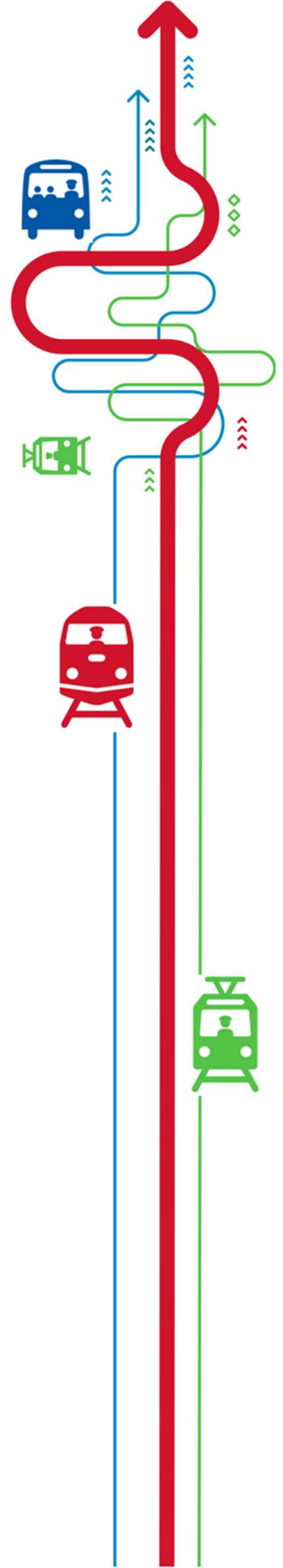


Utah Transit Authority

2026 Tentative Budget

September 24, 2025



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Budget Summaries

UTAH TRANSIT AUTHORITY 2026 TENTATIVE OPERATING BUDGET September 24, 2025

Exhibit A

<u>Revenue</u>		<u>2026 Budget</u>
1	Sales Tax	\$ 516,541,000
2	Federal Preventative Maintenance	96,548,000
3	Passenger Revenue	40,887,000
4	Advertising	2,172,000
5	Investment Income	14,384,000
6	Other Revenues	14,867,000
7	Total Revenue	685,399,000
<u>Operating Expense</u>		
8	Bus	162,892,000
9	Commuter Rail	36,317,000
10	Light Rail	66,015,000
11	Paratransit	33,364,000
12	Rideshare/Vanpool	4,563,000
13	Microtransit	17,968,000
14	Operations Support	75,498,000
15	Administration	66,846,000
16	Planning/Capital Support	15,063,000
17	Non-Departmental	8,997,000
18	Total Operating Expense	487,523,000
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>		
19	Principal and Interest	173,176,000
20	Bond Service Utah County for UVX BRT program	3,374,000
21	Contribution to Reserves	12,738,000
22	Transfer to/(from) UTA Fund Balance	8,588,000
23	Total Debt Service, Reserves, Transfers	197,876,000
24	Total Expense	\$ 685,399,000

Note: Rounding may cause minor Total discrepancies



UTAH TRANSIT AUTHORITY
2026 TENTATIVE CAPITAL BUDGET
September 24, 2025

Exhibit A-1

<u>Funding Sources</u>		<u>2026 Budget</u>
1	UTA Current Year Funding	\$ 81,846,000
2	Grants	110,743,000
3	Local Partner Contributions	13,478,000
4	State Contribution	41,672,000
5	Leasing	36,714,000
6	Bonds	47,285,000
7	Total Funding Sources	331,738,000

<u>Expense</u>		
8	State of Good Repair	196,425,000
9	Mid-Valley Connector	31,715,000
10	S-Line Extension	30,086,000
11	Operations System	5,356,000
12	(Grant Dependent) Davis-SLC Community Connector	5,000,000
13	HB322 Future Rail Car Purchase Payment	5,000,000
14	Other Capital Projects	58,156,000
15	Total Expense	\$ 331,738,000



UTAH TRANSIT AUTHORITY
2026 TENTATIVE OPERATING BUDGET
September 24, 2025

Exhibit A-2

<u>Revenue</u>		<u>2026 Budget</u>	
1	Sales Tax	\$ 516,541,000	
2	Federal Preventative Maintenance	96,548,000	
3	Passenger Revenue	40,887,000	
4	Advertising	2,172,000	
5	Investment Income	14,384,000	
6	Other Revenues	14,867,000	
7	Total Revenue	\$685,399,000	

	<u>Operating Expense</u>		<u>FTE</u>
9	Board of Trustees	\$ 3,794,000	16.5
10	Executive Director	7,790,000	35.7
11	Communications	5,230,000	19.0
12	Operations	355,208,000	2,453.2
13	Finance	19,636,000	118.0
14	Service Development	8,383,000	64.5
15	Planning & Engagement	29,691,000	106.1
16	Enterprise Strategy	34,800,000	133.0
17	People Office	13,994,000	105.8
18	Non-Departmental	8,997,000	-
19	Total Operating	487,523,000	3,051.7
20	Debt Service	176,550,000	
21	Contribution to Reserves	12,738,000	
22	Transfer to/(from) UTA Fund Balance	8,588,000	
23	Total Operating Budget	\$ 685,399,000	3,051.7



UTAH TRANSIT AUTHORITY
2026 TENTATIVE OPERATING BUDGET
September 24, 2025

Exhibit A-3

<u>Revenue</u>		<u>2026 Budget</u>	
1	Sales Tax	\$516,541,000	
2	Federal Preventative Maintenance	96,548,000	
3	Passenger Revenue	40,887,000	
4	Advertising	2,172,000	
5	Investment Income	14,384,000	
6	Other Revenues	14,867,000	
7	Total Revenue	685,399,000	
<u>Operating Expense</u>			<u>FTE</u>
8	Bus	162,892,000	1,300.5
9	Commuter Rail	36,317,000	208.5
10	Light Rail	66,015,000	467.0
11	Paratransit	33,364,000	214.0
12	Rideshare/Vanpool	4,563,000	11.0
13	Microtransit	17,968,000	5.5
14	Operations Support	75,498,000	512.2
15	Administration	66,846,000	226.2
16	Planning/Capital Support	15,063,000	106.8
17	Non-Departmental	8,997,000	-
18	Total Operating	487,523,000	3,051.7
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>			
19	Principal and Interest	173,176,000	-
20	Bond Service Utah County for UVX BRT program	3,374,000	-
21	Contribution to Reserves	12,738,000	-
22	Transfer to/(from) UTA Fund Balance	8,588,000	-
23	Total Debt Service, Reserves, Transfers	197,876,000	-
24	Total Operating Budget	\$685,399,000	3,051.7



