

Utah Transit Authority

Budget Document

2023



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Introduction and Overview



Message from the Executive Director



Since being sworn in as Executive Director last January, I have spent time across our system learning from and listening to UTA’s dedicated family of employees. Their commitment to UTA, our customers, and the communities we serve, drove the agency’s significant accomplishments this year and is the catalyst for successful delivery of the 2023 budget and 5-year Capital Plan outlined in this document. I thank our enthusiastic operating and support personnel teams for their contributions delivering OneUTA – one workforce, one agency.

In delivering our service, we answer state, regional, and community questions on connecting our customers to work, education, entertainment, family, and friends. We provide answers to building economies, fostering transit supportive community development, and safeguarding our future through environmentally friendly and sustainable transportation. UTA is a passport to outdoor recreation, a needed ride for healthcare, and a mobility bridge to opportunity.

Last year, UTA and the region continued recovering from the impacts of the pandemic. Current projections for 2022 ridership show an increase of more than 35 percent over 2021 levels. UTA will have recovered systemwide to about 75 percent of pre-pandemic levels (2019) by the end of the current year. As compared to our peers nationally, this is a remarkable transit renewal. Overall, UTA service levels as measured by service hours provided exceeded 2019 levels in 2022. So much so that as an agency, we will look at the pandemic as a historical event but no longer reference as performance history in our day-to-day business.

Looking back on 2022, our team has accomplished much. UTA began light rail service to the Salt Lake Airport, restored six-minute headways on its UVX bus rapid transit line, and opened the new Vineyard FrontRunner station. Our new OGX bus rapid transit line in Ogden began campus-wide service for Weber State University in anticipation of its completion next year, and the Depot District maintenance facility made substantial progress toward its 2023 completion date. On Demand transit service expanded across the region, providing a convenient, affordable transit option connecting riders to their destinations and/or other UTA services. The agency continued making significant investments in state of good repair activity to keep the system performing at optimal levels and reduce backlogs. We also held our first ever, “Free Fare February” partnering with Salt Lake City, numerous local governments, partner agencies, our pass partners, and private businesses, successfully reducing emissions while honoring the legacy of the Salt Lake Olympics.

UTA’s 2023 Budget and supporting 5-Year plans were developed during a time of economic uncertainty. Inflation recently set a new 40-year high and interest rates are approaching levels last seen during the Great Recession of 2008. Year over year increases for fuel and power, goods and services, parts, utilities, construction materials and other costs of providing service is significantly higher than recent experience. Offsetting these negative economic indicators, but creating a different and equally difficult challenge, are robust employment, historically low unemployment levels, and a resilient Utah economy. Recruiting and retaining employees in the competitive Utah economy is an essential focus area for current and future public transportation services.



UTA's budget and supporting financial plans acknowledge these challenges. The 2023 Budget was developed with an emphasis on creating value, accomplished by:

- Reducing agency costs
- Making UTA a more efficient organization
- Improving/enhancing service delivery
- Improving UTA culture

The next five years will see significant system improvements resulting from partnerships with UTA's Local, State, and Federal partners. The Bipartisan Infrastructure Law (BIL), passed by Congress in 2021, significantly increases transit funding. UTA has acted quickly and, at time of writing, has over \$80 million in pending grant applications for improvements across the system including over \$60 million for the Mid Valley Connector BRT project. UTA is also supporting a UDOT \$671 million grant request for FrontRunner strategic double tracking and rail vehicle acquisition. Staff are poised to pursue other grant opportunities as the federal government publishes notices of Funding Availability/Opportunity. Increases in UTA's formula funds will also fund preventive maintenance, paratransit operations, and state of good repair projects.

House Bill 322¹ passed in the 2022 Session by the Utah State Legislature directed UDOT and UTA to partner on "fixed guideway" projects and identified UDOT as the lead agency for project delivery. This transit-focused legislation creates a strong working relationship between UDOT and UTA and provides state funding for major transit investments across the region. These funds can be used to leverage other grant programs – as mentioned above for FrontRunner. UDOT and UTA have been working together to keep the FrontRunner double tracking and Point of the Mountain projects on schedule while leveraging the strengths of each agency in delivering these regionally significant projects.

The 2023 budget and 5-year Capital and Operating plans are fiscally constrained and significantly leverage UTA funds for investments in the system. Our federal, state, regional, local partners, elected officials, and customers support our vision for transit in the region and we will confidently deliver on our commitments to them. I have highlighted a few of the key components of both our 2023 operating budget and capital budget/5-year capital plan on the following pages.

Together with our OneUTA team, the Board of Trustees, community partners, and customers, we will continue providing safe, reliable, and convenient service, demonstrating that every day, "Transit is the Answer" for our communities, our region, and the State of Utah.

Every day, UTA moves you!



Jay Fox
Executive Director

¹ [HB0322 \(utah.gov\)](https://legislature.utah.gov/Bills/Details/2022/0322)



2023 Operating Budget Highlights

- Funding to operate the new OGX bus rapid transit line and changes to local service, expanded Saturday service for light rail, and additional funding to support the growth of the popular On Demand service in South Salt Lake County.
- Funding for hiring and retention of operators, additional extra board or entry level operators, begins early operator recruitment activity for anticipated 2024 service changes, addresses low operator/supervisor ratios, develops employees, and aligns with our values.
- New employee engagement program aimed at making UTA a more efficient organization, improving or enhancing service delivery, and improving UTA culture. This Workforce Innovations Program (WINS) was created with the goal of soliciting and implementing employee initiatives that will pay for the program within three years.
- Strengthens audit functions at UTA and acts on recommendations from 2022 audits to improve accountability and reduce costs.
- Funds data governance improvements, strengthens UTA's technology security, and upgrades UTA's video surveillance capabilities to increase safety and security throughout the system.
- Funding for a Transit Connection Program to foster efforts across UTA in addressing social issues, transit education, and connection with transit for our community through supportive response to incidents, Transit Ambassadors on TRAX trains, and training resources for communities accessing transit.
- Creates a position to support Station Area Planning and Transit Oriented Community planning in the region.



2023 Capital Budget and \$1.3 billion 5-year Capital Plan Highlights

- Focus on safety, and security, reliability, and maintaining a state of good repair (SGR) for our revenue vehicles, infrastructure, and support systems.
- Invests \$800 million in State of Good Repair activities
- Completes construction of the new Depot District Facility (2023)
- Completes construction on the new Ogden Express (OGX) line in Ogden (2023)
- Funds design and construction of the Mid-Valley bus rapid transit line (2023-2025)
- Provides \$10 million to support local partner's high priority projects (2023)
- Addresses UTA's most pressing technology needs including fare collection system replacement, new radio communication system, and critical business system replacements (2023-2027)
- Begins to invest in renewal of UTA's maintenance facilities and study options to relocate UTA's main headquarters facility



Message from the Board of Trustees

The Board of Trustees of the Utah Transit Authority is honored to partner with our elected officials and communities to move Utah forward. We do that by delivering transit service which strengthens Utah's economy, increases mobility, connects communities, and expands access to opportunity and a better quality of life.

The agency's 2023 budget was developed with these strategic objectives in mind. Our collaboration with municipal stakeholders and regional planning partners produces shared transit plans that harmonize local priorities with growth, directing resources where they are needed most. As Trustees, we respect our important fiduciary role and are committed to ensuring transparency and accountability for the resources entrusted to UTA.

The 2023 budget provides a positive fiscal outlook for UTA while looking to the future. Transit ridership is returning as a vital service for many who depend on UTA to obtain health care, connect with loved ones, commute to work, or access education and training.

The 2023 budget reflects public support for UTA and the role we play in Utah's growth. In addition to receipt of core sales tax revenues, we anticipate receiving additional investments of nearly \$40 million from state and local partners, and over \$200 million in grant revenue. In the last two years, the State Legislature authorized an unprecedented \$370 million investment of state funds (in addition to UTA's \$75 million commitment) for strategic double-tracking on FrontRunner to expand service, and to design and advance a transit solution at the Point of the Mountain. We look forward to collaborating with the Utah Department of Transportation which is leading the construction of these critical transit projects supporting Utah's growth.

As we welcome 2023, the Utah Transit Authority is poised with a strong financial plan, a community committed to transit, and a skilled workforce delivering safe, reliable, and convenient service. We are committed to leading Utah's mobility solutions and improving the quality of life for all Utahns. Our mission – We Move You – is personal for us, and we will continue moving Utah now and, in the years, ahead.





GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Utah Transit Authority
Utah**

For the Fiscal Year Beginning

January 01, 2022

Christopher P. Morill

Executive Director



About the Utah Transit Authority

UTA's vision is simple – We Move You. Since its beginnings in 1970, UTA has expanded from a small company operating 90 buses and traveling 3 million annual service miles, to its current system that offers streetcar, light rail, commuter rail, bus rapid transit (BRT) vanpool, fixed-route bus, express bus, ski bus, paratransit, route deviation services, and UTA On Demand Microtransit service. The agency currently provides tens of millions of passenger rides to the customers in its service area. The Special Services Business Unit offers paratransit and route deviation services along the Wasatch Front.

In 2023, UTA's bus services will offer regular fixed route, express, and bus rapid transit with 1.4 million scheduled service hours with an estimated 18 million service miles planned. The TRAX light rail system in Salt Lake County is scheduled to operate 268,000 hours providing 7.2 million service miles, and the FrontRunner commuter rail system, which runs almost 85 miles from Ogden to Provo, will operate 95,000 service hours and 1.3 million service miles. The two-mile S-Line Streetcar line connects neighborhoods in South Salt Lake and the Sugar House area in Salt Lake City. UTA On Demand Microtransit service, initially launched in November 2019, continues to emerge as a new and highly popular public transportation choice, and UTA opened its second service area in late-2021. In 2023, UTA will offer an estimated 180,000 hours of on-demand service, or about 157% over 2022 projected service hours.

Combined, UTA estimates these integrated, coordinated transit services will support an estimated 27 million riders in 2023. UTA serves the populations of Weber, Davis, Utah, Box Elder, Tooele, and Salt Lake counties. As UTA covers a large geographic region and serves more than 79 percent of the state's population, the agency works to support Utah's thriving economy by supporting the growth of the communities we serve and help people get to where they want to go when they need to be there. In recent years, UTA has renewed its emphasis on service and is committed to increase outreach to and input from customers and communities better aligning our services with community needs and increasing access to public transportation.

We support our communities by improving mobility, facilitating economic development and access to opportunity with frequent, reliable, and extensive service. In addition, UTA will be engaging the community and stakeholders on several major initiatives and activities such as a comprehensive on-board survey, UTA fare policy review, mobility service plans, service choice decisions, and station area and a transit-oriented communities strategy that looks beyond traditional transit-oriented developments.



Strategic Plan, Budget Priorities, and Budget Process

In 2022, the Board of Trustees began the process of creating a Strategic Plan to guide the Agency for the next 10-years. Over the summer and fall, the Board contracted with Transpro, an industry leading strategic planning consultant specializing in Transit planning² to develop the plan, implementation strategy, and recommendations for reporting on progress.

Working with UTA leadership over the last six months, the Board has adopted a Vision statement and objectives that will articulate desired outcomes, set goals for achieving those outcomes, provide a framework to measure UTA's progress, and create new tools to communicate our progress with decision makers, taxpayers, customers, and our partners. Scheduled for completion in 2023, this new Strategic Plan will guide investment decisions and provide the agency with a new strategic direction.

Vision

We Move You

Success Outcomes

Customer Experience

UTA puts its customers first by providing an easy, enjoyable, and accessible transit experience where customers feel engaged, safe, and cared about.

Community Value

UTA supports community development, sustainably connecting the Wasatch Front through accessible mobility options, strategic investments, and partnerships.

Community Advocacy

UTA's communities tell our story, and transit is recognized as a keystone to Utah's future growth.

Economic Value

UTA is an economic engine which positively impacts Utah's statewide economy, benefiting every Utahn.

Organizational Excellence

UTA's well-resourced workforce excels, innovates, and demonstrates empowerment.

² <https://www.transproconsulting.com/planning/>



UTA's investment process is informed by state, regional, and local plans and UTA's own strategic planning guidance.

2040 STRATEGIC PLAN

REGIONAL TRANSPORTATION PLAN 2015-2040

UTAH'S UNIFIED TRANSPORTATION PLAN 2015-2040

Utah Transit Authority Facilities Strategic Plan

FIRST/LAST MILE STRATEGIES STUDY

UTA Five-Year Service Plan 2021-2025 Service Plan

SERVICE DESIGN GUIDELINES

IT Values

IT Vision Statement

IT Strategic Goals

THE UTA WAY

MISSION
Provide integrated mobility solutions to service life's connections, improve public health and enhance quality of life.

FOCUS
-People
-Service
-Stewardship

VALUES
-Safety
-Integrity
-Inclusion
-Teamwork
-Empowerment
-Accountability

GUIDING PRINCIPLES
-Trust others with respect.
-Help others achieve their objectives.
-Create and follow best practices.
-Proactively solve problems.
-Continuously improve our work.
-Create value for the customer, community and fellow employees.

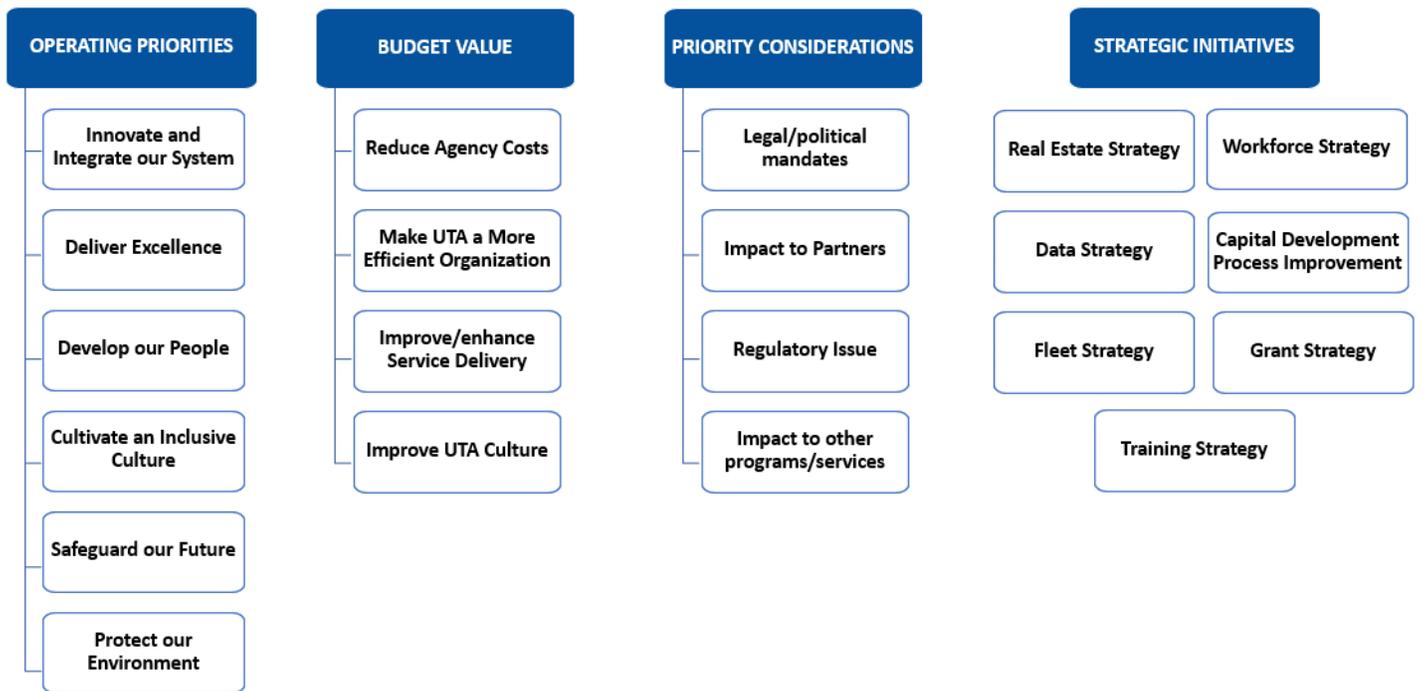
TransPlan40
Regional Transportation Plan



2023 Budget Framework

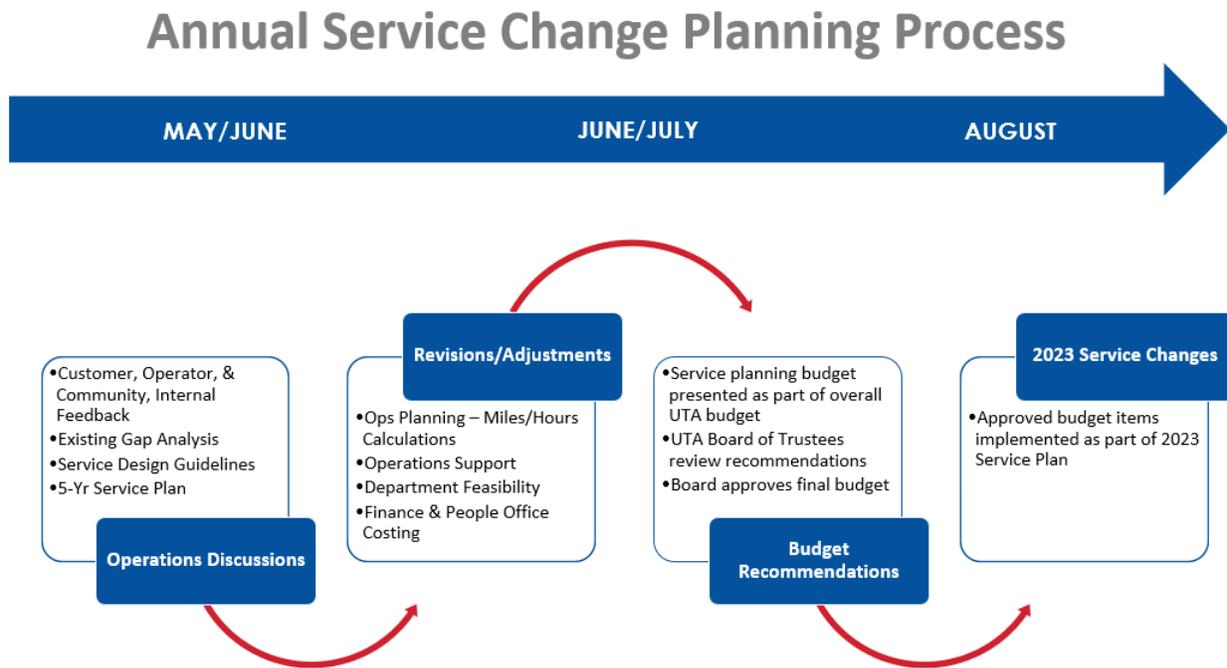
Leveraging local, regional, state and UTA planning guidance as well as UTA’s Internal Cultural Model (UTA Way), UTA developed a budget development framework for 2023 that aligns investment decisions with state, regional and local plans. That budget strategy also includes the priorities and values shown below. This framework guided development of the 2023 Budget and 5-Year plans.

Last spring, under guidance of UTA’s new Executive Director, Jay Fox, the Organization undertook a review of current practices looking for cross functional near-term improvements consistent with the Budget Framework. This resulted in the identification of seven major Strategic Initiatives that were identified for inclusion in the 2023 Budget or will be more fully developed for implementation in the future.



Service Strategy

Using criteria established in UTA’s Service Design Guidelines and the Board adopted 5-Year Service Plan, UTA constantly evaluates existing service and potential new service. This annual service change process is a key driver in the annual budget process and is depicted in the graphic below.



Like employers across the region, UTA is heavily impacted by the current labor market with unemployment rates dipping below two percent in the region. While this situation has impacted UTA’s ability to compete for and retain employees, UTA’s ability to hire and retain operators and other front line operating employees is particularly challenging. In September 2022, UTA announce that due to a shortage of operators, it was changing or reducing service on 17 routes and suspending three routes with its December 2022 service change. The situation will be revisited in the spring to inform potential August 2023 service changes.

To address this situation, this budget includes a Service Strategy for 2023 that:

- Funds service on the new Ogden Express bus rapid transit route or OGX as it is known
- Adds additional light rail service on Saturdays.
- Adds “extra board” operators to support existing service. These entry level operators fill a critical role as they provide coverage for operators on leave, fill short, split, or special shifts, and act as on-call support in other situations.
- Adds On Demand service in south Salt Lake County to address demand and needed growth of this successful program.



In addition, the 2023 Service Strategy includes three other actions to improve service and address the operator recruitment and retention issue. These items have been placed in an Operating Contingency pending review and recommendation for Board approval. These actions:

- Address the current operator/supervisor imbalance. The current ratio of 24:1 is not sustainable and impacts efficiency, service delivery and morale. UTA is developing a recommendation for Board consideration in 2023.
- Fund a “ramp up” of operators for future service changes. UTA will develop options for Board consideration to hire additional operators in advance of potential 2024 service changes. This recommendation and decision will be influenced by economic and employment conditions and an assessment of UTA’s operating staffing situation.
- Local service changes in the Ogden service area. These additional service changes and UTA’s ability to implement them due to the operator shortage will be reviewed and brought to the Board for consideration in the second quarter of 2023.

