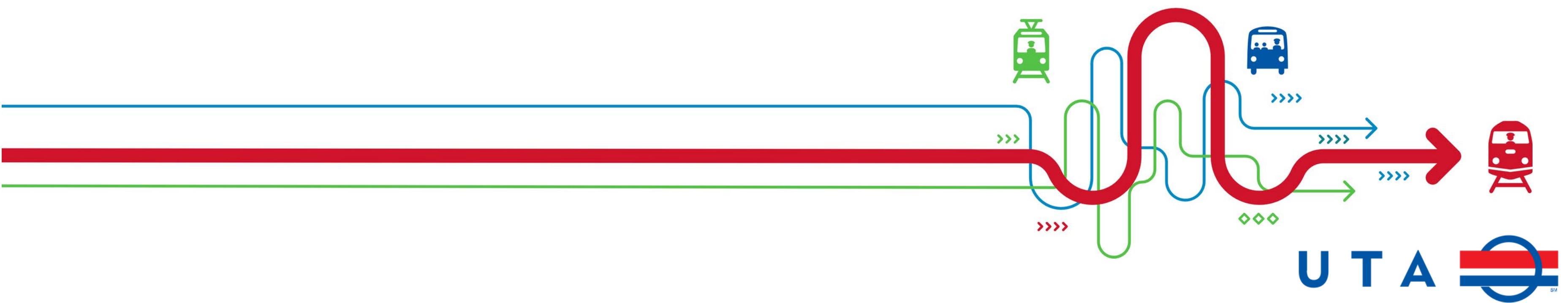


# 2026 Budget Work Sessions

Day 1

8/11/2025

# 2026 Annual Service Plan



# Recommendation

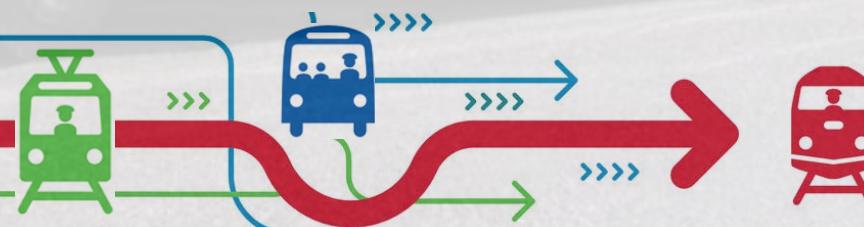
## 2026 April Change Day

- Advance Midvalley Express (MVX) and corresponding route changes from 2027 to 2026
- Postpone current Five-Year Service Plan 2026 implementation
- Reevaluate priorities in the upcoming Five-Year Service Plan based on the financial and operational resources

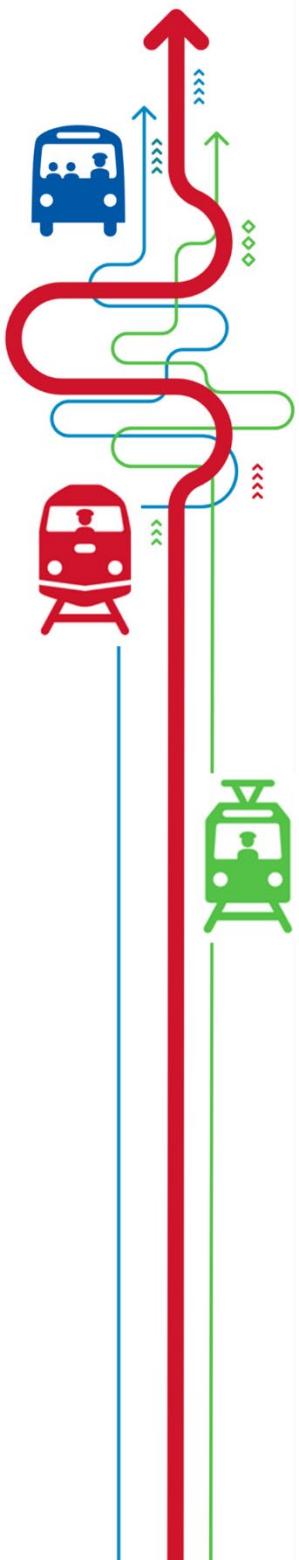
## Financial Impact

- 2026 Original Package: \$21.7M
- 2026 Recommended (MVX): \$2.9M

Source: Finance Office — Remix Planning Software



# MVX Schedule



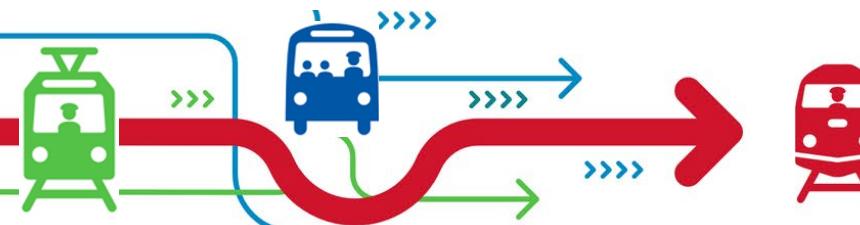
Construction	Date
Substantial Completion	October 2025
Punchlist/Testing	October 2025 - December 2025
Activation	December 2025 - March 2026
Bus Training	February 2026 - March 2026
Ready for Revenue Service	March 2026

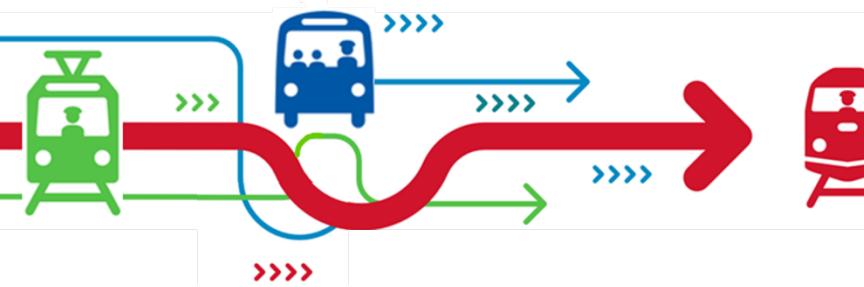
# Considerations



- + Early substantial completion of MVX construction
- + Financial and operating resources
- + Upcoming Five-Year Service Plan cycle
- + Change fatigue
- + Opportunity to complete capital projects (park and ride, bus stops, EOLs)
- Ridership
- Community/stakeholder support/expectations
- Community growth and transit needs
- ± Evolving financial environment

Other consideration – Title VI Mitigation

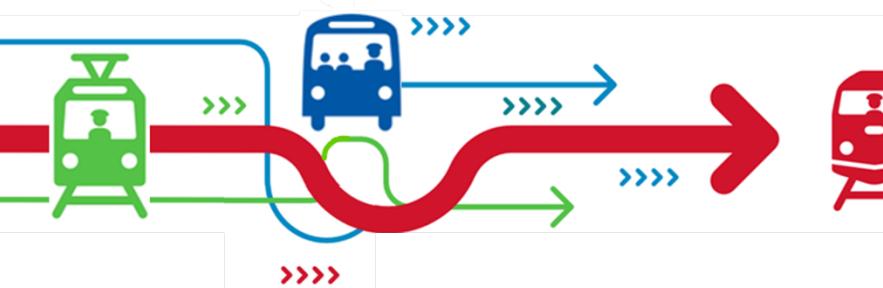




# Recommended April 2026

Route 50X: MVX Implementation

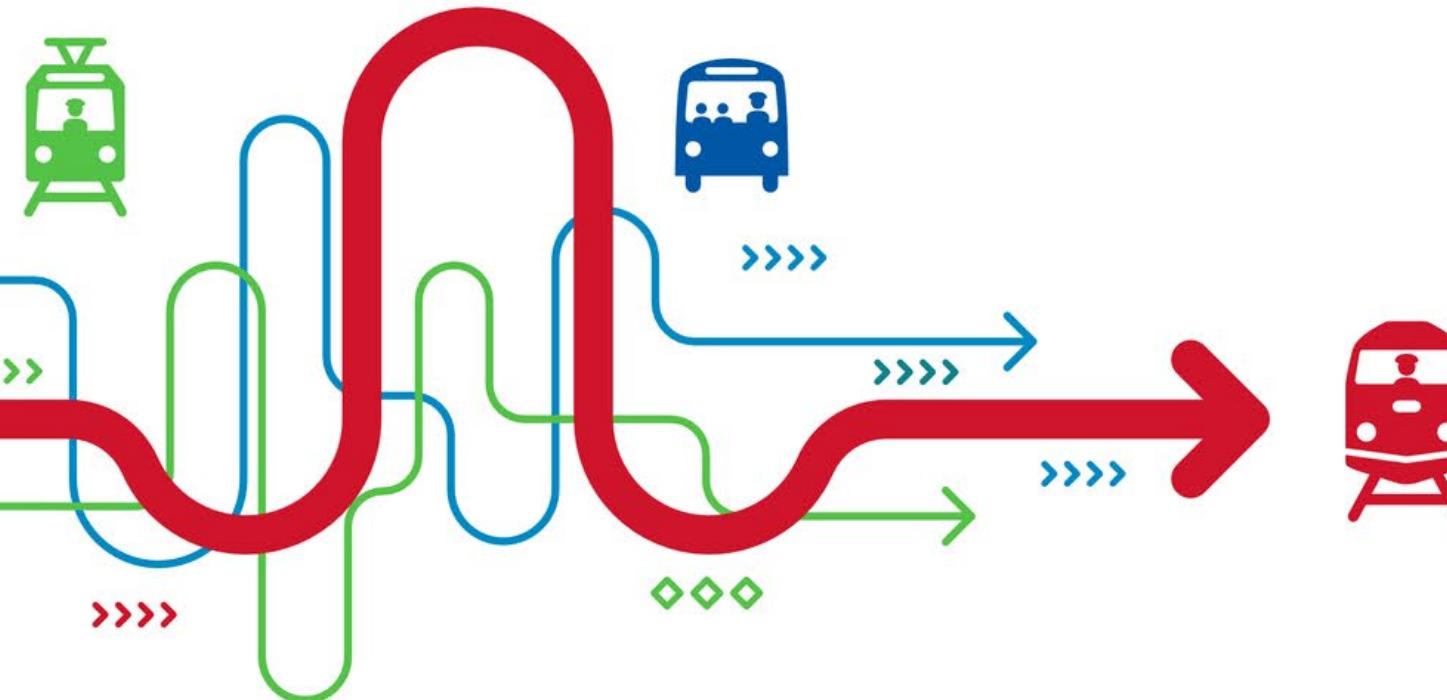
Route	Existing Annual Miles	Existing Annual Hours	Existing Blocks	Existing Shifts	New Annual Miles	New Annual Hours	New Blocks	New Shifts	Annual Miles Delta	Annual Hours Delta	Blocks Delta	Shifts Delta
39	541,437	45,856	8	22	486,418	39,273	7	19	-55,019	-6,583	-1	-3
47	374,939	30,749	6	15	364,846	27,032	5	13	-10,093	-3,717	-1	-2
50X	0	0	0	0	382,877	30,990	5	15	382,877	30,990	5	15
227	46,362	3,351	1	3	161,780	11,040	3	5	115,418	7,689	2	3



# Recommended November 2026

Route 667: Farmington Trolley Discontinuation													
Route	Existing Annual Miles	Existing Annual Hours	Existing Blocks	Existing Shifts	New Annual Miles	New Annual Hours	New Blocks	New Shifts	Annual Miles Delta	Annual Hours Delta	Blocks Delta	Shifts Delta	
667	87,277	4,946	2	2	0	0	0	0	-87,277	-4,946	-2	-2	

# 2026 Annual Service Plan

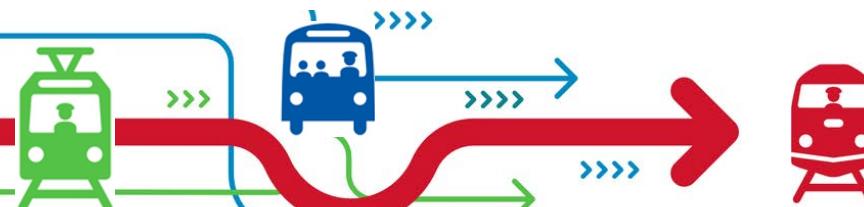


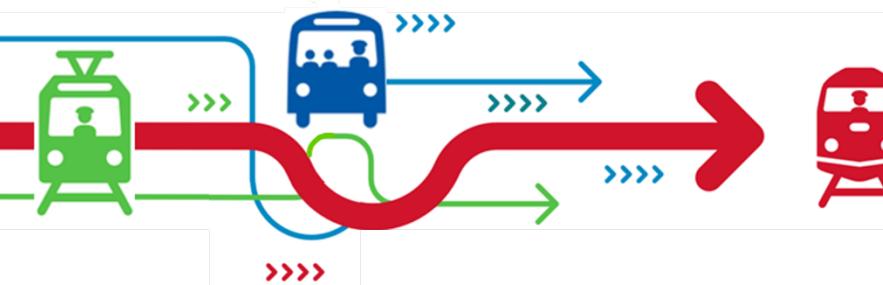
## Additional Content

- Service Design Standards
- Recommended service changes
- Holiday service levels
- Planned service disruptions
- Major events
  - 2026 major events summary
  - 2026 minor events
- State of Good Repair (SGR) projects

# Public Outreach & Involvement: Service

- August 2025: 2026 Budget Workshops and Service Annual Plan presented to the Board of Trustees
- August 2025: Budget Consultation LAC for 2026 Annual Service Plan
- September-December 2025: Budget outreach and public comment period, including Annual Service Plan 2026
- December 2025: Annual Service Plan and Budget Adopted by Board of Trustees
- January-April 2026: April Change Day 2026 outreach and information
- **Board of Trustees:** Shares information with leaders in service area
- **Government Relations:** Shares information with city stakeholders
- **Public Engagement:** Shares information with city & community partners



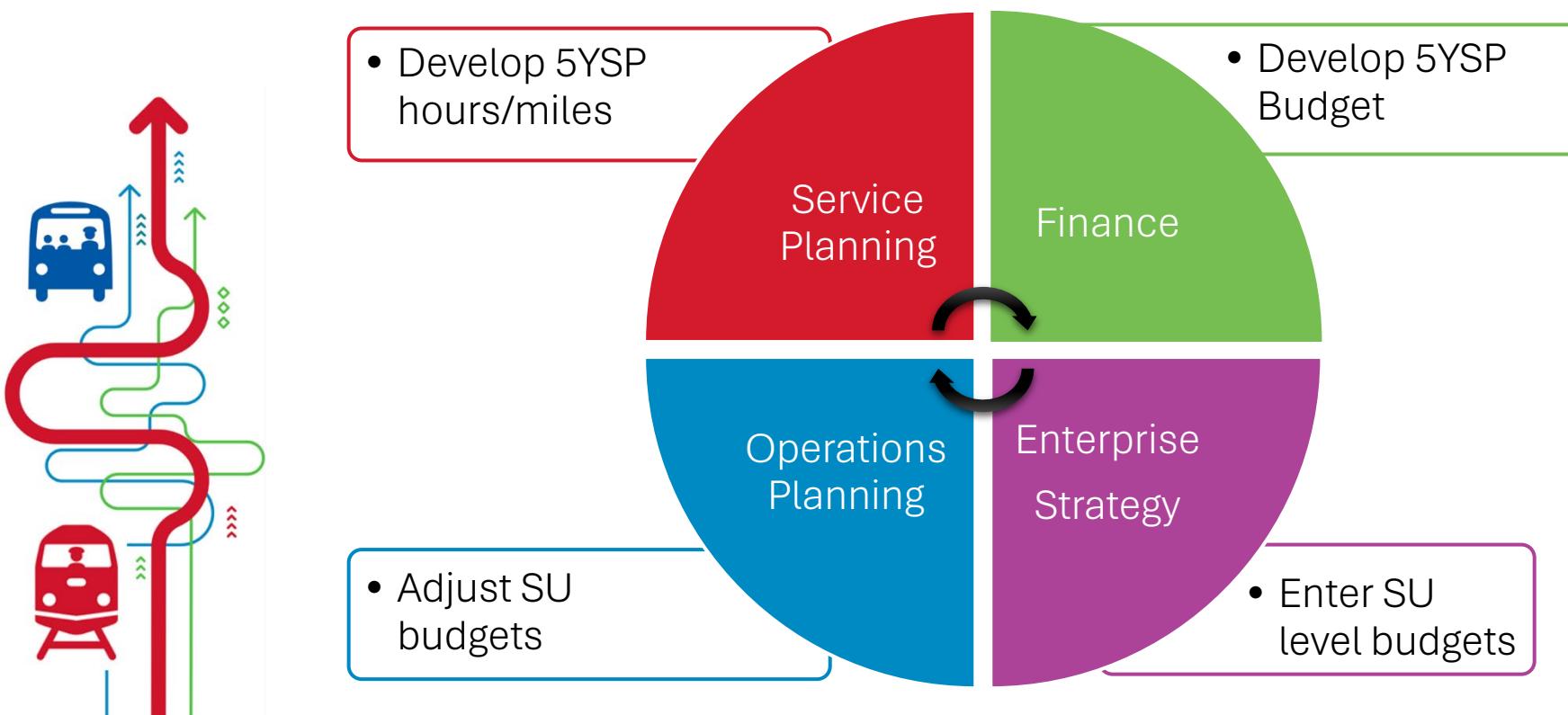


# QUESTIONS?



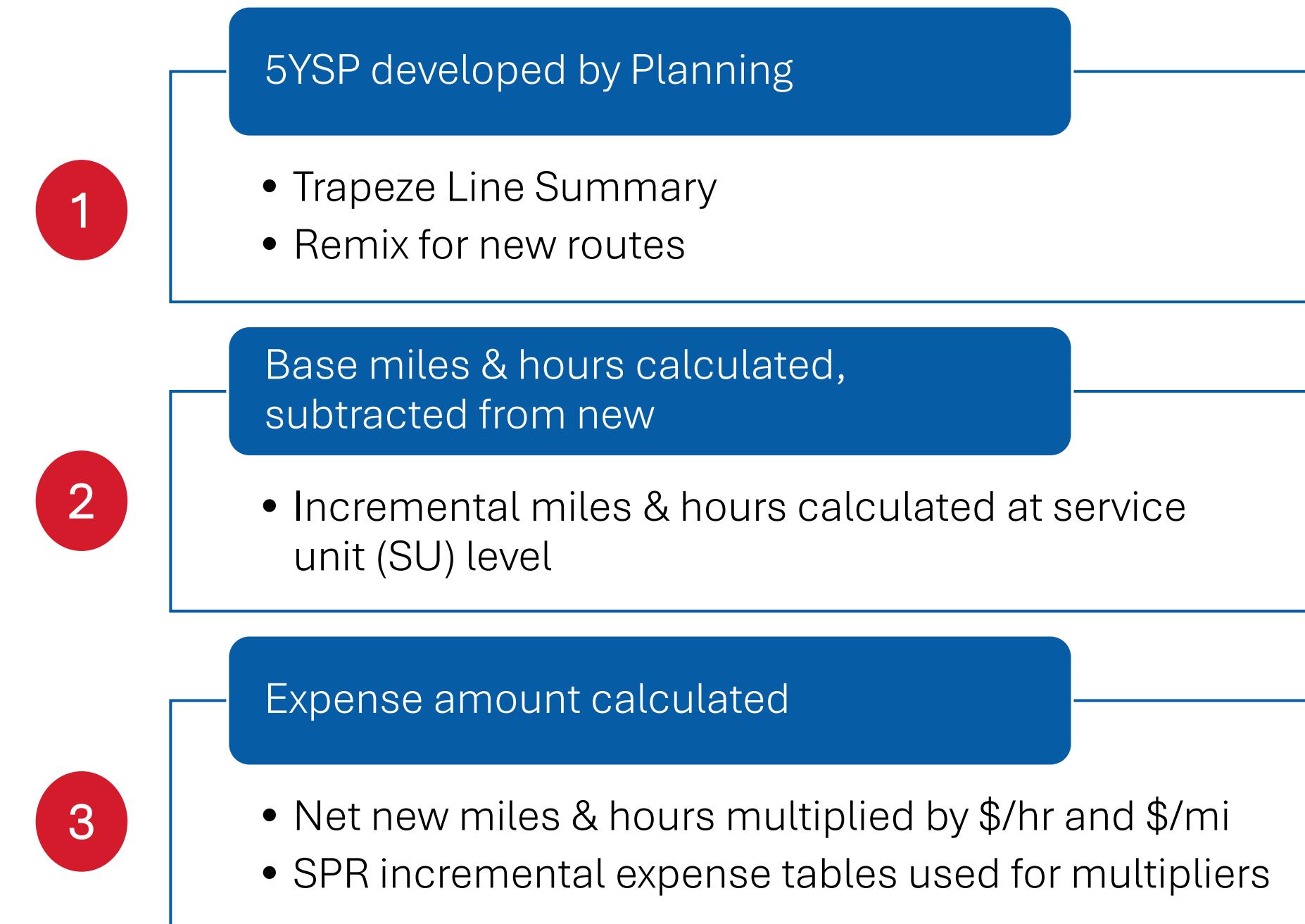
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# How We Determine New Service Costs



- Decision-making flow chart
- More than just Hours & Miles x Rate
- Operationalize service plan – scheduling
- Budget and FTE finalization

= bottom line



# Full Time Employee Increase – Operations

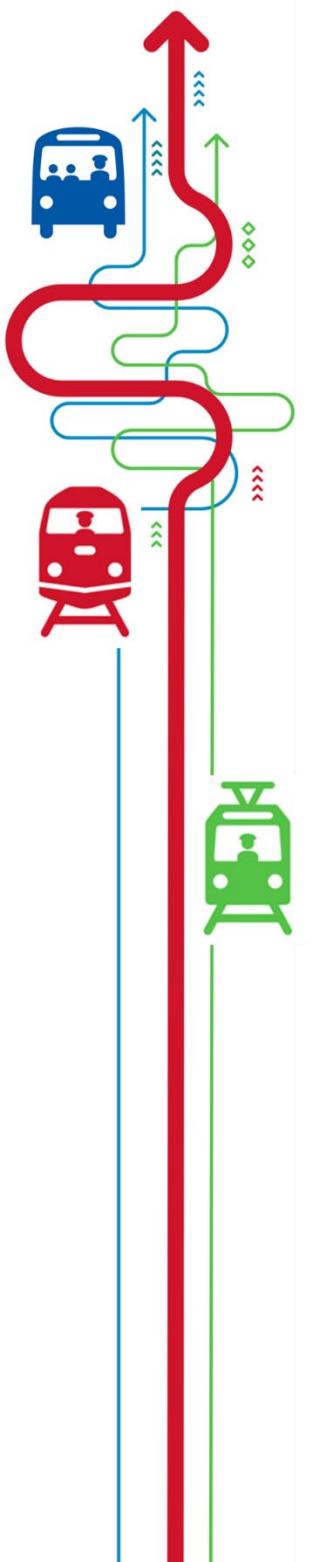
## MVX Implementation

- 20 Operator FTE
- 9 Vehicle Maintainers
- 2 Facilities Mechanics (25 stations & facility maintenance)