2026 Tentative Budget Overview

At UTA, we prepare our annual budget as part of a long-term financial strategy for responsible, accountable stewardship of public funds. Investments in transit today, including replacement and major repair of infrastructure, align with a 30-year vision developed in collaboration among UTA, the Utah Department of Transportation, our regional planning partners, and the communities we serve.

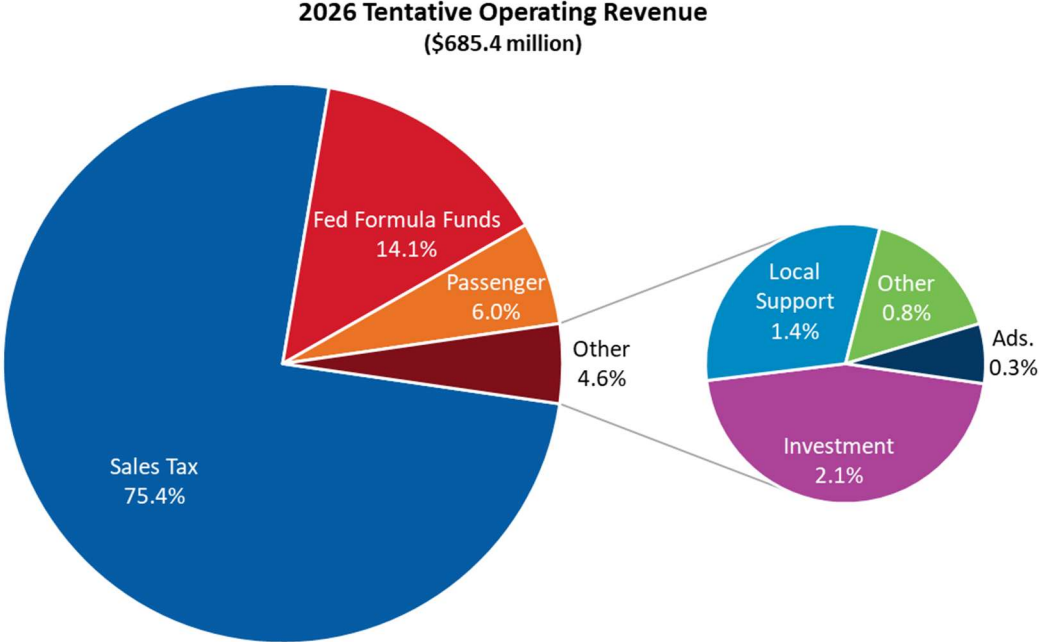
Our budget is strategic, but it also responds to changing needs and emerging demands. On a local level, Utah’s growth creates opportunities and challenges for mobility and connectivity. Traffic congestion, commute time, housing accessibility, and air quality are a few of the issues transit seeks to address. On a regional and state level, economic development and seminal events like the 2034 Olympics present significant transit-oriented opportunities.

Our 2026 budget allocates funds in the most strategic, efficient manner possible. We acknowledge approaching fiscal constraints, and we recognize the growing demand for transit services that exceeds available resources. UTA is striving to fully streamline the 2026 budget while maintaining the quality and reliability of service upon which our passengers depend.

2026 Operating Revenue Summary

UTA reports as a single enterprise fund, and all revenues are deposited in the UTA enterprise fund. Within this enterprise fund, UTA maintains two budgets — Operating and Capital. The Operating Budget includes ongoing expenses related to services provided by UTA, whereas the Capital Budget includes one-time expenses related to building, maintaining, and investing in our system. Transfers from the enterprise fund to the Capital program are made when required to support investment in the system.

UTA receives operating revenues from multiple sources for a budgeted total revenue of \$685 million. Sales tax revenue at \$517 million (75% of total) represents the largest funding source for the 2026 budget. Federal preventive maintenance funds total \$97 million and passenger revenues total \$41 million. Other revenues include, in order of magnitude, investment income, local support, advertising, and other revenues.

