  | -                   | -   | -                                  | -                       | -   | -                        |
|    | 5310 Admin Funds  | 881,084                      | -   | 881,084                  | -                   | -   | -                                  | -                       | -   | 2 500 000                |
|    | Capital Planning/Env Analysis<br>Mid-Valley Connector                 | 2,500,000<br>44,483,000      | -   | 2,000,000                | -                   | -<br>22,800,000                             | -                                  | -<br>17,400,000         | 2,500,000<br>2,283,000                      | 2,500,000<br>2,283,000   |
|    | FrontRunner Double Tracking   | 40,000,000                   | -   | 20,000,000               | -                   | 20,000,000                                  | -                                  | -                       | -   | -                        |
|    | Green Line Reconfiguration  | 1,200,000                    | -   | -                        | -                   | -   | -                                  | 1,000,000               | 200,000                                     | 200,000                  |
|    | Central Corridor Transit  | 3,000,000                    | -   | 2,796,900                | -                   | -   | -                                  | -                       | 203,100                                     | 203,100                  |
|    | Warm Springs upgrades/exp   | 10,661,000                   | 10,661,000  | -                        | -                   | -   | -                                  | -                       | -   | 10,661,000               |
|    | Gap filler on FR stations<br>Historic Utah Southern Rail Trail        | 1,000,000<br>300,000         | -   | -<br>279,690             | -                   | -   | -                                  | -<br>20,310             | 1,000,000                                   | 1,000,000<br>-           |
|    | Mt Ogden Admin Bldg expansion   | 235,000                      | -   | -                        | -                   | -   | -                                  | -                       | 235,000                                     | 235,000                  |
|    | Capital Contingency   | 10,000,000                   | -   | -                        | -                   | -   | -                                  | -                       | 10,000,000                                  | 10,000,000               |
|    | Total Capital Development Projects                                    | 512,475,976                  | 92,651,059  | 224,999,565              | -                   | 59,619,004                                  | 19,001,627                         | 67,586,056              | 48,618,666                                  | 160,271,352              |
|    |   |                              |   |                          |                     |   |                                    |                         |   |                          |
|    | Total Overall Capital Budget  | 961,792,003                  | 148,401,059   | 251,501,268              | 208,806,892         | 59,619,004                                  | 56,779,637                         | 67,586,056              | 169,098,088                                 | 583,085,676              |
|    | Summary by Category   | 5-Year<br>Proposed<br>Budget | Total 5-yr<br>Bond                                  | Total 5-yr<br>Grant      | Total 5-yr<br>Lease | Total 5-yr<br>State                         | Total 5-yr<br>SLCnty               | Total 5-yr<br>Local     | Total 5-yr<br>UTA Other                     | Total 5-yr<br>UTA Funds  |
|    |   |                              |   |                          |                     |   |                                    |                         |   |                          |
|    | Information Technology  | 39,866,000                   | -   | 1,172,000<br>50,000      | 20,800,000          | -   | -                                  | -                       | 17,894,000                                  | 38,694,000               |
|    | Safety & Security<br>Revenue Service Vehicles & white fleet           | 3,914,000<br>224,664,407     | - 17,250,000  | 15,579,240               | - 188,006,892       | -   | -                                  | -                       | 3,864,000<br>3,828,275                      | 3,864,000<br>209,085,167 |
|    | Vehicles - Rehab/Repair   | 70,996,620                   | -   | 9,700,463                | -                   | -   | 37,778,010                         | -                       | 23,518,147                                  | 61,296,157               |
|    | Facilities Maintenance  | 15,550,000                   | -   | -                        | -                   | -   | -                                  | -                       | 15,550,000                                  | 15,550,000               |
|    | Rail Maintenance Projects   | 94,325,000                   | 38,500,000  | -                        | -                   | -   | -                                  | -                       | 55,825,000                                  | 94,325,000               |
|    | Airport LRT   | 7,000,000                    | 7,000,000   | - 10.000.404             | -                   | 7 500 000                                   | - 1.000.000                        | -                       | -   | 7,000,000                |
|    | Depot District<br>Ogden/Weber BRT                                     | 66,100,124<br>94,812,513     | 44,000,000<br>7,160,059                             | 13,600,124<br>76,973,450 | -                   | 7,500,000 4,429,004                         | 1,000,000<br>_                     | - 6,250,000             | -   | 45,000,000<br>7,160,059  |
|    | TIGER First/Last Mile Projects  | 14,825,900                   | -   | 6,250,903                | -                   | 4,429,004                                   | -                                  | 8,494,380               | 80,617                                      | 80,617                   |
|    | Northern Utah Cnty Dbl Track  | 9,000,000                    | 9,000,000   | -                        | -                   | -   | -                                  | -                       | -   | 9,000,000                |
|    |   |                              |   |                          |                     |   |                                    | 47 400 000              |   | 0 000 000                |
|    | Midvalley BRT   | 44,483,000                   | -   | 2,000,000                | -                   | 22,800,000                                  | -                                  | 17,400,000              | 2,283,000                                   | 2,283,000                |
|    | Davis-SLC Connector   | 107,800,000                  | - 14,300,000  | 70,000,000               | -                   | -   | -                                  | 23,500,000              | -   | 14,300,000               |
|    |   |                              | -<br>14,300,000<br><b>11,191,000</b><br>148,401,059 |                          |                     | 22,800,000<br>-<br>24,890,000<br>59,619,004 | -<br>-<br>18,001,627<br>56,779,637 |                         | 2,283,000<br>-<br>46,255,049<br>169,098,088 |                          |



| TO:           | Utah Transit Authority Local Advisory Council     |
|---------------|---|
| THROUGH:      | Carolyn Gonot, Executive Director                 |
| FROM:         | Mary DeLoretto, Chief Service Development Officer |
| PRESENTER(S): | Laura Hanson, Planning Director                   |

| SUBJECT:               | Five-Year Mobility Service Plan Overview  |
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| AGENDA ITEM TYPE:      | Discussion  |
| <b>RECOMMENDATION:</b> | Informational report for discussion.  |
| BACKGROUND:            | Per state statute, UTA's Local Advisory Council must approve and recommend a Service<br>Plan to the Board of Trustees at least every two and a half years. UTA's Board Policy<br>3.2 (Service Planning Implementation) outlines the process for developing this service<br>plan, its approval and implementation.                                   |
| DISCUSSION:            | UTA has been in the process of developing a Five-Year Mobility Service Plan to be<br>presented to the Local Advisory Council and other stakeholders. This process, called<br>Service Choices, hit a major obstacle and cross-roads when the coronavirus pandemic<br>hit in spring of this year.   |
|                        | UTA's staff has pivoted to ensure this new plan reflects changes in UTA's resource<br>levels, different and emerging new transit markets, and new travel patterns. It is our<br>goal to develop a Five-Year Mobility Plan that is reflective of the public input gathered<br>during Service Choices yet is also relevant to a post-pandemic future. |
|                        | UTA staff will present a progress report on the development of the Five-Year Mobility<br>Service Plan, review UTA's Service Planning Processes, and highlight some of the key<br>changes that this new service plan will embody.  |
| ATTACHMENTS:           | None  |