

# **TBA2025-09-01 – Technical Budget Adjustment – 2025 Capital Program**



# Summary of Budget Requests

- Request is to reallocate \$697,000 in existing 2025 Capital Budget of \$330.2 million to aid in project delivery:
  - 5 projects will have budget increases
  - 2 projects, plus the Capital Contingency, will have budget decreases



## Overall Budget Impacts By Office

<u>Chief Office</u>	<u>2025 Adopted Budget</u>	<u>September 10th TBA</u>	<u>2025 Adjusted Budget</u>
Capital Services	\$ 270,680,000	\$ -	\$ 270,680,000
Enterprise Strategy	19,397,000	-	19,397,000
Executive Director (Safety)	1,360,000	-	1,360,000
Finance	23,082,000	-	23,082,000
Operations	10,482,000	-	10,482,000
People	2,795,000	-	2,795,000
Planning & Engagement	2,435,000	-	2,435,000
<b>Grand Total</b>	<b>\$ 330,231,000</b>	<b>\$ -</b>	<b>\$ 330,231,000</b>

*\*Adjustments will occur within Capital Services and Finance that net to zero within those respective offices*



# Affected Project Overview

- MSP302- FFY 2024 O/L 5310- a federal fiscal year allocation from 2024 for UTA's 5310 Coordinated Mobility program. UTA administers these program funds through to subrecipients in the Ogden/Layton area.
- MSP305- FFY 2023 SL/WV 5310- a federal fiscal year allocation from 2023 for UTA's 5310 Coordinated Mobility program. UTA administers these program funds through to subrecipients in the Salt Lake/West Valley area.
- MSP303- FFY 2023 O/L 5310- a federal fiscal year allocation from 2023 for UTA's 5310 Coordinated Mobility program. UTA administers these program funds through to subrecipients in the Ogden/Layton area.
- MSP229- Bus Stop Improvements & Signing in Salt Lake County- project used for bus stop improvements in Salt Lake County. Improvements range from bus stop amenities to the construction of new bus stops in the county.



## Affected Project Overview- Cont'd

- SGR047- LRT Stray Current Control- UTA and Dominion Energy have a stray current monitoring agreement for monitoring the effects of any stray current that may be affecting underground gas utilities. Project costs include monitoring and some minor mitigation efforts, if needed.
- SGR408- Route End of Line (EOL) Enhancements- program for the design and construction of Route End of Line Enhancements throughout UTA's system. These could include bus loop design and construction, transit hub design, or similar enhancements.
- SGR404- Rail Switches & Trackwork Controls Rehab/Replacement- program for replacement or major rehabilitation work for UTA's switch components on the rail infrastructure. It may also include other upgrades necessary in the wayside equipment to support these component upgrades.



## Rationale For Increase Adjustments

<u>Rationale</u>	<u>Applicable Projects</u>
Funds needed to align with grant amounts and cover unanticipated expenses. MSP303 & MSP305 will acquire new sedans for subrecipients	<ul style="list-style-type: none"><li>• MSP302 - FFY 2024 O/L 5310</li><li>• MSP305 – FFY 2023 SL/WV 5310</li><li>• MSP303 – FFY 2023 O/L 5310</li></ul>
Funds needed to purchase bus amenities needed for recently constructed stops.	MSP229 - Bus Stop Improvements & Signing in Salt Lake County
Funds needed to cover testing costs related to Dominion Stray Current Master Agreement for Light Rail Transit.	SGR047 – LRT Stray Current Control

# Rationale For Decrease Adjustments

<u>Rationale</u>	<u>Applicable Projects</u>
Project will have extra funds for 2025. Right-sizing budget to match delivery and moving funds to assist in other project delivery.	<ul style="list-style-type: none"><li>• SGR408 - Route End of Line (EOL) Enhancements</li><li>• SGR404 – Rail Switches &amp; Trackwork Controls Rehab/Replacement</li></ul>
Moving funds to aid in other project delivery - \$402,000 in grant funds.	MSP999 - Capital Contingency



## Breakdown for Project Funding Increases

<u>Project ID and Name</u>	<u>Adopted Budget</u>	<u>September 10th TBA</u>	<u>Adjusted Budget</u>
MSP302 - FFY 2024 O/L 5310	\$ 451,000	\$ 359,000	\$ 810,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	164,000	245,000	409,000
SGR047 - LRT Stray Current Control	450,000	50,000	500,000
MSP305 - FFY 2023 SL/WV 5310	1,525,000	22,000	1,547,000
MSP303 - FFY 2023 O/L 5310	690,000	21,000	711,000





## Breakdown for Project Funding Decreases

<u>Project ID and Name</u>	<u>Adopted Budget</u>	<u>September 10th TBA</u>	<u>Adjusted Budget</u>
MSP999 - Capital Contingency	\$ 4,882,000	\$ (402,000)	\$ 4,480,000
SGR408 - Route End of Line (EOL) Enhancements	450,000	(245,000)	205,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,500,000	(50,000)	4,450,000



## Year to Date Contingency Summary

<u>TBA Date</u>	<u>Adopted</u> <u>2025 Budget</u>	<u>TBA</u>	<u>Adjusted</u> <u>Budget</u>
Feb 26th	\$ 5,000,000	\$ -	\$ 5,000,000
Apr 9th	5,000,000	5,024,000	10,024,000
May 14th	10,024,000	(5,508,000)	4,516,000
June 11th	4,516,000	-	4,516,000
July 9th	4,516,000	1,346,000	5,862,000
Aug 13th	5,862,000	(980,000)	4,882,000
Sept 10th	\$ 4,882,000	\$ (402,000)	\$ 4,480,000



## Proposed TBA Contingency Summary- Sources

<u>Funding Sources</u>	<u>2025 Current Adopted Budget</u>	<u>September 10th TBA</u>	<u>2025 Adjusted Budget</u>
Bonds	\$ 555,000	\$ -	\$ 555,000
Grant Funds	996,000	(402,000)	594,000
State Funds	1,037,000	-	1,037,000
Local Partner Funds	276,000	-	276,000
UTA Funds	2,018,000	-	2,018,000
	<b>\$ 4,882,000</b>	<b>\$ (402,000)</b>	<b>\$ 4,480,000</b>



## Proposed TBA Contingency Detail

<u>Funds/Projects</u>	<u>September</u> <u>10th TBA</u>
<b><i>MSP999 - Capital Contingency - Grant Funds</i></b>	<b><i>\$ (402,000)</i></b>
MSP302 - FFY 2024 O/L 5310	\$ 359,000
MSP305 - FFY 2023 SL/WV 5310	\$ 22,000
MSP303 - FFY 2023 O/L 5310	\$ 21,000



# Budget Authority Impact & Changes in Revenue Sources

- No change in 2025 Capital Budget Authority
- No changes to funding sources
- No impact to UTA's fund balance



# Questions?