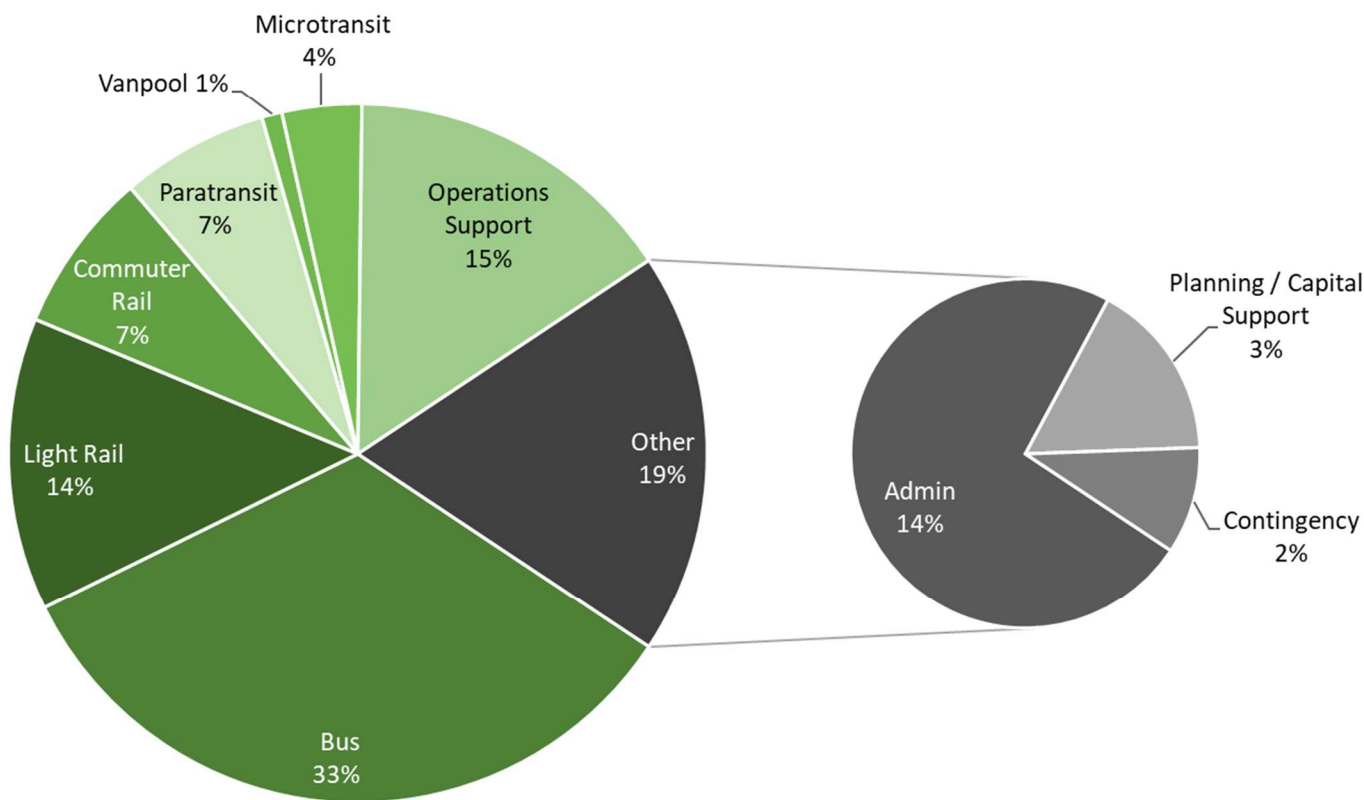


2026 Operating Expense Summary

The 2026 Tentative Operating Budget of \$488 million will fund day-to-day operations at UTA. This includes almost \$397 million for operations and maintenance of the system (81% of total). These functions are represented in the green shaded segments in the graph below. Service modes in order of greatest expense include bus, light rail (TRAX), commuter rail (FrontRunner), paratransit, microtransit (On Demand) and rideshare (Vanpool).

The Other functions (gray segments comprising 19%) include administration, planning/capital support, and \$1.0 million set aside to fund emerging/emergency needs. Administration includes executive leadership and support, human capital management, communications, payroll, accounting, purchasing, warehouse, fares, service development, information technology, strategic planning, continuous improvement, data management, and other functions that support the capital and operating programs at UTA.

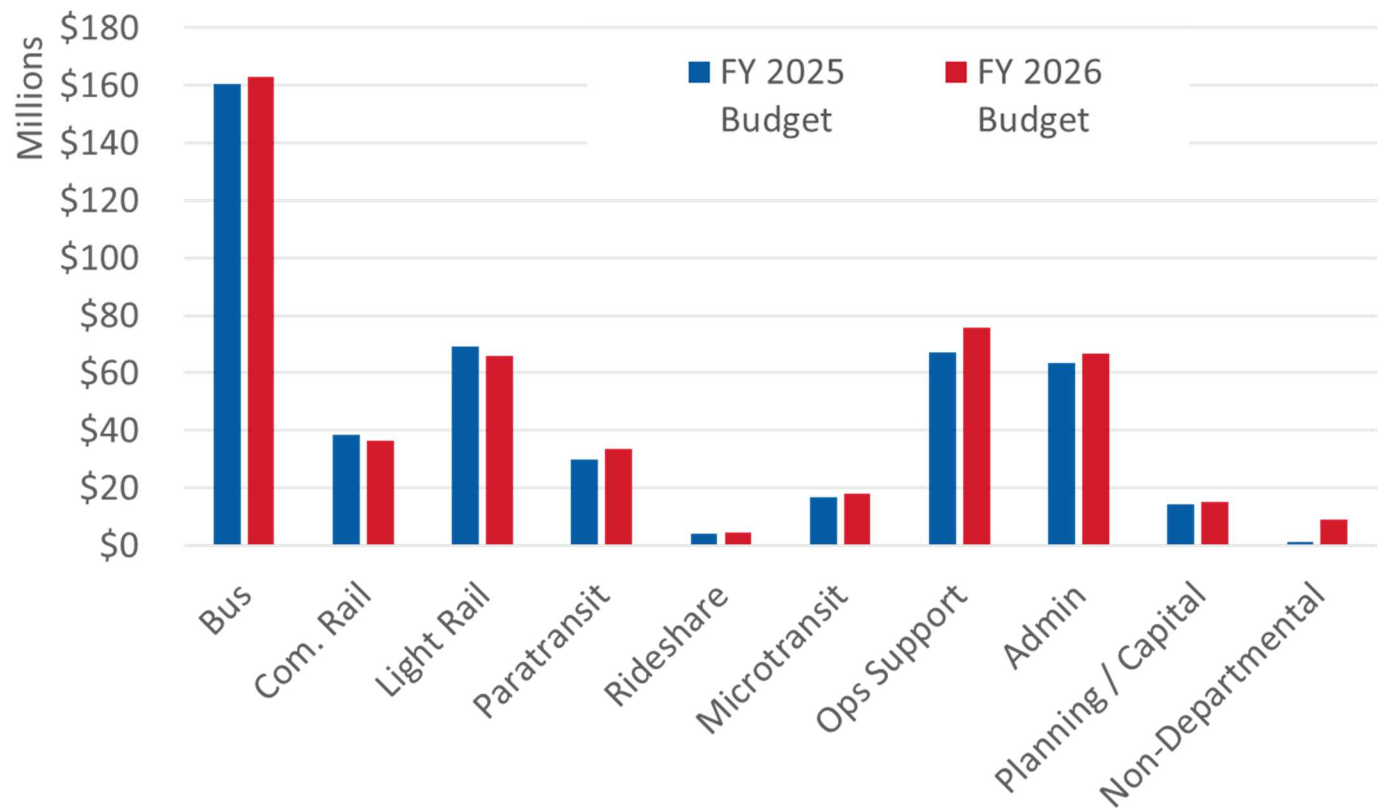
2026 Tentative Operating Budget
(\$487.5 million)



