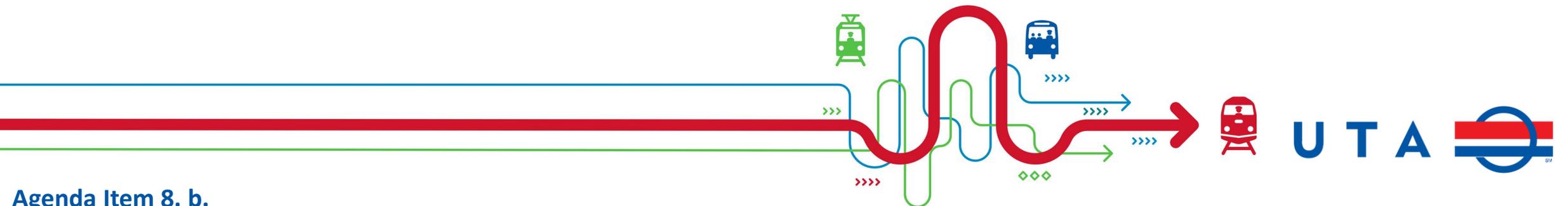


TBA2026-03-02 - Technical Budget Adjustment - 2026 Capital Budget



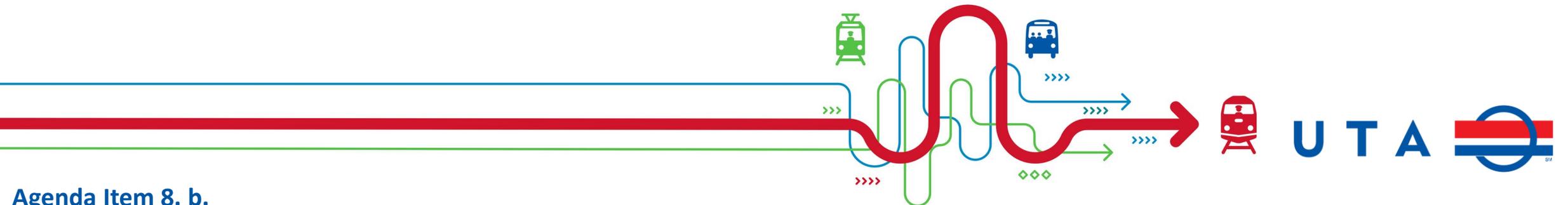
Summary of Budget Requests

- Request is to reallocate \$9.7 million in existing 2026 Capital Budget of \$339.2 million to aid in project delivery:
 - 12 projects will have budget increases
 - 3 projects, plus the Capital Contingency, will have budget decreases



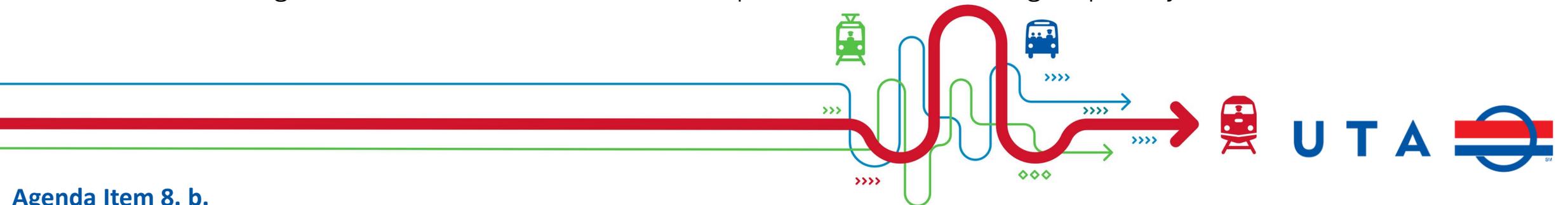
Overall Budget Impacts By Office

<u>Chief Office</u>	<u>2026 Adopted Budget</u>	<u>March 11th TBA</u>	<u>2026 Adjusted Budget</u>
Capital Services	\$ 278,193,000	\$ 272,000	\$ 278,465,000
Enterprise Strategy	17,051,000	300,000	17,351,000
Executive Director (Safety)	1,485,000	-	1,485,000
Finance	32,646,000	(1,700,000)	30,946,000
Operations	7,544,000	1,128,000	8,672,000
People	50,000	-	50,000
Planning & Engagement	2,244,000	-	2,244,000
Grand Total	\$ 339,213,000	\$ -	\$ 339,213,000