2023 Service Strategy

	2023 Est. Cost	Ongoing Annual Est. Cost	Annual Service Hours
Ogden OGX	\$900,000	\$ 1,500,000	10,700
TRAX Saturday Svc	800,000	2,100,000	12,900
Extra Board Strategy	1,500,000	1,500,000	
UTA On Demand South SL County Growth	500,000	500,000	8,600
Operating Contingency			
Ogden Local Svc	1,900,000	4,800,000	31,700
2024 Ramp Hiring	1,500,000	1,500,000	
Supervisor Ratios	1,600,000	1,600,000	
Total	\$8,700,000	\$13,500,000	



Budget Summaries

UTAH TRANSIT AUTHORITY 2023 OPERATING BUDGET December 7, 2022

Exhibit A

<u>Revenue</u>	<u>2023 Budget</u>
1 Sales Tax	\$ 480,000,000
2 Federal Preventive Maintenance	84,903,000
3 Passenger Revenue	35,850,000
4 Advertising	2,322,000
5 Investment Income	7,215,000
6 Other Revenues	11,634,000
7 Stimulus Funding	-
8 Total Revenue	621,924,000
<u>Operating Expense</u>	
9 Bus	133,746,000
10 Commuter Rail	35,258,000
11 Light Rail	61,926,000
12 Paratransit	27,257,000
13 Rideshare/Vanpool	3,995,000
14 Microtransit	9,193,000
15 Operations Support	61,869,000
16 Administration	55,199,000
17 Planning/Capital Support	11,114,000
18 Non-Departmental	1,000,000
19 Total Operating Expense	400,557,000
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>	
20 Principal and Interest	157,941,000
21 Bond Service Utah County for UVX BRT program	3,375,000
22 Contribution to Reserves	15,640,000
23 Transfer to Capital	44,411,000
24 Total Debt Service, Reserves, Transfers	221,367,000
25 Total Expense	\$ 621,924,000



**UTAH TRANSIT AUTHORITY
2023 CAPITAL BUDGET
December 7, 2022**

Exhibit A-1

<u>Funding Sources</u>	<u>2023 Budget</u>
1 UTA Current Year Funding	\$ 134,242,000
2 Grants	120,700,000
3 Local Partner Contributions	11,509,000
4 State Contribution	10,695,000
5 Leasing	41,851,000
6 Total Funding Sources	<u>318,997,000</u>
<u>Expense</u>	
7 State of Good Repair	150,579,000
8 Mid Valley Connector	15,001,000
9 Ogden/Weber BRT	14,785,000
10 Depot District	12,001,000
11 TIGER Program of Projects	10,460,000
12 Front Runner Forward	3,880,000
13 Other Capital Projects	112,291,000
14 Total Expense	<u>\$ 318,997,000</u>

Note: Capital funding sources (revenues) are reported on a cash basis in this Exhibit.



**UTAH TRANSIT AUTHORITY
2023 OPERATING BUDGET
December 7, 2022**

Exhibit A-2

Revenue		2023 Budget		
1	Sales Tax	\$	480,000,000	
2	Federal Preventive Maintenance		84,903,000	
3	Passenger Revenue		35,850,000	
4	Advertising		2,322,000	
5	Investment Income		7,215,000	
6	Other Revenues		11,634,000	
7	Stimulus Funding		-	
8	Total Revenue	\$	621,924,000	
Operating Expense		FTE		
9	Board of Trustees	\$	3,147,000	14.4
10	Executive Director		5,926,000	30.5
11	Communications		3,943,000	15.0
12	Operations		302,743,000	2,335.2
13	Finance		17,195,000	123.5
14	Service Development		8,754,000	62.0
15	Planning & Engagement		18,657,000	80.2
16	Enterprise Strategy		24,822,000	122.0
17	People Office		14,369,000	84.0
18	Non-Departmental		1,000,000	-
19	Total Operations		400,557,000	2,866.8
20	Debt Service		161,316,000	
21	Contribution to Reserves		15,640,000	
22	Transfer to Capital Budget		44,411,000	
23	Total Tentative 2020 Operating Budget	\$	621,924,000	2,866.8



Tentative to Final Budget Changes

UTAH TRANSIT AUTHORITY 2023 TENTATIVE TO FINAL OPERATING BUDGET December 7, 2022

Exhibit B

Revenue	Tentative 2023 Budget	Debt Service Adjustments	Fuel Price Increases	Budget Adjustments	Final 2023 Budget
1 Sales Tax	\$ 529,284,000			\$ (49,284,000)	\$ 480,000,000
2 Federal Preventive Maintenance	84,903,000				84,903,000
3 Passenger Revenue	35,850,000				35,850,000
4 Advertising	2,322,000				2,322,000
5 Investment Income	6,516,000			699,000	7,215,000
6 Other Revenues	12,388,000			(754,000)	11,634,000
7 Stimulus Funding	-				-
8 Total Revenue	671,263,000	-	-	(49,339,000)	621,924,000
Operating Expense					
9 Bus	131,173,000		2,472,000	101,000	133,746,000
10 Commuter Rail	33,664,000		1,594,000		35,258,000
11 Light Rail	61,922,000		4,000		61,926,000
12 Paratransit Service	27,190,000		67,000		27,257,000
13 Rideshare/Vanpool	3,960,000		35,000		3,995,000
14 Microtransit	9,183,000		10,000		9,193,000
15 Operations Support	61,855,000		14,000		61,869,000
16 Management & Support	55,136,000			63,000	55,199,000
17 Planning/Capital Support	11,114,000				11,114,000
18 Non-Departmental	1,000,000				1,000,000
19 Total Operating Expense	396,197,000	-	4,196,000	164,000	400,557,000
Debt Service, Contribution to Reserves, and Transfer to Capital					
20 Principal and Interest	159,441,000	(1,500,000)			157,941,000
21 Bond Service Utah County for UVX BRT	3,375,000				3,375,000
22 Contribution to Reserves	18,344,000			(2,704,000)	15,640,000
23 Transfer to Capital	93,906,000			(49,495,000)	44,411,000
24 Total Debt Service and Reserves	275,066,000	(1,500,000)	-	(52,199,000)	221,367,000
25 Total Expense	\$ 671,263,000	\$ (1,500,000)	\$ 4,196,000	\$ (52,035,000)	\$ 621,924,000



UTAH TRANSIT AUTHORITY
2023 TENTATIVE CAPITAL BUDGET
December 7, 2022

Exhibit B-1

<u>Funding Sources</u>	<u>Tentative 2023 Budget</u>	<u>Lease Funds Adjustments</u>	<u>Budget Adjustments</u>	<u>Final 2023 Budget</u>
1 UTA Current Year Funding	\$ 123,995,000		\$ 10,247,000	\$ 134,242,000
2 Grants	121,700,000		(1,000,000)	120,700,000
3 Local Partner Contributions	11,509,000			11,509,000
4 State Contribution	19,838,000		(9,143,000)	10,695,000
5 Leasing	41,755,000	96,000		41,851,000
6 Total Funding Sources	318,797,000	96,000	104,000	318,997,000
Expense				
6 State of Good Repair	77,396,000		73,183,000	150,579,000
7 Mid Valley Connector	15,001,000			15,001,000
8 Ogden/Weber BRT	14,785,000			14,785,000
9 Depot District	12,001,000			12,001,000
10 TIGER Program of Projects	10,460,000			10,460,000
11 Front Runner Forward	3,880,000			3,880,000
12 Other Capital Projects	185,274,000		(72,983,000)	112,291,000
13 Total Expense	\$ 318,797,000	\$ -	\$ 200,000	\$ 318,997,000

Note: Capital funding sources (revenues) are reported on a cash basis in this Exhibit

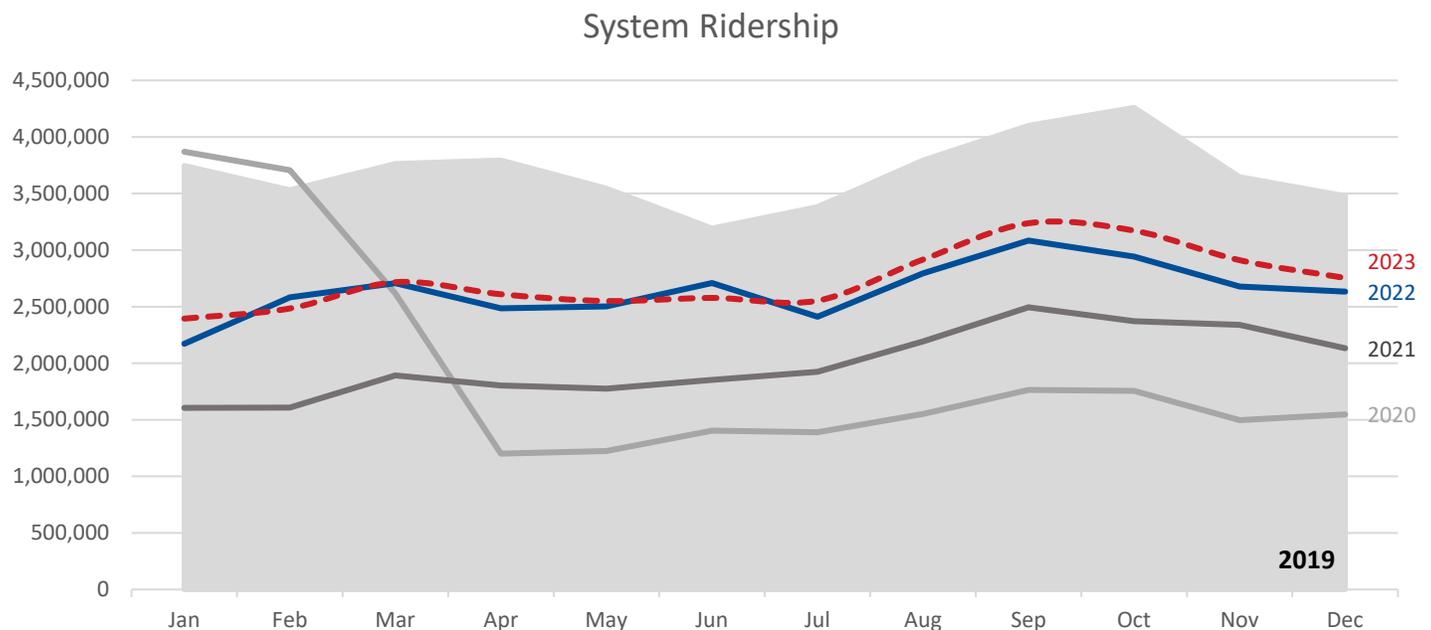


2023 Budget Overview

UTA's 2023 Budget and supporting 5-Year plans were developed during a time of economic uncertainty. Inflation recently reached a 40-year high and interest rates are approaching levels last seen during the Great Recession of 2008. Year-over-year growth for costs of fuel and power, goods and services, parts, utilities, construction materials and other of providing service is significantly higher than in the recent past.

Offsetting these negative economic indicators, but creating a different and difficult challenge, are robust employment, historically low unemployment levels, and a resilient Utah economy. Recruiting and retaining employees in the competitive Utah economy is a challenge and an area of focus in this budget.

Ridership



2022 ridership is growing faster than projected in the 2022 adopted budget. While ridership through October lags 2019 ridership totals by about 29 percent, steady and significant gains over 2021 ridership can be seen on the chart above. In fact, 2022 ridership for the months February through October are about 35 percent over ridership for the same period in 2021.



As compared to the 2021 ridership for the same period (January - October), gains have been realized in all modes and as mentioned earlier, UTA has recovered about 75 percent of its pre-pandemic ridership, systemwide.

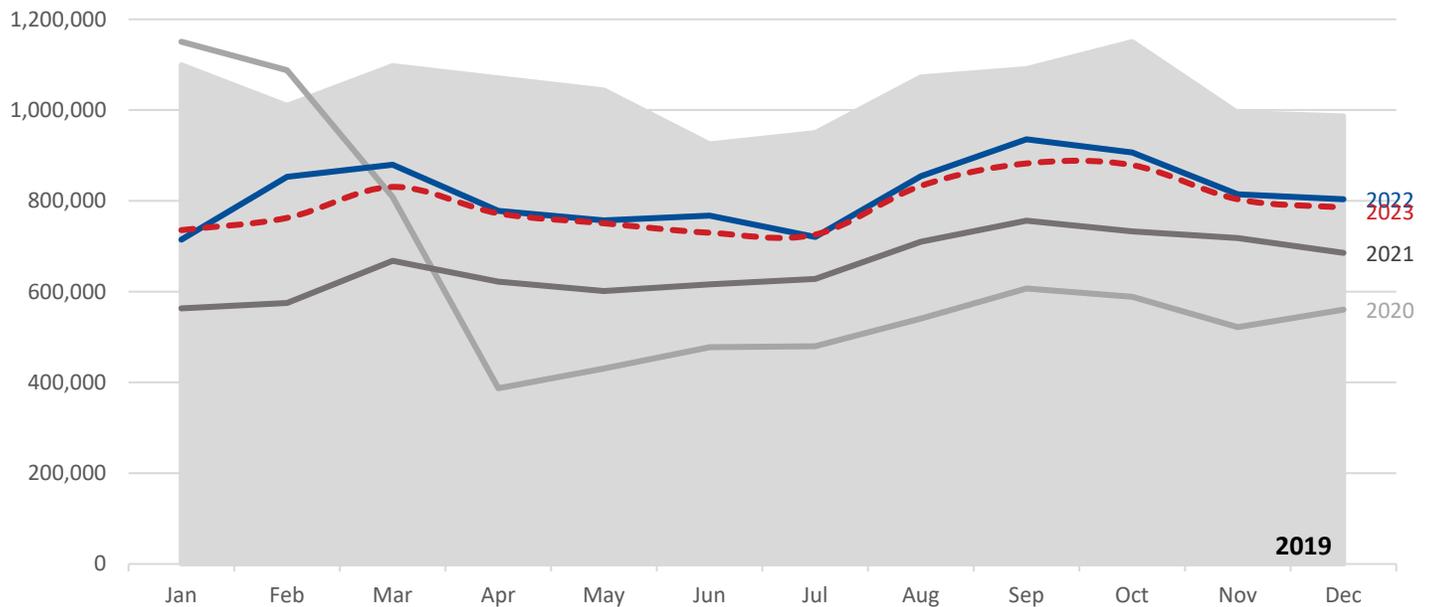
Mode	2019 Trips	2021 Trips	2022 Trips	Change 2021-2022	Change 2019-2022
FrontRunner	4,356,000	1,657,000	2,697,000	+62.8%	-38.1%
Streetcar (S-Line)	353,000	221,000	375,000	+69.5%	+6.1%
Light Rail	13,715,000	6,515,000	8,746,000	+34.3%	-36.2%
Paratransit	324,000	207,000	264,000	+27.7%	-18.5%
Bus	17,102,000	10,128,000	13,142,000	+29.8%	-23.2%

In 2022, UTA continued its targeted service change strategy focusing on route performance and emerging ridership trends, guided by UTA’s Service Guidelines. The August 2022 service changes adopted by the Board as part of the 2022 Budget reduced/replaced unproductive service, added service, and significantly expanded On Demand service.

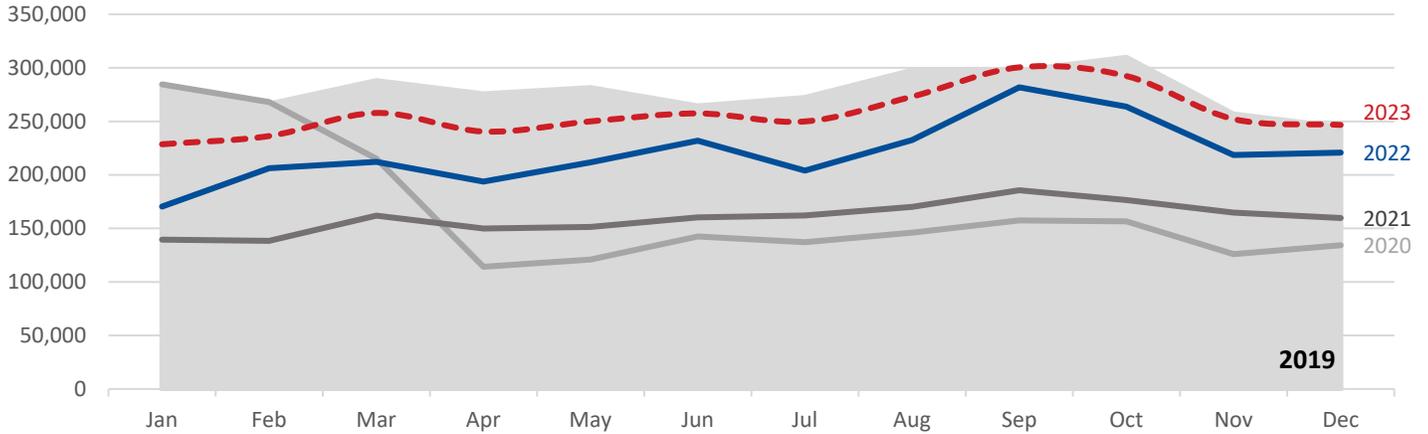
The 2023 budget envisions adding about 56,000 hours of service to implement Ogden Express – bus rapid transit service (OGX), additional light rail service on Saturdays, and some local service.

Microtransit/On Demand was introduced in 2019 on a pilot basis and with the proposed service additions in 2023, will provide about 180,000 platform hours across the region.