2026 Tentative Operating Expense Budget

Summary by Mode

Mode	FY 2025 Budget	FY 2026 Budget	Change	% Change
Bus	\$160,507,000	\$162,892,000	\$2,385,000	1.5%
Commuter Rail	38,541,000	36,317,000	(2,224,000)	-5.8%
Light Rail	69,093,000	66,015,000	(3,078,000)	-4.5%
Paratransit	29,991,000	33,364,000	3,373,000	11.2%
Rideshare/Vanpool	4,034,000	4,563,000	529,000	13.1%
Microtransit	16,811,000	17,968,000	1,157,000	6.9%
Operations Support	66,954,000	75,498,000	8,544,000	12.8%
Administration	63,286,000	66,846,000	3,560,000	5.6%
Planning/Capital Support	14,292,000	15,063,000	771,000	5.4%
Non-Departmental	1,000,000	8,997,000	7,997,000	799.7%
Total Division	\$464,509,000	\$487,523,000	\$23,014,000	5.0%



Summary by Office

Office	FY 2025 Budget	FY 2026 Budget	Change	% Change
Board	\$3,627,000	\$3,794,000	\$167,000	4.6%
Executive Director	7,539,000	7,790,000	251,000	3.3%
Operations	347,705,000	355,208,000	7,503,000	2.2%
Finance	19,080,000	19,636,000	556,000	2.9%
Capital Services	8,183,000	8,383,000	200,000	2.4%
Planning & Engagement	27,397,000	29,691,000	2,294,000	8.4%
Enterprise Strategy	31,267,000	34,800,000	3,533,000	11.3%
People	13,868,000	13,994,000	126,000	0.9%
Communication	4,842,000	5,230,000	388,000	8.0%
Non-Departmental	1,000,000	8,997,000	7,997,000	799.7%
Total Division	\$464,509,000	\$487,523,000	\$23,014,000	5.0%

Summary by Expense Category

Category	FY 2025 Budget	FY 2026 Budget	Change	% Change
Wages	\$218,577,000	\$233,568,000	14,991,000	6.9%
Fringe	109,966,000	116,658,000	6,692,000	6.1%
Services	56,044,000	59,679,000	3,635,000	6.5%
Fuel/Power	34,821,000	35,700,000	879,000	2.5%
Parts	29,548,000	25,891,000	(3,657,000)	-12.4%
Utilities	8,010,000	7,325,000	(685,000)	-8.6%
Other O&M	23,911,000	24,747,000	836,000	3.5%
Capitalized Costs	(16,368,000)	(16,046,000)	322,000	-2.0%
Total Budget	\$464,509,000	\$487,523,000	\$23,014,000	5.0%



FTE Summary by Office

Office	FY 2025 Budget	FY 2026 Budget	Change	% Change
Board	16.0	16.5	0.5	3.1%
Executive Director	32.5	35.7	3.2	9.7%
Operations	2,389.7	2,453.2	63.5	2.7%
Finance	117.0	118.0	1.0	0.9%
Capital Services	64.0	64.5	0.5	0.8%
Planning & Engagement	100.6	106.1	5.5	5.5%
Enterprise Strategy	131.0	133.0	2.0	1.5%
Communications	19.0	19.0	-	0.0%
People	105.8	105.8	-	0.0%
Total FTE	2,975.6	3,051.7	76.2	2.6%

FTE Summary by Mode

Mode	FY 2025 Budget	FY 2026 Budget	Change	% Change
Bus	1,271.0	1,300.5	29.5	2.3%
Commuter Rail	207.5	208.5	1.0	0.5%
Light Rail	459.0	467.0	8.0	1.7%
Paratransit	203.0	214.0	11.0	5.4%
Rideshare/Vanpool	11.0	11.0	-	0.0%
Microtransit	6.0	5.5	(0.5)	-8.3%
Operations Support	483.2	512.2	29.0	6.0%
Administration	229.5	226.2	(3.3)	-1.5%
Planning/Capital Support	105.3	106.8	1.5	1.4%
Non-Departmental	-	-	-	-
Total Division	2,975.6	3,051.7	76.2	2.6%



Key Assumptions & Requests

UTA contracts with the Economic Development Unit at the University of Utah to generate sales tax forecasts. The 2026 Tentative Budget was developed during a time of minimally increasing ridership, low inflation compared to national rates, and unemployment comparable to 2024 (20% lower than the state's 15-year average). Job creation in Utah is outpacing the rest of the country. Consumer spending is seen as resilient, despite concerns over tariffs and broader economic uncertainty.

This Tentative Budget and 5-Year Capital Plan (5YCP) include assumptions from the university's April 2025 forecast. UTA will monitor the economic situation and work with the University of Utah to update its sales tax forecast in November to inform the 2026 Final Budget and 5YCP.

Assumptions

The key assumptions in the 2026 Tentative Budget are provided below.