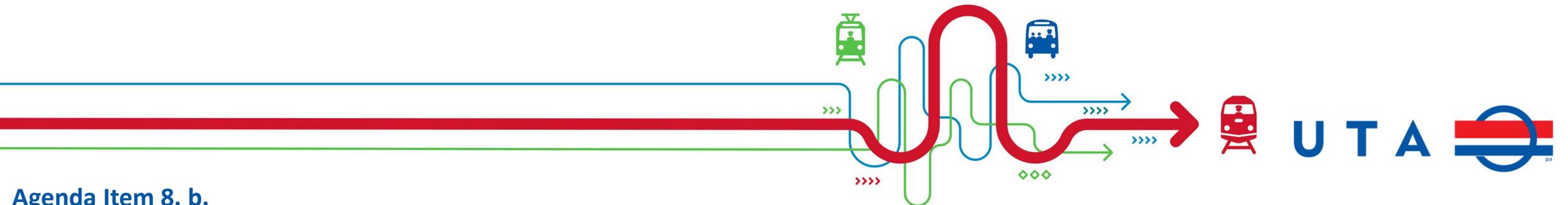
Affected Project Overview

- FMA652 - Facilities Equipment Replacement
 - Projects to replace aging equipment across all UTA Business Units according to State of Good Repair criteria .
- FMA685 - Wheel Truing Machine- Jordan River Service Center
 - Procurement and installation of wheel truing machine to facilitate the rebuild of wheel truing machine at Midvale, and for preparation of new rail car delivery from Stadler.
- ICI235 - ERP System Replacement Phase 2: Procurement
 - UTA's financial system is in need of replacement. Project will support that effort. The near-term efforts include scope development for this large replacement effort.
- MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization
 - Bus stop improvements along the 3300/3500 South corridor for ADA-compliance. Additional funding was received and utilized on the optimization of traffic signal priority for transit services.



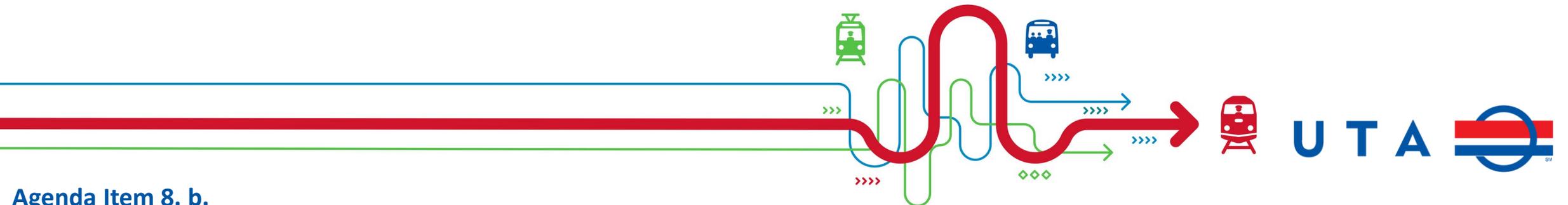
Affected Project Overview - Continued

- MSP208 - Clearfield FrontRunner Trail
 - UTA is constructing a paved multi-use trail connecting the UTA Clearfield FrontRunner station to the Rio Grande Rail Trail and the Freeport Center. UTA has included 8' black-vinyl coated fencing along the rail side of the trail limiting access to the rail.
- MSP253 - MVX BRT
 - Bus Rapid Transit (BRT) from Murray Central Frontrunner/Light Rail Station to West Valley Central Light Rail Station. Includes 1.7 miles of exclusive bus lanes, a new bus hub at Salt Lake Community College, and connections to local trails.
- MSP286 - Utah County Park and Ride Lots (x2)
 - This project is to construct the infrastructure needed in Eagle Mountain (EM) City and Saratoga Springs (SS) City for the NEW bus service associated with Bus Route 860