## Working Condition Improvements

- 10 Light Rail operations
- 30 other service units

# Additional Operator FTEs

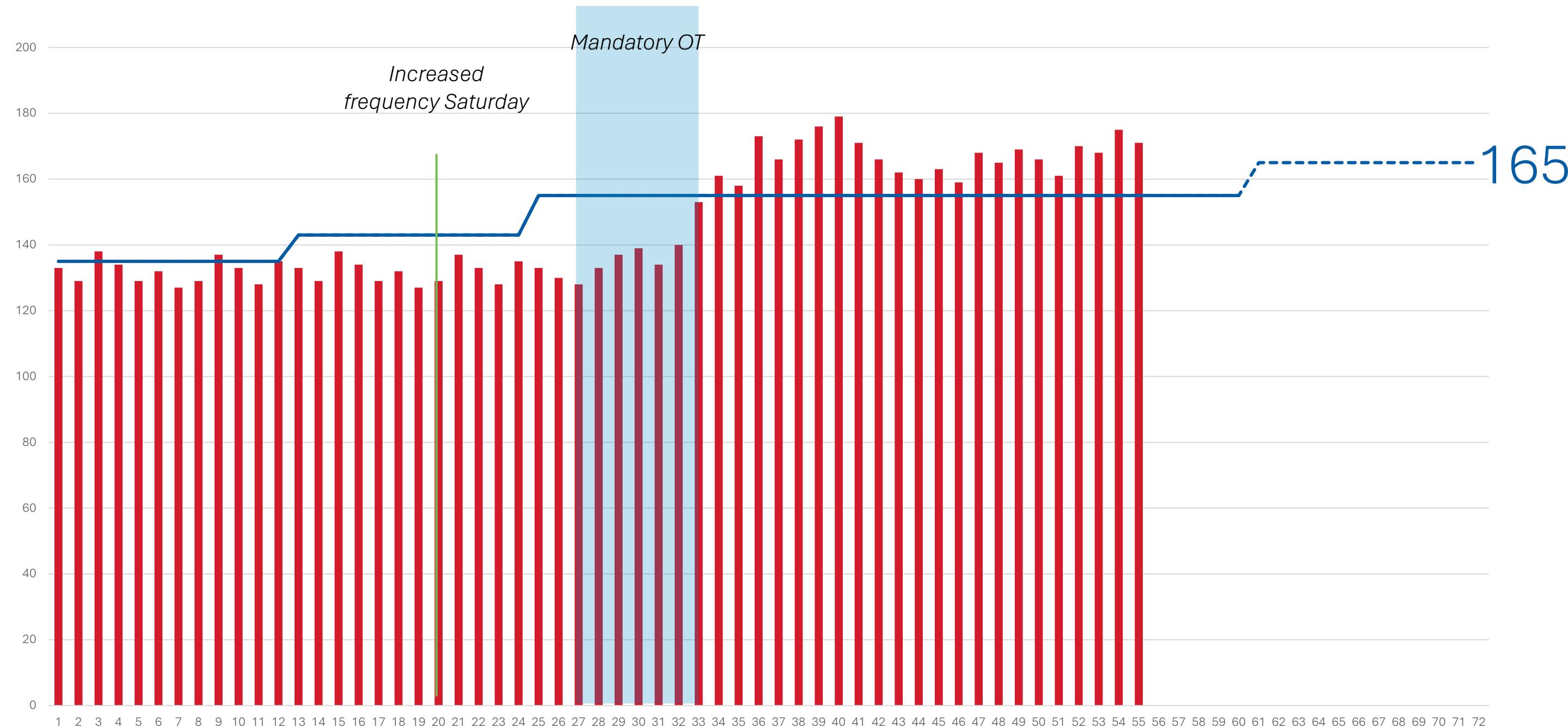
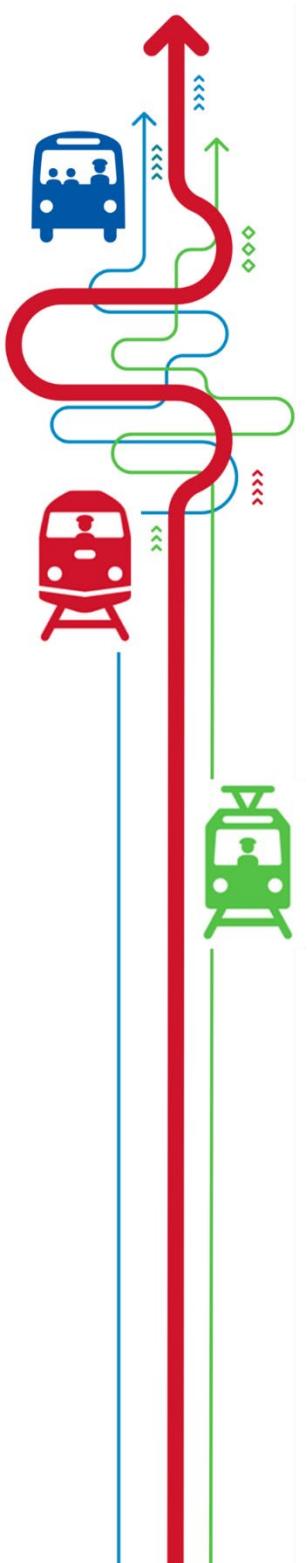


- Light Rail TRAX +10 (hired and funded)
- Special Services Service Unit +12
- Mt. Ogden Service Unit +6
- Timpanogos Service Unit +8
- Salt Lake Service Unit *no additional growth*
- Commuter Rail FrontRunner +4

OPERATOR FTE, LRT  
2026 BUDGET PROPOSAL

ACTUAL

BUDGET

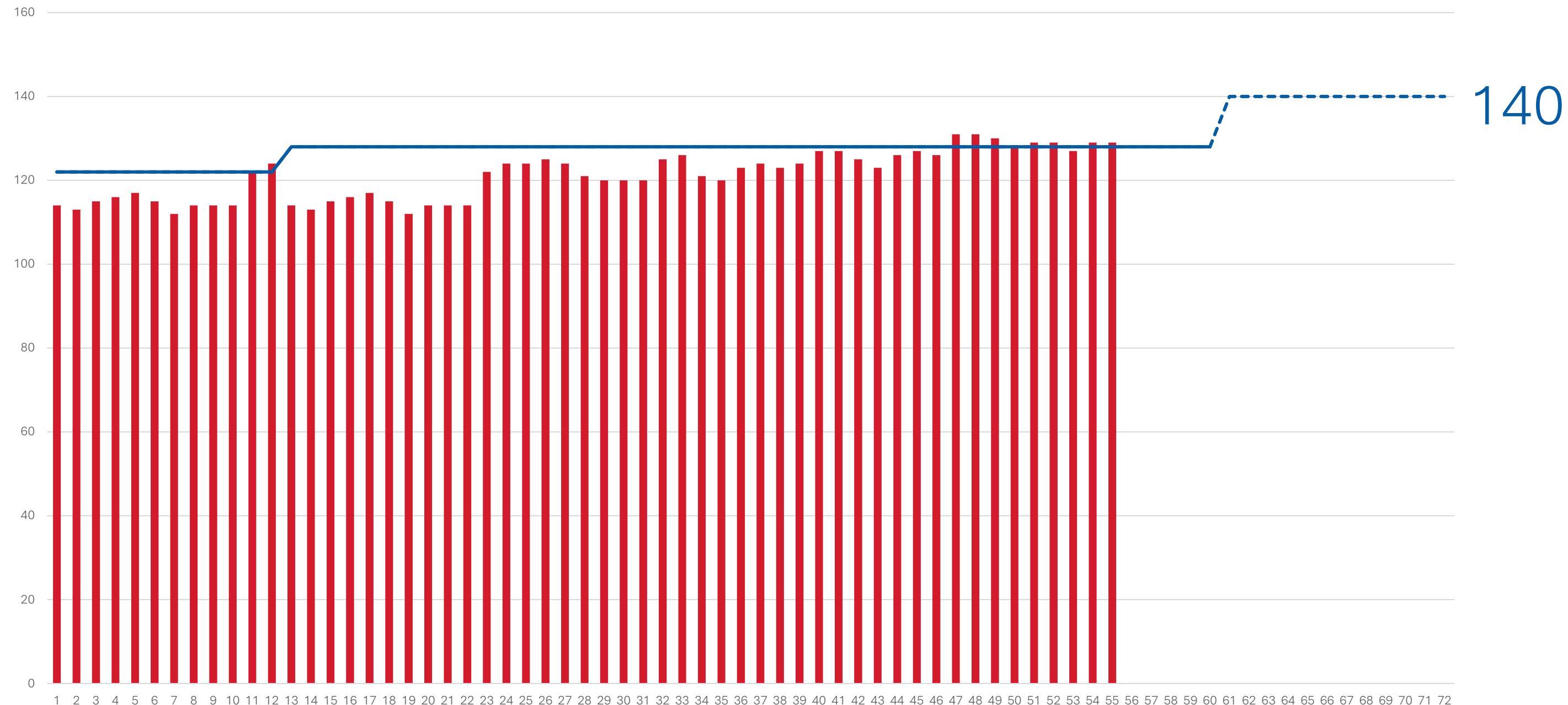


Please Note: Actual reflects Active Trainees

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OPERATOR FTE, Special Services SU  
2026 BUDGET PROPOSAL

ACTUAL BUDGET

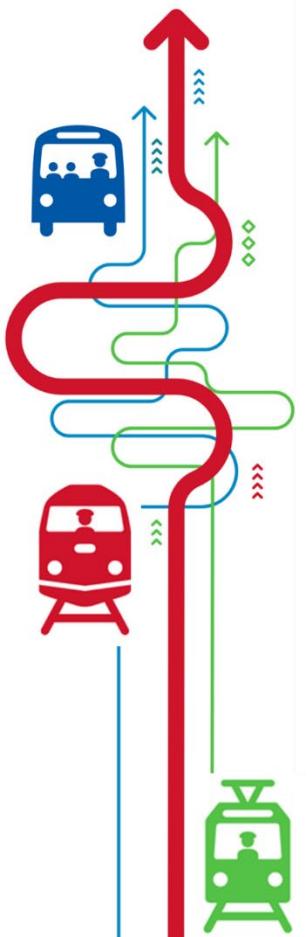
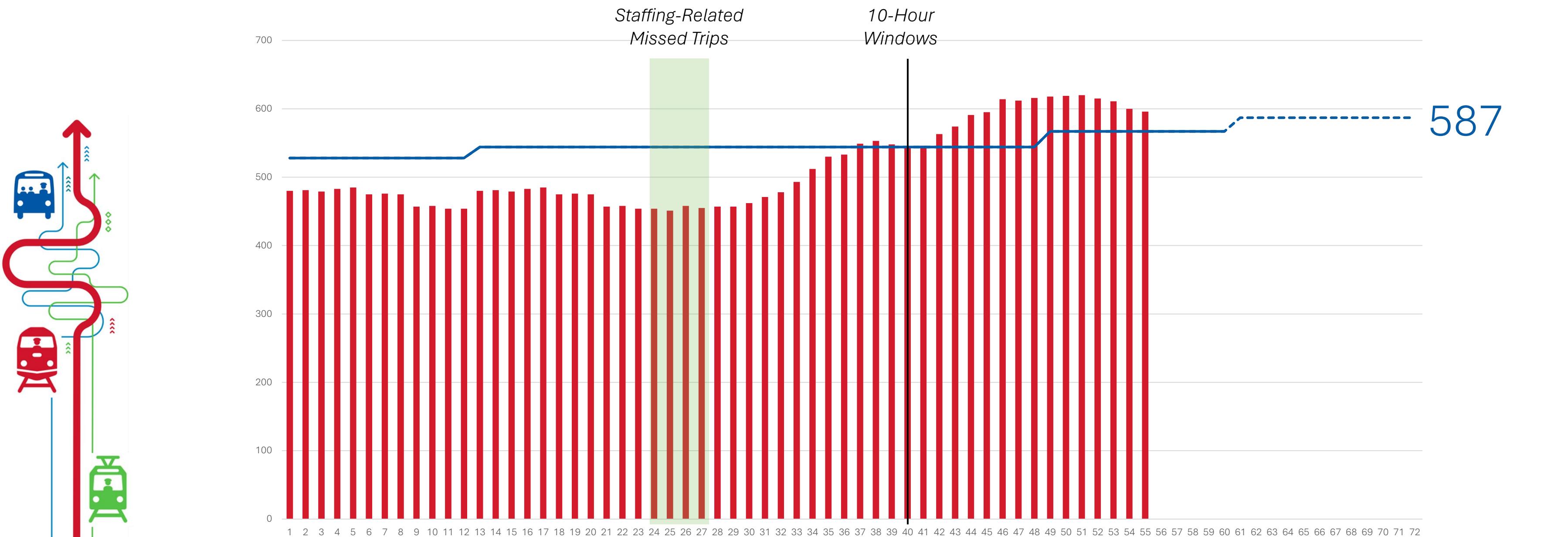


# OPERATOR FTE, Salt Lake SU

2026 BUDGET PROPOSAL

ACTUAL

BUDGET



U T A

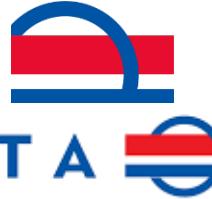
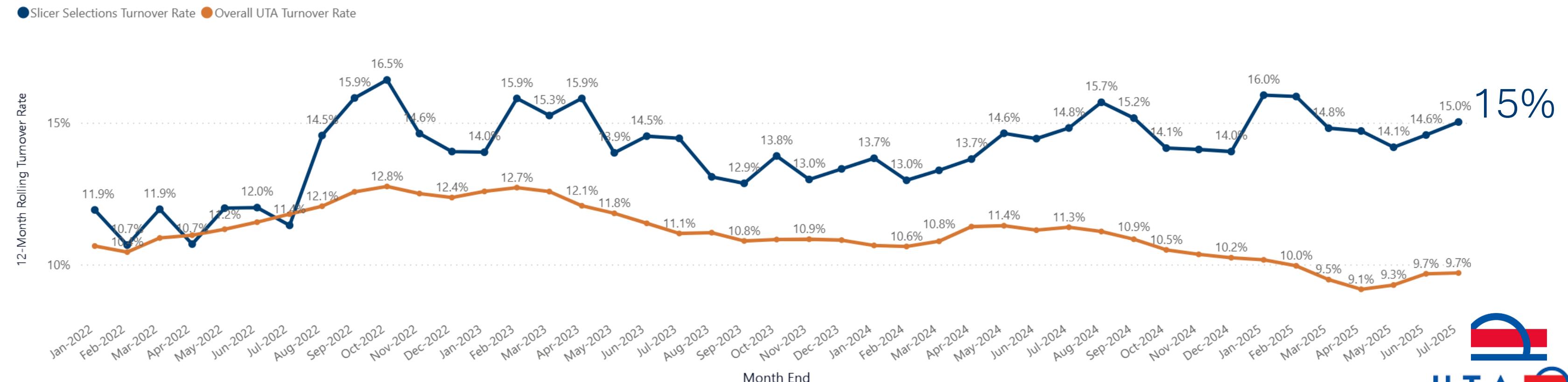
# TURNOVER RATE, SLSU

## 12-MONTH ROLLING



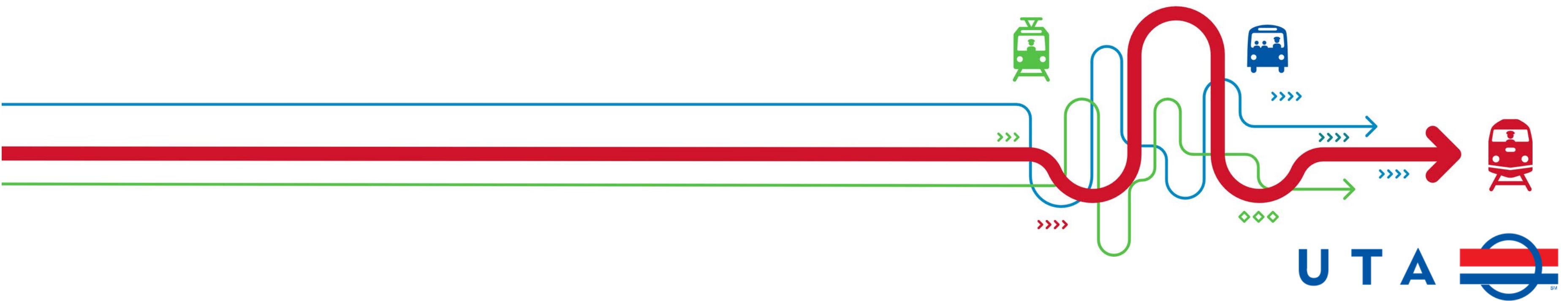
# TURNOVER RATE, OGDEN

## 12-MONTH ROLLING



# Capital Budget

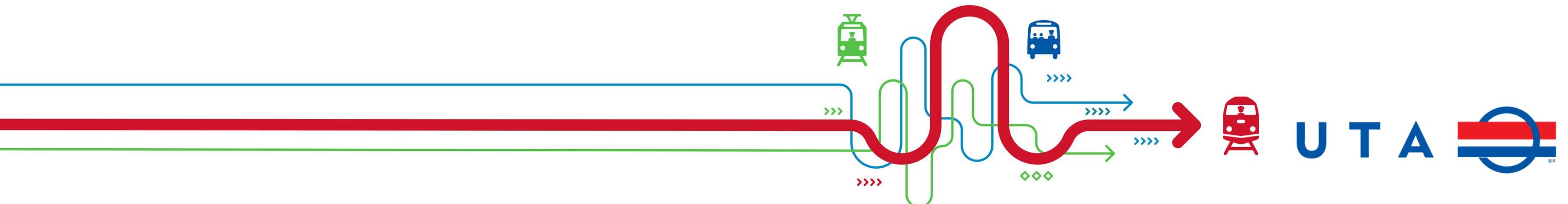
Five-Year Capital Plan: 2026-2030



# Approach to Capital Budget Process

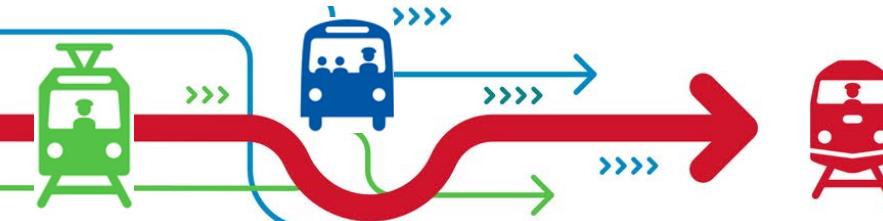
Focus on:

- Elements of capital budget dependent on adequate funding
  - Included assuming we get adequate funding to complete the budget
  - 2026 contains items that have a commitment around them
  - Responsibly manage SGR backlog



# High-Level Overview

Office	Total 2026-2030 Capital Plan	Number of Projects
Capital Services	\$891,647,000	94
Enterprise Strategy	31,866,000	19
Executive Director (Safety)	5,012,000	5
Finance	73,815,000	24
Operations	50,912,000	15
People	50,000	4
Planning & Engagement	8,912,000	11
<b>Grand Total</b>	<b>\$1,062,214,000</b>	<b>172</b>

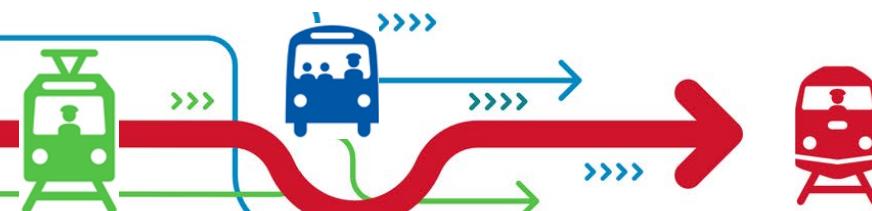


# Considerations Being Included

- Right-sizing Capital projects with available budget
- Carryforward process
- Facilities condition assessments and implementation
- Facilities in general
- Rail infrastructure safety and efficiency enhancements

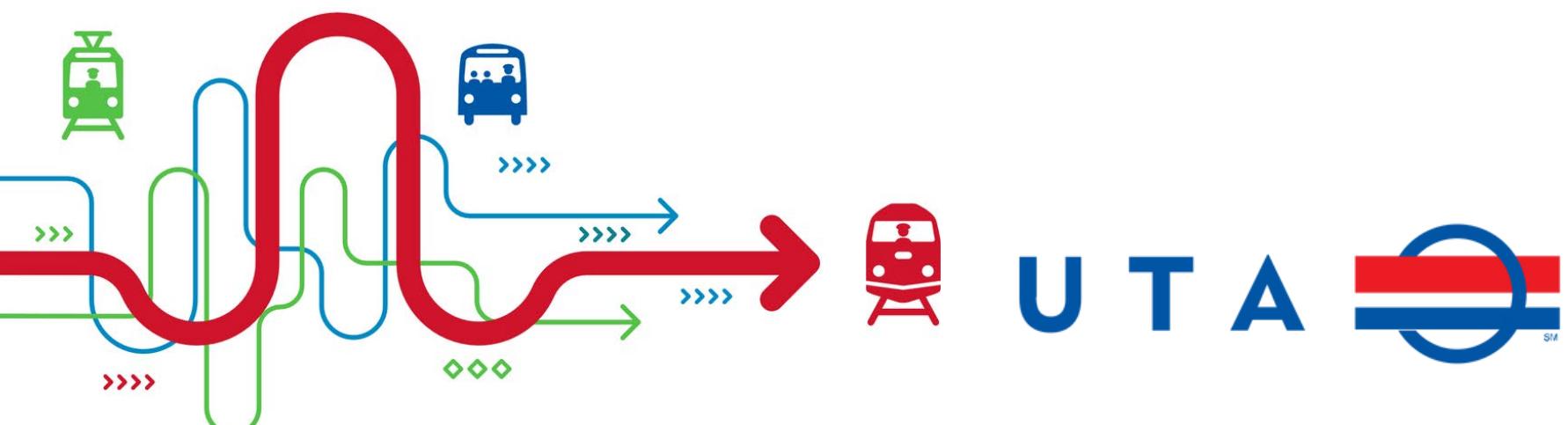
# Prioritization Considerations

1. Safety Critical Projects
  - a) Addressing regulatory and oversight requirements
  - b) Emergency repairs
  - c) Seismic and infrastructure assessments
2. Legally Required
  - a) Legal mandates
  - b) Existing contracts
3. Maintain Service Obligations
  - a) State of Good Repair
  - b) Vehicle replacements
4. New Project Evaluation
  - a) Agency goal alignment
  - b) Community support
  - c) Executive team review