Operating Expenses

- Wages: 3%
- Fringe: 6%
- Parts: 2.5%
- Fuel:
 - Diesel: \$ 3.45
 - Gasoline: \$ 3.15
 - CNG DGE*: \$ 2.15
- Other Expenses: 2.1%

Revenues

- Sales Tax: 3.0%
- Passenger: 0.0%

*Compressed Natural Gas Diesel Gallon Equivalent



Agency Requests

2026 Budget Requests	Expenses	FTEs
BOARD OF TRUSTEES	\$ 55,600	-
Gov't Relations Mgr Travel, Conferences and Meetings	6,500	-
Local Advisory Council Member Compensation	4,500	-
Local/State Government Engagement	10,500	-
Political Consultants Renewal	15,800	-
Travel - escalating costs	18,300	-
CAPITAL SERVICES	44,000	0.5
Part-time Environmental Compliance Admin position for regulatory oversight	44,000	0.5
EXECUTIVE DIRECTOR	497,250	3.0
2 New Roadway Worker Protection Specialists	185,000	2.0
Add consulting services including Strategic Plan and other needs	150,000	-
Compliance Manager Position	162,250	1.0
PEOPLE	86,000	1.0
Addition of FTE for Drug & Alcohol Specialist position	86,000	1.0
PLANNING & ENGAGEMENT	440,000	-
Added matching funds for UDOT funded research.	40,000	-
Additional funding to complete majority of the 2027-2054 Long Range Transit Plan	400,000	-
Grand Total	\$1,122,850	4.5



2026 Operating Budget Request Detail

(\$ Thousands)

2025 Budget	2025 One-Time Expenses	2025 Additions		2025 Adjustments		2026 Budget			
		Staffing	Service	Wage and Fringe	Other	2026 Base	2026 Svc Requests	2026 Agency Requests	2026 Budget Request
\$ 464,509	\$ (1,553)	\$ 1,531	\$ 886	\$ 12,539	\$ 5,571	\$ 483,485	\$ 2,915	\$ 1,123	\$ 487,523

- **One-Time Expenses:** Expenses budgeted to be incurred only in 2025. Not ongoing expense.
- **Staffing:** Annualization of changes in staffing that occurred in 2025.
- **Service:** Annualization of service changes made in 2025
- **Wage and Fringe:** Adjustments for changes in wage and fringe rates
- **Other:** Changes in Parts, Fuel, Contract Services prices due to inflation
- **2026 Base** = 2025 Budget - One-Time Expenses + 2025 Additions + 2025 Adjustments
- **2026 Service Requests:** New service requests for 2026
- **2026 Agency Requests:** New budget addition requests for 2026
- **2026 Budget Request** = 2026 Base + 2026 Svc Requests + 2026 Additions

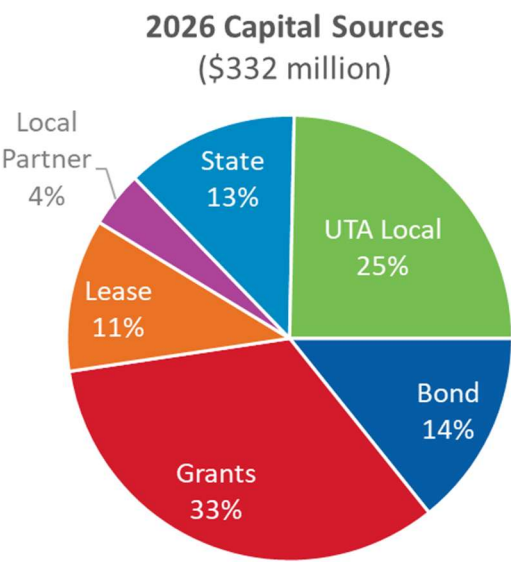


2026 Tentative Capital Budget and Five-Year Capital Plan

The following tables are developed with reference to the Five-Year Capital Plan documents produced by Project Controls in the Service Development Office. The capital revenue in this section is listed on an accrual basis such that projects balance in each year of work. Note that the capital revenue listed in financials reconciling at the organization-wide level (including opening and closing cash balances) is listed on a cash basis. This may result in some discrepancies in source funds received in the years prior to or after their actual usage.

2026 Tentative Capital Budget

2026 Summary by Chief Office

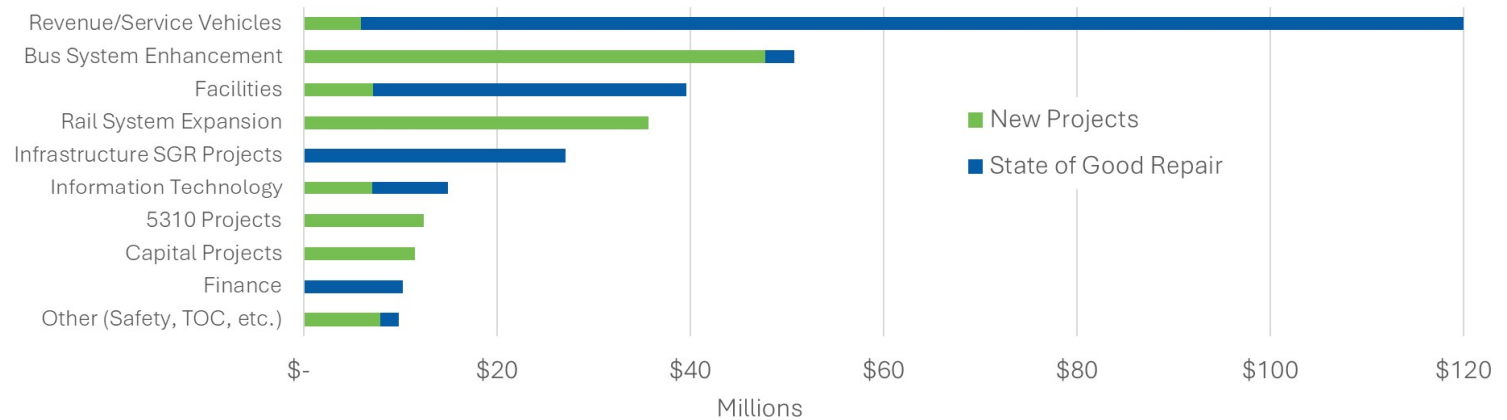


Reporting Group	2026 Total Budget
Capital Services	\$271,488,000
Enterprise Strategy	14,851,000
Executive Director (Safety)	1,485,000
Finance	32,646,000
Operations	8,974,000
People	50,000
Planning & Engagement	2,244,000
Grand Total	\$331,738,000