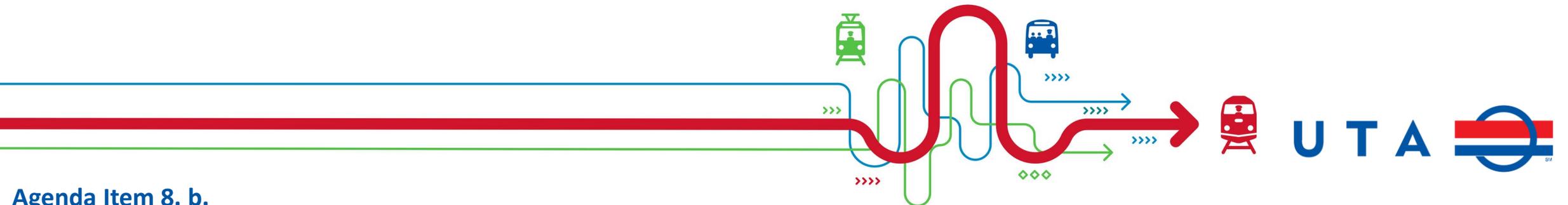
Affected Project Overview - Continued

- MSP320- TRAX Forward
 - Project to further scope development and identification of needs for projects needed to support the 2034 Olympics.
- REV244 - Clean Diesel Bus Purchase- 2025 5339b Grant
 - acquire new clean diesel buses. This initiative aims to modernize the fleet, improve reliability, and reduce emissions in alignment with Federal sustainability programs.
- REV245 - CNG Bus Purchase - 2025 5339c Grant
 - acquire new CNG buses. This initiative aims to modernize the fleet, improve reliability, and reduce emissions in alignment with Federal sustainability programs.



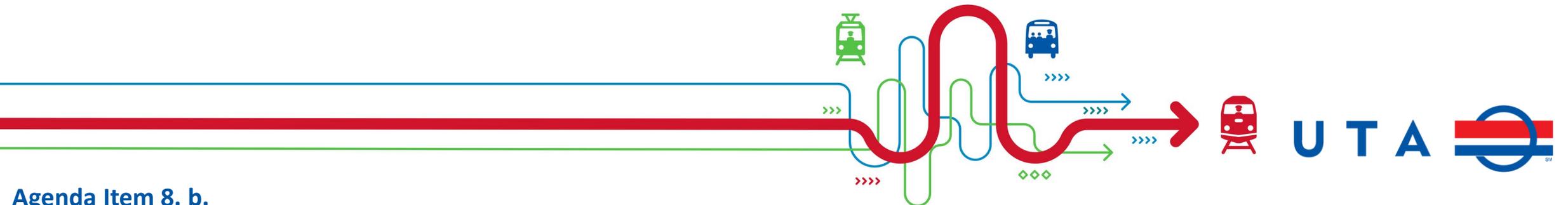
Affected Project Overview - Continued

- SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122
 - Light Rail Vehicles #1122 & #1137 were involved in significant collisions and required repairs beyond what could be performed at UTA. These cars required shipment back to the manufacturer for structural repairs to be completed.
- SGR404 - Rail Switches and Trackwork Controls Rehab/Replacement
 - Replacement and modernization of rail switch machines and interlocking systems across UTA's light rail and commuter rail network, enhancing reliability, safety, and system performance while addressing equipment obsolescence and modernization.
- SGR408 - UTA End of Line (EOL) Enhancements
 - This Includes bus sawtooths, bus circulation area, operator restrooms, wayfinding, bike parking, benches, bus shelters, utility, and site civil work including access. Bus charging and dedicated via rideshare parking is optional and maybe added depending on location.



Affected Project Overview - Continued

- SGR385 – Rail Rehab and Replacement
 - Relaces worn track components based on the Transit Asset Management plan. these include switches, turnouts, curve and tangent rail. Insulated Joints. emergency work and anything on the track that is not a grade crossing
- ICI214 - Rail Car Automatic Passenger Counter Replacement
 - Replace INIT Automatic Passenger Counting system with Urban Transportation's system which is currently operating on our Buses.