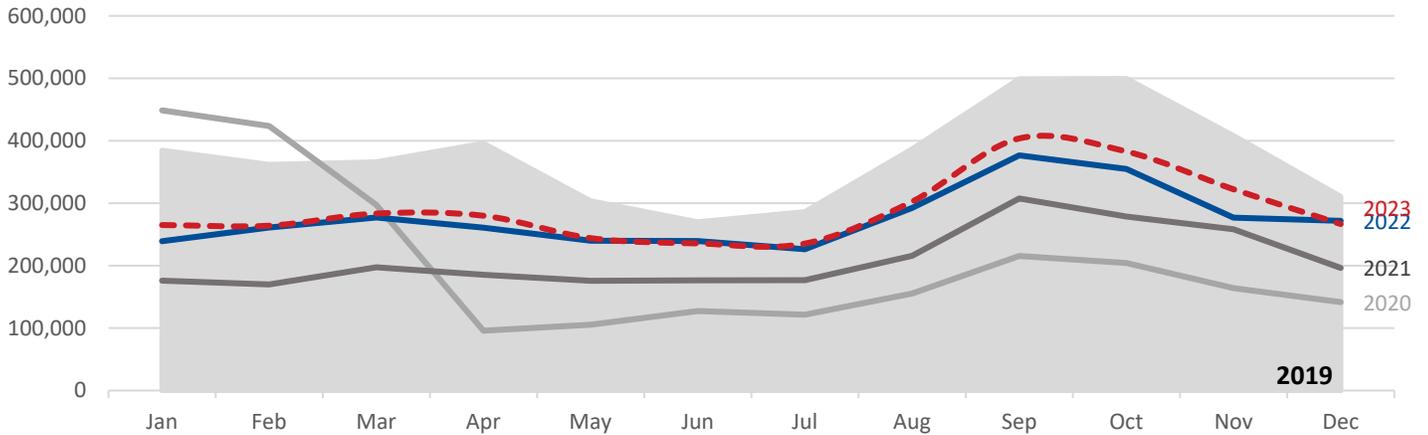
Salt Lake Ridership



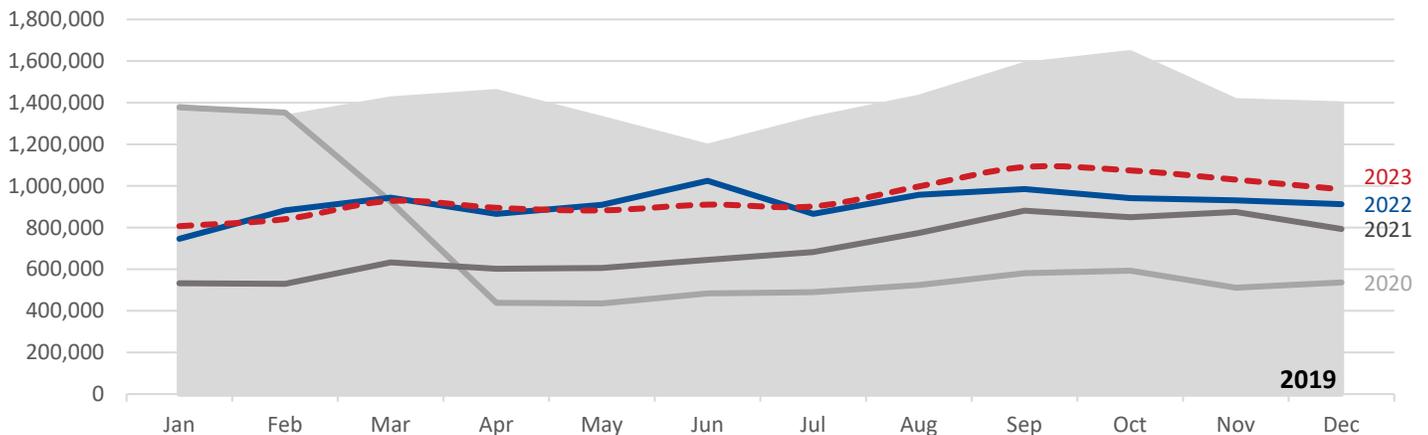
Ogden Ridership



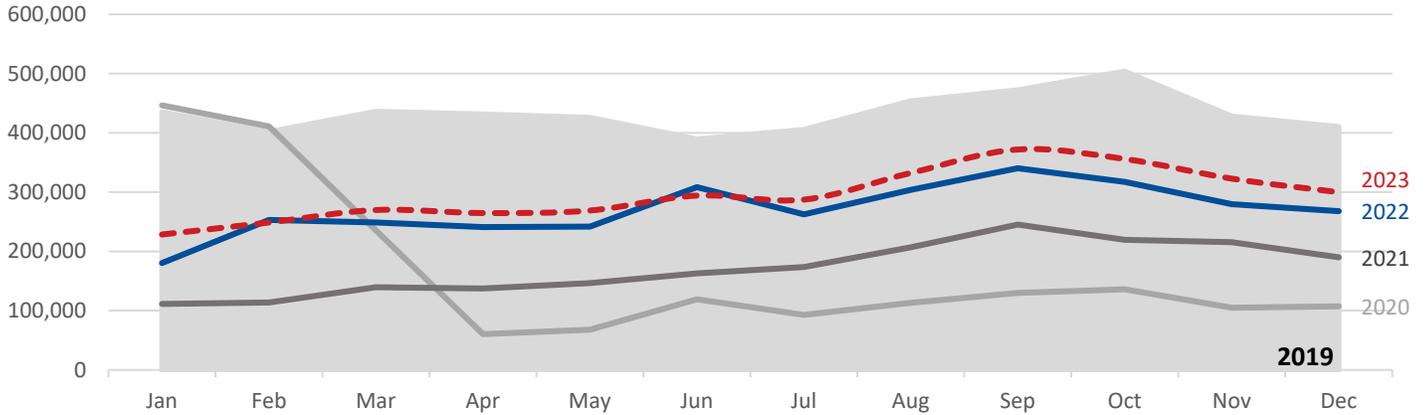
Timpanogos Ridership



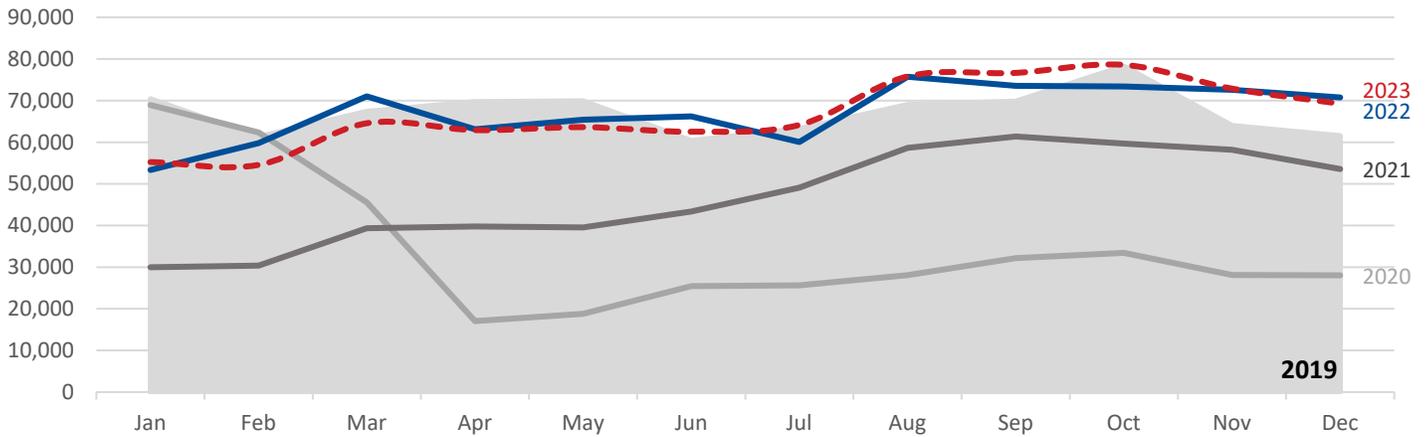
Light Rail Ridership



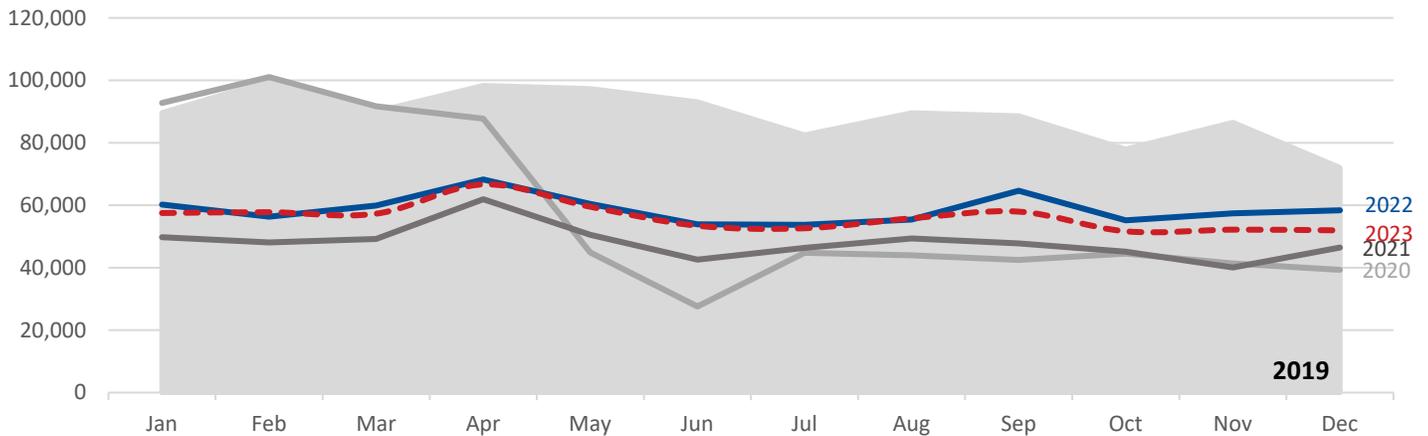
FrontRunner Ridership



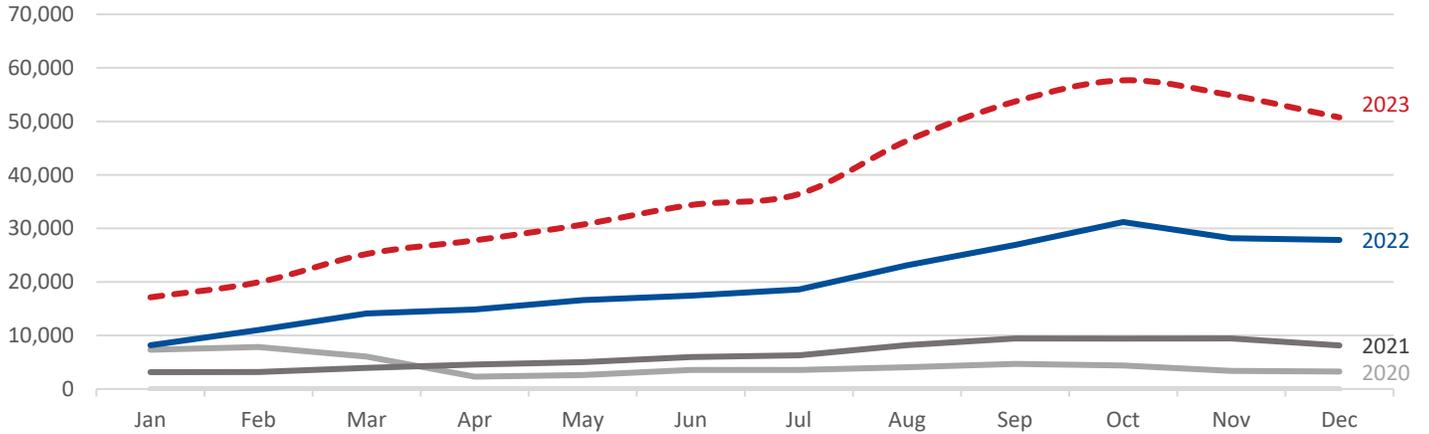
Paratransit Ridership



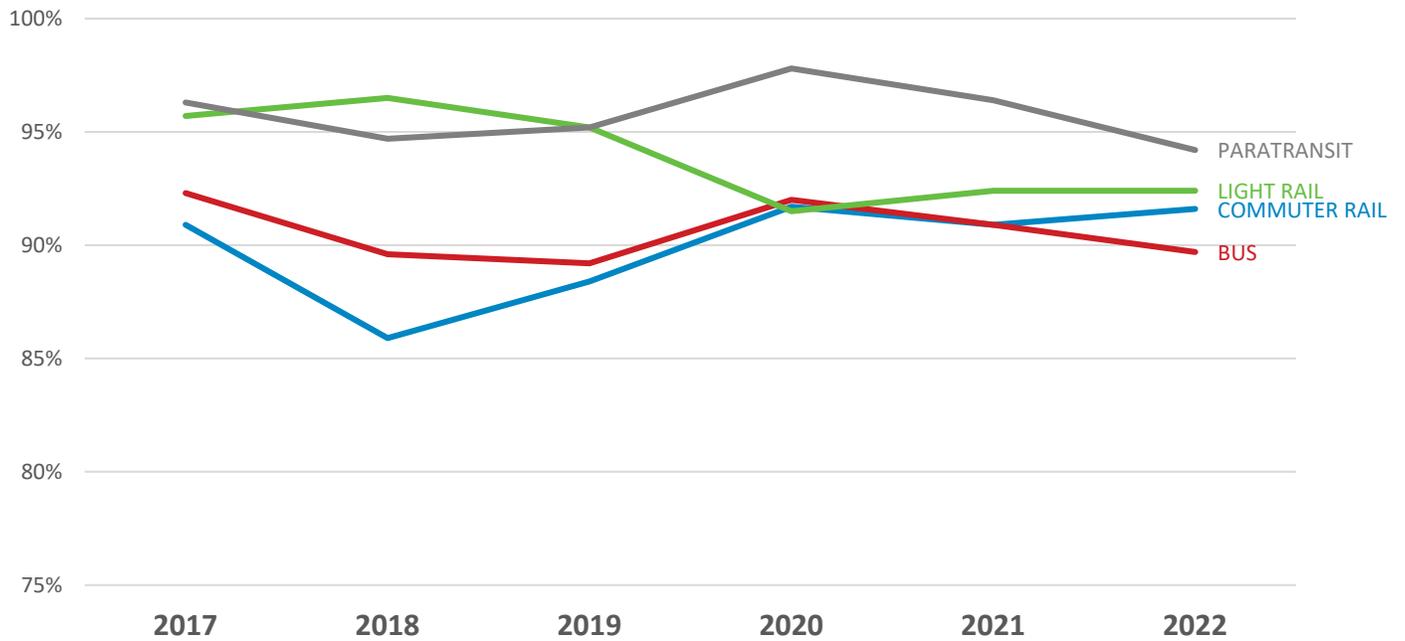
Vanpool Ridership



On Demand Ridership

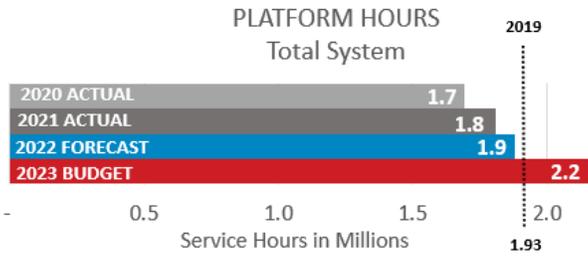


On-time Performance

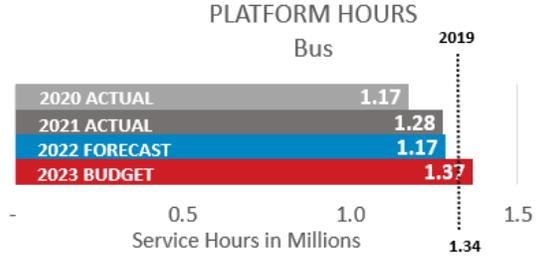


Platform Hours

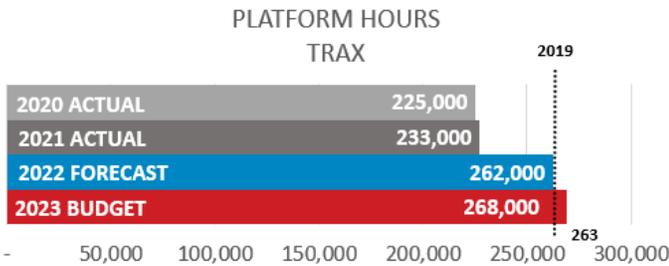
PLATFORM HOURS
Total System



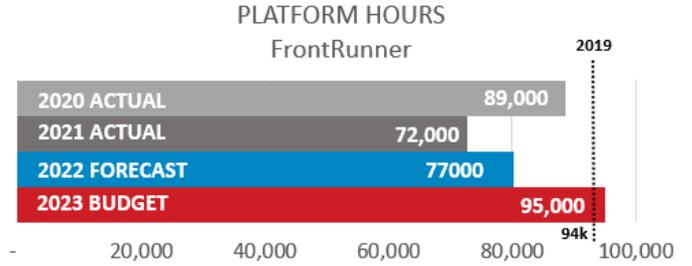
PLATFORM HOURS
Bus



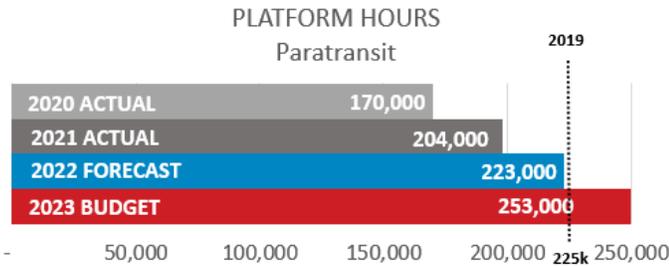
PLATFORM HOURS
TRAX



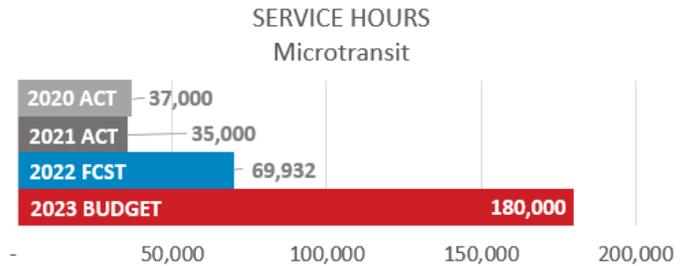
PLATFORM HOURS
FrontRunner



PLATFORM HOURS
Paratransit



SERVICE HOURS
Microtransit

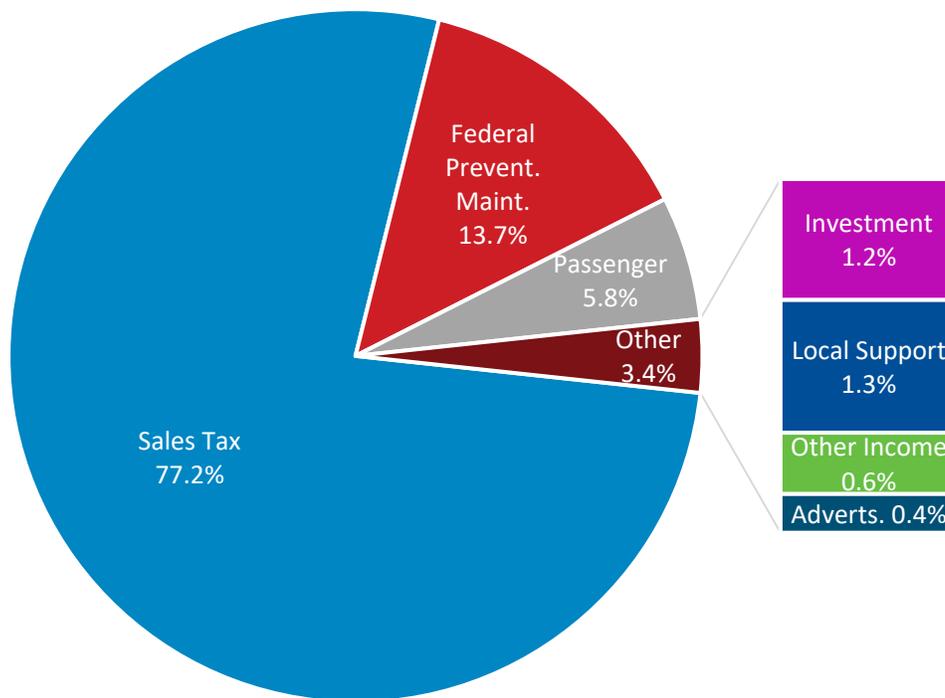


2023 Operating Revenue Summary

UTA reports as a single enterprise fund and all revenues are deposited in the UTA Operating Fund. Within this enterprise fund, UTA maintains two budgets –operations and capital. Transfers from the enterprise fund to the Capital program are made as necessary to support investment in the system.

Sales tax revenue at \$480 million, or 77 percent of total revenues, represents the largest funding source for the 2023 budget. Federal preventive maintenance totals \$85 million, and passenger revenues total \$36 million. Other revenues include, in order of magnitude, investment income, local support, advertising, and other fees, resulting in a total revenue of \$622 million.

2023 Operating Revenue
(\$622.0 million)



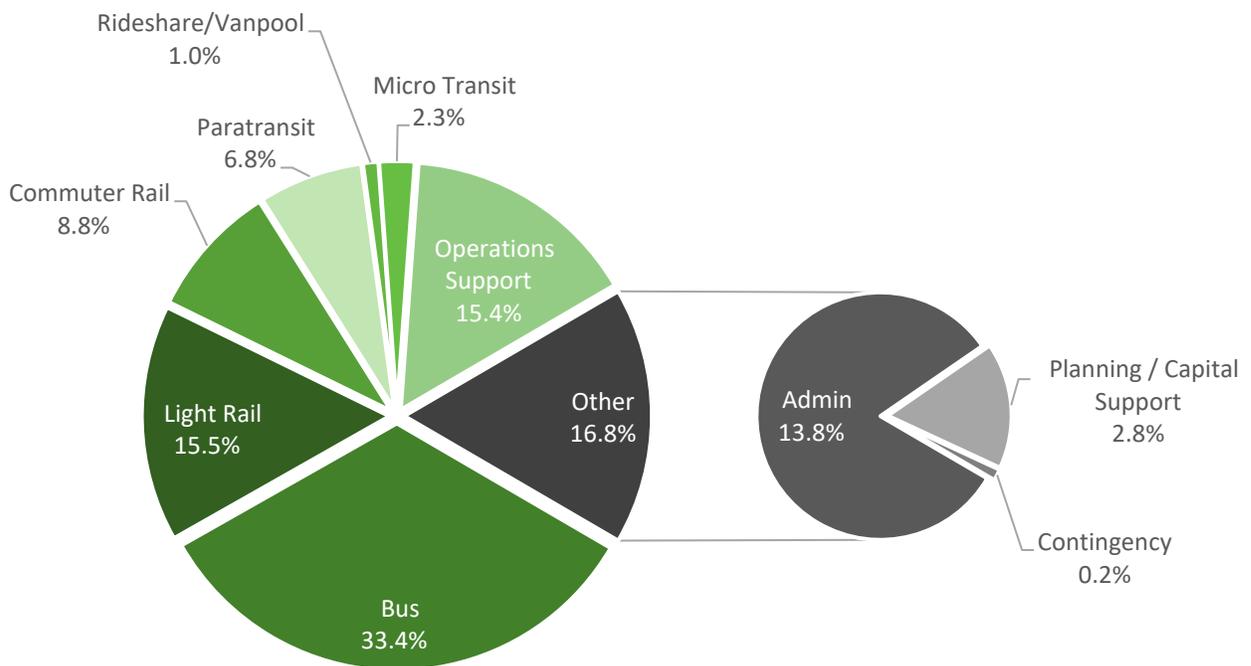
2023 Operating Expense Summary

The 2023 Operating Budget includes almost \$379 million for operations and maintenance of the system, or 95 percent of the 2023 operating budget request. These functions are represented in the green shaded segments in the graph below.

The “Other” functions (gray segments comprising 16.8 percent) include Administration or Management and Support, Planning/Capital Support and \$1.0 million set aside to fund emerging/emergency needs.

Management and Support 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.

2023 Tentative Operating Budget
(\$400.6 million)



2023 Operating Expense Budget

Summary by Mode

	FY 2022 Budget	FY 2023 Budget	Change
Bus	\$120,084,000	\$133,746,000	\$13,662,000
Light Rail	58,055,000	61,926,000	3,871,000
Commuter Rail	31,767,000	35,258,000	3,491,000
Paratransit	25,476,000	27,257,000	1,781,000
Rideshare/Vanpool	3,795,000	3,995,000	200,000
Operations Support	61,736,000	61,869,000	133,000
Administration	45,020,000	55,199,000	10,179,000
Planning/Capital Support ³	9,493,000	11,114,000	1,621,000
Micro Transit	6,731,000	9,193,000	2,462,000
Non-Departmental ⁴	1,000,000	1,000,000	-
Total Division	\$363,157,000	\$400,557,000	\$37,400,000

Summary by Office

	FY 2022 Budget	FY 2023 Budget	Change
Board	\$2,702,000	\$3,147,000	\$445,000
Executive Director	5,108,000	5,926,000	818,000
Operations	274,918,000	302,743,000	27,825,000
Finance	15,376,000	17,195,000	1,819,000
Service Development	7,783,000	8,754,000	971,000
Planning & Engagement	14,884,000	18,657,000	3,773,000
Enterprise Strategy	22,525,000	24,822,000	2,297,000
People	15,479,000	14,369,000	(1,110,000)
Communication	3,382,000	3,943,000	561,000
Non-Departmental	1,000,000	1,000,000	-
Total Division	\$363,157,000	\$400,557,000	\$37,400,000

³ Planning/Capital Support is comprised of Planning, Capital Development & Real Estate

⁴ Non-Departmental contains funds for emerging needs as the region continues to react to and recover from the pandemic



Summary by Expense Category

	FY 2022 Budget	FY 2023 Budget	Change
Wages	\$172,287,000	\$185,695,000	7.8%
Fringe	84,779,000	94,671,000	11.7%
Services	34,914,000	39,960,000	14.5%
Fuel/Power	27,464,000	35,603,000	29.6%
Parts	22,863,000	23,447,000	2.6%
Utilities	6,397,000	6,189,000	-3.3%
Other O&M	25,141,000	26,679,000	6.1%
Capitalized Costs	(10,689,000)	(11,688,000)	9.3%
Total Budget	\$363,157,000	\$400,557,000	10.3%

Summary of budget changes

- Increase in fuel due to higher budgeted price per gallon and increased service over 2022 levels
- Increase in wages and fringe benefits due to headcount increases, COLA, and benefit increases
- Increase in Contract Services for additional investment in UTA information systems and Microtransit services expansion
- Decrease in Utilities expenses to reflect decrease in costs for Facilities
- The increase in Other O&M is primarily an increase in Operations Contingency for emerging needs and is subject to appropriation by the Board
- Increase in Capitalized Costs reflects increased investment in resources to support 2023-2027 capital program delivery



FTE Summary

	FY 2022 Budget	FY 2023 Budget	Change
Board	13.4	14.4	1.0
Executive Director	28.5	30.5	2.0
Operations	2,279.2	2,335.2	55.0
Finance ⁵	120.5	123.5	3.0
Service Development	56.0	62.0	6.0
Planning & Engagement	73.2	80.2	7.0
Enterprise Strategy	115.0	122.0	7.0
Communications	13.0	15.0	2.0
People	84.0	84.0	-
Totals	2,782.8	2,866.8	84.0

⁵ Transfer of Grants Functions to Finance began in 2022 and will be completed in 2023



Key Assumptions and Sources and Uses

UTA contracts with the Economic Development Unit at the University of Utah to generate sales tax forecasts. The 2023 Budget was developed in a time of economic uncertainty. Inflation is at a 40-year high and in response, the Federal Reserve has implemented four consecutive 0.75 percent interest rate hikes pushing rates toward 2008 highs, with further increases anticipated in the near future. From Utah's Department of Workforce Services August 2022 Report⁶:

Inflation will have an impact on some industries, but Utah's strong economy, led by a 2.0% unemployment rate, should allow it to absorb and weather any inflation-influenced economic slowing. On average, Utah's unemployment rate has stayed 1.5 percentage-points below that of the United States. Even if the U.S. unemployment rate rises to the highest range of the Fed's expectations and reaches 4.2%, Utah's unemployment rate should still be under 3.0%, an unemployment rate that is not economically stressful. If the economy enters the shallow downturn predicted by the Federal Reserve Board Members, Utah's economy should fare well.