2026 Summary by Project Category

Category	2026 Total Budget	2026 Grants	2026 State & Local	2026 UTA & Lease	2026 Bonds
Revenue/Service Vehicles	\$119,950,000	\$23,715,000	\$0	\$52,224,000	\$ 44,011,000
Bus System Enhancement	50,741,000	27,377,000	17,007,000	6,357,000	-
Facilities	39,571,000	17,442,000	-	18,855,000	3,274,000
Rail System Expansion	35,642,000	-	31,886,000	3,756,000	-
Infrastructure SGR Projects	27,082,000	20,330,000	300,000	6,452,000	-
Information Technology	14,886,000	3,200,000	-	11,686,000	-
5310 Projects	12,372,000	8,422,000	3,826,000	124,000	-
Capital Projects	11,481,000	-	231,000	11,250,000	-
Finance	10,209,000	8,167,000	-	2,042,000	-
Safety and Security	3,103,000	1,250,000	-	1,853,000	-
Property/TOC	3,025,000	840,000	1,900,000	285,000	-
Charging Infrastructure	2,365,000	-	-	2,365,000	-
Planning	1,311,000	-	-	1,311,000	-
Grand Total	\$331,738,000	\$110,743,000	\$55,150,000	\$118,560,000	\$47,285,000

2026 Capital Budget by Category & SGR Designation



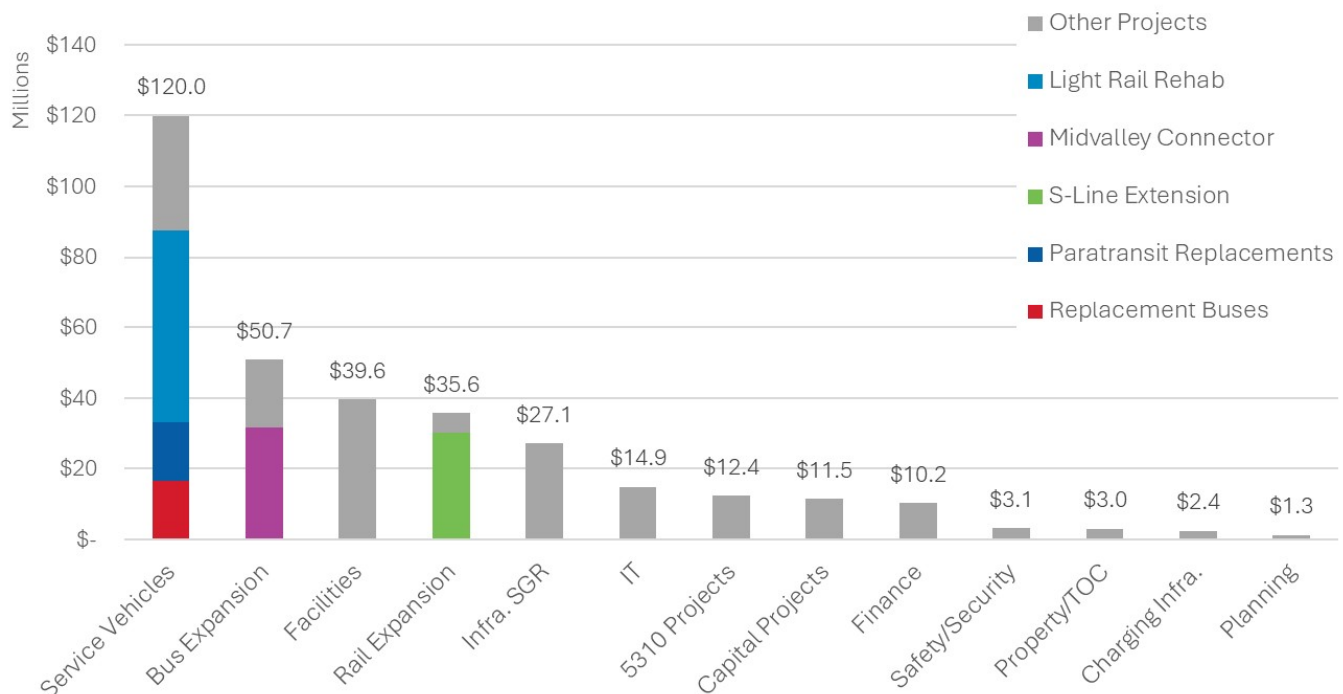
2026 Major Project Summary

Non-SGR projects with the 10 largest budgets in 2026:

Highlighted Projects	2026 Total Budget	2026 Grants	2026 State & Local	2026 UTA & Lease
Mid-Valley Connector	\$ 31,715,000	\$ 21,292,000	\$ 10,423,000	\$ -
S-Line Extension	30,086,000	-	26,330,000	3,756,000
Operations System	5,356,000	-	-	5,356,000
(Grant Dependent) Davis-SLC Connector	5,000,000	464,000	4,465,000	71,000
HB322 Future Rail Car Purchase Payment	5,000,000	-	-	5,000,000
Capital Contingency	5,000,000	-	-	5,000,000
Program Management Support	4,000,000	-	-	4,000,000
Ogden/Weber State University BRT	3,500,000	3,255,000	-	245,000
FFY 2026 All UZAs 5310	3,360,000	2,179,000	1,181,000	-
FFY 2025 All UZAs 5310	3,262,000	2,116,000	1,146,000	-
Grand Total	\$ 96,279,000	\$ 29,306,000	\$ 43,545,000	\$ 23,428,000

*No Bonding for major non-SGR projects in 2026.