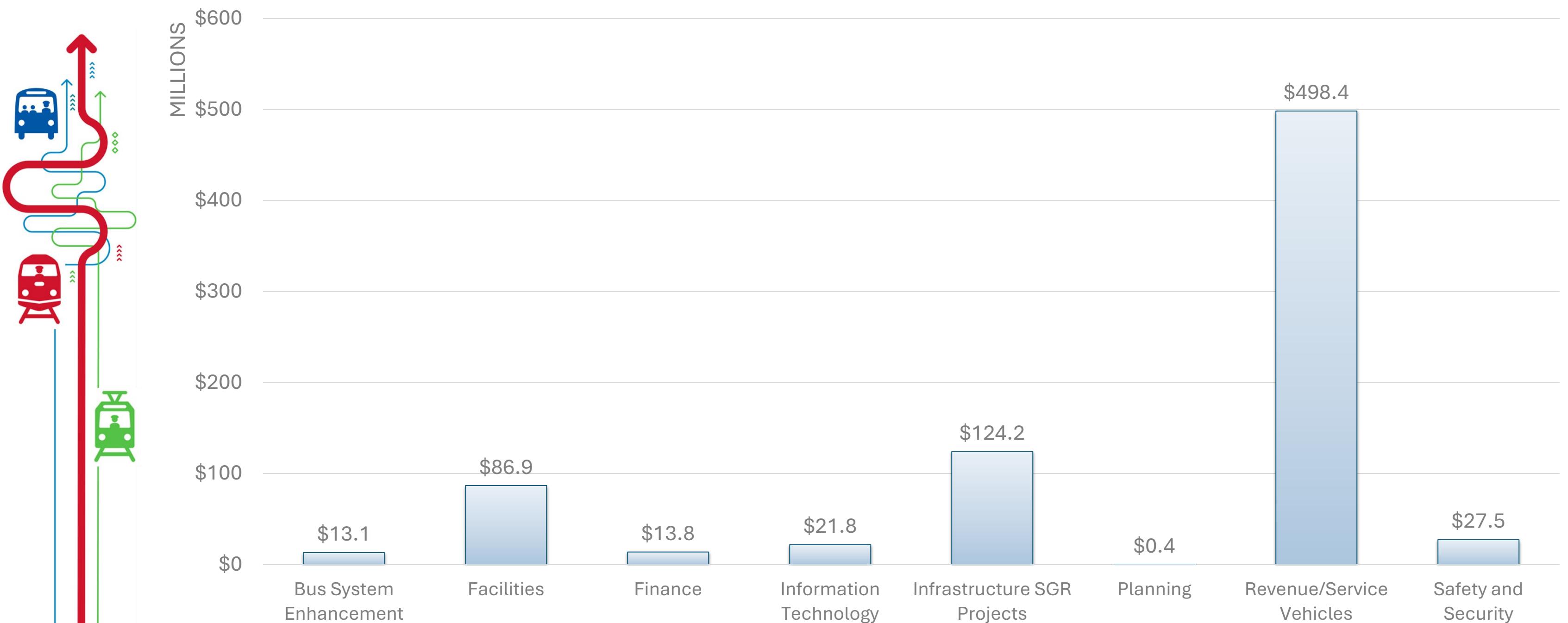


# Funding by Office

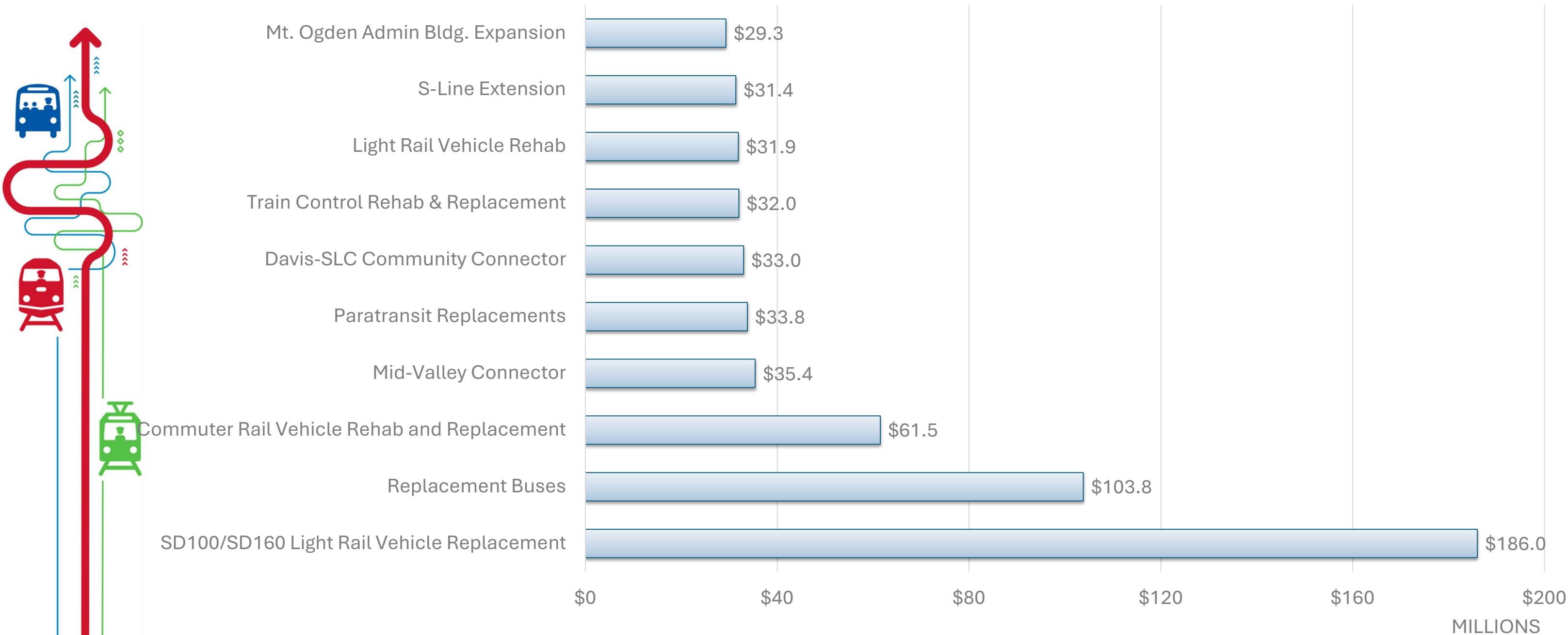
2026-2030 Plan By Chief Office	Proposed Plan Amount	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	\$891,647,000	\$287,320,000	\$109,948,000	\$348,517,000	\$145,862,000
Enterprise Strategy	31,866,000	4,800,000	0	0	27,066,000
Executive Director (Safety)	5,012,000	0	0	0	5,012,000
Finance	73,815,000	17,560,000	268,000	0	55,987,000
Operations	50,912,000	25,631,000	0	0	25,281,000
People	50,000	0	0	0	50,000
Planning & Engagement	8,912,000	0	0	0	8,912,000
<b>Grand Total</b>	<b>\$1,062,214,000</b>	<b>\$335,311,000</b>	<b>\$110,216,000</b>	<b>\$348,517,000</b>	<b>\$268,170,000</b>



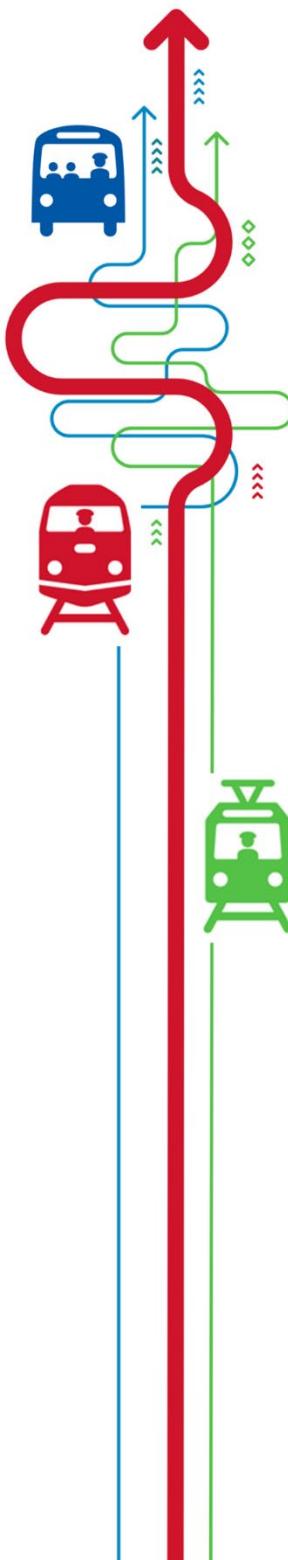
# SGR Plan Amount – \$786.1M, 74% of Plan



# Major Projects, 2026-2030 – \$578.0M, 55% of Plan

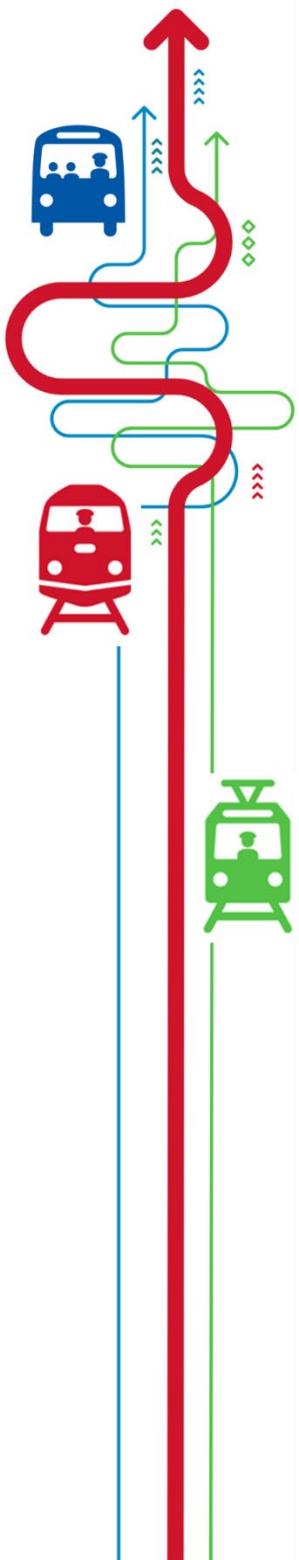


# 26 New Projects



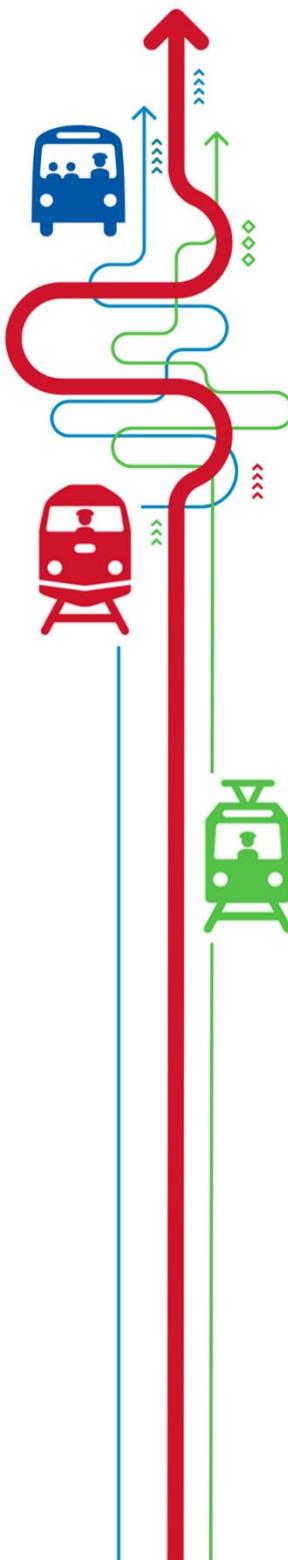
Project	Office	Total 5 Year Amount
NP002- Bus Stop Amenities	Capital Services	\$2,430,000
NP009- 200 S-Ph III-TSP	Capital Services	4,498,000
NP022- Facility Strategic Plan: Fire Alarm Systems Remediation	Capital Services	1,199,000
NP023- TPSS Building Rehab	Capital Services	1,100,000
NP026- Midvale Rail Service Center Operations workspace and amenity remodel	Capital Services	589,000
NP027- Facility Strategic Plan: Electrical Systems Remediation	Capital Services	9,024,000
NP031- Elevator Replacements- Farmington Station	Capital Services	650,000
NP032- Escalators Replacement- North Temple Station	Capital Services	1,125,000

# 26 New Projects – Continued



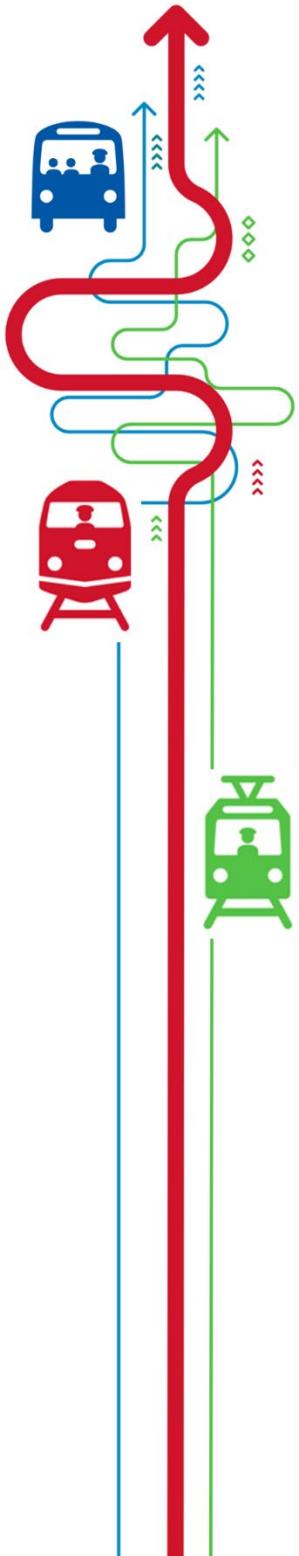
Project	Office	Total 5 Year Amount
NP038- Aboveground Storage Tanks Product Lines Replacement	Capital Services	\$320,000
NP048- Rail Grinding	Capital Services	5,200,000
NP049- Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	Capital Services	130,000
NP071- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	Capital Services	21,310,000
NP076 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	Capital Services	3,407,000
NP077 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	Capital Services	3,300,000
NP078 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	Capital Services	98,000
NP079 - (Grant Dependent) Charger at Farmington Station or Ogden Station	Capital Services	105,000

# 26 New Projects – Continued



Project	Office	Total 5 Year Amount
NP080 - (Grant Dependent) Salt Lake or WV On Route Chargers	Capital Services	\$109,000
NP064- (Consolidation) Electronic Communication Rehab/Replacement	Enterprise Strategy	3,500,000
NP003- Police RMS/CAD	Operations	2,105,000
NP017- Floor Restoration Mt. Ogden	Operations	939,000
NP045- LRV Collision Avoidance System	Operations	17,550,000
NP051- LRV 1168 Accident Repairs	Operations	2,975,000
NP001- HEP Load Bank for HEP Trainer	People	50,000
NP053- (Grant Dependent) Optical Detection Next Steps	Planning and Engagement	350,000

# 26 New Projects – Continued



Project	Office	Total 5 Year Amount
NP054- (Grant Dependent) Bus scanning safety project	Planning and Engagement	\$150,000
NP055- Proposed Project- One-Time IMS Capital Expenses, 2026	Planning and Engagement	638,000

# 2026 Major Milestones

5600 West Bus Construction

MVX Completion

S-Line Construction

SGR- Rail and Grade Crossing Replacement

TTEC Construction

New LRV Procurement-  
Production Begins

New LRV Procurement -  
Execution of 20 options

Mt. Ogden Admin Building Construction

Light Rail Vehicle Rehabilitations

21 Diesel Buses

Davis-SLC BRT Final Design

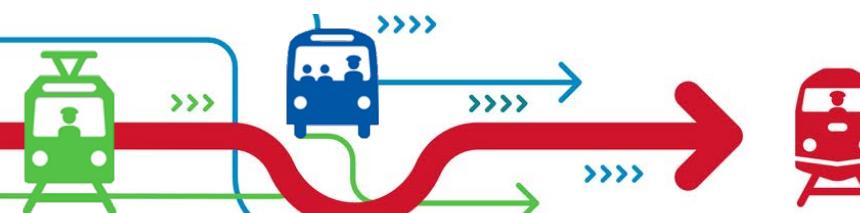
Utah County Park and Rides Construction

10-Year Capital Plan

Sustainability Master Plan

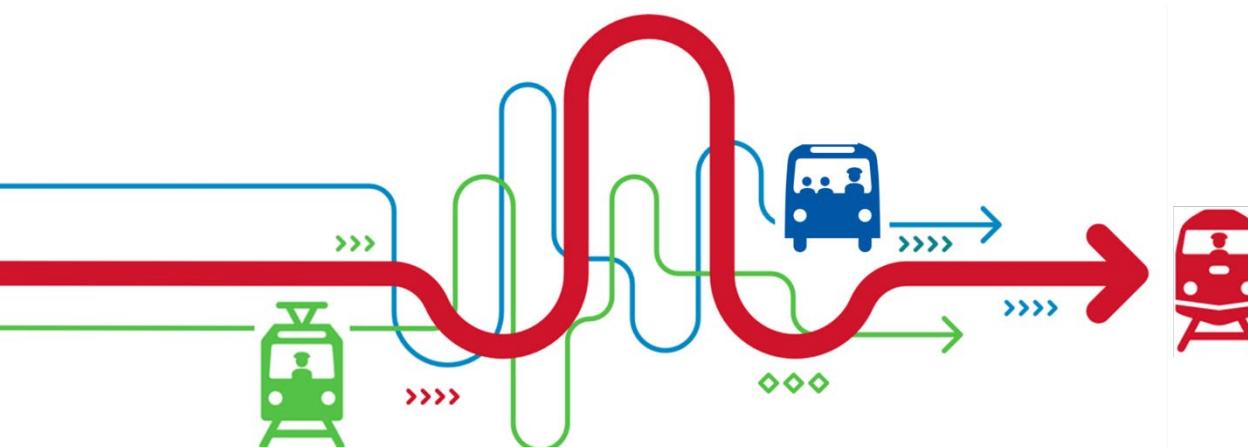
Facilities Implementation Plan

TRAX Forward Development



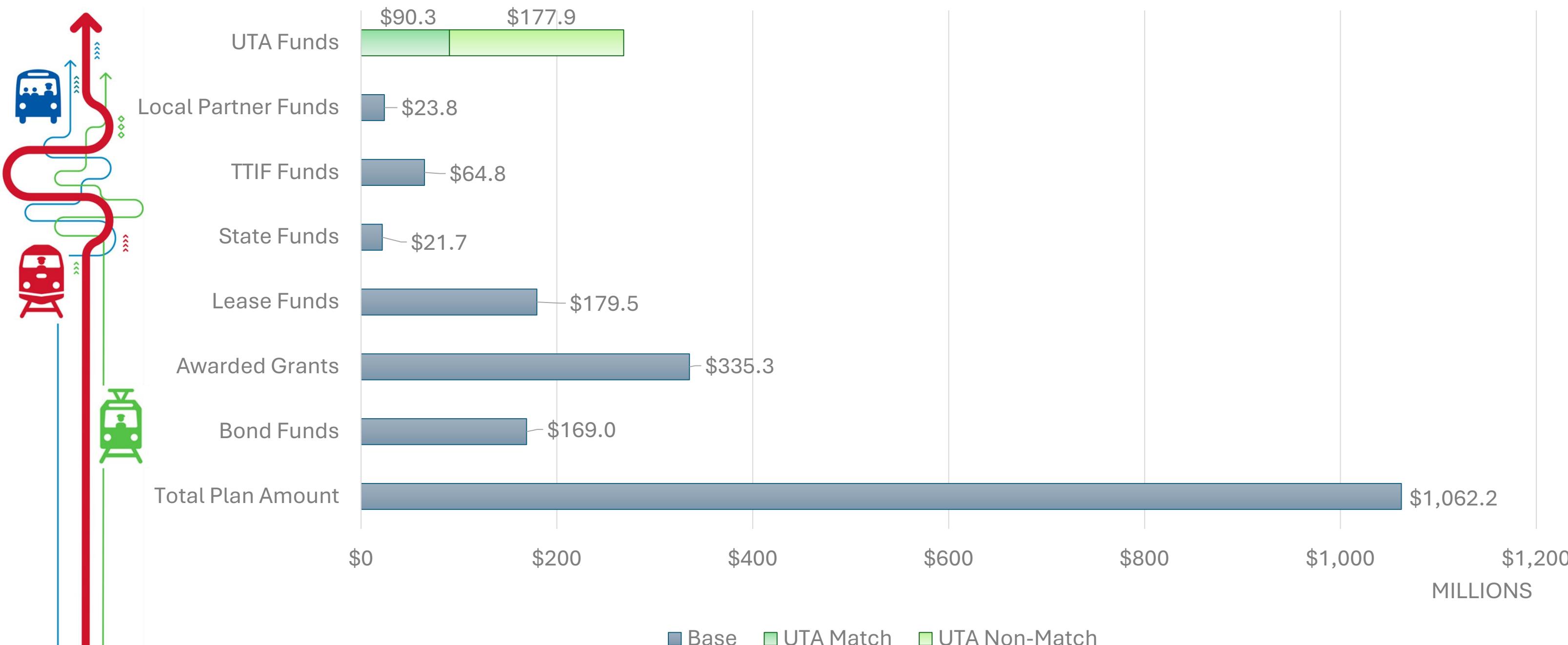
# Funding Sources Summary

## 2026-2030 Five-Year Plan Summary



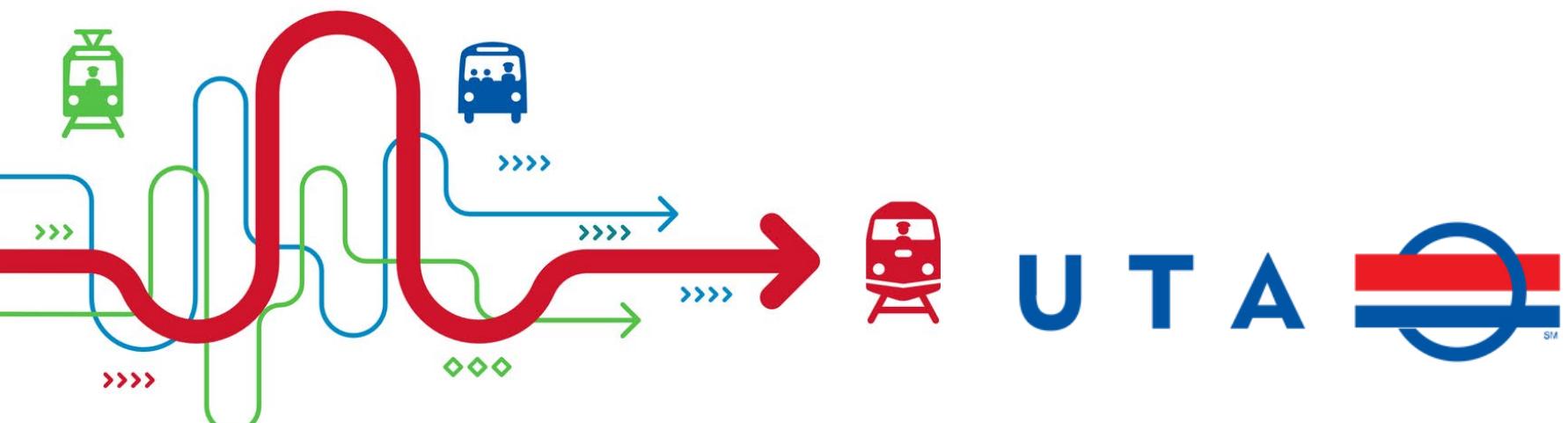
# Funding Source Summary: 2026-2030

## Five-Year Capital Plan



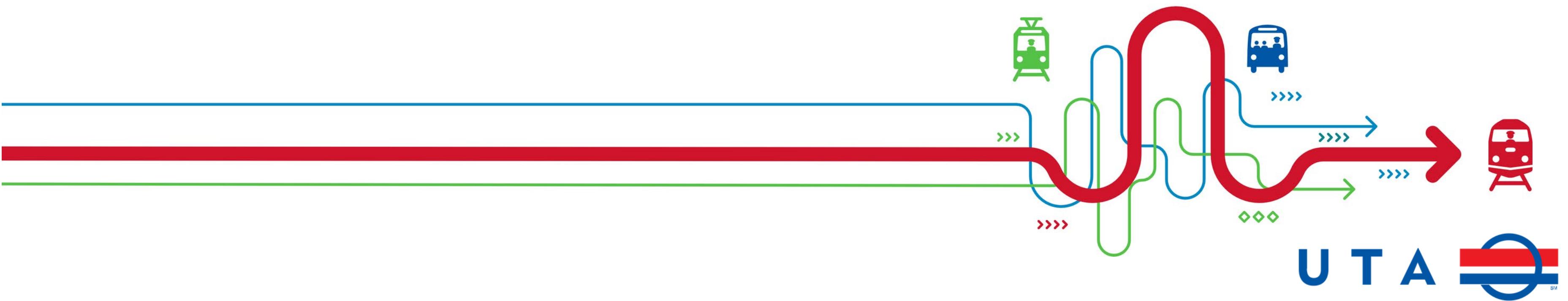
# Yearly Breakdown

Year	Total Plan Amount	Bond Funds	Awarded Grants	Lease Funds	State Funds	TTIF Funds	Local Partner Funds	UTA Funds
2026	\$342,061,000	\$46,585,000	\$110,534,000	\$49,964,000	\$10,622,000	\$42,627,000	\$9,920,000	\$75,409,000
2027	234,561,000	24,915,000	78,135,000	45,520,000	3,856,000	16,153,000	9,300,000	56,682,000
2028	209,432,000	52,117,000	71,275,000	28,028,000	3,093,000	2,852,000	3,033,000	49,034,000
2029	167,906,000	40,697,000	44,456,000	29,640,000	3,393,000	974,000	1,521,000	47,225,000
2030	104,654,000	4,690,000	30,911,000	26,361,000	700,000	2,151,000	21,000	39,820,000
<b>Total</b>	<b>\$1,062,214,000</b>	<b>\$169,004,000</b>	<b>\$335,311,000</b>	<b>\$179,513,000</b>	<b>\$21,664,000</b>	<b>\$64,757,000</b>	<b>\$23,795,000</b>	<b>\$268,170,000</b>