Rationale For Increase Adjustments

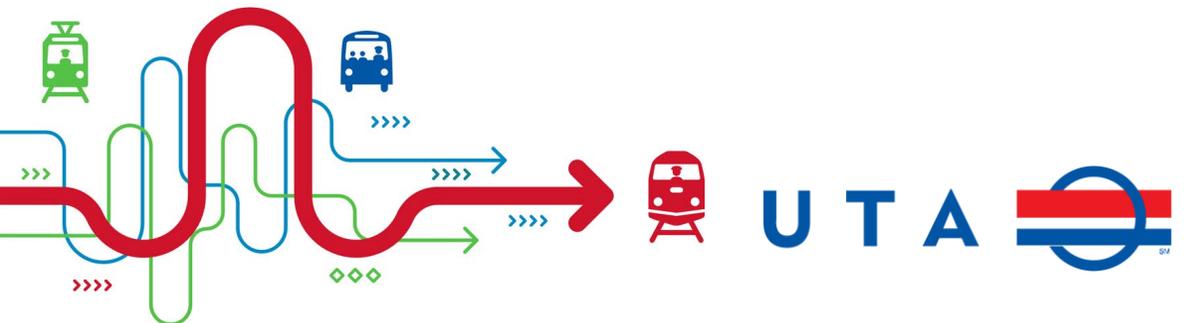
Rationale

Applicable Projects

Projects with outstanding 2025 obligations that are continuing into 2026. 2026 funding source change prevents incorporation into current budget.

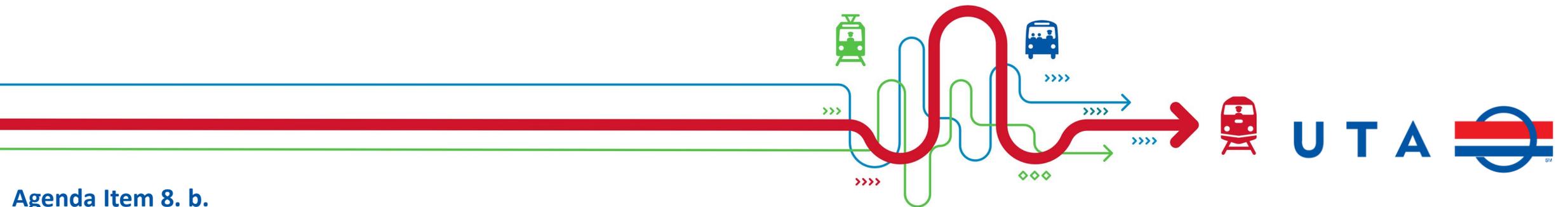
Projects with outstanding 2025 obligations that are continuing into 2026.

- FMA652- Facilities Equipment Replacement
- SGR404- Rail Switches and Trackwork Controls Rehab/Replacement
- SGR408 - UTA End of Line (EOL) Enhancements
- FMA685- Wheel Truing Machine- Jordan River Service Center
- MSP207- 3300/3500 South Bus Stop and Transit Signal Priority Optimization
- MSP320 - TRAX Forward
- SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122



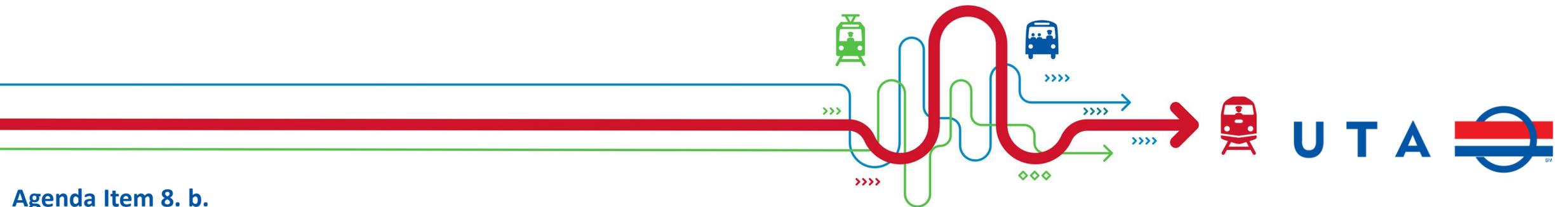
Rationale For Increase Adjustments - Continued