This Budget and 5-year plan include assumptions from the University's November 2022 forecast.

The key assumptions in the 2023 budget are provided below.

- Operating Expenses:
 - Labor – Subject to Collective Bargaining
 - Fringe – Subject to Collective Bargaining
 - Parts – 2.6%
 - Fuel:
 - Diesel – \$3.90
 - Gasoline – \$3.10
 - CNG DGE – \$1.72
 - Other Expense – 6.1%
- Revenue Growth:
 - Sales Tax – 0.0%
 - Passenger – 0.2%

⁶ [Rising Inflation and Its Impact on Employment in Utah](#)



Summary - 2023 Sources

2023 Operating sources of funds total \$622.0 million, a decrease of \$186.7 million or (23.1%) from the FY 2022 forecast. The primary sources and changes are detailed below:

- The largest contributor to lower anticipated revenues is the result of UTA exhausting Federal Stimulus funds issued over the last two years (\$168 million). The CARES, CRRSAA, ARPA funds have been used to supplement operations and maintenance over the last 2 years. UTA does not anticipate any additional relief funding in the five-year plan.
- 2023 Sales Tax contributions of \$480 million are forecast as equal to projected 2022 sales tax collections, in accordance with the November 2022 forecasts provided by the University of Utah. This forecast assumes a minor recession scenario with flat (zero) sales tax growth in 2023. These funds are used for operations and maintenance, other agency support costs, debt service, contributions to reserves, and capital program support.
- Passenger revenue is \$35.9 million, up \$1.6 million from FY 2022. These relatively flat revenues despite projected growth in ridership are driven by lower than anticipated pass revenues and increased subsidies for low-income riders.
- Federal formula funds dedicated to preventive maintenance and paratransit operations are programmed at \$84.9 million in 2023. The apparent reduction in funding (\$25 million) is the result of a timing issue in federal reimbursements and the 2022 anticipated reimbursements from prior years. In fact, federal formula fund allocations to UTA are up about 30 percent per year over prior appropriations from the FTA.
- Other revenue is \$21.2 million, up from \$16.2 million in FY 2022 primarily due to increasing advertising revenue and higher rates of return on UTA investments on fund balances.

	2021 Actual	2022 Forecast	2023 Budget	Change 2023 - 2022
Sales Tax	\$433.4	\$480.0	\$480.0	-
Federal Preventative Maint.	7.0	110.4	84.9	(25.5)
Stimulus Funds	123.9	167.8	0.0	(167.8)
Passenger	28.5	34.2	35.8	1.6
Salt Lake City	4.3	6.9	8.0	1.1
Investment	1.4	3.7	7.2	3.6
Advertising	1.9	1.9	2.3	0.4
Other	5.5	3.7	3.7	(0.1)
Total Revenue (Millions)	\$605.8	\$808.7	\$622.0	(\$186.7)



Summary - 2023 Uses

Operating uses of funds are \$400.6 million, an increase of \$37.4 million or 10.3 percent from the current FY 2022 projected operating expense. The primary uses are detailed below:

- Total employee wages and benefits increased 7.8 and 11.7 percent respectively. These increases are due to staffing level increases and an assumed average wage increase of three percent, increased benefits, and the additional hires. The FY2023 budget anticipates hiring 84 additional FTEs.
- Fuel costs are budgeted with an increase of 29.6 percent. Fuel prices have increased due to supply chain and demand issues. The FY 2023 budget assumes \$3.90 per gallon for diesel, \$3.10 per gallon for gasoline, and \$1.72 CNG DGE for natural gas vehicles, compared to \$2.75 per gallon for diesel and \$2.35 per gallon for gasoline in FY 2022. Earlier this summer, prices were trending downward, but have started to increase again this fall.
- Utilities costs are projected to decrease by 3.3 percent due to increase oversight in the last year.
- Parts represent a 2.6 percent increase primarily due to increases in prices for parts and increased shipping costs.

Capital uses of funds are \$319.0 million, this represents an increase of about \$106.9 million over 2022 projected capital expenditures. The primary uses and changes are detailed below:

- Major capital projects including:
 - \$15.0 million for the continuation of the Mid-Valley Connector (BRT) in Salt Lake County
 - \$14.8 million Ogden/Weber State University BRT (OSX)
 - \$12 million to complete the Depot District transit center
- UTA has allocated \$150 million to achieve a steady state of good repair. This includes funding for vehicle replacements, technology replacements and upgrades, facility maintenance, rail vehicle overhauls and replacement, and rail system preservation and replacements.
- Other capital projects include the TIGER program of projects, ROW & Facility Property funding, Public Partnership projects, 900 East UVX Station, Electronic Fares Systems Replacement, wayfinding signage, a new radio communication system, and ongoing video camera sustainability and expansion.

Debt service is cash that is required to cover the repayment of interest and principal on the debt related to UTA's outstanding bonds and its leasing program. Total combined debt service for FY 2023 is \$161.3 million, which includes lease payments of \$14.1 million.



Operating Sources - 2023 Detail

Sales and Use Tax

The largest operating source of revenue for the Authority is a local sales tax, which is imposed by the individual jurisdictions within the Authority’s service area. In July 2019, the Salt Lake County Council and the Utah County Commission approved increasing their tax rate by 0.25 percent with 0.10 percent dedicated to UTA.

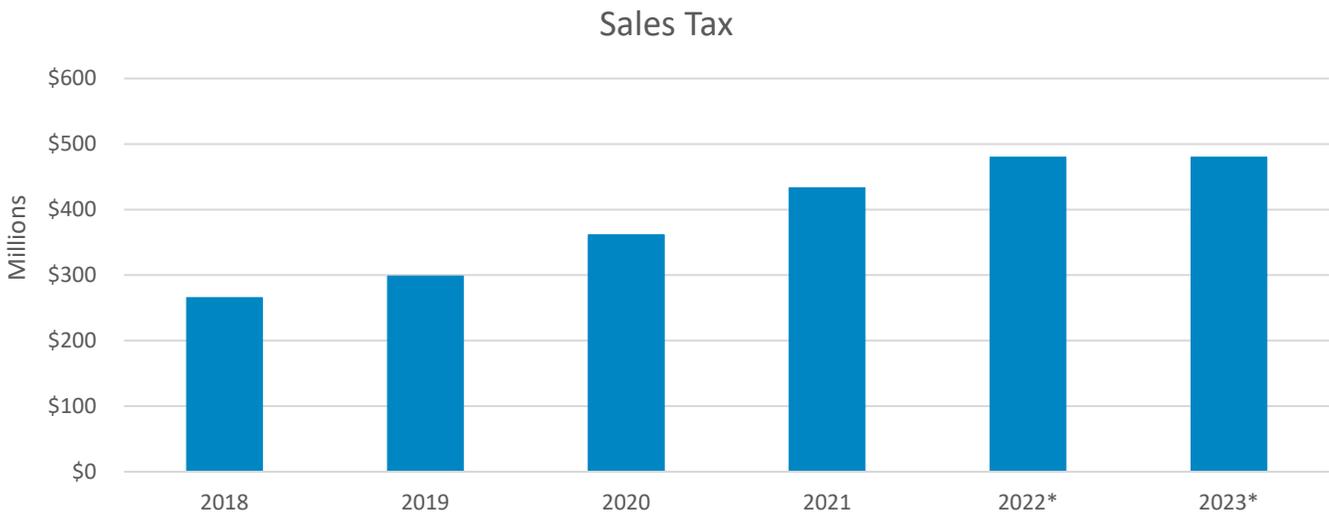
UTA’s sales tax is applied by participating jurisdictions within the service area to gross taxable sales within the service district. From 2004 through 2021, sales taxes have grown by an annual average of 7.7%. Sales tax forecasting is a priority for UTA, and in 2021 UTA engaged Stephen C. Bannister, PH.D. Associate Director of Economics at the University of Utah to provide sales tax revenue forecasts for the Agency.

2023 Sales Tax Revenues - \$480.0 million:

The 2023 Budget assumes no increase over 2022 projected sales tax collections. The estimate is based on the assumption of a minor recession in 2023 with recovery beginning in 2024. The 5-year sales tax forecast is generated using EDU’s econometric models.

Year	2018	2019	2020	2021	2022*	2023*
Sales Tax	\$265,770,000	\$298,640,000	\$361,591,000	\$433,361,000	\$480,000,000	\$480,000,000

*Budget/Projected

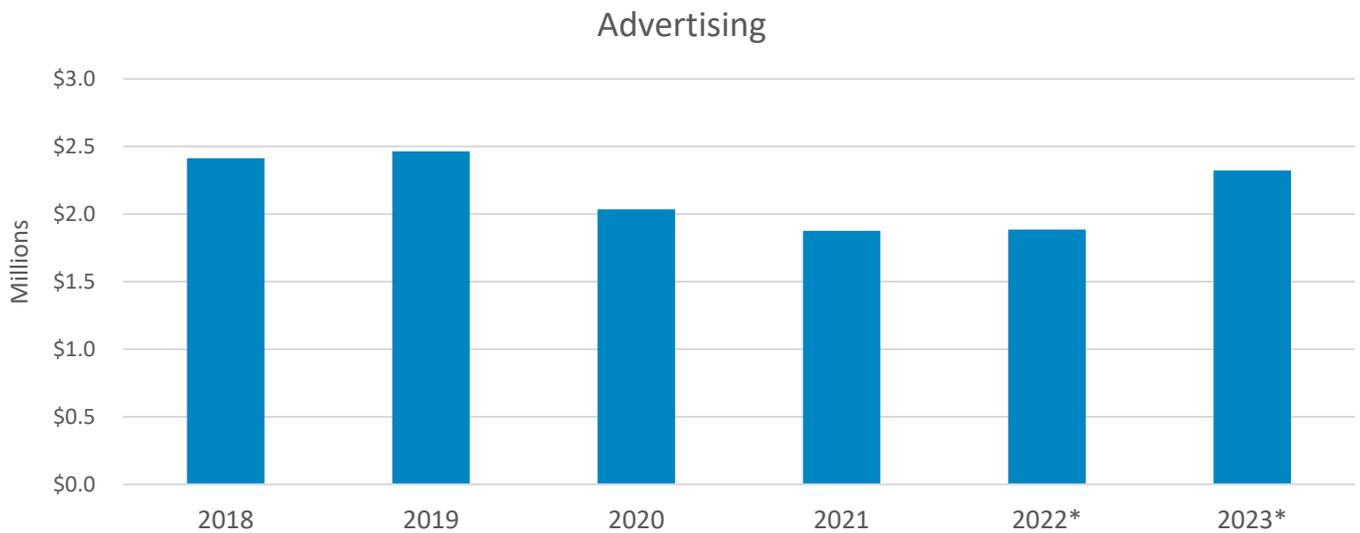


Advertising

Advertising revenues for the Authority come from the lease of exterior space on UTA’s buses and light rail vehicles, and the signage inside commuter rail cars. The annual growth rate for advertising is beginning to increase. For 2022 and 2023 advertising is projected to produce \$1.9 million and \$2.3 million, an increase due to COVID recovery and improved economic conditions.

Year	2018	2019	2020	2021	2022*	2023*
Advertising	\$2,413,000	\$2,463,000	\$2,035,000	\$1,876,000	\$1,885,000	\$2,322,000

* Budget/Projected



Passenger Revenue

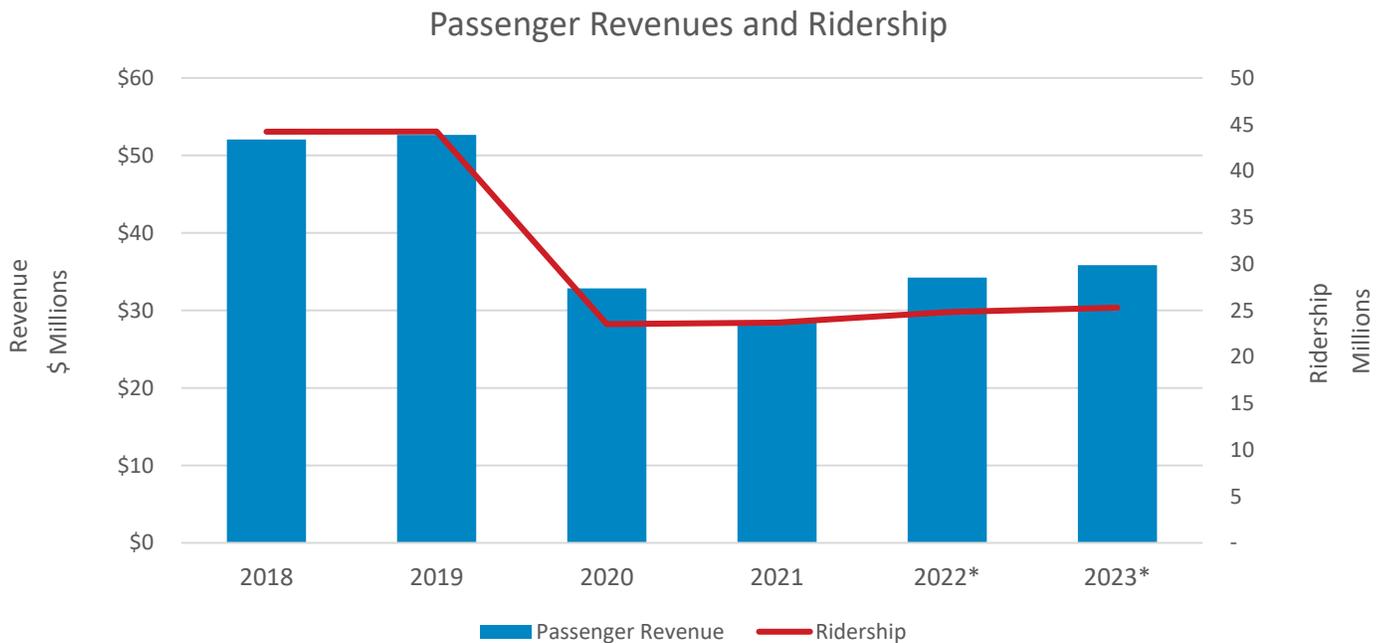
Since 2013, the Authority’s base fare has been \$2.50. Fares range from \$1.25 for senior citizens to \$5.50 for premium express service. Low income and fares for social service agencies receive discounts of up to 75 percent over the base fare. Service increases planned in 2023, and continued population and employment growth, will all contribute to a modest increase in passenger revenues.

2023 Passenger Revenue – \$35.9 million:

Ridership and fares recovered roughly as projected in the 2022 budget. The 2023 budget assumes a 4.7 percent increase in passenger revenues, driven by continued moderate growth in ridership.

Year	2018	2019	2020	2021	2022*	2023*
Passenger Revenue	\$52,052,000	\$52,649,000	\$32,845,000	\$28,510,000	\$34,239,000	\$35,850,000
Ridership	44,217,000	44,239,000	23,530,000	23,692,000	24,821,000	25,305,000

* Budget/Projected



Federal Preventive Maintenance Formula Grants

In 2016 the Transportation Bill, Fixing America’s Surface Transportation (FAST) was approved by Congress. Since that time, the Authority has been able to use formula funds for preventive maintenance. These formula funds may be used to cover up to 80% of preventive maintenance costs. After operating additional TRAX lines/extensions for 7 years UTA qualified for additional formula funds on the Green Line.

In 2021, Congress passed the Bipartisan Infrastructure Law. This landmark transportation funding bill significantly increased funding for the Nation’s transportation infrastructure. This budget and 5-year plan reflect an approximate 30 percent increase in formula funds to UTA and UTA’s pursuit of new and expanded existing discretionary grant programs contained in the new Bipartisan Infrastructure Law.

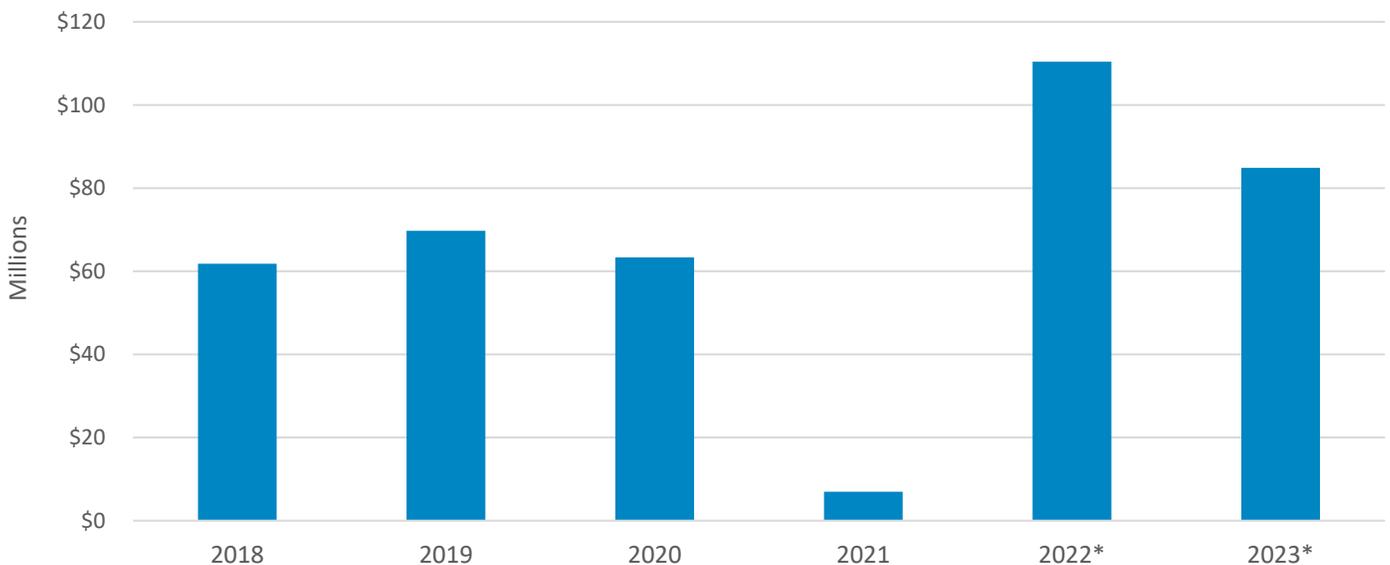
2023 Federal Preventive Maintenance – \$84.9 million

The financial plan assumes \$84.9 million in FTA formula funds to support the operating program (preventive maintenance and paratransit). This apparent decrease from 2022 levels is due to grant award delays for 2021 funds that will be expended in 2022 and the allocation of some formula funds to state of good repair projects in the capital program. In fact, over the 5-year plan, UTA will realize significant growth in this critical funding source.

Year	2018	2019	2020	2021	2022*	2023*
Operating Grants	\$61,821,000	\$69,746,000	\$63,351,000	\$6,968,000	\$110,435,000	\$84,903,000

* Budget/Projected

Federal Preventive Maintenance



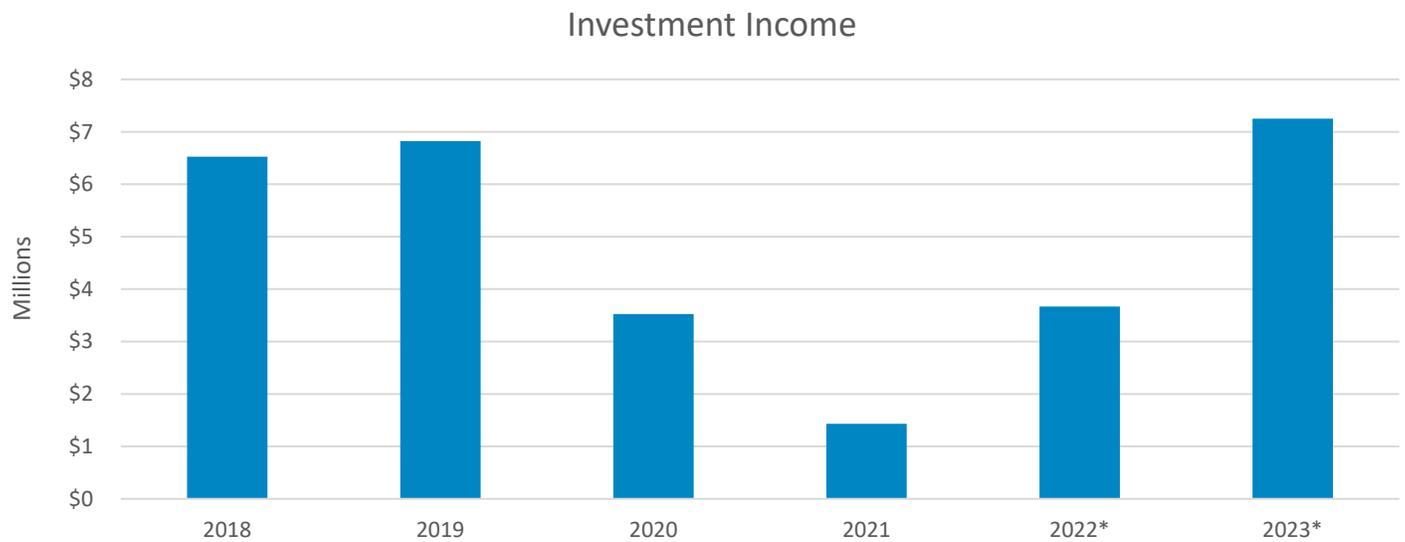
Investment Income

Investment income consists of revenue generated from invested operating fund balances and reserves. Some of the Authority’s funds are invested with the Public Treasurers Investment Fund managed by the State Treasurer’s office; others are invested by UTA’s Investment Management firm (Chandler Asset Management) in accordance with the State’s Money Management Act⁷. These investments may yield higher rates of return and are secure.