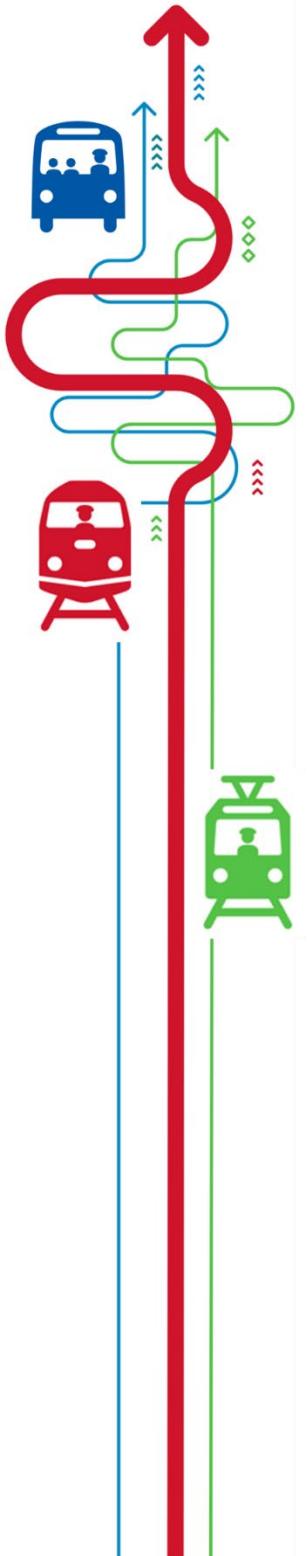


# 2026 Details

## Overview of 2026



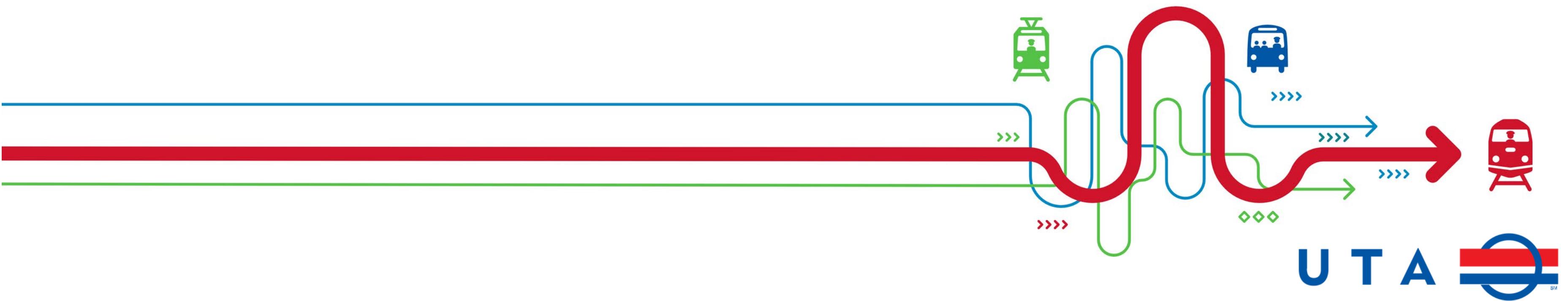
# Breakdown by Office



Office	2026 Budget Amount
Capital Services	\$284,728,000
Enterprise Strategy	15,251,000
Executive Director (Safety)	1,485,000
Finance	31,973,000
Operations	9,481,000
People	50,000
Planning and Engagement	2,693,000
<b>Total</b>	<b>\$345,661,000</b>

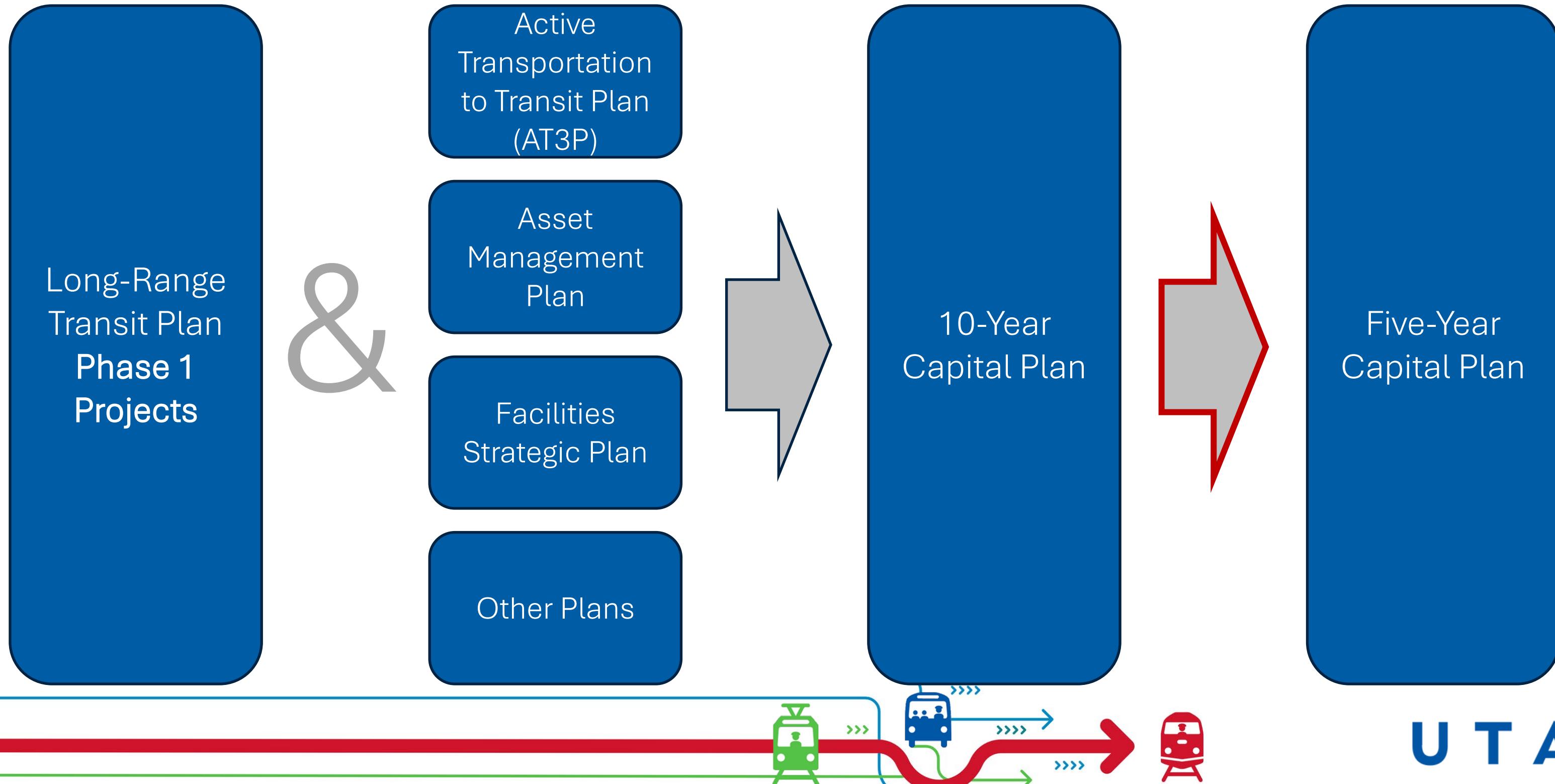
# What Didn't Get Incorporated

## 10-Year Plan and Other Requests



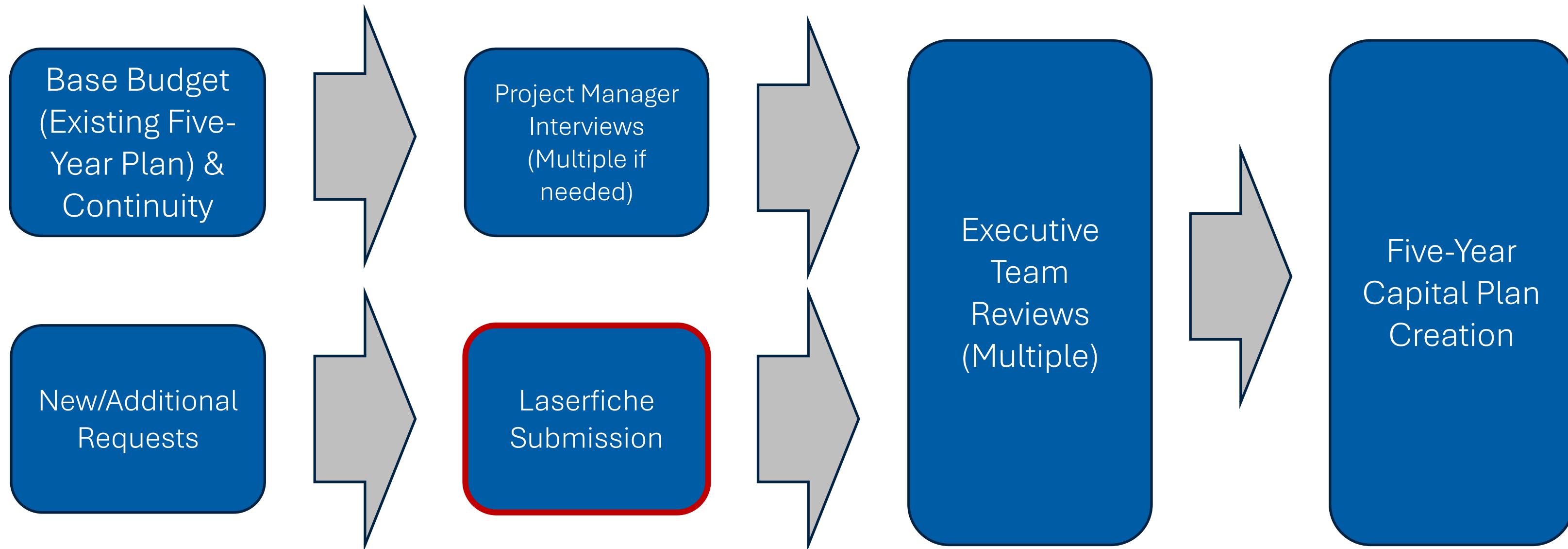
# 10-Year Capital Plan Intent (Simplified)

- Provide consolidation point for various plans and provide organized path to Five-Year Capital Plan



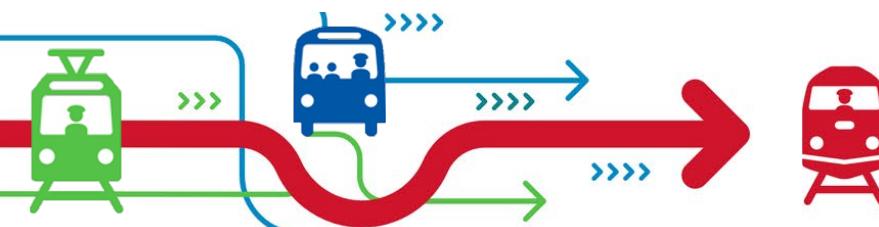
# Five-Year Plan Creation Process (Simplified)

- Provide consolidation point for various plans and provide organized path to Five-Year Capital Plan

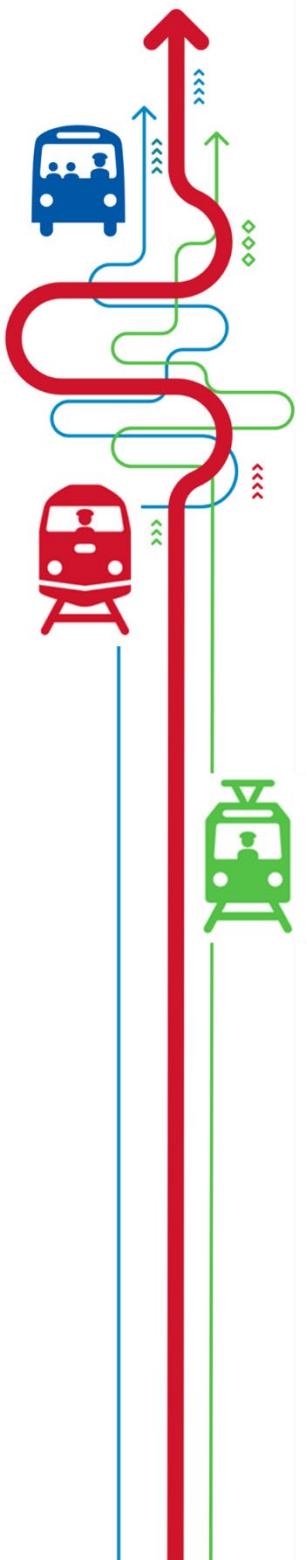


# How We Prioritized

- Main Contributors
  - Unfunded amounts removed (external funds with no award/agreement) — about \$80.6M
    - Local Match Amounts remain in plan; if grants come through, awards can be added later
  - Major SGR projects coming online needed funding
    - LRV collision avoidance system (\$17.6M)
    - Commuter Rail cab/coach mid-life overhauls (\$96.5M requested — \$61.5M funded)
- Main Projects – Budget Adjustments
  - Rail rehab and replacement, grade crossing replacements, OCS rehab and replacement, train control rehab and replacement, rail switches rehab and replacement — reduced \$83.1M over 5 years.
    - Has funded balance of \$102.9M over 5 years
  - Davis-SLC Connector (-\$37M) due to pending CIG grant
  - 5339(b) bus grants (-\$38M) due to pending grant awards

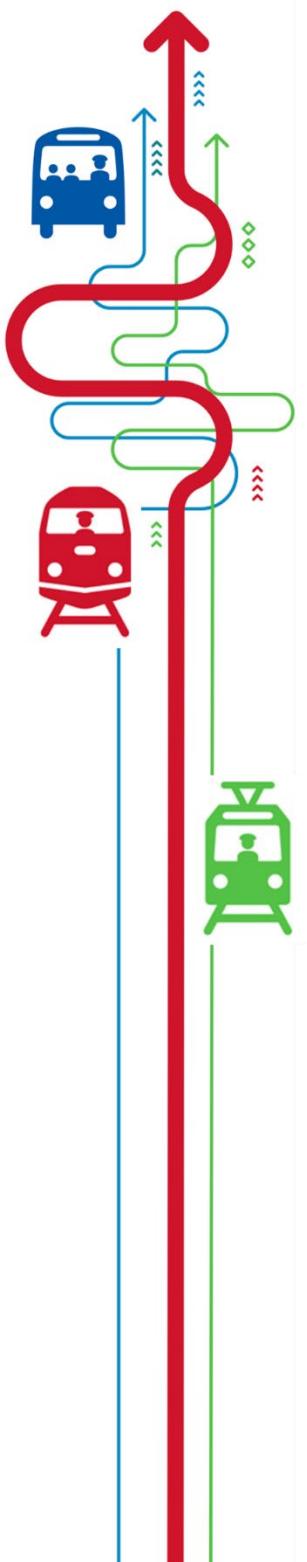


# Projects Deferred After Initial Consolidation for Five-Year Plan



- Layton Station Improvements
  - Deferred until more progress made with partners
- Operations Center
  - Deferred until later date- funding availability
- New Public Address System for TRAX
  - Deferred until later date- funding availability
  - Continue to operate status-quo
- UTA Physical and Logical Access Control
  - Deferred until later date- funding availability
  - Continue to operate status-quo
- NRV Expansion Vehicles
  - Deferred until later date- funding availability
  - Will continue to maximize fleet pool usage to reduce need for new vehicles

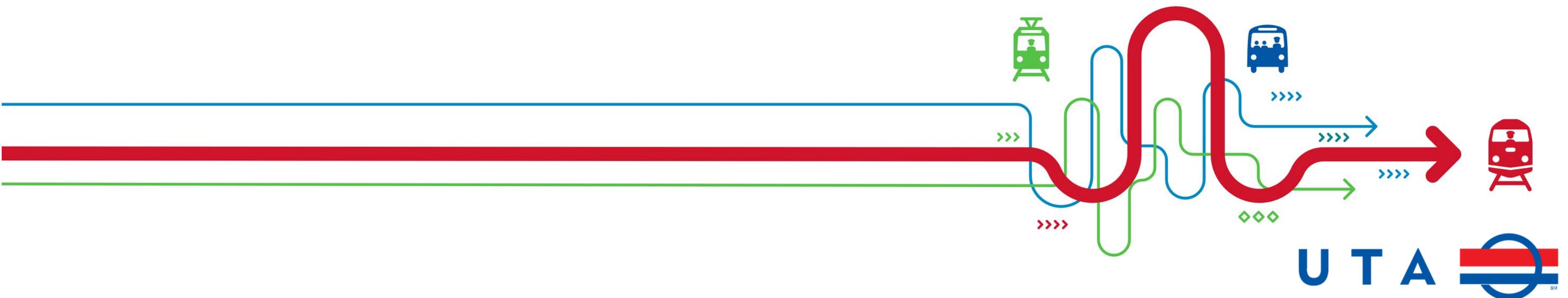
# 10-Year Plan Gaps – Compared 2029 and 2030 Numbers



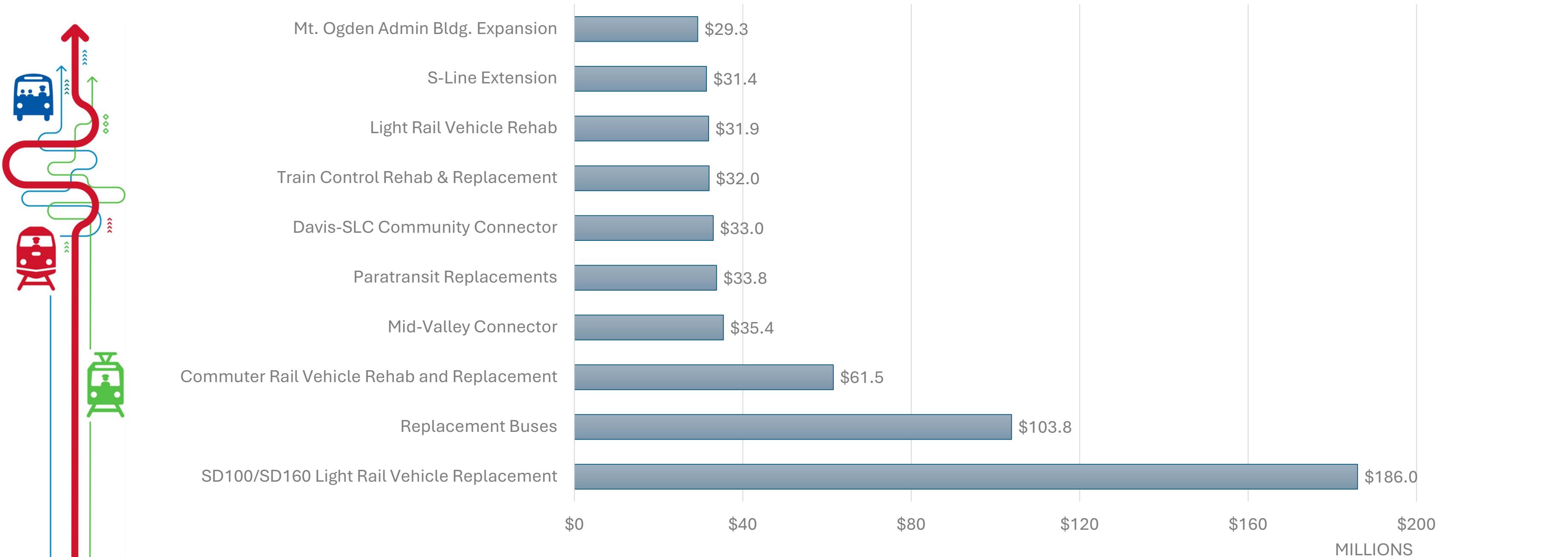
Row Labels	Sum of 10 Year Plan Total	Sum of 5YCP Total
Group 01- Customer Experience	\$6,100,000	\$4,583,000
Group 02- Facilities, Estate & TOD	808,269,000	2,201,000
Group 03- Finance	20,700,000	15,953,000
Group 04- Information Technology	7,491,000	6,750,000
Group 05- Innovative Mobility	8,400,000	703,000
Group 06- Non-Revenue Vehicles	13,400,000	7,700,000
Group 07- Operations	32,333,000	7,180,000
Group 08- Revenue Vehicles	216,600,000	96,010,000
Group 09- Safety and Security	1,790,000	1,590,000
Group 10- Studies and Programmatic Efforts	2,300,000	600,000
Group 11- Systems	149,650,000	9,300,000
Group 12- Track, Bus Lane & Bridge Rehabilitation	11,200,000	13,010,000
Group 13- Transit Centers	114,000,000	3,770,000
Group 14- Enhanced Bus	194,700,000	1,509,000
Group 15- Bus Rapid Transit	654,000,000	-
Group 16- Light Rail	44,700,000	-
<b>Subtotal- Groups 1-16</b>	<b>2,285,633,000</b>	<b>170,859,000</b>
Group 17- FrontRunner	4,700,000,000	-
<b>Grand Total (Groups 1-17)</b>	<b>\$6,985,633,000</b>	<b>\$170,859,000</b>