<u>Rationale</u>	<u>Applicable Projects</u>
Adding funds to project to allow for upcoming procurement	<ul style="list-style-type: none">• ICI235 - ERP System Replacement Phase 2: Procurement• REV244 - Clean Diesel Bus Purchase- 2025 5339b Grant
Adding funds to project to preserve grant amount for project completion	<ul style="list-style-type: none">• MSP286 - Utah County Park and Ride Lots (x2)



Rationale For Increase Adjustments - Continued

<u>Rationale</u>	<u>Applicable Projects</u>
Funds added to complete project and in anticipation of upcoming change orders for project completion	<ul style="list-style-type: none">• MSP208 - Clearfield FrontRunner Trail• SGR385- Rail Rehab and Replacement



Rationale For Decrease Adjustments

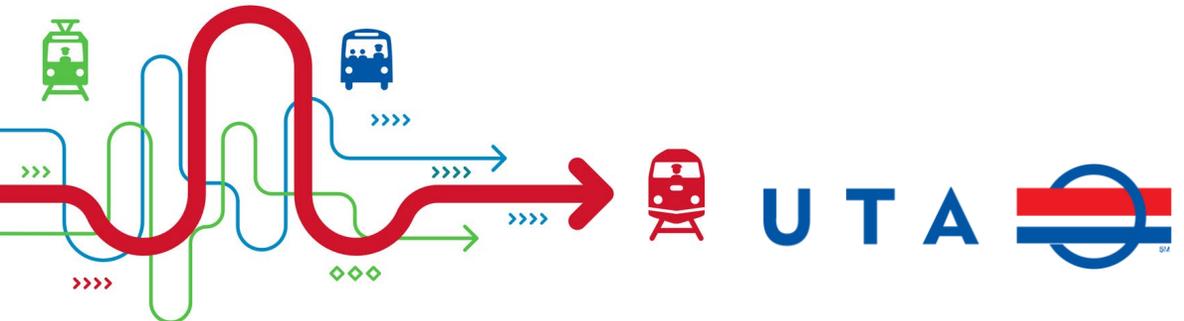
Rationale

Project will have extra funds for 2026. Right-sizing budget to match delivery and moving funds to assist in other project delivery.

Moving funds to aid in other project delivery- \$2,150,000 in UTA Funds

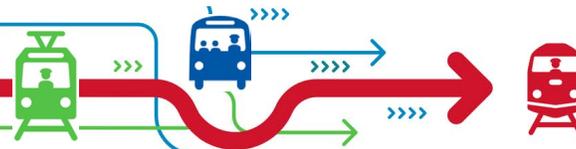
Applicable Projects

- MSP253 - MVX BRT
- REV245 - CNG Bus Purchase - 2025 5339c Grant
- MSP999- Capital Contingency
- ICI214- Rail Car Automatic Passenger Counter Replacement