An approximate rate of 2.50% is applied to projected reserve account and cash balances in UTA’s Operating Fund. Projected 2022 investment revenues are \$3.7 million with 2023 returns projected at \$7.3 million.

Year	2018	2019	2020	2021	2022*	2023*
Investment Income	\$6,526,000	\$6,822,000	\$3,526,000	\$1,432,000	\$3,668,000	\$7,250,000

* Budget/Projected



⁷ [Utah Code Chapter 51-7](#)

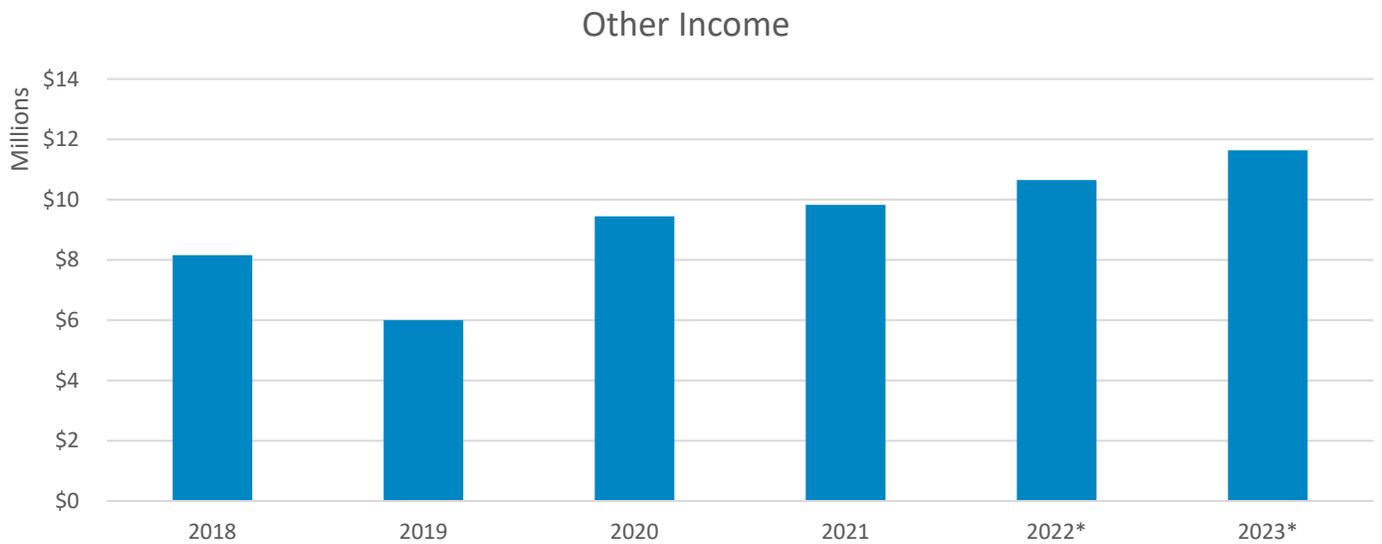


Other Income

Other income for 2023 consists of \$8.0 million from Salt Lake City for enhanced bus service and Micro-transit/On Demand services within the City, a \$2.0 million sales tax distribution from the Utah Department of Transportation, \$1.2 million for enhanced transit services, and \$0.5 million from transit-oriented communities revenue.

Year	2018	2019	2020	2021	2022*	2023*
Other Income	\$8,156,000	\$6,001,000	\$9,443,000	\$9,824,000	\$10,650,000	\$11,634,000

* Budget/Projected



Operating Uses - 2023 Detail

Employee Compensation and Benefits - \$280.4 million:

The 2023 budget reflects an 9.0 percent increase over the 2022 budget. The 2023 budget includes an estimated average increase of 7.8 percent for salaries and wages 11.7 percent for benefits.

Utilities - \$6.2 million:

Includes electricity (excluding propulsion power), heat, light, and other utilities. Costs are expected to decrease 3.3 percent in 2023, driven by more careful management from Dan Locke and team. Like fuel, UTA staff will monitor utility costs and adjust the Final Budget if necessary.

Parts - \$23.4 million:

This 2023 budget reflects a \$584,000 (2.6 percent) increase over 2022 budget. Inflation continues to drive parts and freight costs upwards. Furthermore, the addition of electric buses in Ogden to run the OGX BRT route has added to the increase in the total parts budget for 2022, both in quantity and through higher cost per part.

Services - \$40.0 million:

The 2023 Services budget is up \$4.97 million (14.5 percent) over 2022 levels. This increase is due to the expansion of Micro-transit into the Toole service area (\$2.3 million), carryover from the Rail Apprenticeship Program (\$1.5 million), and IT additions (\$700,000) for database and business intelligence tools.

Other O&M Costs - \$26.7 million

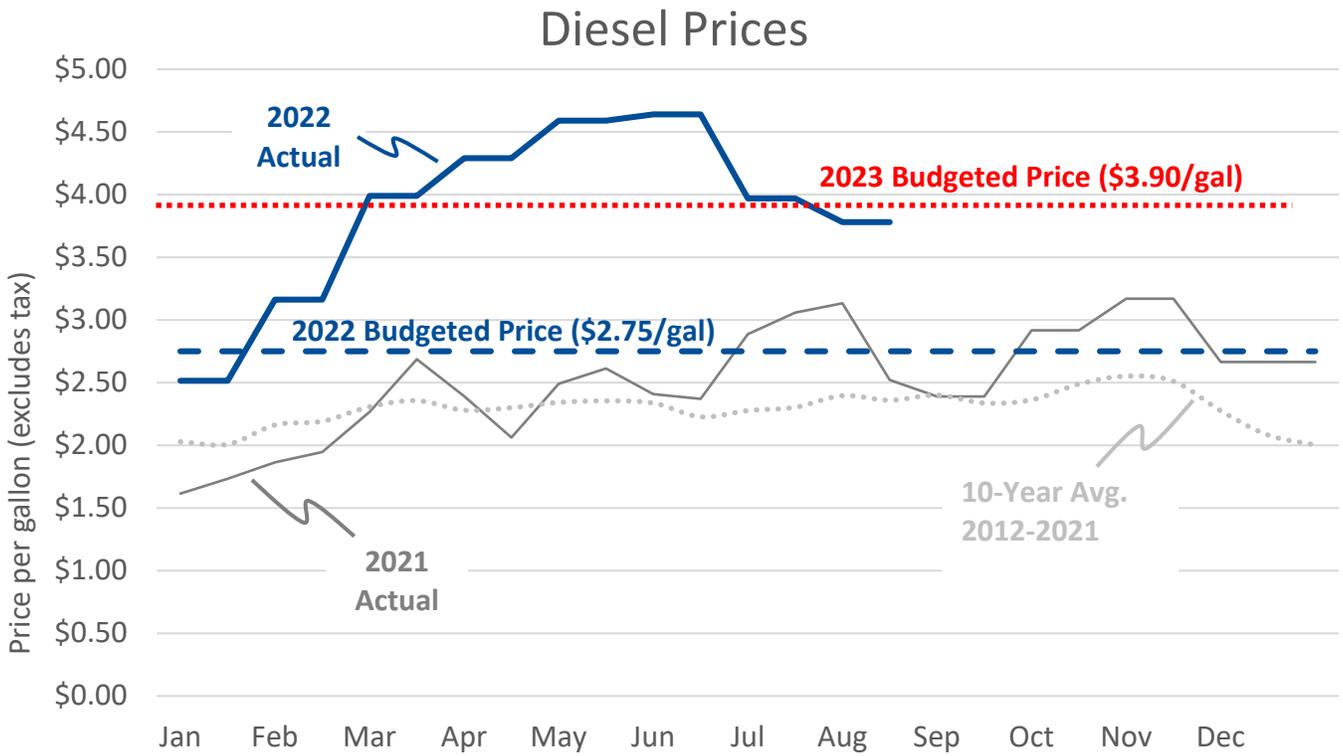
This 2023 budgeted amount represents a \$1.5 million (6.1 percent) increase over 2022 levels. The increase reflects some Agency Contingencies and other offsetting adjustments.

Fuel and Propulsion Power - \$35.6 million:

Fuel is budgeted 29.6 percent or \$8.1 million higher in 2023 than 2022. This increase is predominantly due to diesel fuel cost assumptions (\$6.9 million) and gasoline cost assumptions (\$0.8 million), with consumption changes actually decreasing the total diesel and gasoline fuel costs by about \$23,000 due to reduced gasoline-run service miles. The 2023 Budget assumes \$3.90 per gallon for diesel (\$2.75 in 2022), \$3.10 per gallon for gasoline (\$2.59 in 2022), and \$1.72 CNG.

Propulsion power cost is expected to increase by about \$255,000 or 3.7%, driven by small changes in light rail miles (additional service) and bus propulsion power. No major changes are expected in propulsion power costs for 2023.





Capitalized Costs – \$11.1 million (credit):

Staff time in support of the capital program is initially charged to the operating program and is ultimately charged to capital through a reimbursable process. This \$11.1 credit is the estimated cost of UTA capital program support.



Sources and Uses

5-Year Sources & Uses

Sources	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	2022	2023	2024	2025	2026	2027
A Beginning Balance	\$ 321.8	\$ 516.5	\$ 402.3	\$ 337.4	\$ 292.3	\$ 258.0
Sales Tax	\$ 480.0	\$ 480.0	\$ 507.5	\$ 530.7	\$ 551.4	\$ 570.6
PM Funds (FTA)	110.4	84.9	85.8	86.6	87.5	88.0
Stimulus Funds	167.8	-	-	-	-	-
Passenger Funds	34.2	35.8	40.1	44.9	50.2	51.8
Capital Sources	104.2	184.8	155.6	162.5	123.9	183.3
Other Sources	16.2	21.2	20.6	19.7	19.4	19.8
B Total Sources	\$ 912.8	\$ 806.7	\$ 809.5	\$ 844.5	\$ 832.4	\$ 913.5
USES						
Operating Expense	\$ 353.2	\$ 400.6	\$ 425.8	\$ 444.7	\$ 459.1	\$ 474.1
Capital Expense	212.1	319.0	278.5	270.3	224.2	247.2
Debt Service	152.8	161.3	170.2	174.6	183.4	174.1
C Total Uses	\$ 718.1	\$ 880.9	\$ 874.5	\$ 889.6	\$ 866.7	\$ 895.3
D Net Change	\$ 194.7	\$ (74.2)	\$ (65.0)	\$ (45.1)	\$ (34.3)	\$ 18.2
Cash Amended ¹	-	(40.0)	-	-	-	-
E Ending Balance	\$ 516.5	\$ 402.3	\$ 337.4	\$ 292.3	\$ 258.0	\$ 276.2
F Reserves	168.8	184.4	198.0	210.9	223.4	236.4
G Unrestricted Cash Balance	\$ 347.8	\$ 217.9	\$ 139.3	\$ 81.4	\$ 34.6	\$ 39.7

$$E = A + B - C$$

$$G = E - F$$

¹ Repayment of state funds



2023 Operating Budget Request Detail

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	
\$ 363,157	\$ (12,719)	\$ 624	\$ 4,156	\$ 9,236	\$ 15,867	\$ 380,320	\$ 3,210	\$ 17,026	\$ 400,556

2023 Additions

Service Strategy

Service Charges	\$3,400
Extra Board	1,500
Local Service	1,900
2024 Hiring Ramp	1,500
Supervisor Ratios	1,600
Subtotal Service Strategy	9,900
Regulatory/Board/ROI	1,353
Audit/Federal Compliance	1,190
Agency Requests	1,904
Capital Staff	108
Contingency	1,900
Budget Balance/Reconciliation	671
Subtotal Other Requests	7,126
Grand Total	\$17,026

Service Strategy

UTA continues to have difficulty recruiting and retaining operators and other staff to support the operations and maintenance of the fleet. The 2023 Budget request includes strategies to address this challenge that will allow UTA to continue to successfully operate base service and position the organization for future growth.

This request includes \$3.4 million for service additions to support the new OGX bus rapid transit service, increased light rail service on Saturdays, additional On Demand service in South Salt Lake County, and \$1.2 million in service costs adjustments associated with annualizing costs of the approved August 2022 service changes. Another \$1.9 million is budgeted as an Operating contingency for local service supporting OGX in the



Ogden area. UTA’s staffing situation will be reassessed in the spring for Board consideration of approval of this local service as part of the August 2023 service change proposal.

The remaining elements of the Service Strategy are aimed at improving recruitment and retention of front-line staff.

- \$1.5 million is requested to increase the pool of “extra board” operators. This will provide for improved scheduling flexibility and increase the pool of operators for each of the bus business units. The Salt Lake Business unit will add 12 extra boards, Timpanogos and Ogden 4 each.
- \$1.5 million is requested for “ramp hiring” to start early hiring in 2023 to ensure any 2024 service changes can be implemented. Like the Ogden Local service item, this funding is placed in an Operating Contingency and will be revisited next spring before seeking Board approval to move forward with ramp hiring later in 2023.
- \$1.6 million is included in the budget request to address the operator/supervisor ratio. This item is also in the Operating Contingency and subject to Board approval before implementation.

Studies show that one of the top reasons employees consider leaving their company is the relationship with their supervisor. The current operator/supervisor ratio has been identified as a contributing cause to retention issues. UTA will undertake an organizational assessment and will return to the Board with a plan to address the operator/supervisor ratios and seek approval at that time to fund this initiative.

Regulatory/Board/ROI

2023 Regulatory/Board/ROI

	<i>FTE</i>	<i>Total Cost</i>	<i>Cumulative Cost</i>
Surveillance Tech (Security)	1.0	73,000	73,000
OnBoard Survey	-	325,000	398,000
Capital TOC	1.0	190,000	588,000
Workforce Innovation Program	4.0	591,000	1,179,000
Workforce Innovation Program (Savings)		(150,000)	1,029,000
Cost Inventory Litigation	1.0	118,000	1,147,000
Cost Inventory Litigation		(118,000)	1,029,000
Internal Audit EEO Support	1.0	149,000	1,178,000
State Lobbyist		50,000	1,228,000
External Audit		125,000	1,353,000
Subtotal Regulatory/Board/ROI	8.0	1,353,000	1,353,000

This package of requests includes funding to improve UTA video surveillance capability, funds the first year of the federally required On Board survey, and provides funding to improve internal audit functions and support for lobbying activities. Funding for a planner to support regional station area planning and transit-oriented community planning is also included. This request also includes funding the Workforce Innovation Program (WINS). This new employee engagement program is aimed at making UTA a more efficient organization,



improving or enhancing service delivery, and improving UTA culture. WINS was created with the goal of soliciting and implementing employee initiatives with a goal that this program will be self-sustaining within three years.

UTA is also seeking funding for a cost inventory accountant. This position will enhance UTA’s record keeping ability and documentation of costs that will have a residual benefit of enhancing support in litigation. It is estimated that improved documentation to support Attorney General staff in litigation will dramatically improve UTA’s recover of costs, paying for the position.

Audit/Federal Compliance

2023 Audit/Federal Compliance

	<i>FTE</i>	<i>Total Cost</i>	<i>Cumulative Cost</i>
Grant Management	3.0	541,000	1,894,000
NRV Fleet Management - FMAP Implementation	4.0	649,000	2,543,000
Subtotal Audit/Federal Compliance	7.0	1,190,000	2,543,000

This request includes two elements.

UTA is consolidating grant functions under Finance. This will streamline the grant planning, acquisition, management, and administration functions and will create efficiencies between programs. Grant management is currently dispersed across the organization resulting in inefficiencies. The Bipartisan Infrastructure Law includes significant opportunities for new funding. This new organization will better position UTA for success in grant acquisition and management.

An internal audit identified a need to improve non-revenue fleet management and oversight. A contract has been executed to develop a Fleet Management Action Plan to respond to the audit findings and improve oversight of the non-revenue fleet. The plan will be completed in 2023 and an implementation plan based on the recommendations will be brought to the Board for approval to implement.



Agency Requests

2023 Agency Requests			
Budget Request	FTE	Total Cost	Cumulative Cost
HR Director	1.0	197,000	2,740,000
SGR/Go Team Coordinator	1.0	106,000	2,846,000
Workforce Strategy	1.0	192,000	3,038,000
Data Governance	2.0	500,000	3,538,000
Reducing UTA's IT Risk		150,000	3,688,000
Operations Chief of Staff	1.0	162,000	3,850,000
Hiring Contra		(250,000)	3,600,000
Transit Connection Program/Resource Liason	3.0	746,000	4,346,000
Subtotal 2023 Agency Requests	9.0	1,803,000	4,346,000

This \$1.8 million package of requests includes funding to improve oversight of human relations in the People Office, an Operations Chief of Staff to support the administrative functions of Operations, and a dedicated FTE to support planning and on-the-ground support during major state of good repair and other scheduled service interruptions.

The request also includes funding to enhance UTA's data governance and support the introduction of new tools that will allow UTA to become more data driven as well as funding for Information Technology to improve UTA's cyber risk profile.

Funding is included for a Transit Connection Program to foster improved customer experience and compassionately address unhoused individuals touching UTA's system

Additional funding and one new staff are requested to enhance recruitment development at UTA.

A hiring contra is included that envisions hiring for new positions that will not be complete until the end of the first quarter for these positions.



Capital Position Requests

UTA approves all headcount in the Operating budget request. Capital staff will charge to the capital program through a reimbursable process. Operating funding for these nine positions include startup costs only (computer, supplies, office space, etc.).

2023 Capital Positions

	<i>FTE</i>	<i>Total Cost</i>	<i>Cumulative Cost</i>
Rail Infrastructure PM	1.0	12,000	4,358,000
Rail Vehicle Procurement PM	1.0	12,000	4,370,000
Video Security Tech (Security)	1.0	12,000	4,382,000
Ops Capital support (Rail Sustainability)	6.0	72,000	4,454,000
Subtotal Capital	9.0	108,000	4,454,000

The table below quantifies the ongoing costs that will be incurred by the capital program associated with these nine positions.