2026 Capital Expenses (\$331.7 million)



2026 State of Good Repair Summary

Highlighted Projects (\$ Thousands)	2026 Total Budget	2026 Grants	2026 State & Local	2026 UTA & Lease	2026 Bonds
Revenue/Service Vehicles	\$ 114,017	\$ 23,715	\$ -	\$ 46,291	\$ 44,011
Light Rail Vehicle Replacement	54,322	10,311	-	-	44,011
Paratransit Replacements	16,634	-	-	16,634	-
Replace Non-Rev Support Vehicles	16,580	-	-	16,580	-
Light Rail Vehicle Rehab	10,500	8,400	-	2,100	-
Commuter Rail Vehicle Rehab and Replacement	3,000	2,400	-	600	-
Other Revenue/Service Vehicles	12,981	2,604	-	10,377	-
Infrastructure SGR Projects	\$ 27,082	\$ 20,330	\$ 300	\$ 6,452	\$ -
Train Control Rehab & Replacement	6,500	5,200	-	1,300	-
Rail Replacement Program	6,250	5,000	-	1,250	-
OCS Rehab/Replace	4,462	3,570	-	892	-
Rail Switches & Trackwork Controls Rehab/Replacement	2,500	2,000	-	500	-
Grade Crossing Replacement Program	2,000	1,600	-	400	-
Other Infrastructure SGR Projects	5,370	2,960	300	2,110	-
Facilities	\$ 32,389	\$ 14,251	\$ -	\$ 14,864	\$ 3,274
Mt. Ogden Admin Bldg. Expansion	11,062	7,788	-	-	3,274
New Maintenance Training Facility	7,250	-	-	7,250	-
Ogden Fueling System Replacement	2,010	1,540	-	470	-
Facilities Equipment Replacement	2,000	1,600	-	400	-
System Restrooms	1,555	-	-	1,555	-
Other Facilities	8,512	3,323	-	5,189	-
Information Technology	\$ 7,800	\$ 3,200	\$ -	\$ 4,600	\$ -
Radio Communication System	4,000	3,200	-	800	-
Network Infrastructure Equipment & Software	1,200	-	-	1,200	-
APC Upgrade	750	-	-	750	-
Electronic Communication Rehab/Replacement	700	-	-	700	-
Server, Storage Infrastructure Equipment & Software	500	-	-	500	-
Other Information Technology	650	-	-	650	-
Other	\$ 15,137	\$ 9,197	\$ -	\$ 5,940	\$ -
Fares Systems Replacement Program	10,209	8,167	-	2,042	-
Bus Stop Enhancements	2,590	-	-	2,590	-
Police Vehicle Replacement/Expansion	1,138	910	-	228	-
<i>Other SGR projects</i>	1,200	120	-	1,080	-
Grand Total	\$ 196,425	\$ 70,693	\$ 300	\$ 78,147	\$ 47,285