# Capital Services Top 10 Projects

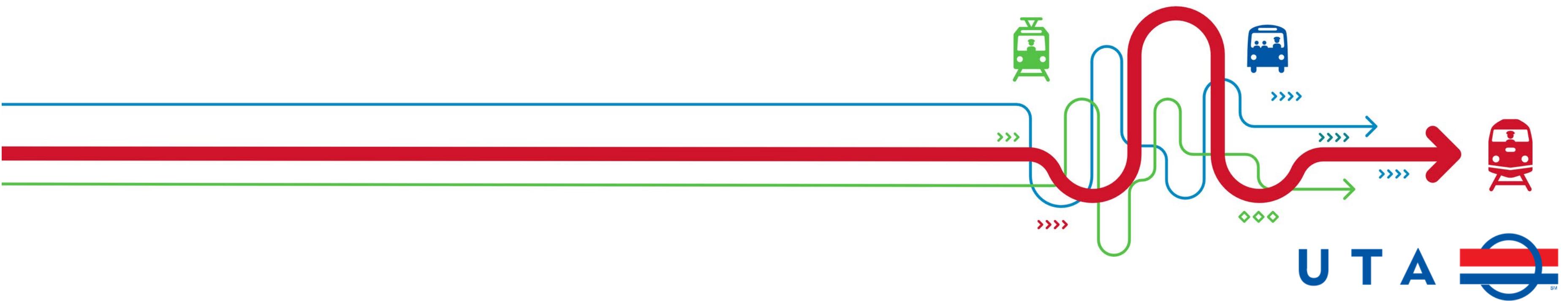
Improving Costing and Minimizing Budget  
Adjustments



# Major Projects, 2026-2030 – \$578.0M, 55% of Plan



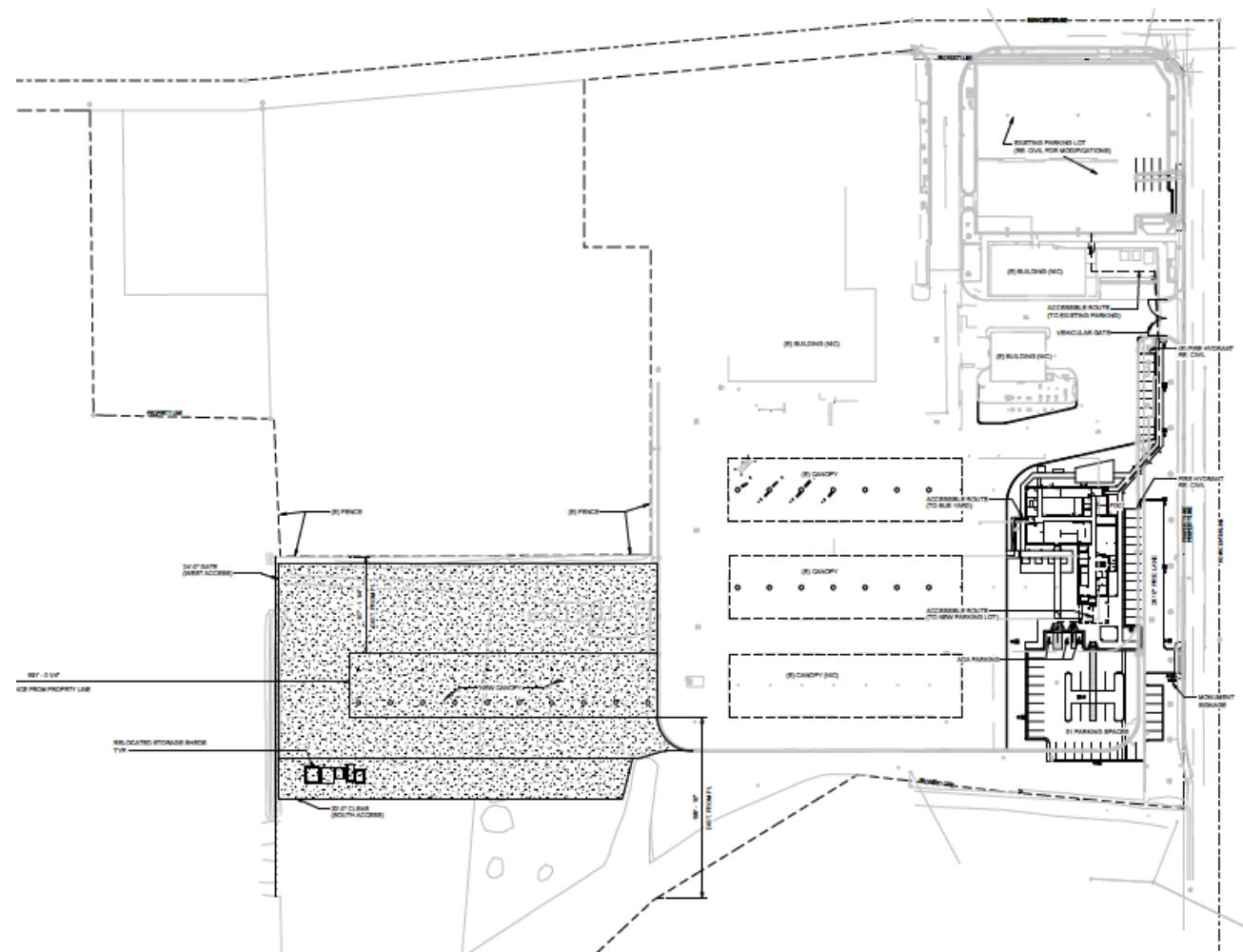
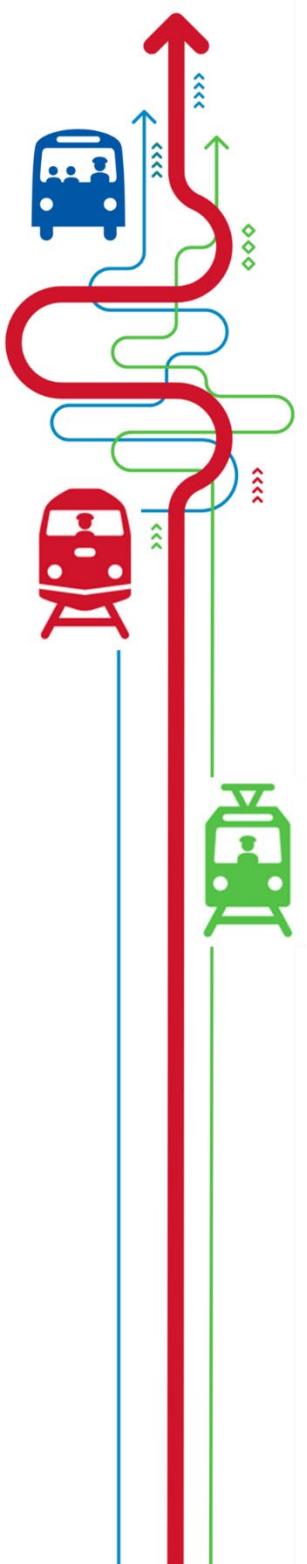
# Major Capital Projects



# MSP258 – Mt. Ogden Admin Building Expansion: \$29.3M

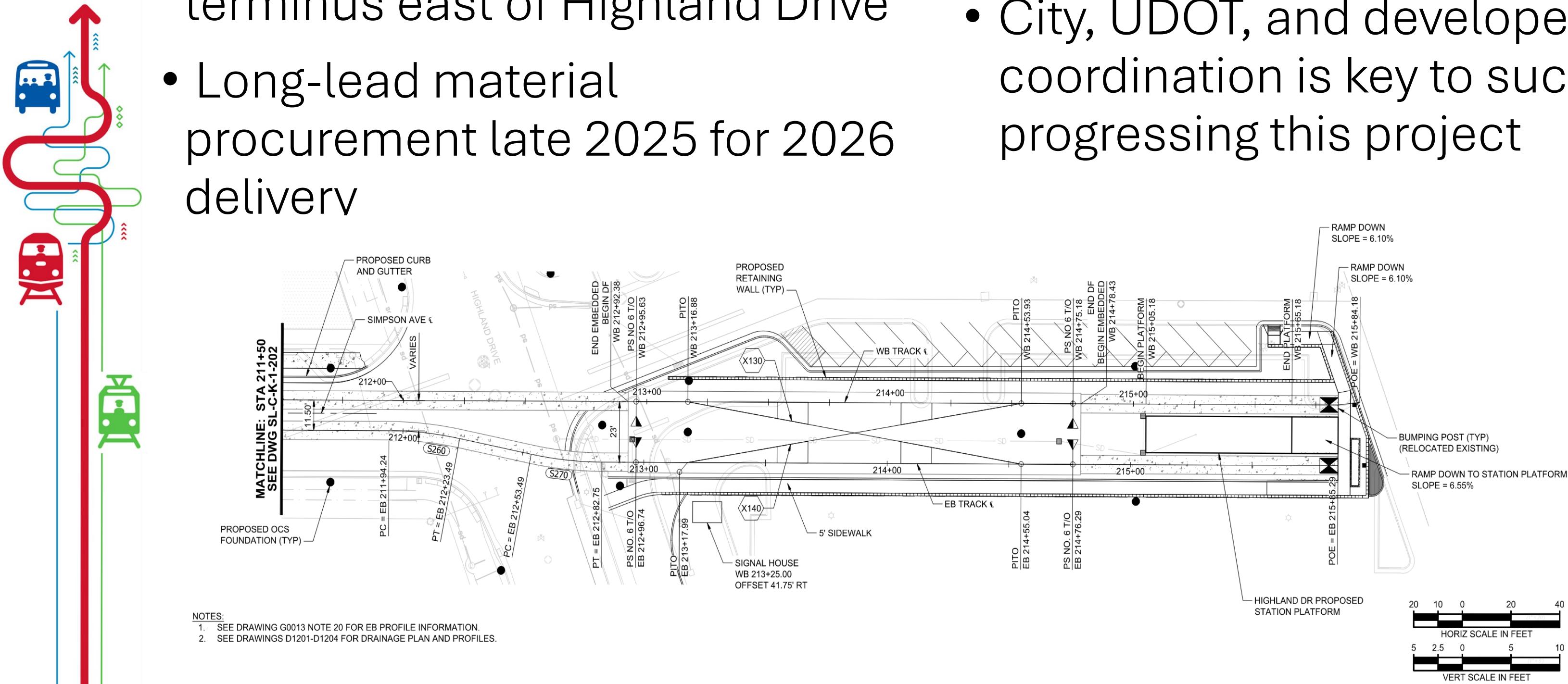
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- 100% design completion late 2025
- Construction 2026 for bus canopy
- Construction of admin building 2027-2028
- 13,000 sq. ft. building
- Preserves UTA property to the west of new building and bus parking



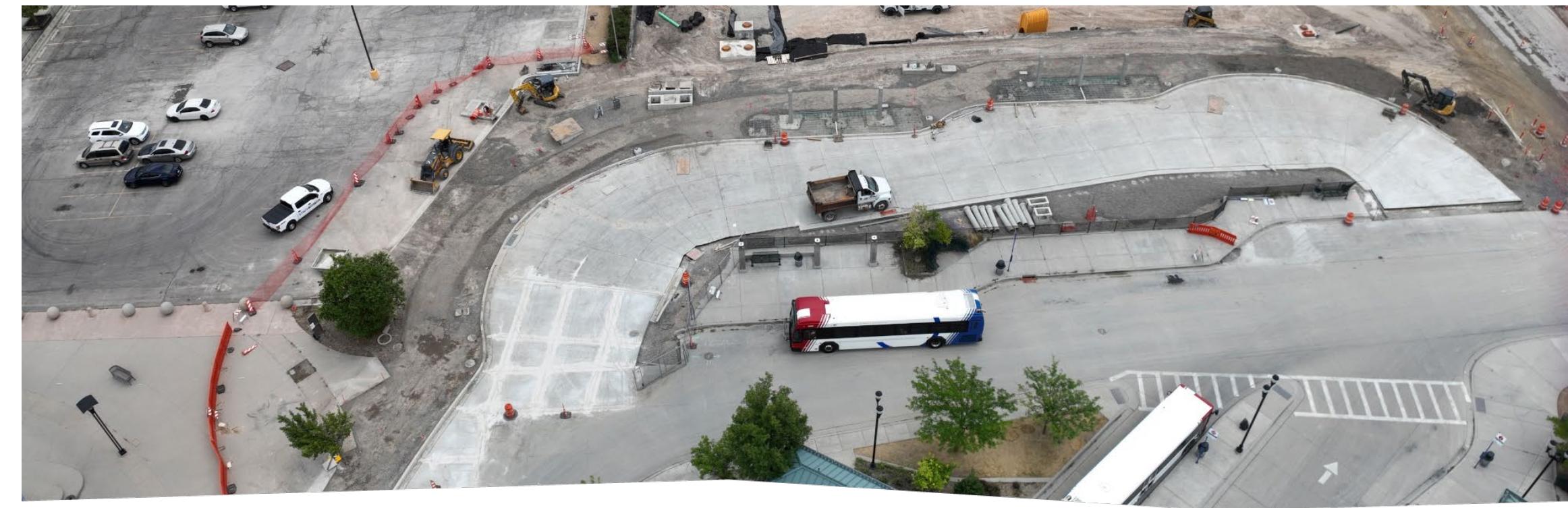
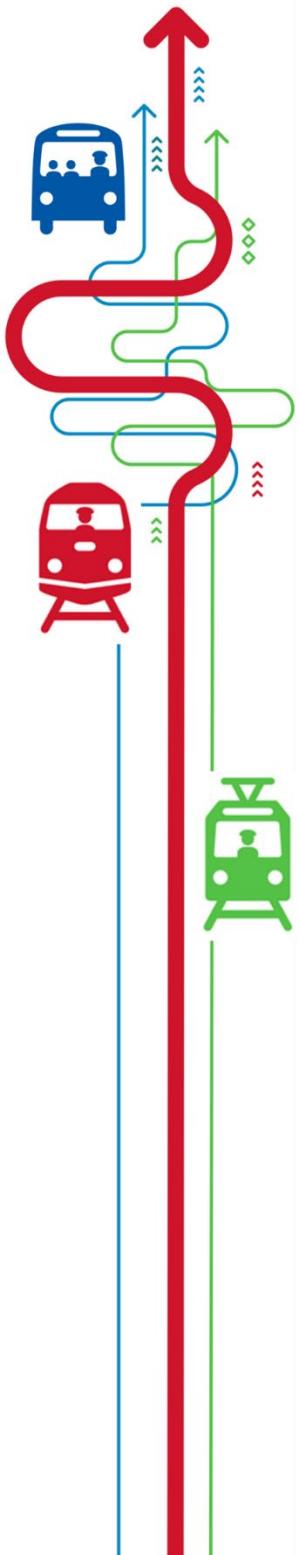
# MSP259 – S-Line Extension: \$31.4M

- Currently at 60% design for terminus east of Highland Drive
- Long-lead material procurement late 2025 for 2026 delivery
- Construction 2026-2027
- City, UDOT, and developer coordination is key to successfully progressing this project



# MSP253 – Midvalley Express (MVX): \$35.4M

- Construction 81% complete
- 4700 South sidewalk, wall, and paving complete
- All stations out of the ground waiting for final finishings
- SLCC local routes opening August 2025 Change Day
- WVC working on adapting existing bays
- Murray City waiting for power for restrooms

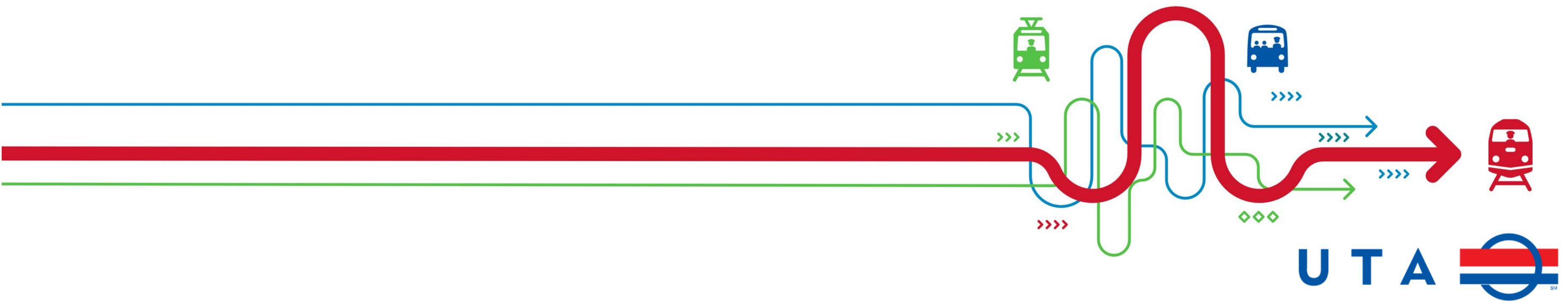


# MSP202 – Davis-SLC Community Connector: \$33.0M

- 26.5-mile corridor-based bus rapid transit Farmington to University of Utah Research Park
- Total stations/platforms
  - 39 stations
  - 76 platforms
- CIG-funded stations/platforms
  - 20 stations
  - 37 platforms
- 18 battery electric buses and charging infrastructure

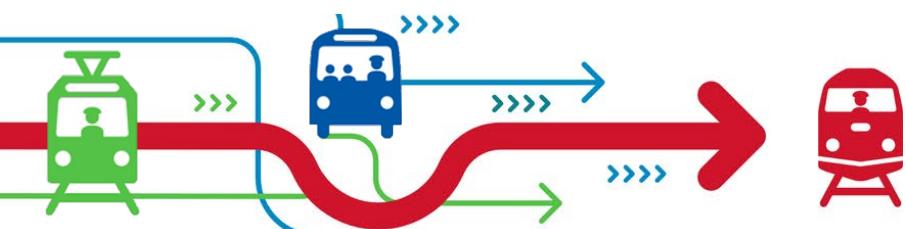


# State of Good Repair (SGR)



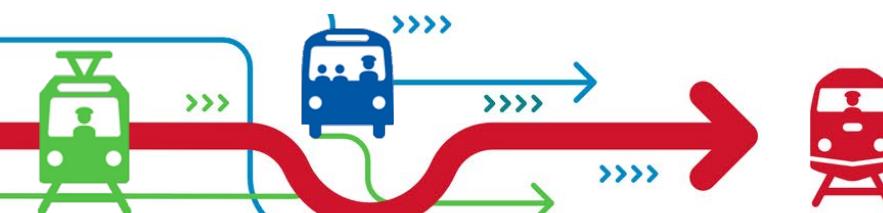
# SGR403 – Train Control Rehab and Replacement: \$32.0M

- FrontRunner legacy vital processor replacement
- Light rail grade crossing gate mechanism replacement
- UDOT queue cutter train control upgrades
- LRT obsolete equipment replacement
- Maintenance of traffic signal interfaces & back office controls
- 9000 South grade crossing timing upgrades (Mid-Jordan)



# SGR385 – Rail Replacement Program: \$15.9M

- Rail destressing
- Curved rail replacement
- Special trackwork replacement
- Rail surfacing/tamping
- Turnout procurement



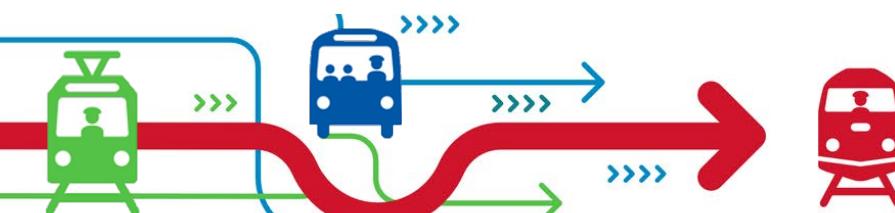
U T A



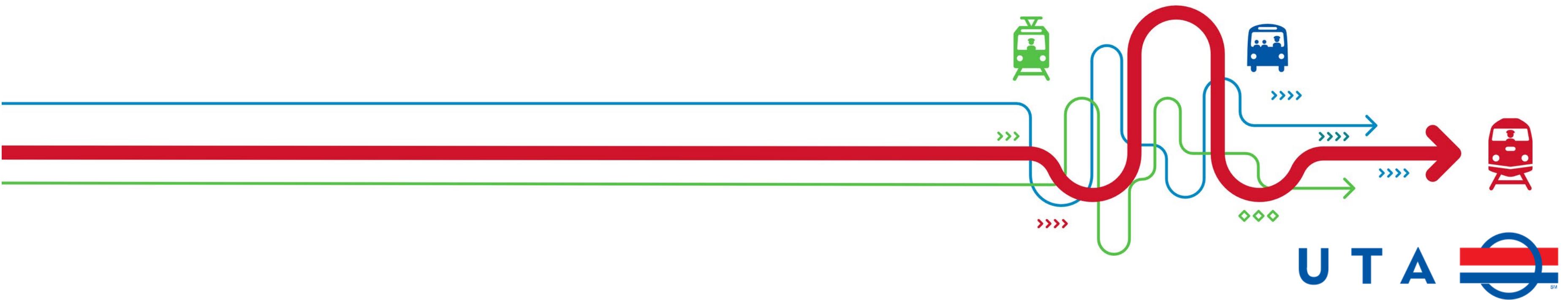
# SGR393 – Grade Crossing Replacement Program: \$12.5M