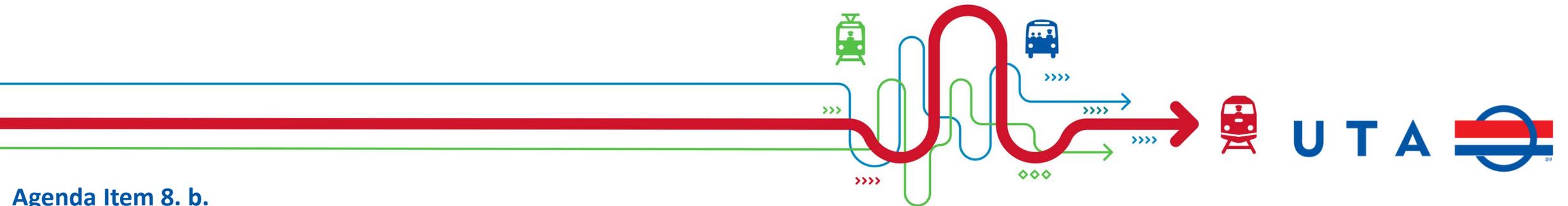
Breakdown for Project Funding Increases

<u>Project ID and Name</u>	<u>2026 Adopted Budget</u>	<u>March 11th TBA</u>	<u>2026 Adjusted Budget</u>
SGR385 - Rail Replacement Program	\$ 6,250,000	\$ 4,312,000	\$ 10,562,000
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	2,022,000	5,222,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	750,000	750,000
MSP208 - Clearfield FrontRunner Station Trail	200,000	710,000	910,000
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	1,600,000	666,000	2,266,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	430,000	2,930,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	233,000	370,000	603,000
MSP320 - TRAX Forward	100,000	155,000	255,000
MSP207 - 3300 S 3500 South Bus Stops	-	105,000	105,000
FMA652 - Facilities Equipment Replacement	2,000,000	92,000	2,092,000
REV244 - Clean Diesel Bus Purchase - 2025 5339 Grant	-	50,000	50,000
SGR408 - UTA End of Line (EOL) Enhancements	1,115,000	42,000	1,157,000



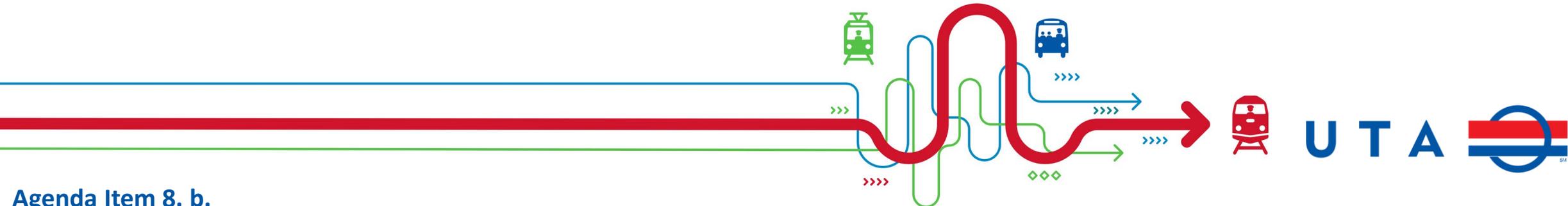
Breakdown for Project Funding Decreases

<u>Project ID and Name</u>	<u>2026 Adopted Budget</u>	<u>March 11th TBA</u>	<u>2026 Adjusted Budget</u>
MSP253 - MVX BRT	\$ 31,715,000	\$ (6,554,000)	\$ 25,161,000
MSP999 - Capital Contingency	5,000,000	(1,700,000)	3,300,000
REV245 - CNG Bus Purchase- 2025 5339c Grant	1,050,000	(1,000,000)	50,000
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	(450,000)	1,300,000



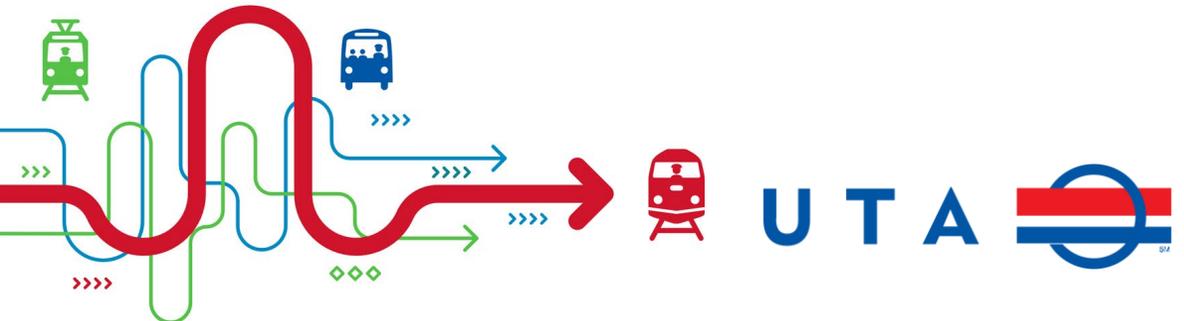
Year to Date Contingency Summary

<u>TBA Date</u>	<u>Adopted 2026 Budget</u>	<u>TBA</u>	<u>Adjusted 2026 Budget</u>
Jan 1 st <i>(Adopted)</i>	\$5,000,000	\$ -	\$5,000,000
March 11th	5,000,000	(1,700,000)	3,300,000