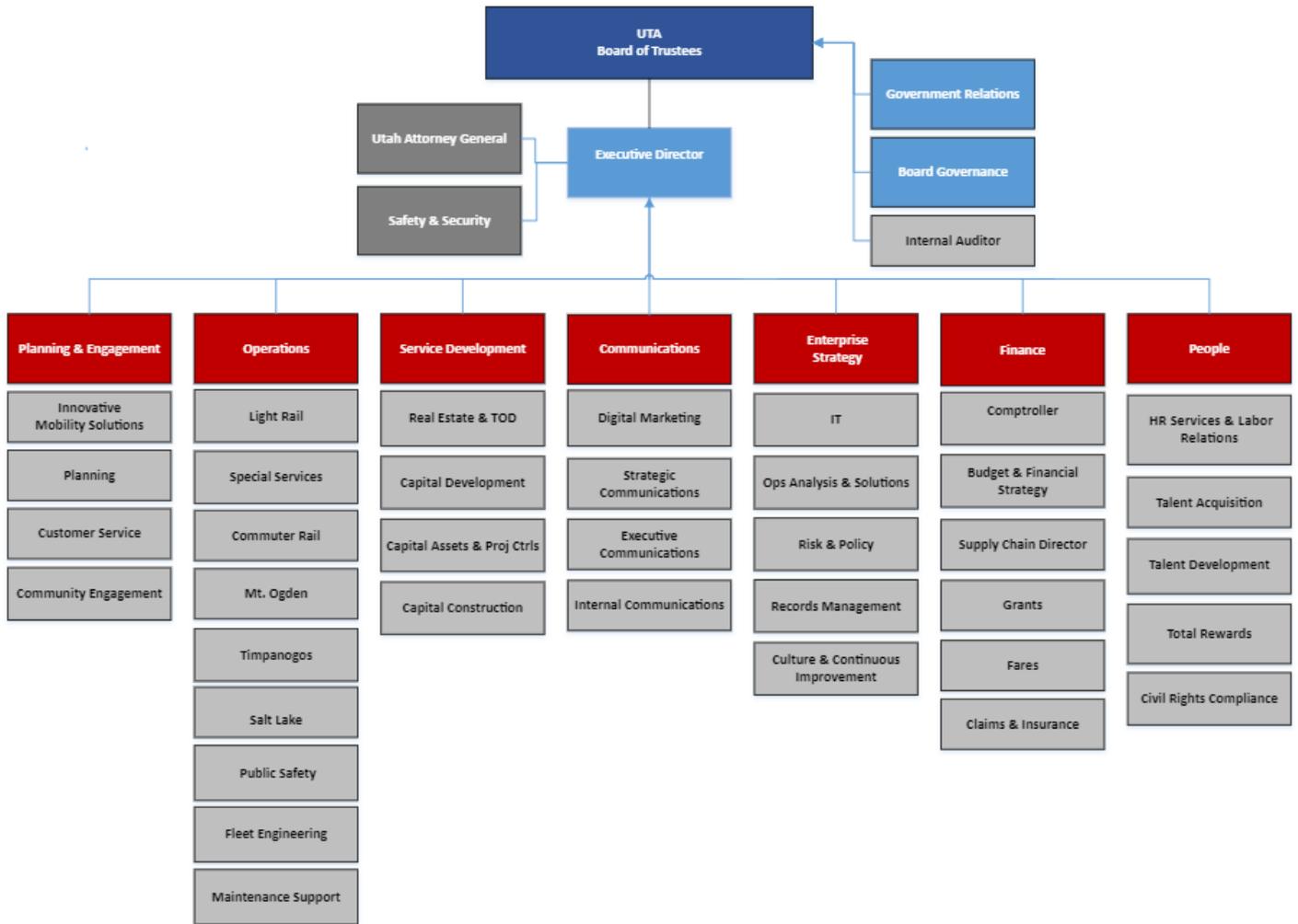
Job Title	FTE	2023 Costs
SERVICE DEVELOPMENT		
Rail Vehicle Procurement PM	1.0	\$165,000
Rail Infrastructure PM	1.0	\$165,000
FLEET ENGINEERING		
Journeyist	1.0	\$105,000
Rail Project Adm	1.0	\$ 91,000
Bus Project Adm	1.0	\$ 91,000
Technical Writer	1.0	\$ 75,000
Quality Assurance Adm	2.0	\$181,000
Total	6.0	\$543,000
SECURITY		
Surveillance Tech	1.0	\$73,000



Departmental Information



Org Chart - 2023



2023 Operating Budget by Office, Cost Center, Category & FTE

Operations

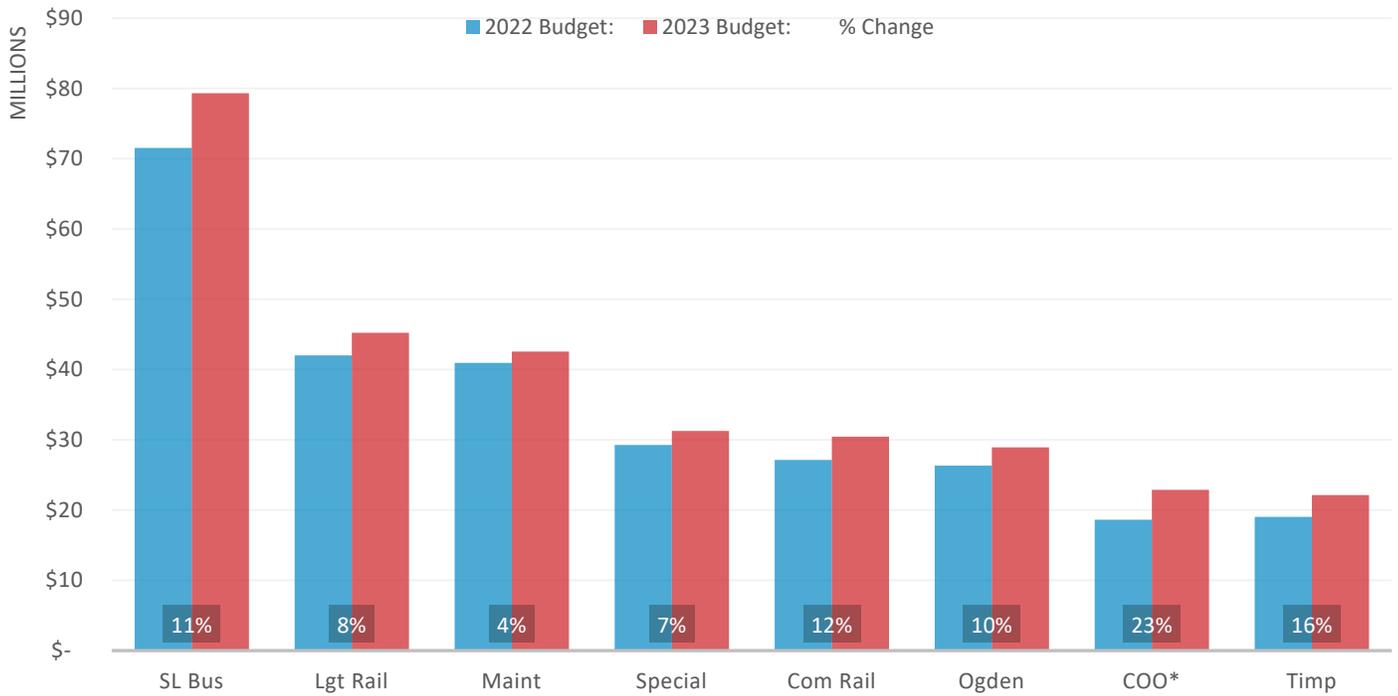
Operations Total \$302,744,000 2,335.2 FTE	Office of Chief Operations \$6,430,000 3.0 FTE	Public Safety \$12,069,000 88.7 FTE
	Commuter Rail \$30,443,000 175.0 FTE	Light Rail \$45,238,000 366.5 FTE
	Salt Lake Bus \$79,332,000 750.0 FTE	Ogden Bus \$28,929,000 265.0 FTE
	Timpanogos Bus \$22,126,000 196.0 FTE	Special Services \$31,252,000 216.0 FTE
	Maintenance Management \$42,555,000 225.0 FTE	Fleet Engineering \$2,184,000 24.0 FTE
	Transit Communications Center \$2,185,000 26.00 FTE	

The Operations organization is comprised of the Office of the Chief Operations Officer and nine service units covering UTA’s service area and Public Safety, Fleet Engineering and Asset Management (Engineering & Support Maintenance) Departments. UTA Operations provides the following functions:

- *Office of the Chief.* Provides oversight, direction, and leadership for Operations.
- *Regional Operations.* Operate buses (3 business units), light rail, commuter rail, vanpool, and special services across the UTA service area in a safe and efficient manner.
- *Maintenance Management.* Maintain the buses, rail cars and rail right of way to allow the safe and efficient operation of services for UTA’s customers.
- *Public Safety.* UTA has an internal police department focused on keeping our community, riders, and employees safe. UTA’s police also engage in community service and support local authorities.
- *Fleet Engineering.* Assists in fleet acquisition and maintenance across all modes.



2023 Operations Budget Expenses by Department



Department	2022 Budget	2023 Budget	Change
COO Office*	\$18,623,000	\$22,869,000	\$4,246,000
Maintenance Mgt	40,954,000	42,555,000	1,601,000
Salt Lake Bus	71,543,000	79,332,000	7,789,000
Mt. Ogden Bus	26,328,000	28,929,000	2,601,000
Timpanogos Bus	19,026,000	22,126,000	3,100,000
Special Services	29,271,000	31,252,000	1,981,000
Light Rail	42,031,000	45,238,000	3,207,000
Commuter Rail	27,142,000	30,443,000	3,301,000
Totals	\$274,918,000	\$302,744,000	\$27,826,000

*COO Office Includes Public Safety and Fleet Engineering



2023 Proposed Operations Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$135,736,000	\$145,428,000	7.1%
Fringe	68,686,000	76,557,000	11.5%
Services	12,335,000	11,598,000	-6.0%
Fuel/Power	27,231,000	35,199,000	29.3%
Parts	22,499,000	23,114,000	2.7%
Utilities	5,341,000	5,108,000	-4.4%
Non-Departmental	2,805,000	5,876,000	109.5%
Other O&M	8,043,000	8,784,000	9.2%
Capitalized Costs	(7,757,000)	(8,919,000)	15.0%
Totals	\$274,918,000	\$302,744,000	10.1%

Operations FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
COO Office	4.0	3.0	(1.0)
Public Safety	114.7	114.7	0.0
Fleet Engineering	19.0	24.0	5.0
Maintenance Mgt	225.0	225.0	0.0
Salt Lake Bus	737.0	750.0	13.0
Mt. Ogden Bus	255.0	265.0	10.0
Timpanogos Bus	182.0	196.0	14.0
Special Services	214.0	216.0	2.0
Light Rail	353.5	366.5	13.0
Commuter Rail	175.0	175.0	0.0
Totals	2,279.2	2,335.2	56.0



2023 Operations Budget Changes

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	
\$ 275,658	\$ (4,023)	\$ 5	\$ 2,945	\$ 7,007	\$ 11,369	\$ 292,962	\$ 500	\$ 9,281	\$ 302,743

Summary of 2023 budget changes

Summary

- Added 56 FTEs
- Y-O-Y Budget Change \$27,085,000
- Change to Base Budget \$17,804,000
- 2023 Budget Additions \$ 9,281,000
- See business units/modes for detail



COO Office

COO Office Total \$22,869,000 141.7 FTE	Office of Chief Operations \$6,430,000 3.0 FTE	Fleet Eng \$2,184,000 24.0 FTE
	Public Safety \$12,069,000 88.7 FTE	Transit Communications Center \$2,185,000 26.00 FTE

2023 COO Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
COO Office	\$3,868,000	\$6,430,000	\$2,562,000
Transit Communications Center	2,090,000	2,185,000	95,000
Public Safety	10,465,000	12,069,000	1,604,000
Fleet Engineering	2,199,000	2,184,000	-15,000
Totals	\$18,623,000	\$22,869,000	\$4,246,000

2023 COO Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$9,654,000	\$11,282,000	16.9%
Fringe	4,979,000	5,290,000	6.2%
Services	104,000	245,000	135.6%
Fuel/Power	234,000	263,000	12.4%
Utilities	154,000	153,000	-0.6%
Non-Departmental	2,805,000	5,876,000	109.5%
Other O&M	1,028,000	669,000	-34.9%
Capitalized Costs	(334,000)	(908,000)	171.9%
Totals	\$18,623,000	\$22,869,000	22.8%



COO FTE Summary: 2023 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
COO Office	4.0	3.0	(1.0)
Transit Communications Center	26.0	26.0	-
Public Safety	88.7	88.7	-
Fleet Engineering	19.0	24.0	5.0
Totals	137.7	141.7	4.0

Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
\$ 18,623	\$ (3,326)	\$ -	\$ -	\$ 626	\$ 2,018	\$ 17,942	\$ 500	\$ 4,427	\$ 22,869

One-time expenses:

COO Operating Contingencies: \$3.3 million

Other Increases:

Police Compensation Increase: \$1.6 million

Employee Engagement Transfer from People: \$0.4 million

2022 Carry Forward:

COO Service Contingency: \$0.5 million

2023 Additions:

Transit Connection Program: \$0.1 million Police

Operations: Chief of Staff and Rail Sustainability positions: \$0.2 million

Operations Contingency:

Supervisor ratios: \$1.6 million

Ogden Local Service: \$1.9 million

2024 Ramp Hiring: \$1.5 million

Summary

- Added 4 FTEs
- Y-O-Y Budget Change \$4,246,000
- Change to Base Budget (\$ 181,000)
- 2023 Budget Additions \$4,427,000



Salt Lake Service Unit

SL Bus Total	Salt Lake Administration	Meadowbrook Bus Operations
	\$893,000	\$51,537,000
\$79,332,000	6.0 FTE	595.0 FTE
750 FTE	Salt Lake Central Maintenance	Meadowbrook Bus Maintenance
	\$7,729,000	\$19,173,000
	48.0 FTE	101.0 FTE

2023 Salt Lake Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Salt Lake Administration	\$981,000	\$893,000	(\$88,000)
Salt Lake Operations	47,809,000	51,537,000	3,728,000
Salt Lake Maintenance	22,753,000	26,901,000	4,148,000
Totals	\$71,543,000	\$79,332,000	\$7,789,000

2023 Salt Lake Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$40,199,000	\$42,880,000	6.7%
Fringe	21,268,000	23,562,000	10.8%
Services	394,000	150,000	-61.9%
Fuel/Power	5,602,000	8,299,000	48.1%
Utilities	72,000	113,000	56.9%
Parts	2,781,000	3,013,000	8.3%
Other O&M	1,230,000	1,315,000	6.9%
Totals	\$71,543,000	\$79,332,000	10.9%



Salt Lake FTE Summary: 2023 Budget and 2023 Proposed Budget

Department	2022 Budget	2023 Budget	Change
Salt Lake Administration	6.0	6.0	-
Salt Lake Operations	582.0	595.0	13.0
Salt Lake Maintenance	149.0	149.0	-
Totals	737.0	750.0	13.0

Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2022 Carry Forward	2023 Additions	2023 Base	
\$ 71,777	\$ (223)	\$ -	\$ 1,562	\$ 2,094	\$ 2,455	\$ 77,665	\$ -	\$ 1,667	\$ 79,332

One-time expenses:

Bus Camera Moves to Security: \$0.2 million

Service Changes:

Salt Lake County Service Annualized Changes: \$1.4 million

MLK Day Observation: \$0.1 million

Other Increases:

Fuel Increases: \$2.3 million

Parts Increases: \$0.1 million

Other materials and services increases: \$0.1 million

2023 Additions:

Salt Lake Extra Board: \$0.9 million

Additional Service Request: \$0.7 million

Summary

- Added 13 FTEs
- Y-O-Y Budget Change \$7,555,000
- Change to Base Budget \$5,888,000
- 2023 Budget Additions \$1,667,000



Timpanogos Service Unit

Timpanogos Total \$22,126,000 196.0 FTE	Timpanogos Bus Administration \$452,000 3.0 FTE	Timpanogos Bus Operations \$13,134,000 151.0 FTE
	Timpanogos Bus Maintenance \$8,539,000 42.0 FTE	

2023 Timpanogos Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Timp Administration	\$494,000	\$452,000	(\$42,000)
Timp Operations	11,335,000	13,134,000	1,799,000
Timp Maintenance	7,197,000	8,539,000	1,342,000
Totals	\$19,026,000	\$22,126,000	\$3,100,000

2023 Timpanogos Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$10,279,000	\$11,417,000	11.1%
Fringe	5,357,000	6,198,000	15.7%
Services	122,000	59,000	-51.6%
Fuel/Power	2,088,000	3,144,000	50.6%
Utilities	16,000	14,000	-12.5%
Parts	915,000	1,060,000	15.8%
Other O&M	249,000	284,000	14.1%
Capitalized Costs	-	(49,000)	-
Totals	\$19,026,000	\$22,126,000	16.3%

Timpanogos FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Timp Administration	3.0	3.0	-
Timp Operations	137.0	151.0	14.0
Timp Maintenance	42.0	42.0	-
Totals	182.0	196.0	14.0



Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	
\$ 19,026	\$ (62)	\$ -	\$ 865	\$ 502	\$ 925	\$ 21,256	\$ -	\$ 870	\$ 22,126

One-time expenses:

Bus Camera Moves to Security: \$0.1 million

Service Changes:

Timpanogos Annualized Service: \$0.8 million

MLK Day Observation: \$0.1 million

Other Increases:

Fuel Increases: \$0.9 million

Parts Increases: \$0.1 million

2023 Additions:

Timp Extra Board: \$0.3 million

Additional service adds: \$0.5 million

Summary

- Added 14 FTEs
- Y-O-Y Budget Change \$3,100,000
- Change to Base Budget \$2,230,000
- 2023 Budget Additions \$ 870,000



Ogden Service Unit

Ogden Total \$28,929,000 265.0 FTE	Ogden Bus Administration \$620,000 4.0 FTE	Ogden Bus Operations \$17,273,000 208.0 FTE
	Ogden Bus Maintenance \$11,035,000 53.0 FTE	

2023 Mt. Ogden Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Ogden Administration	\$648,000	\$620,000	(\$28,000)
Ogden Operations	16,374,000	17,273,000	899,000
Ogden Maintenance	9,306,000	11,035,000	1,729,000
Totals	\$26,328,000	\$28,929,000	\$2,601,000

2023 Mt. Ogden Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$14,265,000	\$14,963,000	4.9%
Fringe	7,428,000	8,204,000	10.4%
Services	191,000	126,000	-34.0%
Fuel/Power	2,720,000	3,741,000	37.5%
Utilities	15,000	15,000	0.0%
Parts	1,312,000	1,336,000	1.8%
Other O&M	397,000	544,000	37.0%
Totals	\$26,328,000	\$28,929,000	9.9%

Mt. Ogden FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Ogden Administration	4.0	4.0	-
Ogden Operations	200.0	208.0	8.0
Ogden Maintenance	51.0	53.0	2.0
Totals	255.0	265.0	10.0



Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
\$ 26,094	\$ (297)	\$ -	\$ 354	\$ 660	\$ 1,125	\$ 27,935	\$ -	\$ 993	\$ 28,929

One-time expenses:

Bus Camera Moves to Security: \$0.1 million
 OGX Start up costs \$0.2 million

Service Changes:

OGX annualized service: \$0.3 million
 MLK Day Observation: \$0.1 million

Other Increases:

Fuel Increases: \$1.0 million
 Parts Increases: \$0.1 million
 Other materials and services increases: \$0.1 million

2023 Additions:

Ogden Extra Board: \$0.3 million
 Ogden OGX Launch: \$0.9 million
 Reduced Contract Svcs: -\$0.1 million
 Other adjustments

Summary

- Added 10 FTEs
- Y-O-Y Budget Change \$2,834,000
- Change to Base Budget \$1,841,000
- 2023 Budget Additions \$ 993,000



Special Services Service Unit

	Special Services Administration \$3,102,000 33.0 FTE	Special Services Operations \$12,553,000 137.0 FTE
Special Services Total \$31,252,000 216.0 FTE	Special Services Maintenance \$5,709,000 35.0 FTE	Vanpool/Rideshare \$3,995,000 11.0 FTE
	Contracted Svcs \$5,893,000	

2023 Special Services Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Special Svcs Administration	\$2,269,000	\$3,102,000	\$833,000
Special Svcs Operations	11,640,000	12,553,000	913,000
Special Svcs Maintenance	5,393,000	5,709,000	316,000
Vanpool/Rideshare	3,795,000	3,995,000	200,000
Contracted Services	6,174,000	5,893,000	(281,000)
Totals	\$29,271,000	\$31,252,000	\$1,981,000

2023 Special Services Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$11,905,000	\$13,014,000	9.3%
Fringe	6,154,000	7,066,000	14.8%
Services	6,515,000	6,051,000	-7.1%
Fuel/Power	2,866,000	3,235,000	12.9%
Utilities	28,000	22,000	-21.4%
Parts	458,000	445,000	-2.8%
Other O&M	1,345,000	1,419,000	5.5%
Totals	\$29,271,000	\$31,252,000	6.8%



Special Services FTE Summary: 2022 Budget and 2023 Proposed Budget

Department	2022 Budget	2023 Budget	Change
Special Svcs Administration	26.0	33.0	7.0
Special Svcs Operations	142.0	137.0	(5.0)
Special Svcs Maintenance	35.0	35.0	-
Vanpool/Rideshare	11.0	11.0	-
Contracted Services	-	-	-
Totals	214.0	216.0	2.0

Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2022 Carry Forward	2023 Additions		
\$ 30,012	\$ (100)	\$ -	\$ 16	\$ 686	\$ 295	\$ 30,908	\$ -	\$ 344	\$ 31,252

One-time expenses:

Vanpool GPS hardware and IT items: \$0.1 million

Service Changes:

South SL County service adjustments \$0.1 million

Other Increases:

Fuel Increases: \$0.6 million

Parts Increases: \$0.2 million

Other materials and services increases: \$0.2 million

Transfer of Grants Team to Finance: -\$0.7 million

2023 Additions:

Small Service adjustments: \$0.3 million

Summary

- Added 2 FTEs
- Y-O-Y Budget Change \$940,000
- Change to Base Budget \$596,000
- 2023 Budget Additions \$344,000



Light Rail Service Unit

Light Rail Total	Light Rail Administration	Light Rail Operations
	\$1,175,000 6.5 FTE	\$20,036,000 206.0 FTE
\$45,238,000 366.5 FTE	Light Rail Maintenance	Light Rail Sustainability
	\$19,905,000 117.0 FTE	\$4,122,000 37.0 FTE

2023 Light Rail Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Light Rail Administration	\$1,137,000	\$1,175,000	\$38,000
Light Rail Operations	18,810,000	20,036,000	1,226,000
Light Rail Maintenance	18,157,000	19,905,000	1,748,000
Light Rail Sustainability	3,926,000	4,122,000	196,000
Totals	\$42,031,000	\$45,238,000	\$3,207,000

2023 Light Rail Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$23,237,000	\$24,551,000	5.7%
Fringe	11,355,000	12,493,000	10.0%
Services	1,245,000	1,355,000	8.8%
Fuel/Power	74,000	121,000	63.5%
Utilities	64,000	53,000	-17.2%
Parts	11,469,000	12,337,000	7.6%
Other O&M	1,404,000	1,685,000	20.0%
Capitalized Costs	(6,818,000)	(7,357,000)	-
Totals	\$42,030,000	\$45,238,000	7.6%



Light Rail FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Light Rail Administration	6.5	6.5	-
Light Rail Operations	196.0	206.0	10.0
Light Rail Maintenance	116.0	117.0	1.0
Light Rail Sustainability	35.0	37.0	2.0
Totals	353.5	366.5	13.0

Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
\$ 42,031	\$ -	\$ 5	\$ 72	\$ 1,116	\$ 913	\$ 44,136	\$ -	\$ 1,101	\$ 45,238

Staffing Changes:

Impact of capitalized Rail Sustainability position transferred from Warehouse

Service Changes:

MLK Day Observation: \$0.1 million

Other Increases:

Fuel Increases: \$0.1 million
Parts Increases: \$0.8 million

2023 Additions:

Trax Saturday Service: \$0.8 million
Rail Sustainability hiring: \$0.1 million
Additional parts usage: \$0.2 million

Summary

- Added 13 FTEs
- Y-O-Y Budget Change \$3,206,000
- Change to Base Budget \$2,105,000
- 2023 Budget Additions \$1,101,000