## 2026 Projects

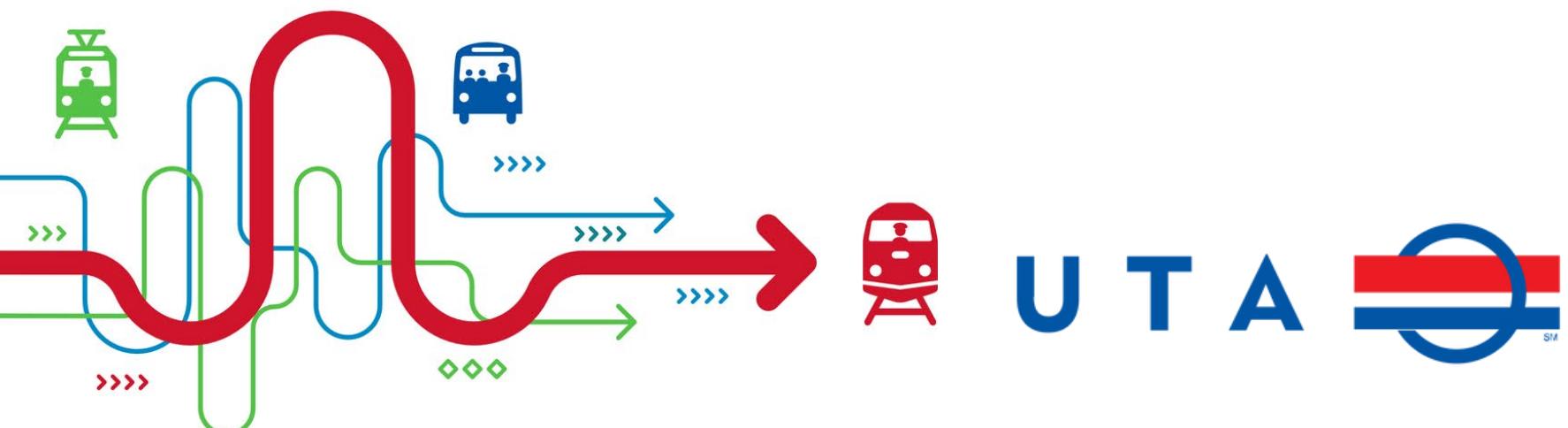
- West Valley Green Line crossing replacements
- 600 South/Main St. SLC
- 2100 South
- 3300 South



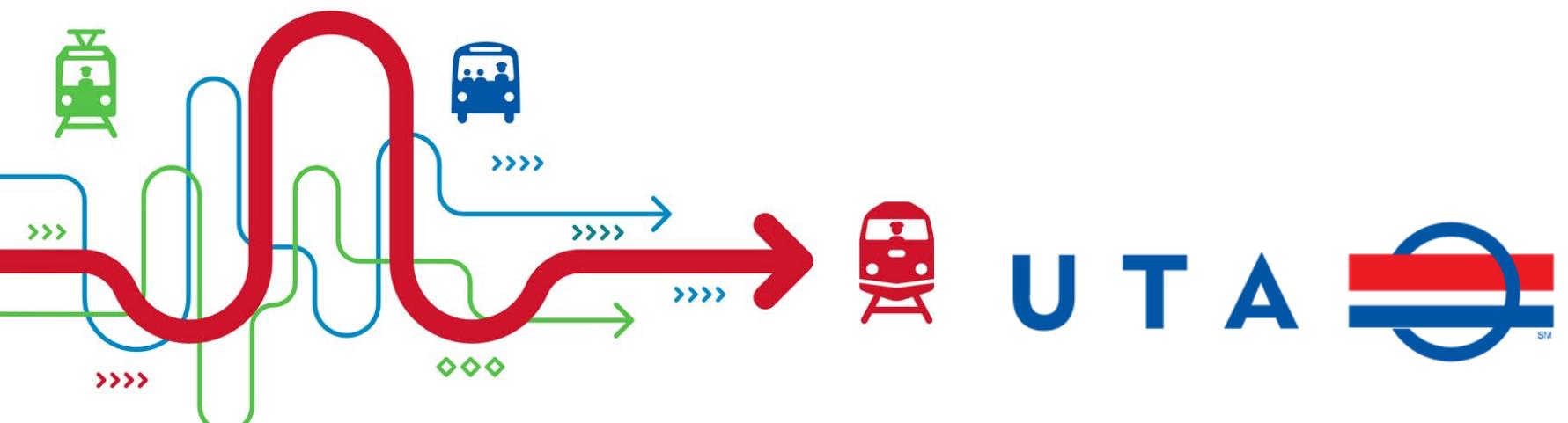
# Vehicle Program



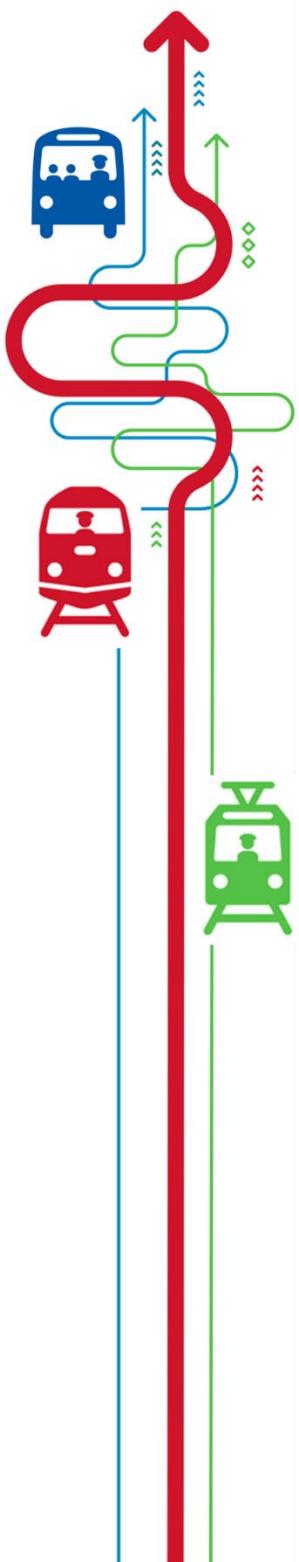
Revenue Service Vehicle Projects	2026-2030 Plan Amounts
MSP210 - FrontRunner Bike Rack project	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	\$2,574,000
NP051- LRV 1168 Accident Repairs	2,975,000
NP071- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	21,310,000
NP076 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	3,407,000
NP077 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	3,300,000
REV205 - Replacement Non-Revenue Support Vehicles	10,500,000
REV209 - Paratransit Replacements	33,776,000
REV211 - Replacement Buses	103,826,000
REV224 - Bus Overhaul	10,000,000
REV232 - Van Pool Van Replacements	8,000,000



Revenue Service Vehicle Projects	2026-2030 Plan Amounts
REV233 - Commuter Rail Vehicle Procurement - Used	\$11,914,000
REV236 - VW Battery Buses	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	185,992,000
REV239 - HB322 Future Rail Car Purchase Payment	25,000,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)	550,000
REV242 - Replacement Non-rev equipment/special vehicles	4,500,000
SGR040 - Light Rail Vehicle Rehab	31,881,000
SGR353 - Commuter Rail Engine Overhaul	2,800,000
SGR386 - LRV repairs for 1137 and 1122	2,200,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	61,500,000
<b>Grand Total</b>	<b>\$526,005,000</b>



# SGR040 – Light Rail Vehicle Rehab: \$31.9M

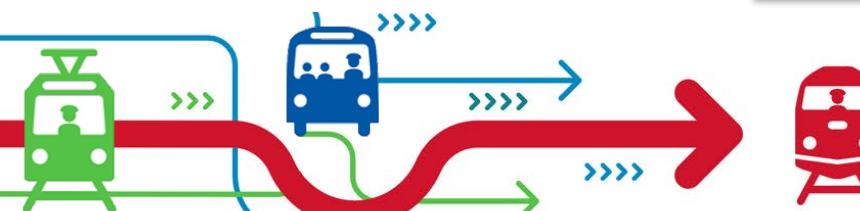


- S70 Brake Caliper Replacement
  - 68 qualification units delivered
- SD100/SD160 HVAC Overhaul
  - 25% complete — 20 out of 80 HVAC units delivered and installed
- S70 Track Brake Kits
  - Invitation For Bid (IFB) currently out
- Wheel Press Procurement
  - Delivery scheduled — to receive December 2025
- S70 Center Truck Frames Procurement
  - First truck frame to be delivered December 2025
  - 3 remaining frames delivered 2026

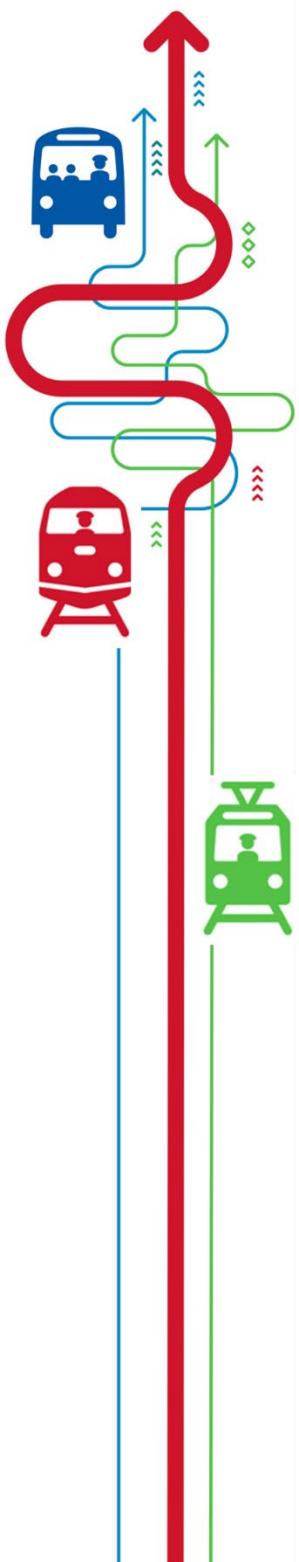


# REV209 – Paratransit Vehicle Replacement: \$33.8M

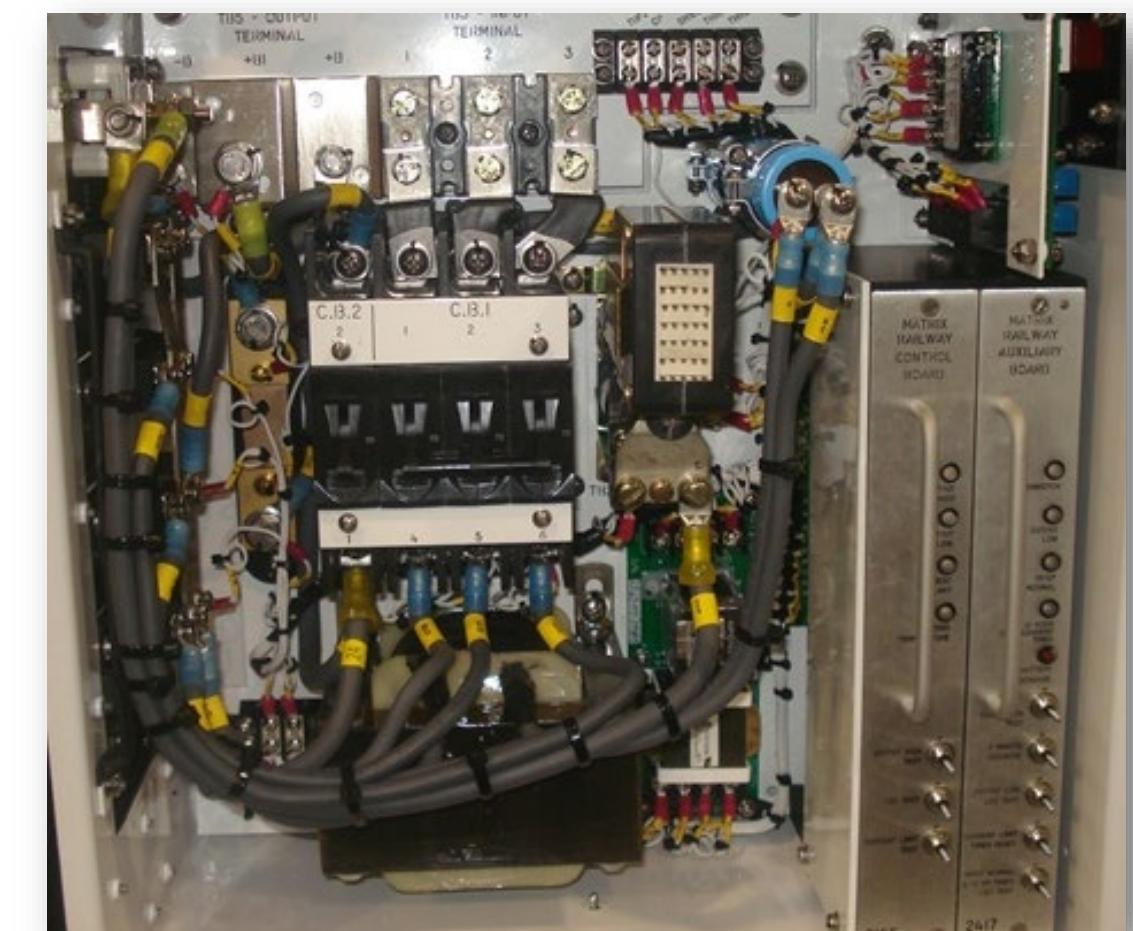
- Transitioning to low-floor vehicles
- Useful life extension from 6 to 8 years
- 2025 order of 26 low-floor vehicles, delivery in 2026
- 2026 order plan is 35 more vehicles
- Procure 25-35 vehicles per year, pending funding



# SGR391 – Commuter Rail Vehicle Rehab & Replacement: \$61.5M

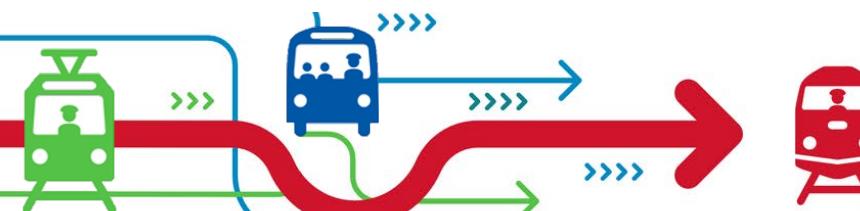


- Locomotive Engine Overhaul
  - Engine 16 of 18 currently with vendor for overhaul
- Truck Overhaul
  - Locomotive truck overhaul complete — change order for 1 additional truck in process
  - Bi-level passenger car internal truck overhaul ongoing
- Bi-Level Passenger Car Seating Overhaul
  - Material procurement 50% complete
  - RFP for reupholstery labor proposals received for review
- LVPS (Low-Voltage Power Supply)
  - Purchase Order for remaining 20 units complete — awaiting delivery



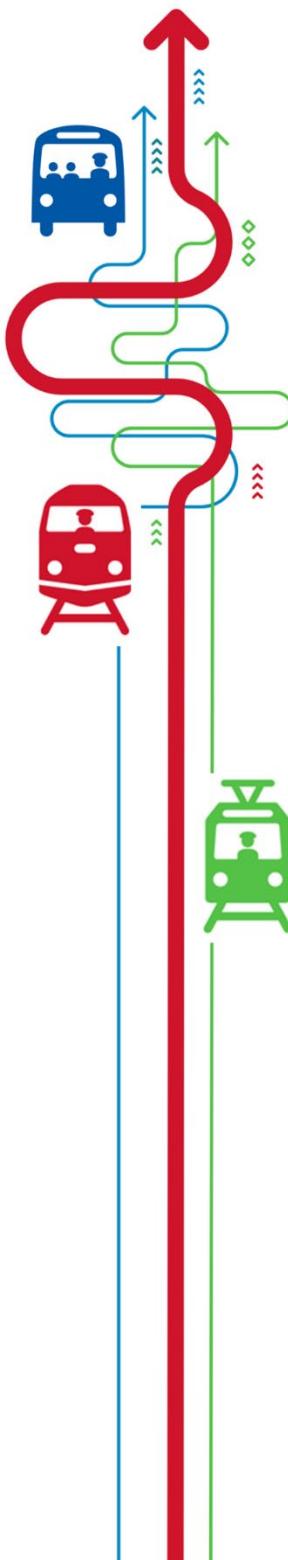
# REV211 – Replacement Buses: \$103.8M

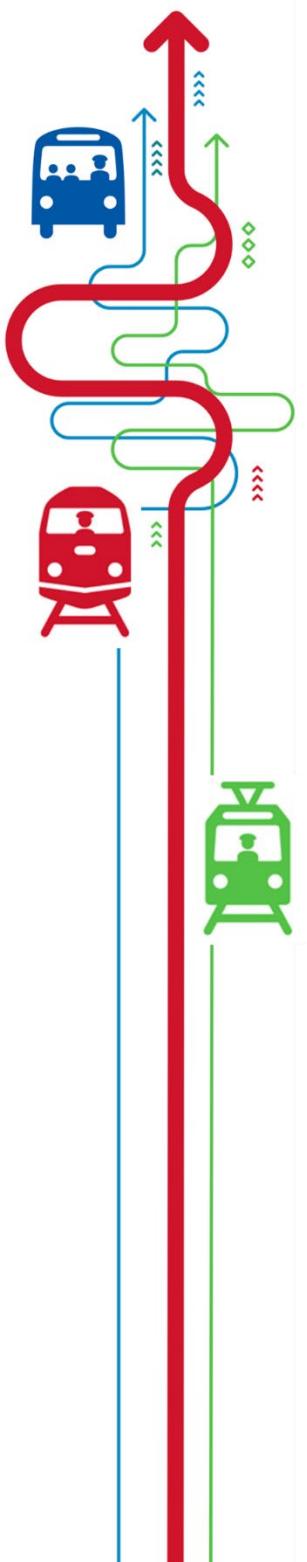
- 2026-2027 Procurements
  - 21 clean diesel buses in 2026
  - 22 clean diesel & 18 electric in 2027
- Lo-No Grant for 15 buses for delivery in 2027 with propulsion TBD
- Useful life extended to 16 years for all propulsion types except electric
- Fleet average age: 6.5 years



# REV238 – SD100/SD160 Light Rail Vehicle Replacement: \$189.6M

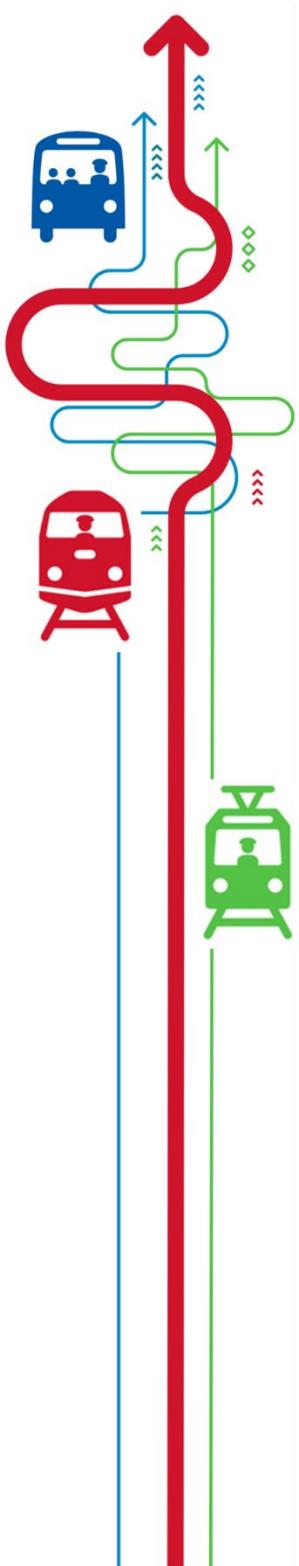
- 40 Siemens SD160/SD100 high-floor boarding LRVs replaced
- Procurement for 40 new Stadler CITYLINK low-floor LRVs
- **First on site:** 3rd quarter 2027
- **Fleet in service:** 3rd quarter 2029
- **Major milestone payments:**
  - 2026: \$65,505,584
  - 2027: \$40,186,229
  - 2028: \$22,907,181
  - 2029: \$41,108,373
  - 2030: \$6,218,447





# QUESTIONS?

# TBAs: Improving the Capital Budget Process

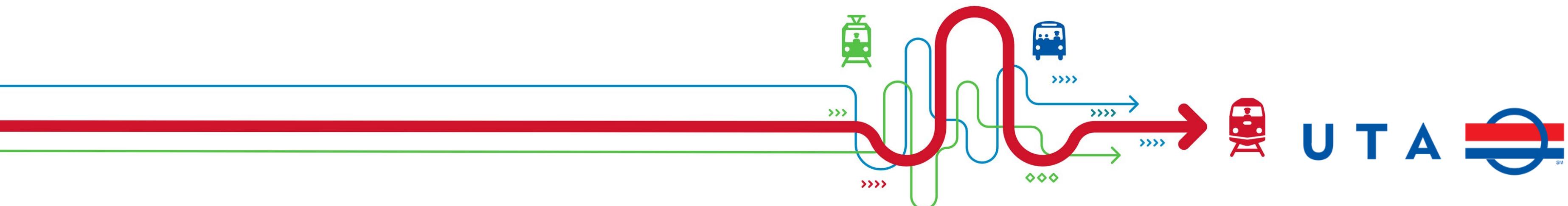


TBA	Total Amount Adjusted	# of Projects	# Projects Increased	# Projects Decreased
February	\$ 2,286,000	16	10	6
April	26,073,000	88	35	53
	<b>\$ 28,359,000</b>	<b>104</b>	<b>45</b>	<b>59</b>

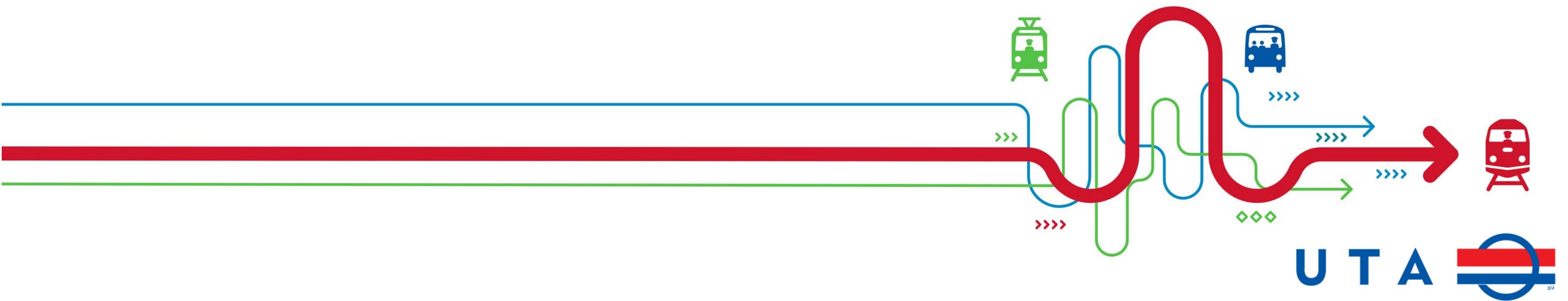
Above TBA's done in lieu of 2025 Capital Budget carryforward

# Carryforward Communication Approach

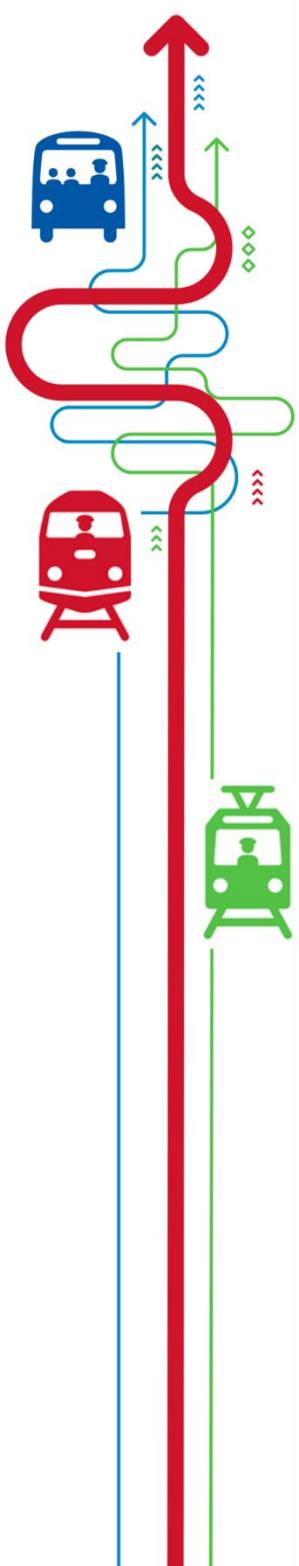
- Held multiple interviews with PM's about projects
  - Reminded them to not plan on carryforward
  - Reviewed 2025 project status
  - Reviewed likely 2025 ending balance
  - Preprogrammed remaining balance to 2026 as necessary
  - No carryforward allows us to manage funds within each budget year