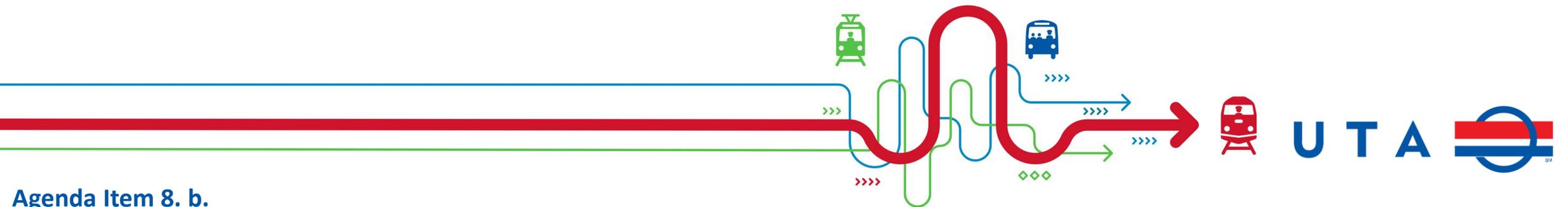
Proposed TBA Contingency Summary - Sources

<u>Funding Sources</u>	<u>2026 Adopted Budget</u>	<u>March 11th TBA</u>	<u>2026 Adjusted Budget</u>
Bonds	\$ -	\$ -	\$ -
Grant Funds	-	-	-
Lease Funds	-	-	-
State Funds	-	-	-
TTIF Funds	-	-	-
Local Partner Funds	-	-	-
UTA Funds	5,000,000	(1,700,000)	3,300,000
	\$ 5,000,000	\$ (1,700,000)	\$ 3,300,000



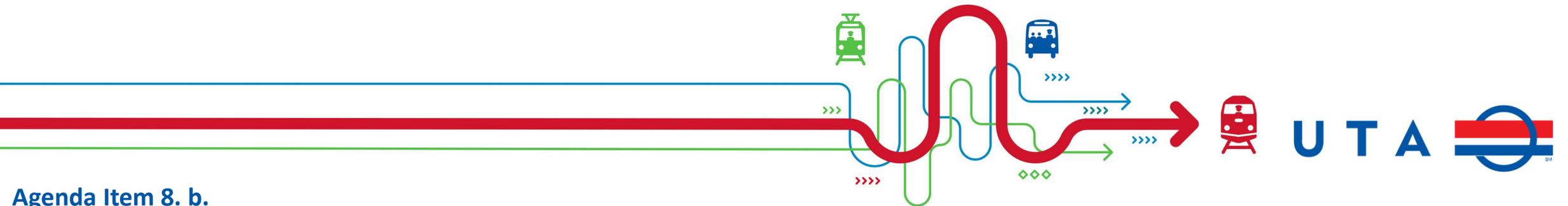
Proposed TBA Contingency Detail

<u>Funds/Projects</u>	<u>March 11th TBA</u>
<i>MSP999 - Capital Contingency - UTA Funds</i>	\$ (1,700,000)
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	666,000
SGR404 - Rail Switches and Trackwork Controls Rehab/Replacement	430,000
MSP208 - Clearfield FrontRunner Trail	382,000
MSP320 - TRAX Forward	155,000
MSP207 - 3300/3500 South Bus Stop & Transit Signal Priority	67,000



Budget Authority Impact & Changes in Revenue Sources

- No change in 2026 Capital Budget Authority
- No changes to funding sources
- No impact to UTA's fund balance



Questions?