Commuter Rail Service Unit

Commuter Rail Total \$30,443,000 175.0 FTE	Commuter Rail Administration \$560,000 3.0 FTE	Commuter Rail Operations \$9,955,000 108.0 FTE
	Commuter Rail Maintenance \$19,927,000 64.0 FTE	

2023 Commuter Rail Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Com. Rail Administration	\$538,000	\$560,000	\$22,000
Com. Rail Operations	9,074,000	9,955,000	881,000
Com. Rail Maintenance	17,531,000	19,927,000	2,396,000
Totals	\$27,142,000	\$30,443,000	\$3,301,000

2023 Commuter Rail Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$10,727,000	\$11,170,000	4.1%
Fringe	4,922,000	5,568,000	13.1%
Services	809,000	466,000	-42.4%
Fuel/Power	6,704,000	9,265,000	38.2%
Utilities	31,000	305,000	883.9%
Parts	3,657,000	3,328,000	-9.0%
Other O&M	691,000	841,000	21.7%
Capitalized Costs	(400,000)	(500,000)	25.0%
Totals	\$27,142,000	\$30,443,000	12.2%



Commuter Rail FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Com. Rail Administration	3.0	3.0	-
Com. Rail Operations	108.0	108.0	-
Com. Rail Maintenance	64.0	64.0	-
Totals	175.0	175.0	-

Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	
\$ 27,142	\$ -	\$ -	\$ 76	\$ 536	\$ 2,962	\$ 30,716	\$ -	\$ (274)	\$ 30,443

Service Changes:

MLK Day Observation: \$0.1 million

2023 Changes:

Revamp parts and fuel estimates -\$0.3 million

Other Increases:

Fuel Increases: \$2.7 million

Parts Increases: \$0.2 million

Other materials and services increases: \$0.2 million

Summary

- No new FTEs
- Y-O-Y Budget Change \$3,300,000
- Change to Base Budget \$3,574,000
- 2023 Budget Additions (\$ 274,000)



Maintenance Management Service Unit

Maintenance Mgmt Total	MOW Systems	Facilities
	\$17,327,000 72.0 FTE	\$17,196,000 91.0 FTE
\$42,555,000 225.0 FTE	Support Maintenance	MOW - Infrastructure
	\$3,856,000 28.0 FTE	\$4,176,000 34.0 FTE

2023 Maintenance Management Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Support Maintenance	\$4,221,000	\$3,856,000	(\$365,000)
Facilities	16,083,000	17,196,000	1,113,000
MOW - Systems	16,989,000	17,327,000	338,000
MOW - Infrastructure	3,660,000	4,176,000	516,000
Totals	\$40,954,000	\$42,555,000	\$1,601,000

2023 Maintenance Management Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$15,470,000	\$16,151,000	4.4%
Fringe	7,222,000	8,176,000	13.2%
Services	2,955,000	3,147,000	6.5%
Fuel/Power	6,943,000	7,132,000	2.7%
Utilities	4,961,000	4,433,000	-10.6%
Parts	1,908,000	1,594,000	-16.5%
Other O&M	1,700,000	2,028,000	19.3%
Capitalized Costs	(205,000)	(105,000)	-48.8%
Totals	\$40,954,000	\$42,555,000	3.9%



Maintenance Management FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Support Maintenance	28.0	28.0	-
Facilities	91.0	91.0	-
MOW - Systems	72.0	72.0	-
MOW - Infrastructure	34.0	34.0	-
Totals	225.0	225.0	-

Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	
\$ 40,954	\$ (15)	\$ -	\$ -	\$ 788	\$ 676	\$ 42,403	\$ -	\$ 152	\$ 42,555

One-time expenses:

Small one-time items

2023 Additions:

Increases contract svc expenses

Other Increases:

Fuel Increases: \$0.1 million

Parts Increases: \$0.1 million

Other materials and services increases: \$0.5 million

Summary

- No new FTEs
- Y-O-Y Budget Change \$1,601,000
- Change to Base Budget \$1,449,000
- 2023 Budget Additions \$ 152,000



Executive Director

Executive Director Total	Office of Executive Director	Safety & Security
\$5,926,000	\$731,000	\$3,336,000
30.5 FTE	2.0 FTE	28.5 FTE
	Legal - Attorney General Office	
	\$1,859,000	

The Executive Director’s Office focuses internally on running the day-to-day functions of the organization. The Executive Director sets the annual strategies, initiatives and goals for the Agency and partners with each Executive Office to fulfill UTA’s mission and vision.

UTA Executive Office provides the following to meet the needs of the Agency:

- Executive Director. Provides leadership and daily management to UTA’s workforce.

In addition to the six chief offices, the Executive Director also oversees the following departments:

- *Safety & Security.* Focused on UTA safety and security practices and ensuring regulations are met.
- *Legal.* Works directly with our inhouse representation from the Attorney General’s Office.

2023 Executive Director Operating Budget Expenses by Division

Department	2022 Budget	2023 Budget	Change
Executive Director	\$754,000	\$731,000	\$(23,000)
Legal	1,859,000	1,859,000	0,000
Safety & Security	2,495,000	3,336,000	841,000
Total Division	\$5,108,000	\$5,926,000	\$818,000



2023 Executive Director Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$1,809,000	\$1,954,000	8.0%
Fringe	778,000	889,000	14.3%
Services	2,437,000	3,038,000	24.7%
Other O&M	247,000	264,000	6.9%
Capitalized Cost	(162,000)	(220,000)	35.8%
Total Group	\$5,108,000	\$5,926,000	16.0%

Also, under the purview of the Executive Director is the non-departmental cost center which has \$1 million allocated in this budget to fund emerging/emergency needs.

	2022 Budget	2023 Budget	Change
Non-Departmental	\$1,000,000	\$1,000,000	0.0%

Executive Director FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Executive Director	2.00	2.00	-
Legal	0.00	0.00	-
Safety & Security	26.50	28.50	2.00
Totals	28.50	30.50	2.00



Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	
\$ 6,108	\$ (1,124)	\$ -	\$ -	\$ 172	\$ 780	\$ 5,936	\$ 1,000	\$ (11)	\$ 6,926

One-time expenses:

Executive Director Contingency: \$1.0 million
 Marketing Consulting: \$0.1 million

Other Increases:

Bus Video Consolidation: \$0.7 million
 Other Services/Supplies Increases: \$0.1 million

2022 Carry Forward:

Executive Director Contingency: \$1.0 million

2023 Changes:

Reductions in miscellaneous areas

Summary

- Added 2 FTEs
- Y-O-Y Budget Change \$817,000
- Change to Base Budget \$828,000
- 2023 Budget Additions (\$ 11,000)



Communication

Office of Communication Total

\$3,943,000
15.0 FTE

This new Office was created in 2022 and moved from the Executive Director’s budget. The new Office will focus on enhancing UTA’s digital media presence including social media and analytics, improving strategic communications, developing and implementing a UTA Brand strategy, and generally improving all UTA communications activities.

2023 Communication Operating Budget Expenses by Division

Department	2022 Budget	2023 Budget	Change
Office of Communication & Marketing	3,382,000	3,943,000	561,000
Total Division	\$3,382,000	\$3,943,000	\$561,000

2023 Communication Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$1,111,000	\$1,373,000	23.6%
Fringe	446,000	608,000	36.3%
Services	1,025,000	1,025,000	0.0%
Other O&M	800,000	937,000	17.1%
Total Group	\$3,382,000	3,943,000	16.6%

2023 Communication FTE Summary:

Department	2022 Budget	2023 Budget	Change
Communications & Marketing	13.00	15.00	2.00
Totals	13.00	15.00	2.00



Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	
\$ 3,382	\$ -	\$ 210	\$ -	\$ 42	\$ 100	\$ 3,733	\$ -	\$ 210	\$ 3,943

One-time expenses:
See Exec Dir

Other Increases:
Inflation adjustments for contract services and other items

Staffing Changes:
New Chief Communications Officer

2023 Additions:
Additional staffing costs/reorganization
New Executive start up expense

Summary

- Added 2 FTEs
- Y-O-Y Budget Change \$561,000
- Change to Base Budget \$351,000
- 2023 Budget Additions \$210,000



Planning & Engagement

Planning & Engagement Total \$18,657,000 80.2 FTE	Chief Planning & Engagement \$706,000 2.0 FTE	Customer Experience \$461,000 3.0 FTE
	Community Engagement \$1,483,000 9.5 FTE	Customer Service \$3,355,000 46.7 FTE
	Innovative Mobility \$9,193,000 3.0 FTE	Planning \$3,459,000 16.0 FTE

This Office supports UTA’s planning and community engagement efforts focused on customer service, customer experience and providing innovative mobility solutions.

UTA Planning & Engagement provides the following to make the UTA System work:

- *Planning.* The Planning Department's role is to ensure that UTA is prepared to meet the needs of the future. This includes working with local governments, regional and state agencies to anticipate future growth and development and find the right transit solutions to meet those needs.
- *Customer Service.* The Customer Service teams provide information about UTA services, receive and process customer feedback, provide rider information through the Gov Delivery system and social media outlets, sell UTA fare media and handle the lost and found items found on public transit. They are responsible to ensure that customers can maneuver throughout the service areas with confidence in UTA’s service districts and service types.
- *Community Engagement.* This team serves as a trusted resource and a catalyst for effective partnerships with UTA’s riders, key stakeholders, and community. Acts as a facilitator/access point for public hearings and community events/activities.
- *Customer Experience.* Evaluates UTA’s system focused on the impact ease of the customer journey. Partners with service units to ensure consistency across the service area, optimizing customer experience.
- *Innovative Mobility.* Manages the On Demand program for UTA and identifies opportunities and tests new ideas that can improve transit service.



2023 Planning & Engagement Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Chief Planning & Engagement	\$1,234,000	\$706,000	(\$528,000)
Service Planning	1,077,000	1,099,000	22,000
Planning	1,710,000	2,360,000	650,000
Community Engagement	516,000	1,483,000	967,000
Customer Experience	430,000	461,000	31,000
Customer Service	3,186,000	3,355,000	169,000
Innovative Mobility	6,731,000	9,193,000	2,462,000
Totals	\$14,884,000	\$18,657,000	\$3,773,000

2023 Planning & Engagement Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$4,227,000	\$4,719,000	11.6%
Fringe	1,970,000	2,281,000	15.8%
Services	7,492,000	10,765,000	43.7%
Fuel/Power	159,000	315,000	98.1%
Utilities	13,000	25,000	92.3%
Other O&M	1,023,000	552,000	-46.0%
Totals	\$14,884,000	\$18,657,000	25.3%

Planning & Engagement FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Chief Planning & Engagement	3.0	2.0	(1.0)
Service Planning	7.5	8.5	1.0
Planning	7.0	7.5	0.5
Community Engagement	3.0	9.5	6.5
Customer Experience	3.0	3.0	-
Customer Service	46.7	46.7	-
Innovative Mobility	3.0	3.0	-
Totals	73.2	80.2	7.0



Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	
\$ 14,884	\$ (1,143)	\$ 190	\$ 1,900	\$ 292	\$ 890	\$ 17,013	\$ 50	\$ 1,594	\$ 18,657

One-time expenses:

Other software related items: \$0.1 million
 Completed Studies: \$0.2 million
 Reduced Microtransit Service Contingencies: \$0.4 million
 Microtransit misc one-time expense: \$0.3 million
 Move of expense to capital programs: \$0.1 million

Staffing Changes:

Move of Travel Trainers from Special Services: \$0.2 million

Service Changes:

Microtransit Annualized Changes: \$1.9 million

Other Increases:

Other materials and services increases: \$0.5 million
 Additional committed study expense: \$0.4 million

2022 Carry Forward:

Finish Long Range Transit Plan: \$0.1 million

2023 Additions:

Microtransit Service: \$0.5 million
 Transit Connection Program: \$0.6 million CPE
 Ridership survey \$0.4 million
 GoTeam Coordinator \$0.1 million

Summary

- Added 7 FTEs
- Y-O-Y Budget Change \$3,773,000
- Change to Base Budget \$2,179,000
- 2023 Budget Additions \$1,594,000



People

People Office Total \$14,369,000 84.0 FTE	People Administration \$4,400,000 9.0 FTE	Talent Acquisition \$1,412,000 10.0 FTE
	HR & Labor Relations \$623,000 5.0 FTE	Total Rewards \$1,499,000 8.0 FTE
	Talent Development \$1,046,000 7.0 FTE	Civil Rights \$624,000 4.0 FTE
	Training & Dev \$4,765,000 19.0 Admin FTE - 22.0 Trainee FTE	

The People Office is focused on providing service to our employees through the entire employee life cycle from recruitment to retirement and ensures UTA’s employees and leaders have what they need to succeed at accomplishing the Agencies objectives and goals.

UTA People office provides the following to make the UTA System work:

- *Human Resources (HR) & Labor Relations:* From daily HR transactions to long-term talent goals, HR & Labor Relations collaborates with employees and leaders to fulfil the people portion of UTA's business strategies, using deliberate talent management and deployment.
- *Total Rewards:* Manages and administers employee programs such as health & wellness, retirement, and leave administration.
- *Talent Acquisition:* In partnership with hiring officials, the team analyzes current & future staffing needs and identifies effective strategies for sourcing, recruiting, and onboarding.
- *Talent Development:* An internal resource to UTA providing technical, professional, regulatory/compliance training and leadership development that support the UTA Way.
- *Compensation/Analytics:* Embedded within the People Office are also a Compensation Analyst and Strategic Analyst who focus on use data, best practices, and benchmarking to ensure UTA has competitive and fair pay practices and use data to continuously improve compensation practices and impact across the Agency.
- *Civil Rights:* Ensure UTA remains in compliance with all relevant civil rights laws, regulations, standards, and Executive Orders which prohibit discrimination or harassment of employees, applicants, or customers. This office also oversees UTA’s ADA & DBE teams.



2023 People Office Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Chief People Officer	\$1,950,000	\$4,400,000	\$2,450,000
Talent Acquisition	1,506,000	1,412,000	(94,000)
Talent Development	912,000	1,046,000	134,000
HR Services & Labor Relations	735,000	623,000	(112,000)
Training & Development	8,523,000	4,765,000	(3,758,000)
Civil Rights	602,000	624,000	22,000
Total Rewards	1,251,000	1,499,000	248,000
Totals	\$15,479,000	\$14,369,000	(\$1,110,000)

2023 People Office Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$5,286,000	\$5,683,000	7.5%
Fringe	2,324,000	2,489,000	7.1%
Services	1,613,000	2,585,000	60.3%
Fuel/Power	3,000	4,000	33.3%
Utilities	26,000	20,000	-23.1%
Other O&M	6,228,000	3,590,000	-42.4%
Totals	\$15,479,000	\$14,369,000	-7.2%



People FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Chief People Officer	8.0	9.0	1.0
Talent Acquisition	9.0	10.0	1.0
Talent Development	5.0	7.0	2.0
HR Services & Labor Relations	6.0	5.0	(1.0)
Training & Development	45.0	41.0	(4.0)
Civil Rights	4.0	4.0	-
Total Rewards	7.0	8.0	1.0
Totals	84.0	84.0	-

Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
\$ 15,479	\$ (5,626)	\$ 118	\$ -	\$ 340	\$ 77	\$ 10,387	\$ 1,625	\$ 2,357	\$ 14,369

One-time expenses:

Apprenticeship program \$4.6 million
 Employee Engagement Transfer to Operations: \$0.4 million
 Other service and consulting: \$0.6 million

2022 Carry Forward:

Apprenticeship program: \$1.5 million
 Finishing 2022 Budgeted Contract services: \$0.2 million

Staffing Changes:

MOW Trainer: \$0.1 million

2023 Additions:

HR Director and Strategy 2.0 FTE: \$0.3 million
 Additional resources for Extra Board/Trainees: \$0.3 million
 Operational Contingencies: \$1.8 million

Other Increases:

Other materials and services increases: \$0.1 million

Summary

- No new FTEs
- Y-O-Y Budget Change **(\$1,110,000)**
- Change to Base Budget⁸ **(\$3,467,000)**
- 2023 Budget Additions **\$2,357,000**

⁸ Net one-time expense reduction associated with 2022 expenses for Apprenticeship Program and 2022 People Office Base Growth



Finance

Finance Total \$17,195,000 123.5 FTE	Chief Financial Officer \$595,000 2.0 FTE	Budget & Financial Strategy \$516,000 4.0 FTE
	Supply Chain \$5,337,000 54.0 FTE	Fares \$3,547,000 30.0 FTE
	Accounting \$2,067,000 17.5 FTE	Grant Mgmt \$1,634,000 10.0 FTE
	Claims \$3,500,000 6.0 FTE	

Finance ensures UTA practices efficient, sound financial and resource management practices and oversees financial controls necessary to support the enterprise. Finance plans, allocates, and manages UTA's financial resources, leads financial risk management/mitigation, audit management, revenue collection, corporate investments, financial contract relationships, and pension fund and debt management.

UTA Finance office provides the following to make the UTA System work:

- *Budget and Financial Strategy.* Responsible for financial analysis, forecasting and planning, budget development, management, and monitoring/reporting on budget execution.
- *Accounting.* Manages payroll operations, accounts payable, accounts receivable, and financial reporting. Accounting is also the owner of the Enterprise Resource Planning system (ERP) – the financial system of record for the agency.
- *Fares.* Responsible for fare policy development, fare reporting and analysis, program administration of contract fares and all activities related to public fares including fare revenue collections and operations. Responsible for repairing, maintaining, and keeping all fare collection machines in proper working order and a state of good repair.
- *Supply Chain.* Supply Chain manages procurement, contracting, inventory, warranty claims, shipping & receiving, central warehouse operations and production control processes in support of TRAX, FrontRunner, and all administrative functions.
- *Claims and Insurance.* Manages risk and exposure for the agency. The Department manages all UTA claims and insurance programs including property damage, workers compensation, Personal Injury Protection and oversees capital development project insurance programs.
- *Grant Management.* The 2023 Operating Budget consolidates all grant functions at UTA in Finance. This includes the Program Grant section formerly housed in Service Development and the 5310



Mobility Management section formerly housed in Operations. Grant Strategy, Acquisition, Management and Administration is now consolidated in Finance.

2023 Finance Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
CFO	\$549,000	\$595,000	\$46,000
Grant Management	741,000	1,634,000	893,000
Supply Chain	5,170,000	5,337,000	167,000
Claims & Insurance	3,292,000	3,500,000	208,000
Fares	3,327,000	3,547,000	(39,000)
Accounting	1,770,000	2,067,000	297,000
Budget	528,000	516,000	12,000
Totals	\$15,376,000	\$17,195,000	\$1,819,000

2023 Finance Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$7,876,000	\$8,623,000	9.5%
Fringe	3,672,000	4,111,000	12.0%
Services	871,000	1,045,000	20.0%
Insurance	2,500,000	2,792,000	11.7%
Other O&M	994,000	1,106,000	11.3%
Capitalized Expense	(537,000)	(482,000)	-10.2%
Totals	\$15,376,000	\$17,195,000	11.8%



Finance FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
CFO	2.00	2.00	-
Grant Management	7.00	10.00	3.00
Claims & Insurance	7.00	6.00	-1.00
Budget & Financial Strategy	4.00	4.00	0.00
Accounting	16.50	17.50	1.00
Supply Chain	54.0	54.0	-
Fares	30.0	30.00	-
Totals	120.45	123.45	3.00

Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2022 Carry Forward	2023 Additions	2023 Base	
\$ 14,636	\$ (116)	\$ (95)	\$ -	\$ 455	\$ 952	\$ 15,831	\$ -	\$ 1,364	\$ 17,195

One-time expenses:

Procurement Software move to IT: \$0.1 million

Other Increases:

Other materials and services increases: \$0.2 million

Transfer of Grants Team from Special Services: \$0.8 million

Staffing Changes:

Move of Paralegal to CES from Insure and Claims: \$0.1 million decrease

2023 Additions:

New Grants Organization and transfers \$0.9 million

Increased insurance premiums \$0.2 million

Additional fares fees and expenses: \$0.2 million

Financial reporting fees \$0.1 million

Summary

- Added 3 FTEs
- Y-O-Y Budget Change \$2,559,000
- Change to Base Budget \$1,195,000
- 2023 Budget Additions \$1,364,000



Service Development

Service Development Total	Service Development Office	Capital Development
	\$490,000	\$2,002,000
	2.0 FTE	15.8 FTE
	Capital Construction	Capital Proj Ctrls
\$8,754,000	\$2,370,000	\$2,089,000
62.0 FTE	16.5 FTE	17.0 FTE
	Real Estate and TOD	
	\$1,803,000	
	11.0 FTE	

This office oversees UTA's capital work focused on safety, state of good repair, regulatory and service expansion needs.

UTA Service Development provides the following to make the UTA System work

- *Capital Development.* Work to transition projects from the visioning and local planning provided by the Planning Department to the project implementation phase.
- *Capital Construction.* Responsible for project design, design review, and project construction management.
- *Capital Project Controls.* Provide support for all departments on project controls/reporting, asset management, and environmental issues.
- *Real Estate and Transit Oriented Development.* Facilitates the acquisition, lease, management, disposition, and development of all UTA real property. Responsible to protect UTA's real property while generating revenue and upholding UTA's principal objectives.