# Budget Team

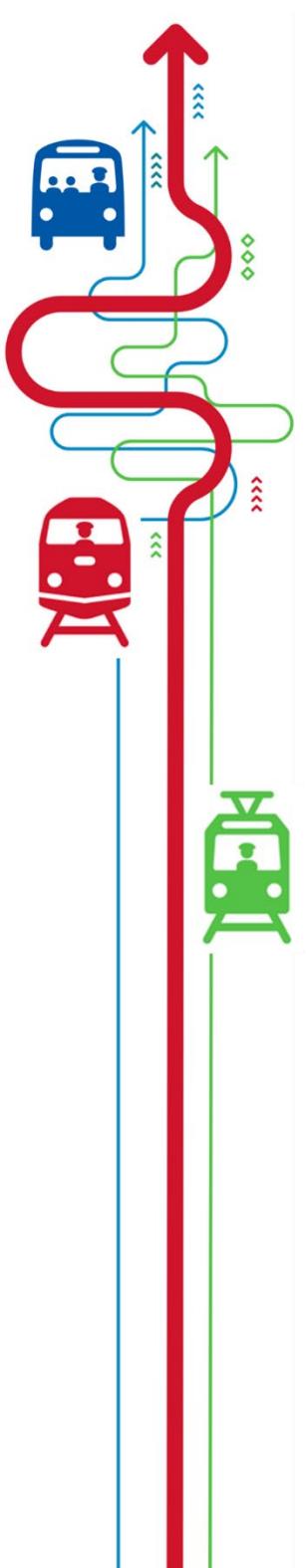


# 2025-2026 Change



		2025 Budget	2026 Budget	Variance
<b>Revenue</b>				
1 Sales Tax		\$ 505,193,000	\$ 516,541,000	\$ 11,348,000
2 Federal Preventative Maintenance		72,411,000	96,548,000	24,137,000
3 Passenger Revenue		38,620,000	40,887,000	2,267,000
4 Advertising		2,351,000	2,172,000	(179,000)
5 Investment Income		5,085,000	14,384,000	9,299,000
6 Other Revenues		14,826,000	14,867,000	41,000
<b>7 Total Revenue</b>		<b>638,486,000</b>	<b>685,399,000</b>	<b>46,913,000</b>
<b>Operating Expense</b>				
8 Bus		160,507,000	163,836,000	3,329,000
9 Commuter Rail		37,959,000	36,317,000	(1,642,000)
10 Light Rail		67,779,000	66,015,000	(1,764,000)
11 Paratransit		29,991,000	33,364,000	3,373,000
12 Rideshare/Vanpool		4,034,000	4,563,000	529,000
13 Microtransit		16,811,000	17,968,000	1,157,000
14 Operations Support		68,850,000	74,942,000	6,092,000
15 Administration		63,286,000	66,042,000	2,756,000
16 Planning/Capital Support		14,292,000	15,063,000	771,000
17 Non-Departmental		1,000,000	8,997,000	7,997,000
<b>18 Total Operating Expense</b>		<b>464,509,000</b>	<b>487,106,000</b>	<b>22,597,000</b>
<b>Debt Service, Contribution to Reserves, and Transfer to Capital</b>				
19 Principal and Interest		161,849,000	186,503,000	24,654,000
20 Bond Service Utah County for UVX BRT program		3,378,000	3,374,000	(4,000)
21 Contribution to Reserves		15,576,000	12,650,000	(2,926,000)
22 Transfer to/(from) UTA Fund Balance		(6,826,000)	(4,234,000)	2,592,000
<b>23 Total Debt Service, Reserves, Transfers</b>		<b>173,977,000</b>	<b>198,293,000</b>	<b>24,316,000</b>
<b>24 Total Expense</b>		<b>\$ 638,486,000</b>	<b>\$ 685,399,000</b>	<b>\$ 46,913,000</b>

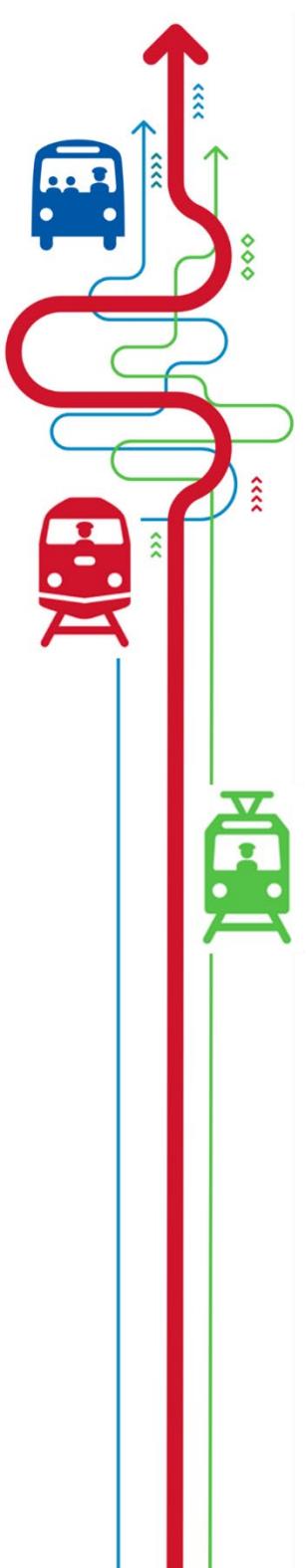
# Budget Target Versus Submitted Budget Variance

A vertical line on the left side of the slide features several icons: a blue bus at the top, followed by a red and green stylized train, a red train, and a green train at the bottom. A red arrow points upwards from the blue bus icon. A green arrow points upwards from the red train icon. A blue arrow points upwards from the green train icon.

UTA Budget Target process estimates base growth and additions at a high level:

- Targets are based on estimates set early in the budget process, so small variances between submission and target are expected
- Goal: Overall budget submissions at or near target
- 2026 budget submissions and target variance = \$97,000
  - 0.02% variance on a \$487 million budget

# UTA Contingency Budgets



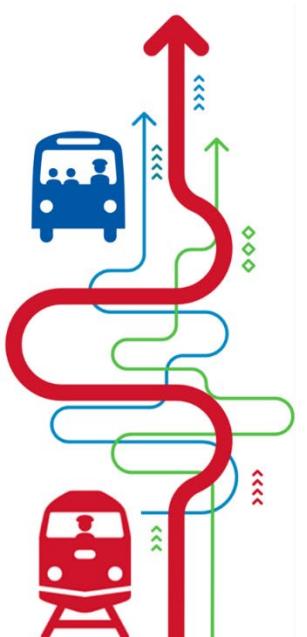
How does UTA track and report on contingency funds?

Contingency Amounts Budgeted in 2026 — unchanged from 2025

- Non-Departmental: \$1M
- COO: \$500k
- Capital: \$5M
- Other: (no other contingency amounts are budgeted)

Per Board policy, any use of contingency funds requires notification of the Board through the Technical Budget Adjustment process

# Five-Year Financial Plan



	USD \$ Millions	Actual	Actual	Forecast	Projected		Projected		Projected		Projected				
					Sources		2023		2024		2025		2026		
					2023		2024		2025		2026		2027		2028
A	<b>Beginning Balance</b>	\$ 435.2	\$ 373.4	\$ 229.6	\$ 299.9	\$ 186.3	\$ 44.7	\$ (35.9)	\$ (241.4)	\$ (241.4)	\$ (241.4)	\$ (241.4)	\$ (241.4)	\$ (241.4)	\$ (241.4)
	Sales Tax OG	\$ 482.4	\$ 492.4	\$ 505.2	\$ 520.1	\$ 539.4	\$ 554.5	\$ 569.6	\$ 584.7	\$ (3.6)	\$ (7.4)	\$ (7.6)	\$ (7.8)	\$ (8.0)	\$ (8.0)
	HB430 Impact			\$ -											
	Sales Tax Less 4th Qtr 10%	\$ 482.4	\$ 492.4	\$ 505.2	\$ 516.5	\$ 532.0	\$ 546.9	\$ 561.8	\$ 576.7						
	PM Funds (FTA)	63.6	32.7	120.0	96.5	73.7	74.6	75.4	76.1						
	Passenger Funds	35.4	39.3	38.6	40.9	41.6	42.6	42.9	43.9						
B	<b>Capital Sources</b>	103.3	76.9	357.0	223.7	149.8	195.1	81.0	66.6						
	Bonding	-	-	128.0	-	-	84.0	-	4.3						
	Leasing	32.0	37.0	32.7	50.0	42.3	28.0	29.6	26.4						
	Grants	23.7	10.6	69.95	80.3	35.9	22.1	1.3	0.7						
	Formula Funds	21.6	18.9	53.03	30.2	42.2	49.2	43.2	30.2						
	State	17.6	7.4	34.8	10.6	3.9	5.9	4.4	2.9						
	TTIF	-	-	29.6	42.6	16.2	2.9	1.0	2.2						
	Local Revenues	8.9	3.0	5.0	9.9	9.3	3.0	1.5	0.0						
	Other	(0.5)	-	4.0	-	-	-	-	-						
	<b>Other Sources</b>	42.2	53.1	22.1	31.4	24.8	18.5	19.5	19.0						
C	<b>Total Sources</b>	\$ 726.9	\$ 694.4	\$ 1,042.9	\$ 909.1	\$ 821.9	\$ 877.7	\$ 780.5	\$ 782.3						
	<b>Uses</b>														
D	<b>Operating Expense</b>	\$ 386.3	\$ 417.1	\$ 464.5	\$ 487.1	\$ 529.1	\$ 546.3	\$ 564.1	\$ 594.0						
E	<b>Capital Expense</b>	209.9	181.2	349.5	345.7	234.6	209.4	167.9	104.7						
F	<b>Debt Service</b>	157.9	192.0	158.6	189.9	199.8	202.6	254.0	209.0						
G	<b>Total Uses</b>	\$ 754.1	\$ 790.3	\$ 972.6	\$ 1,022.6	\$ 963.5	\$ 958.3	\$ 986.0	\$ 907.6						
H	<b>Net Change</b>	\$ (27.2)	\$ (96.0)	\$ 70.3	\$ (113.6)	\$ (141.7)	\$ (80.6)	\$ (205.5)	\$ (125.3)						
I	<b>Cash Amended</b>	(34.6)	(47.9)	-	-	-	-	-	-						
J	<b>Ending Balance</b>	\$ 373.4	\$ 229.6	\$ 299.9	\$ 186.3	\$ 44.7	\$ (35.9)	\$ (241.4)	\$ (366.8)						
K	<b>Reserves</b>	203.3	212.2	228.9	241.5	253.9	257.5	214.1	220.3						
L	<b>Available For Capital Investi</b>	\$ 170.2	\$ 17.4	\$ 71.1	\$ (55.2)	\$ (209.3)	\$ (293.5)	\$ (455.5)	\$ (587.1)						

# Computer Equipment Budgeting

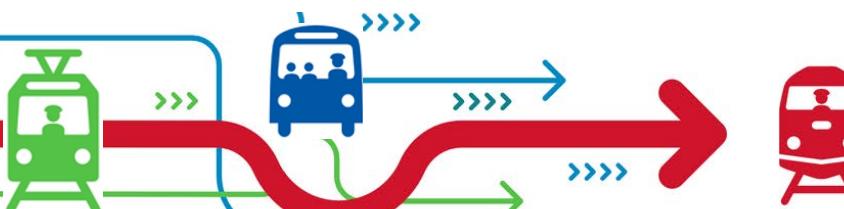
UTA Budgets for Computer Equipment as follows:

- Computer (desktop and laptop) acquisition costs are budgeted for new positions by the department hiring the new position
  - Treated as a “one-time” budget expense
  - Replacing screens, keyboards, mice, cameras, microphones, etc.
- Replacement of existing computers is programmed/budgeted by IT
  - Standardized process to ensure consistent and effective use of resources

# Wage Adjustment Calculations

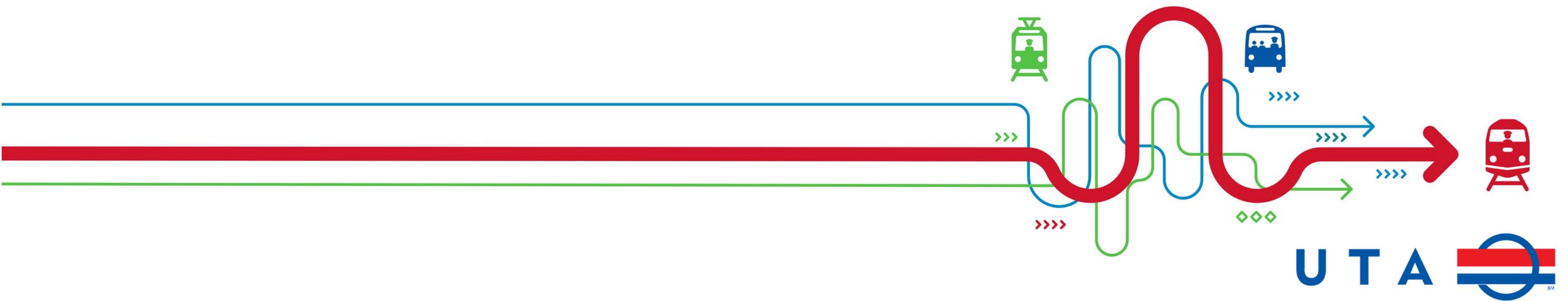
1. Annualize current year raises
  - a) Bargaining 2% raise in June 2025
2. Estimate medical and dental benefit changes
  - a) People office provides new benefit rate information
  - b) New enrollments
3. Compensated absences data from Accounting
4. 2026 labor allowance

	Initial Base	Wage & Fringe Adj*	2026 Adjustments			Other Expense Growth	Adjusted Base
			Fuel Price Adj	Parts Adj			
Board	\$ 3,768,864	\$ 28,648	\$ -	\$ -	\$ 22,806	\$ 3,820,318	
Executive Director	7,175,241	68,339	-	-	91,470	7,335,050	
Communications	4,842,106	55,671	-	-	52,464	4,950,241	
Finance	18,801,107	295,176		1,470	137,414	19,235,168	
Capital Services	8,103,427	136,485	-	-	50,185	8,290,097	
Enterprise Strategy	31,232,970	64,664	-	575	3,286,812	34,585,021	
Planning & Engagement	27,229,884	94,760	7,246		372,739	27,704,628	
People	13,856,857	97,570			58,795	14,013,222	
Non Dept	1,000,000	8,000,000			-	9,000,000	
<b>Operations</b>							
COO	24,007,862	79,744	4,032	-	91,498	24,183,136	
SL Bus	96,709,860	1,178,979	(239,729)	67,939	119,170	97,836,219	
Ogden	34,233,400	450,699	(144,769)	29,674	30,093	34,599,097	
Timp	26,105,611	294,360	(121,923)	14,919	46,302	26,339,268	
Light Rail	51,678,221	678,575	1,670	420,432	56,972	52,835,870	
Com Rail	32,724,910	245,286	(333,116)	98,437	49,994	32,785,511	
Riverside	34,020,040	351,522	46,358	7,602	453,316	34,878,838	
Asset Mgt	47,465,922	418,727	4,516	45,275	227,762	48,162,203	
<b>Ops Total</b>	<b>346,945,826</b>	<b>3,697,892</b>	<b>(782,961)</b>	<b>684,278</b>	<b>1,075,106</b>	<b>351,620,142</b>	
<b>Total</b>	<b>\$462,956,282</b>	<b>\$ 12,539,205</b>	<b>\$ (775,715)</b>	<b>\$ 686,323</b>	<b>\$ 5,147,792</b>	<b>\$ 480,553,887</b>	



# 2026 Budget

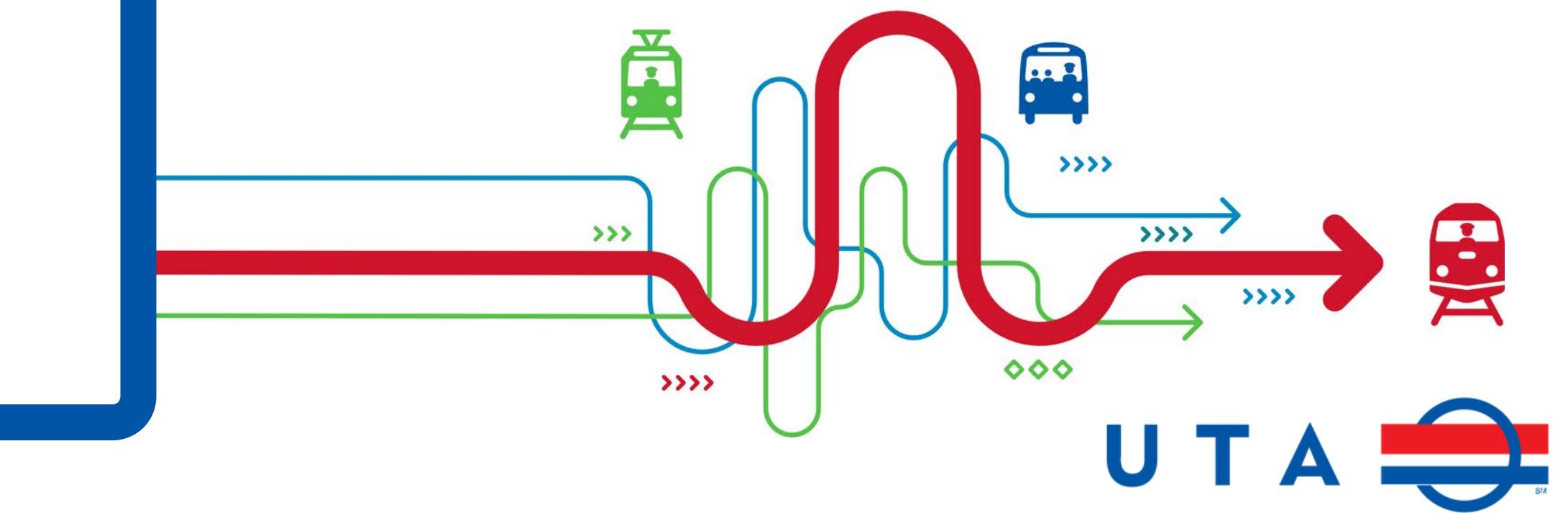
## Table Details



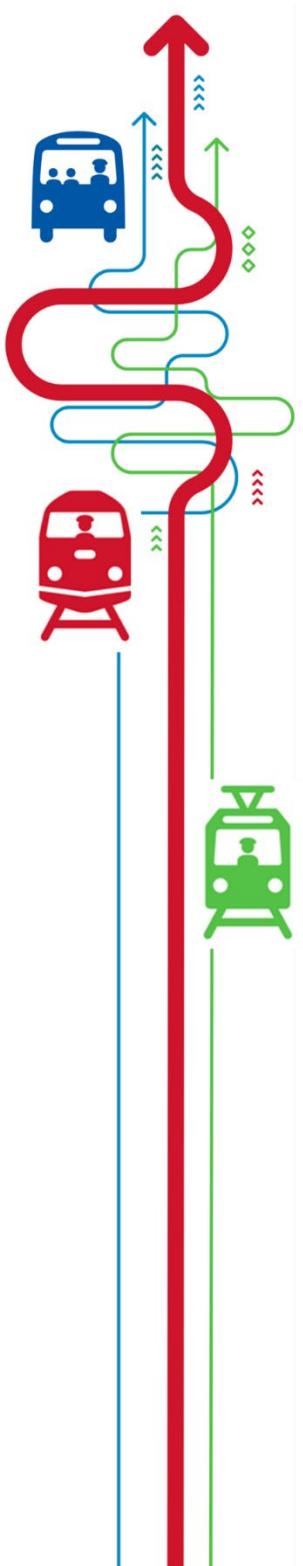
# People

2026 Budget

Overview



# People – Expense by Department

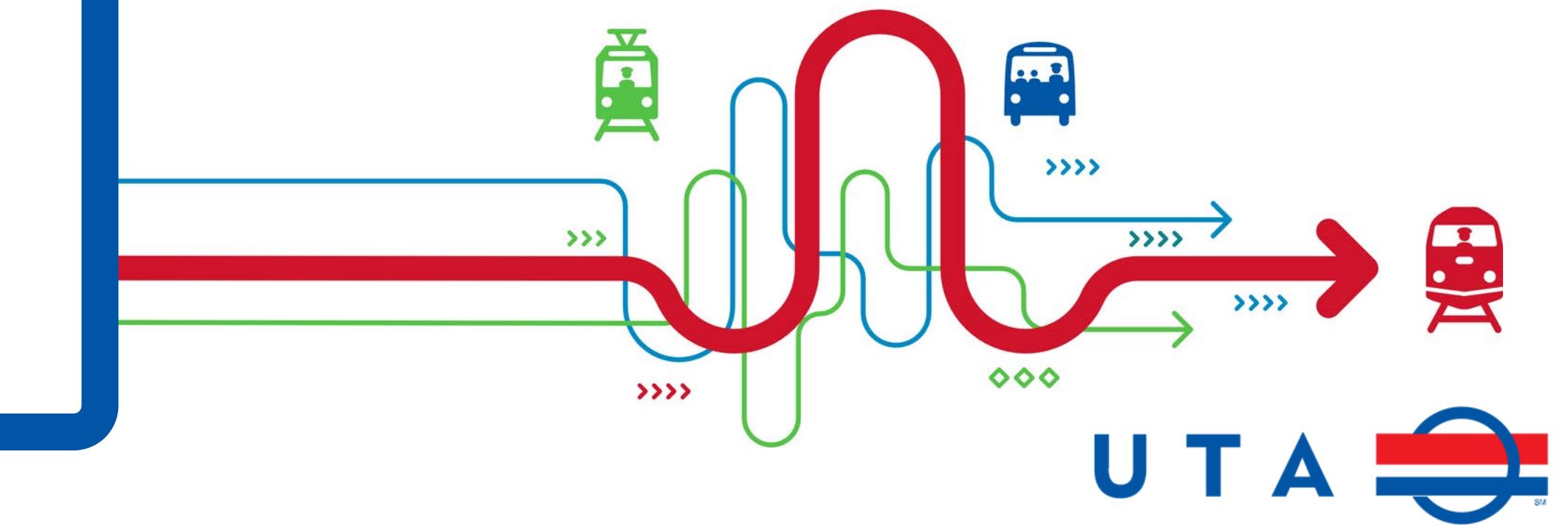


Department	FY 2025 Budget	FY 2026 Budget	Change
Chief People Officer	\$2,353,000	\$2,120,000	(\$233,000)
Talent Acquisition	1,898,000	1,872,000	(26,000)
Talent Development	1,111,000	678,000	(433,000)
HR Business Partner	991,000	1,264,000	273,000
Workforce Technical Training	4,804,000	5,444,000	640,000
Civil Rights	608,000	586,000	(22,000)
Total Rewards	2,104,000	2,028,000	(76,000)
<b>Totals</b>	<b>\$13,868,000</b>	<b>\$13,994,000</b>	<b>\$126,000</b>