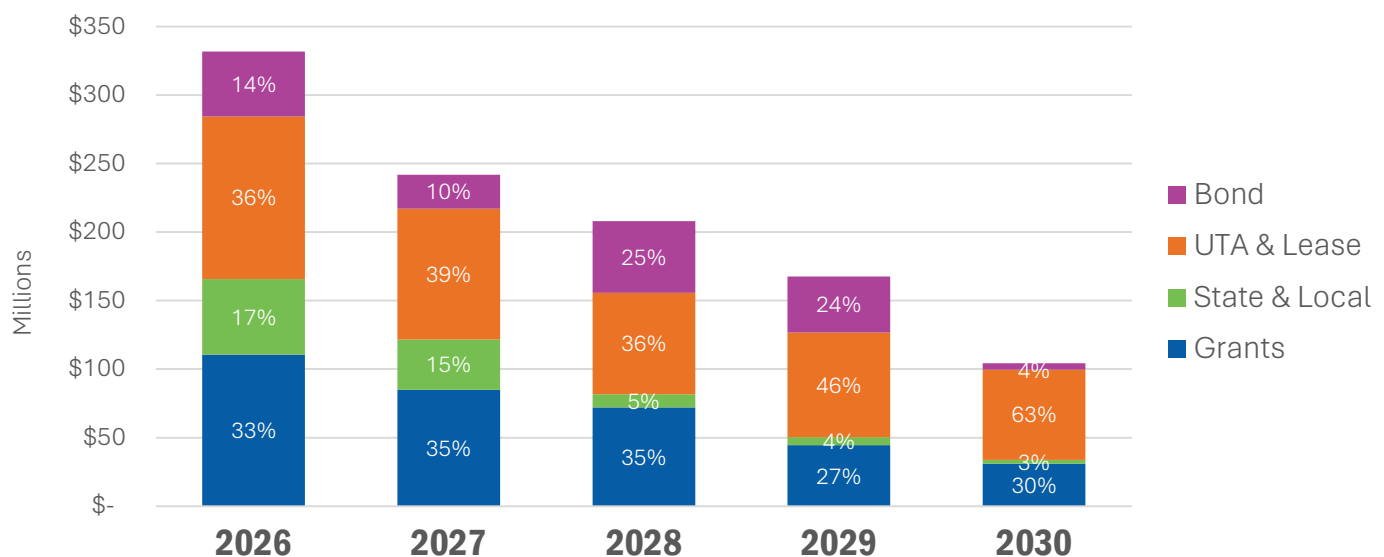


5-Year Capital Plan: 2026-2030

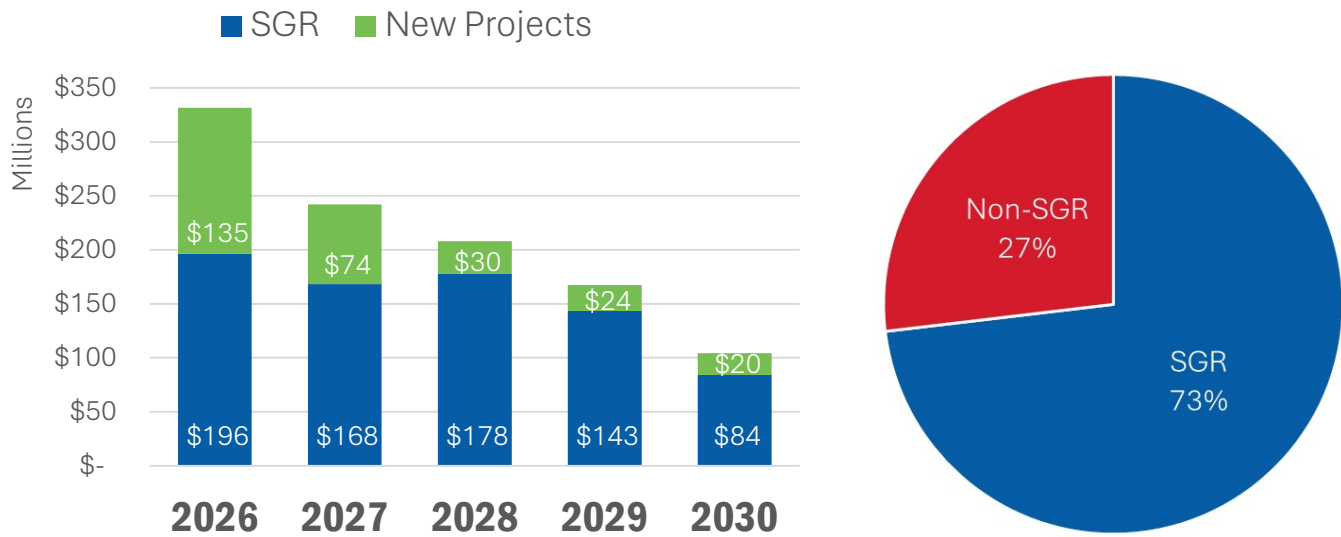
Sources	2026	2027	2028	2029	2030	Total	%
UTA Local	\$81,846	\$54,877	\$48,534	\$46,825	\$39,420	\$271,502	26%
Grants	110,743	85,090	72,102	44,456	30,911	343,302	33%
Lease	36,714	40,556	25,528	29,640	26,361	158,799	15%
Bond	47,285	24,915	52,117	40,697	4,690	169,704	16%
State	41,672	27,236	6,618	4,367	2,851	82,744	8%
Local Partner	13,478	9,300	3,033	1,521	21	27,353	3%
TOTAL (in \$USD Thousands)	\$331,738	\$241,974	\$207,932	\$167,506	\$104,254	\$1,053,404	100%

Uses	2026	2027	2028	2029	2030	Total	%
LR Vehicle Replacement	\$54,322	\$18,830	\$68,153	\$40,697	\$4,690	\$186,692	18%
Replacement Buses	16,580	24,857	13,888	25,640	22,861	103,826	10%
Commuter Rail Rehab/Replace	3,000	8,500	20,000	15,000	15,000	61,500	6%
Midvalley Connector	31,715	3,681	-	-	-	35,396	3%
Paratransit Replacements	16,634	9,002	8,140	-	-	33,776	3%
Revenue/Service Vehicles	29,414	45,723	20,142	19,712	14,145	129,136	12%
Bus System Enhancement	19,026	46,674	8,780	3,000	1,932	79,412	8%
Facilities	39,571	33,035	14,124	7,640	6,098	100,468	10%
Rail System Expansion	35,642	5,141	3,093	3,393	400	47,669	5%
Infrastructure SGR Projects	27,082	23,392	27,455	29,610	17,890	125,429	12%
Information Technology	14,886	2,590	3,470	2,910	3,185	27,041	3%
5310 Projects	12,372	395	405	415	370	13,957	1%
Capital Projects	11,481	9,500	9,500	9,430	11,332	51,243	5%
Finance	10,209	-	-	-	-	10,209	1%
Safety and Security	3,103	7,290	8,007	7,837	5,170	31,407	3%
Property/TOC	3,025	2,200	1,700	1,200	-	8,125	1%
Charging Infrastructure	2,365	100	-	22	181	2,668	0%
Planning	1,311	1,064	1,075	1,000	1,000	5,450	1%
TOTAL (in \$USD Thousands)	\$331,738	\$241,974	\$207,932	\$167,506	\$104,254	\$1,053,404	100%

5YCP Capital Sources



5YCP State of Good Repair (SGR) Designation



Capital Budget Acronyms & Terms

- APC: automatic passenger counter
- BRT: bus rapid transit
- CR: commuter rail
- LR: light rail
- OCS: overhead catenary system
- SGR: State of Good Repair
- TOC: Transit-Oriented Communities
- TPSS: traction power substation
- UDOT: Utah Department of Transportation
- UZA: urbanized area
- 5310: Projects focused on community development of specialized transportation using pass-through 5310 grant funds



Annual Budget Schedule

Task	Completion Date
Budget Office Distributes Budget Memo	<i>Apr. 1, 2025</i>
Executive Team Reviews & Approves Base Targets	<i>May 23, 2025</i>
Executive Team Reviews and Approves Draft Tentative Budget	<i>Jul. 8, 2025</i>
Board Budget Work Sessions	<i>Aug. 11- Aug. 15, 2025</i>
Board Reviews 2026 Tentative Budget	<i>Sep. 24, 2025</i>
Board approves 2026 Tentative Budget and public hearing date	<i>Oct. 8, 2025</i>
Budget Review and Comment Period	<i>Oct. 8 - Nov. 7, 2025</i>
2026 Budget Open House/Public Hearing	<i>Oct. 30, 2025</i>
Local Advisory Council (LAC) consults on 2026 Budget & 5-Year Capital Plan	<i>Nov. 5, 2025</i>
Board of Trustees reviews public comments, LAC input, and 2026 final budget	<i>Dec. 3, 2025</i>
Board of Trustees approves 5-Year Capital Plan	<i>Dec. 3, 2025</i>
Final Public Engagement report due to board office	<i>Dec. 3, 2025</i>
Board of Trustees considers approval of the 2026 Final Budget	<i>Dec. 17, 2025</i>
Staff submits Final Budget to State Auditor	<i>Dec. 30, 2025</i>
Staff prepares, prints, and distributes 2026 Budget Document to the Board of Trustees, Operating Departments and interested parties	<i>Dec. 30, 2025</i>