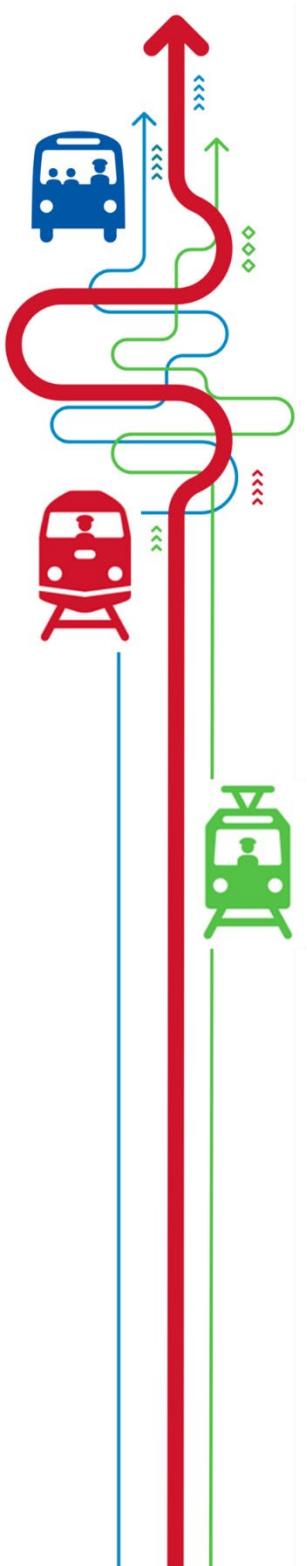
# Capital Services

2026 Budget

Overview

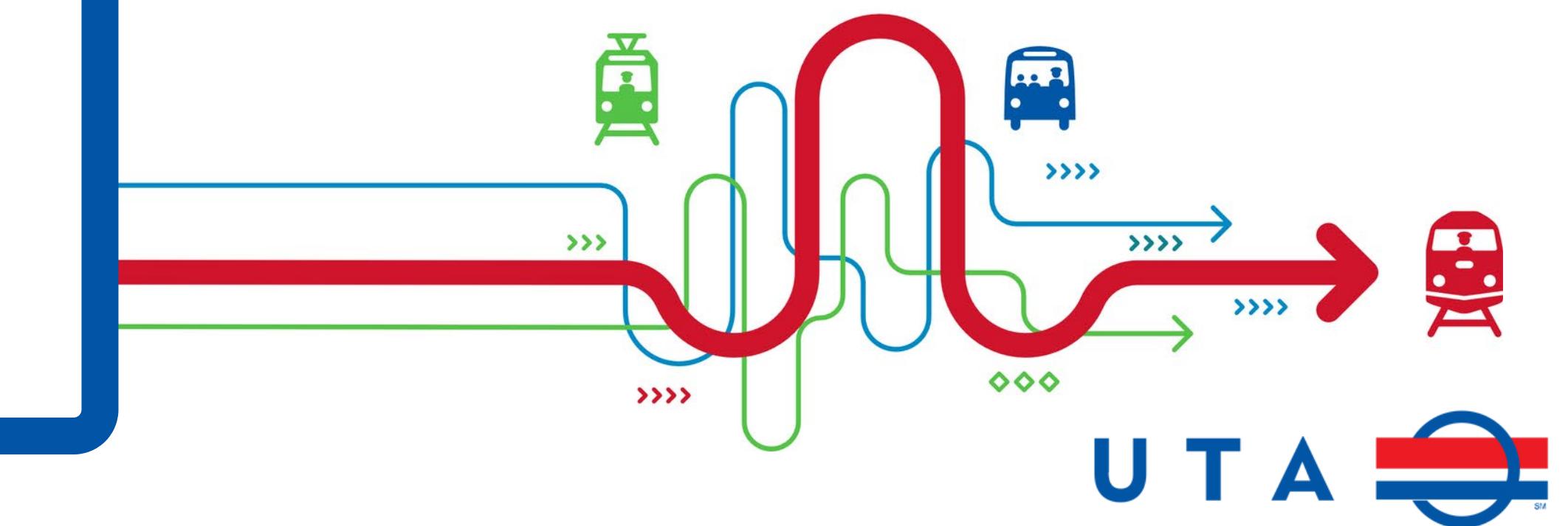


# Capital Services – Expense by Department

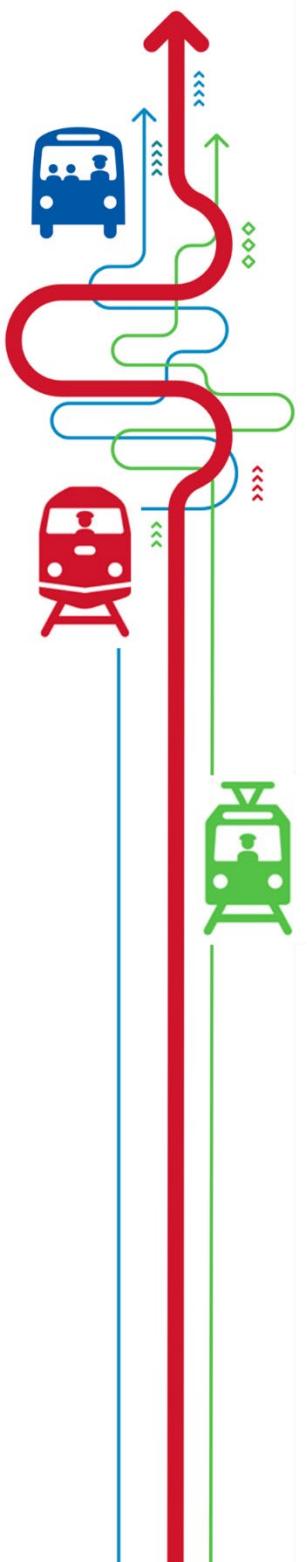


Department	FY 2025 Budget	FY 2026 Budget	Change
Capital Construction	\$409,000	\$1,170,000	\$761,000
Capital Development	2,253,000	2,253,000	0
Capital & Project Controls	2,258,000	1,368,000	(890,000)
Capital Services	1,297,000	1,527,000	230,000
Real Estate & TOD	1,967,000	2,066,000	99,000
<b>Totals</b>	<b>\$8,183,000</b>	<b>\$8,383,000</b>	<b>\$200,000</b>

# Executive Director 2026 Budget Overview



# Executive Director – Expense by Department

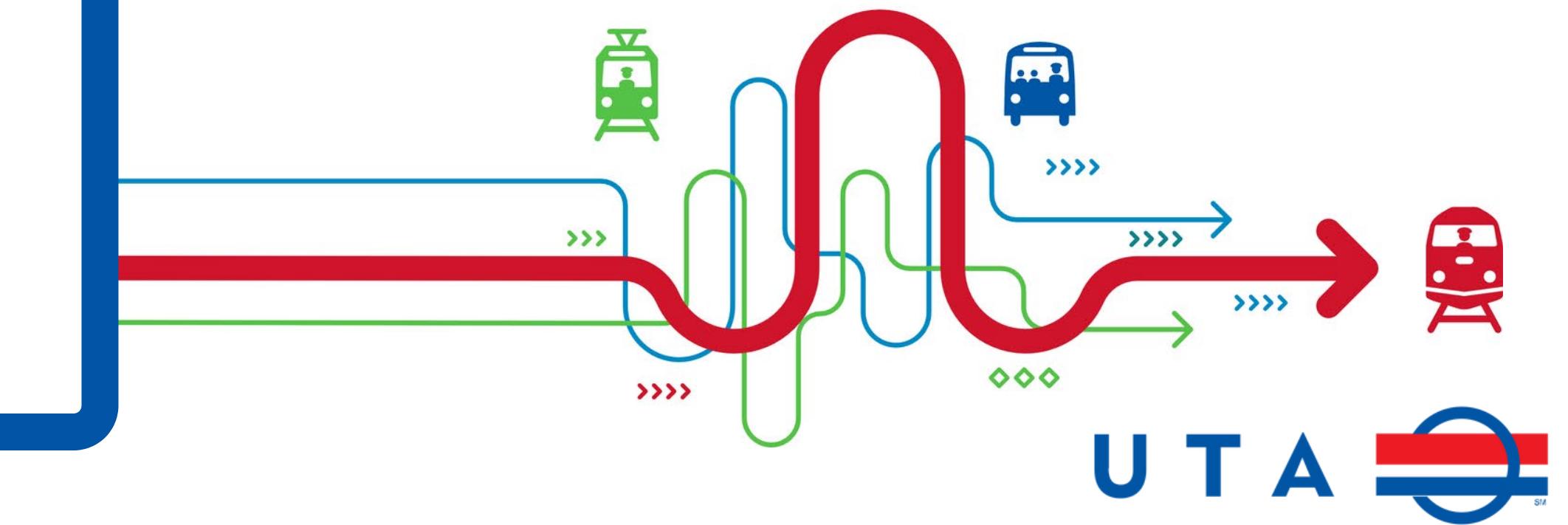


Department	FY 2025 Budget	FY 2026 Budget	Change
Office of Executive Director	\$1,638,000	\$1,648,000	\$10,000
Legal Services	2,124,000	2,180,000	56,000
Safety & Security	3,777,000	3,962,000	185,000
Non-Departmental	1,000,000	8,997,000	7,997,000
<b>Totals</b>	<b>\$8,539,000</b>	<b>\$16,787,000</b>	<b>\$8,248,000</b>

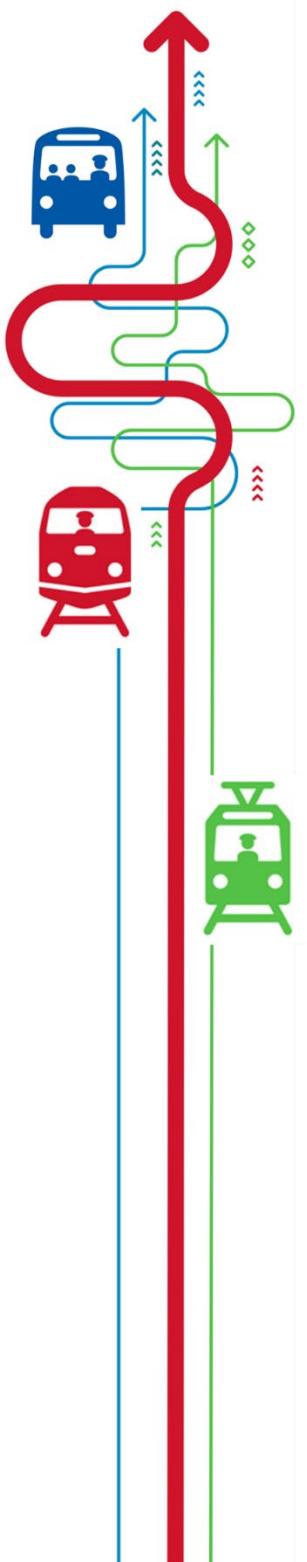
# Communications

## 2026 Budget

### Overview



# Communications – Expense by Category

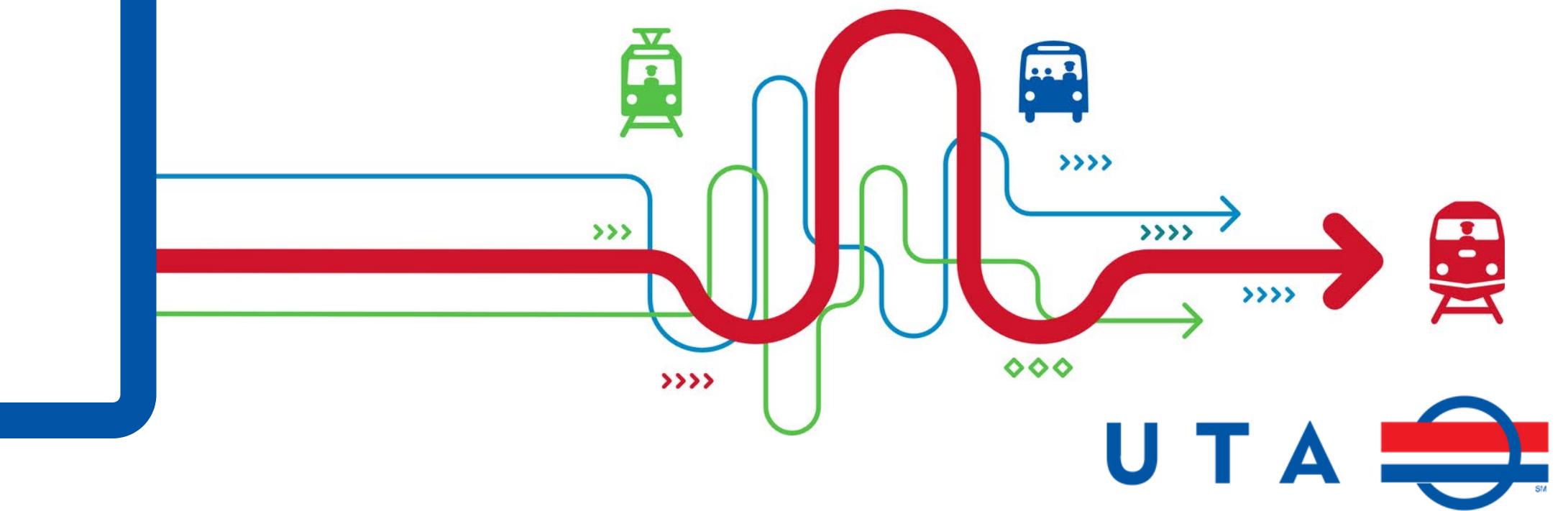


Category	FY 2025 Budget	FY 2026 Budget	Change
Communications	\$4,842,000	\$5,230,000	8.0%
<b>Totals</b>	<b>\$4,842,000</b>	<b>\$5,230,000</b>	<b>8.0%</b>

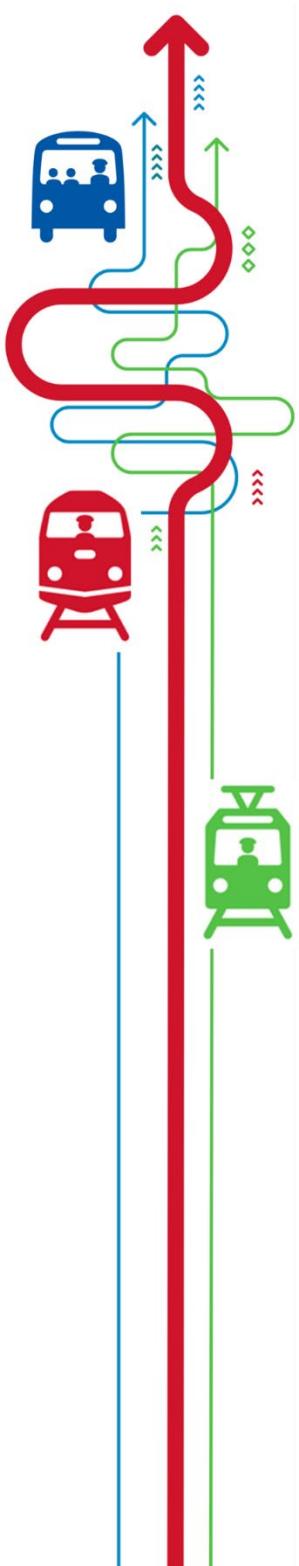
# Board

## 2026 Budget

### Overview



# Board – Expense by Department

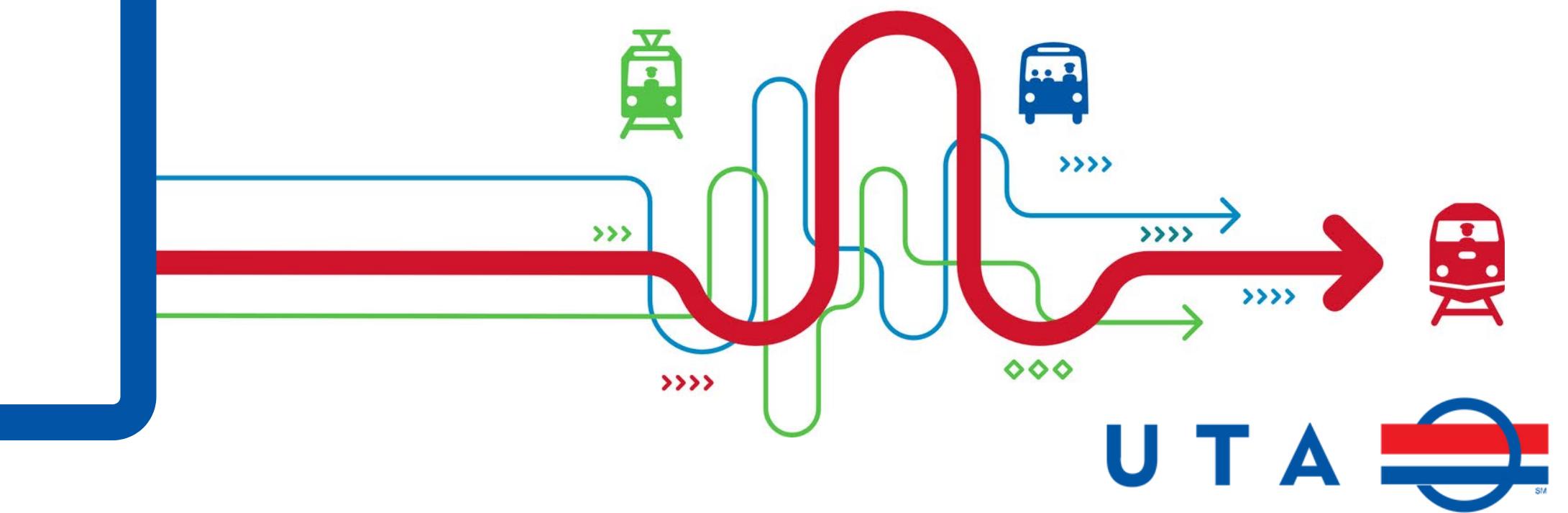


Department	FY 2025 Budget	FY 2026 Budget	Change
Board of Trustees	\$1,933,000	\$1,970,000	\$37,000
Government Relations	881,000	1,028,000	147,000
Internal Audit	813,000	796,000	(17,000)
<b>Totals</b>	<b>\$3,627,000</b>	<b>\$3,794,000</b>	<b>\$167,000</b>

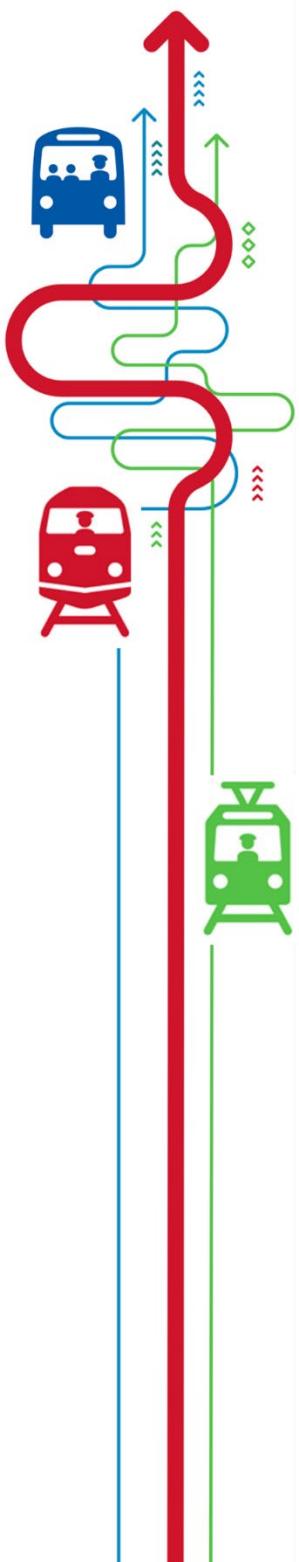
# Operations

2026 Budget

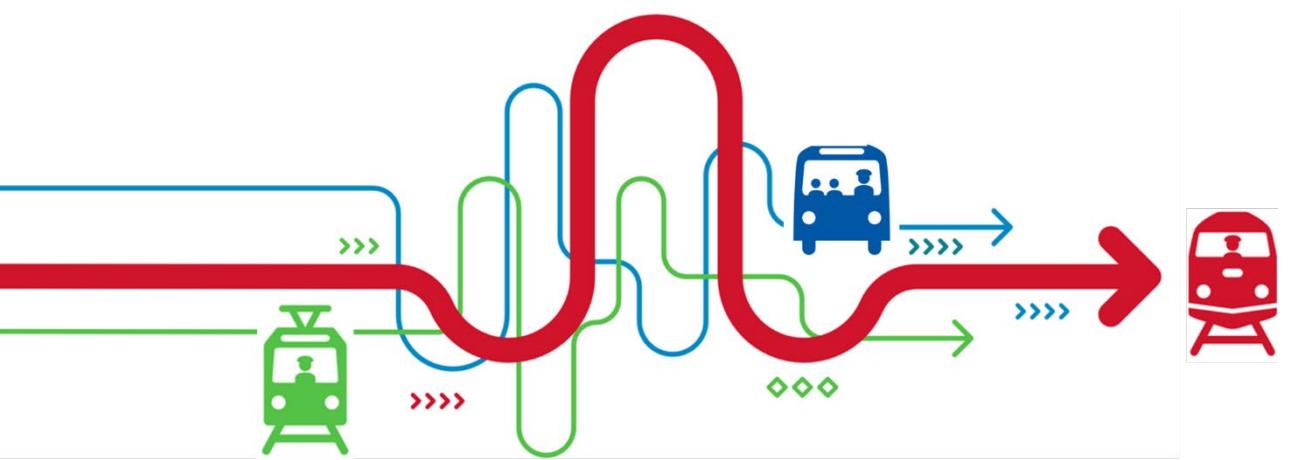
Overview



# Operations – Expense by Department



Department	FY 2025 Budget	FY 2026 Budget	Change
COO Office	\$6,125,000	\$7,406,000	\$1,281,000
Public Safety	\$16,036,000	\$16,324,000	\$288,000
Fleet Engineering	\$2,548,000	\$6,110,000	\$3,562,000
Asset Management	47,466,000	42,320,000	-5,146,000
Salt Lake Bus	96,722,000	96,144,000	-578,000
Mt. Ogden Bus	34,237,000	37,508,000	3,271,000
Timpanogos Bus	26,106,000	26,490,000	384,000
Special Services	34,025,000	37,927,000	3,902,000
Light Rail	51,698,000	53,258,000	1,560,000
Commuter Rail	32,743,000	32,064,000	-679,000
<b>Totals</b>	<b>\$347,705,000</b>	<b>\$355,551,000</b>	<b>\$7,846,000</b>



# Closing Discussion

Day 1