2023 Service Development Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
CSDO Office	\$492,000	\$490,000	\$(2,000)
Capital Development	2,155,000	2,002,000	(153,000)
Capital Construction	2,255,000	2,370,000	115,000
Capital & Project Controls	1,346,000	2,089,000	743,000
Real Estate	1,535,000	1,803,000	268,000
Totals	\$7,783,000	\$8,754,000	\$971,000



2023 Service Development Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$5,178,000	\$5,676,000	9.6%
Fringe	2,294,000	2,651,000	15.6%
Services	1,742,000	1,557,000	-10.6%
Leases	162,000	312,000	92.6%
Capitalized Cost	(2,205,000)	(2,067,000)	-6.3%
Other O&M	612,000	625,000	2.1%
Totals	\$7,783,000	\$8,754,000	12.5%

Service Development FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
CSDO Office	2.00	2.00	-
Capital Development	18.00	15.80	-2.50
Capital Construction	14.00	16.50	2.50
Capital/Project Controls	13.00	17.00	4.00
Real Estate	9.00	11.00	2.00
Totals	56.00	62.00	6.00



Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
\$ 7,783	\$ (63)	\$ 72	\$ -	\$ 336	\$ 128	\$ 8,257	\$ -	\$ 497	\$ 8,754

One-time expenses:

Move of software costs to IT: \$0.1 million

Other Increases:

Other materials and services increases: \$0.1 million

Staffing Changes:

Non-Revenue Fleet Maintenance Specialist

2023 Additions:

Real Estate Mgr: \$0.2 million

Non-Rev Fleet efforts: \$0.3 million

Summary

- Added 6 FTEs
- Y-O-Y Budget Change \$971,000
- Change to Base Budget \$474,000
- 2023 Budget Additions \$497,000



Enterprise Strategy

Enterprise Strategy Total	Enterprise Strategy Admin	Operations Analysis
\$24,822,000	\$2,818,000	\$2,854,000
122.0 FTE	19.0 FTE	25.5 FTE
	Information Technology	
	\$19,150,000	
	77.5 FTE	

This Office brings together an Enterprise-wide view of UTA’s critical systems that drive Agency performance. UTA Enterprise Strategy office provides the following to make the UTA System work:

- *Enterprise Strategy: Administration* includes the Chief Enterprise Strategy officer and the following:
 - *Culture & Continuous Improvement:* Oversees the design, development, and deployment of UTA’s cultural initiatives, organizational development and implement continuous improvement tools and concepts which support and align with UTA’s culture model- the UTA Way.
 - *Risk & Policy:* In 2022 an Enterprise Risk Program will be deployed to help UTA focus on managing and mitigating risk Agency wide. This office will also oversee our UTA Policies and Agency standard operating procedures and ensure support our long-term Agency strategies and goals.
 - *Records Management:* Oversees UTA’s records and ensures the Agency is following proper retention policies and responding to all GRAMA requests.
- *Information Technology:* Provides ongoing support for and improvements to applications, data network needs, telephone communication, on-board technologies, radio communication, passenger information, and administrative systems.
- *Operations Analysis & Solutions (OAS):* Focuses on two critical areas: Promoting a data-driven culture and improving client experience in using technology tools to meet day to day business needs.

2022 Enterprise Strategy Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Chief Enterprise Strategy	\$1,734,000	\$2,818,000	\$1,084,000
Information Technology	18,001,000	19,150,000	1,149,000
Operations Analysis	2,790,000	2,854,000	64,000
Totals	\$22,525,000	\$24,822,000	\$2,297,000



2023 Enterprise Strategy Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$9,663,000	\$10,705,000	10.8%
Fringe	4,046,000	4,424,000	9.3%
Services	6,886,000	7,629,000	10.8%
Utilities	828,000	909,000	9.8%
Other O&M	1,103,000	1,155,000	4.7%
Totals	\$22,525,000	\$24,822,000	10.2%

Enterprise Strategy FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Chief Enterprise Strategy	12.00	19.00	7.00
Information Systems	77.50	77.50	-
Operations Analysis	25.50	25.50	-
Totals	115.00	122.00	7.00



Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
\$ 22,525	\$ (600)	\$ 124	\$ -	\$ 514	\$ 845	\$ 23,408	\$ 35	\$ 1,379	\$ 24,822

One-time expenses:

One-time Office 365 Implementation: \$0.5 million

2022 Carry Forward:

Overlap Business Analyst positions for transition

Staffing Changes:

Move of Paralegal in from Insurance and Claims: \$0.1 million
Mid-year promotions and compensation changes

2023 Additions:

Data Governance: \$0.5 million
Data Security: \$0.2 million
WIN Program \$0.6 million
Other adjustments: \$0.1 million

Other Increases:

Other materials and services increases: \$0.8 million

Summary

- Added 7 FTEs
- Y-O-Y Budget Change \$2,297,000
- Change to Base Budget \$ 918,000
- 2023 Budget Additions \$1,379,000



UTA Board of Trustees

Board of Trustees Total	Board of Trustees Office \$1,512,000 8.0 FTE	Government Relations \$810,000 2.4 FTE
\$3,146,000 14.4 FTE	Internal Audit \$824,000 4.0 FTE	

The UTA Board of Trustees are appointed by the Governor to represent their respective counties. The Trustees work closely with legislators, local governments, stakeholders, and community members. They partner with the Executive Director in setting the vision and long-term priorities for the Agency.

The Board of Trustees Office provides the following to make the UTA System work:

- Board of Trustees. Provide leadership, fiscal oversight and support the Executive Director in the daily management of UTA’s services.
- In addition to their external focus the Board of Trustees also oversees the following departments:
 - *Internal Audit.* The audit team plays a critical role in evaluating and improving UTA's system of governance, risk management, and controls. This is done primarily through execution of the annual internal audit plan, which is defined and approved by the Audit Committee.
 - *Government Relations.* Engages externally with elected officials at a federal, state, and local level to inform, advocate and influence public policy that impacts UTA. They also collaborate and coordinate with partners and advocates on all three of these levels to promote the best interests of the organization.



2023 Board of Trustees Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Internal Audit	\$510,000	\$824,000	\$314,000
Government Relations	733,000	810,000	77,000
Board of Trustees	1,460,000	1,512,000	52,000
Totals	\$2,703,000	\$3,147,000	\$443,000

2023 Board of Trustees Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	\$1,401,000	\$1,533,000	9.4%
Fringe	563,000	661,000	17.4%
Services	514,000	719,000	39.9%
Other O&M	226,000	234,000	3.5%
Totals	\$2,703,000	\$3,147,000	16.5%

Board of Trustees FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Board of Trustees	8.00	8.00	-
Government Relations	2.38	2.38	-
Internal Audit	3.00	4.00	1.00
Totals	13.38	14.38	1.00



Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	
\$ 2,702	\$ (25)	\$ -	\$ -	\$ 78	\$ 37	\$ 2,793	\$ -	\$ 354	\$ 3,147

One-time expenses:

APTA Hosting expenses: \$25k

Other Increases:

Other materials and services increases: \$37k

2023 Additions:

Internal Audit: External services \$150k

Internal Audit: EEO Auditor \$154k

Consulting/other expenses: \$50k

Summary

- Added 1 FTE
- Y-O-Y Budget Change \$445,000
- Change to Base Budget \$ 91,000
- 2023 Budget Additions \$354,000



Capital and Debt



2023 Capital Budget and 5-Year Plan

UTA's \$1.3 billion 5-Year Capital Plan:

Funds State of Good Repair projects that are consistent with UTA's Transit Asset Management Plan and keep the system operating safely. Over \$800 million of this \$1.3 billion investment is targeted to asset management or safety and security. These high priority investments in UTA's existing infrastructure, equipment, and rolling stock allows the needed maintenance and replacement are programmed to occur at the optimal time to control costs and keep the system in a state of good repair.

Funds expansion projects that are consistent with the regional long-range plan and UTA's future service needs. UTA is continually looking to invest and upgrade/modernize the system including providing improved bus stops and end of line station additions. It also invests in UTA's facility infrastructure including completion of the Depot District bus maintenance facility, Mount Ogden Administration building expansion, Jordan River building remodel, and planning and concept development of alternatives for a new Central Headquarters building.

Includes unsecured funding for several projects. The Bipartisan Infrastructure Law passed in 2021 significantly increased federal transportation and transit funding. UTA has been active and has several large grants currently pending with FTA and plans to submit others as the Notice of Funding Opportunities (NOFO) are published. This 5-Year plan includes \$200 million in unsecured federal grant funds and \$60 million in unsecured local matching funds for these pending and anticipated opportunities. The plan also includes \$65 million in secured UTA funding for these projects to demonstrate UTA's commitment/financial capacity to deliver these projects and enhance UTA's applications. The UTA funds will be reallocated/repurposed if the grant funds are not secured.

Leverages UTA funds with Federal, State, and Local partner funds to maximize resources and capacity. In fact, the funded element of this 5-year plan is roughly equal between UTA and non-UTA funds.

Additionally, this plan funds major capacity improvement projects including the Ogden-Weber Bus Rapid Transit Line or Ogden Express (OGX), the Mid-Valley Connector bus rapid transit project, and others. This budget also funds studies or provides seed money for projects across the system including:

- \$1.9 million for the extension of the S-line Streetcar
- \$3 million for an environmental study and preliminary engineering for the Point of the Mountain project
- \$1 million for the 5600 West Transit Project
- \$3.9 million for South Valley FrontRunner Extension
- \$30.8 million in partner funds for various projects across the system



The 5-Year Capital Plan is fiscally constrained and focused on project delivery. The plan emphasizes the delivery of the capital projects and will focus on updating and standardizing processes and procedures to maximize available capital funds over the forecasted 5-year period. Regular reporting on schedule and budget will be done to ensure consistent project delivery, transparency, and accountability.



2023 Capital Budget Project Summary

Reporting Group	2023 Total Budget	2023 Grants	2023 State & Local	2023 UTA & Lease
5310 Projects	\$8,832,000	\$7,725,000	\$1,059,000	\$48,000
Capital Construction	31,099,000	22,320,000	3,117,000	5,662,000
Capital Development	87,623,000	25,354,000	21,410,000	40,859,000
Facilities- SGR	7,021,000	-	-	7,021,000
Information Technology	17,690,000	-	-	17,690,000
Infrastructure SGR Projects	51,309,000	37,081,000	200,000	14,028,000
Planning	4,127,000	1,514,000	169,000	2,444,000
Property/TOC	8,627,000	-	935,000	7,692,000
Revenue/Service Vehicles	92,249,000	26,706,000	3,957,000	61,586,000
Safety and Security	5,420,000	-	-	5,420,000
Contingency	5,000,000	-	-	5,000,000
Grand Total	\$318,997,000	\$120,700,000	\$30,847,000	\$167,450,000



2023 State of Good Repair Summary

Highlighted Projects	2023 Total Budget	2023 Grants	2023 State & Local	2023 UTA & Lease
Revenue/Service Vehicles	\$92,249,000	\$26,706,000	\$3,957,000	\$61,586,000
Replacement Buses	31,452,000	-	-	31,452,000
VW Battery Buses	22,030,000	13,008,000	2,500,000	6,522,000
Light Rail Vehicle Rehab	13,610,000	10,888,000	-	2,722,000
Park City Lo/No Grant	4,543,000	2,790,000	1,432,000	321,000
Commuter Rail Vehicle Procure	4,000,000	-	-	4,000,000
Paratransit Replacements	3,328,000	-	-	3,328,000
Commuter Rail Engine OH	3,035,000	-	-	3,035,000
Bus Engine/Trans/Comp	2,100,000	-	-	2,100,000
Light Rail Vehicle Replacement	2,000,000	-	-	2,000,000
Other	6,151,000	20,000	25,000	6,106,000
Infrastructure SGR Projects	\$51,309,000	\$37,081,000	\$200,000	\$14,028,000
Traction Power Rehab/Replace	15,332,000	12,265,000	-	3,067,000
Rail Rehab and Replacement	14,650,000	11,720,000	-	2,930,000
Train Control Rehab/Replacement	4,400,000	3,520,000	-	880,000
Fiber Rehab/Replacement	4,400,000	3,520,000	-	880,000
Light Rail Red Signal Enforcement	3,315,000	-	-	3,315,000
Rail Switches/Trackwork Controls	2,820,000	2,256,000	-	564,000
Grade Crossing Rehab/Replace	2,750,000	2,200,000	-	550,000
OCS Rehab/Replace	2,000,000	1,600,000	-	400,000
Other	1,642,000	-	200,000	1,442,000
Facilities- SGR	\$7,021,000	-	-	\$7,021,000
Grand Total	\$150,579,000	\$63,787,000	\$4,157,000	\$82,635,000

*All projects with a total 2023 budget under \$2 million are listed under Other in their respective reporting Group



2023 Major Project Summary

Non-SGR projects with a total 2023 budget \$5 million and greater are listed below:

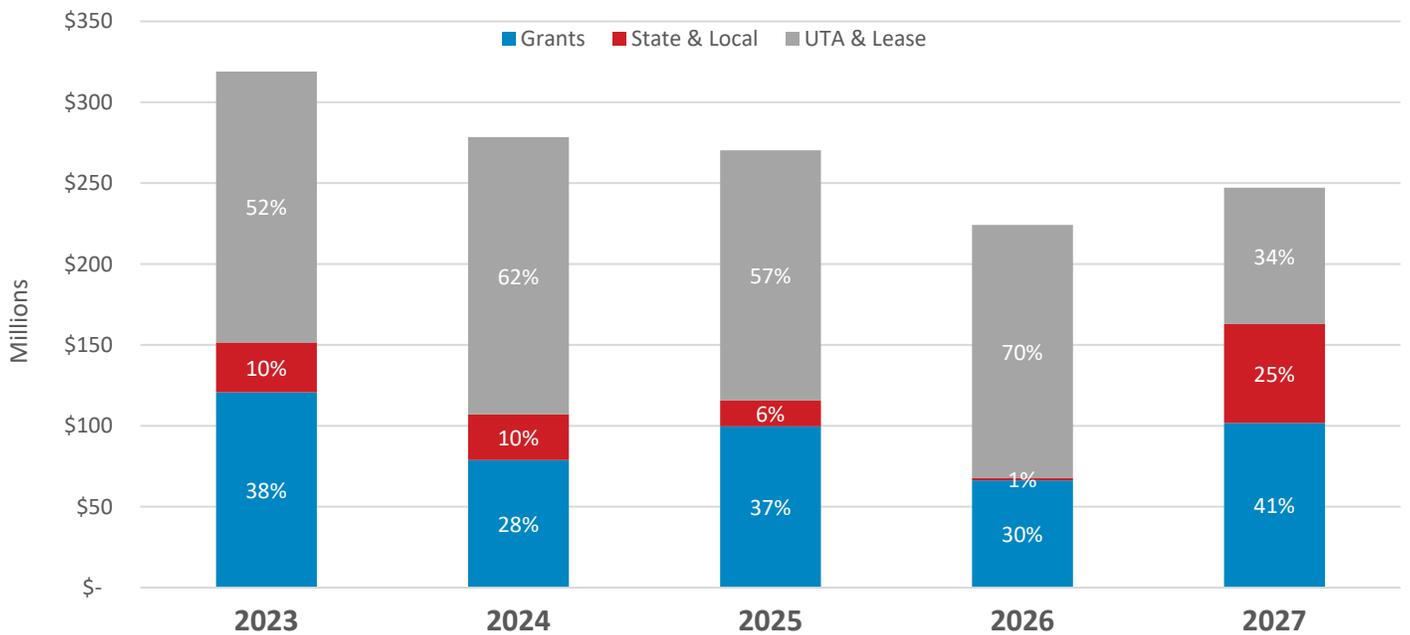
Highlighted Projects	2023 Total Budget	2023 Grants	2023 State & Local	2023 UTA & Lease
MSP253 Mid-Valley Connector	\$15,001,000	\$9,228,000	\$5,773,000	-
Ogden/Weber State University BRT	14,785,000	13,625,000	-	1,160,000
Depot District	12,001,000	8,695,000	3,117,000	189,000
TIGER Program of Projects	10,460,000	4,464,000	1,477,000	4,519,000
Public Partnership Projects	10,000,000	-	-	10,000,000
Fares Systems Replacement Program	5,500,000	-	-	5,500,000
ROW & Facility Property Opportunity	5,000,000	-	-	5,000,000
HB322 Future Rail Car Purchase	5,000,000	-	-	5,000,000
Payment Capital Contingency	5,000,000	-	-	5,000,000
Grand Total	\$82,747,000	\$36,012,000	\$10,367,000	\$36,368,000



5-Year Plan: 2023-2027

Year	Total Budget	Pending Grants/ State/Local	Grants	State & Local	UTA & Lease
2023	\$318,997,000	\$4,771,000	\$115,929,000	\$30,847,000	\$167,450,000
2024	278,469,000	16,483,000	62,345,000	28,252,000	171,389,000
2025	270,308,000	46,997,000	52,734,000	16,055,000	154,522,000
2026	224,203,000	48,195,000	18,030,000	1,400,000	156,578,000
2027	247,153,000	143,807,000	18,002,000	1,112,000	84,232,000
Total	\$1,339,130,000	\$260,253,000	\$267,040,000	\$77,666,000	\$734,171,000

Capital Revenues



Capital Sources & Uses

Sources	2023	2024	2025	2026	2027	Total	%
UTA Local	\$125,695	\$119,188	\$106,696	\$99,834	\$51,316	\$502,729	38%
Lease	41,755	52,201	47,826	56,744	32,916	231,442	17%
Formula Funds	47,969	30,000	18,003	18,000	18,000	131,972	10%
Grants	72,731	48,828	81,728	48,225	83,809	335,321	25%
State	19,338	27,432	15,625	1,300	1,100	64,795	5%
Local Partner	11,509	820	430	100	12	12,871	1%
Other State/Local	-	-	-	-	60,000	60,000	4%
Grand Total (Thousands)	\$318,997	\$278,469	\$270,308	\$224,203	\$247,153	\$1,339,130	100%

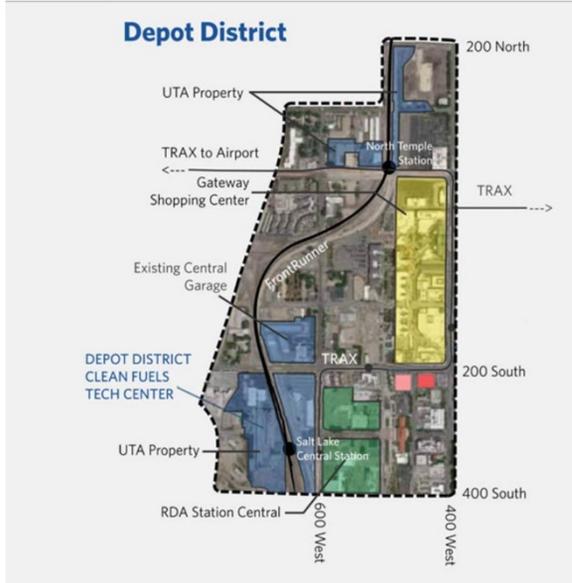
Uses	2023	2024	2025	2026	2027	Total	%	
Projects	Light Rail Vehicle Replacement	\$2,000	\$5,000	\$16,000	\$73,500	\$143,500	\$240,000	18%
	Replacement Buses	31,452	38,787	42,816	50,891	26,910	190,856	14%
	MSP253 Mid-Valley Connector	15,001	45,103	43,976	-	-	104,080	8%
	Light Rail Vehicle Rehab	13,610	10,662	9,000	8,000	8,000	49,272	4%
	Davis-SLC Community Connector	1,700	5,864	35,566	12,519	-	55,649	4%
Reporting Groups	Capital Development	70,922	52,246	40,347	14,575	14,375	192,465	14%
	Infrastructure SGR Projects	51,309	40,623	35,095	27,963	25,572	180,562	13%
	Revenue/Service Vehicles	45,187	23,461	14,119	13,273	12,868	108,908	8%
	Information Technology	17,690	25,483	15,036	8,764	2,023	68,996	5%
	Facilities- SGR	7,021	16,117	6,245	3,527	3,823	36,733	3%
	Capital Construction	31,099	2,050	1,000	500	-	34,649	3%
	Contingency	5,000	5,000	5,000	5,000	5,000	25,000	2%
	Safety and Security	5,420	2,823	2,817	2,793	2,912	16,765	1%
	Property/TOC	8,627	2,634	1,184	791	63	13,299	1%
	Planning	4,127	1,935	1,800	1,800	1,800	11,462	1%
5310 Projects	8,832	681	307	307	307	10,434	1%	
Grand Total (Thousands)	\$318,997	\$278,469	\$270,308	\$224,203	\$247,153	\$1,339,130	100%	



Major Capital Projects

MSP102 **Depot District**
Approved Budget thru 2022: \$ 83,000,000
Total Estimated Lifetime Budget: \$95,000,000

2023-2027 Budget Plan: \$ 12,000,000



Summary: This project will replace the 45-year-old Central Bus Garage, which is at the end of its useful life. Currently, 100 buses are maintained at the existing garage facility. The existing facility also cannot be expanded due to lack of available adjacent land. The lack of space makes it impossible for UTA to expand bus service, as there is no available room to store and maintain the necessary additional vehicles.

The new Depot District Clean Fuels Tech Center will provide UTA the bus storage and maintenance resources needed. It will initially be capable of storing and maintaining up to 150 buses expandable to 250 buses. The project includes a new bus maintenance shop, bus wash, administrative offices, and bus parking and canopies.

<https://www.rideuta.com/Current-Projects/Depot-District-Clean-Fuels-Tech-Center>

Phase	% Complete	Scheduled Completion
Planning	100%	
Environmental	100%	
Design	100%	
Procurement	100%	
Construction/Product Delivery	88.6%	5/12/2023
Closeout	0%	8/31/2023



SGR040 **Light Rail Vehicle Rehab**
2023-2027 Budget Plan: \$ 49,272,000
This is an ongoing project



Summary: The project addresses the overhaul needs of the UTA's Light Rail Vehicle fleet and is an ongoing program. The project does not have a defined completion date until the vehicles are retired. This is an ongoing project to keep the LRVs operating in a state of good repair over their useful life and therefore, this project will be perpetually funded.

As part of the overhaul project, major vehicle components are removed and new components are placed back on the vehicles. This is for components like HVAC units, major vehicle systems, or vehicle interior features. In some cases, the removed components are rebuilt and used at a future time.



REV211 Replacement and Expansion Buses

2023-2027 Budget Plan: \$ 190,856,000

Total Estimated Lifetime Budget: Ongoing



Summary: The ongoing program replaces the existing bus fleet and purchases new vehicles for service/system expansion. The expenditures referenced below represent only the 2022 program. The table on the following page details the revenue fleet replacement plan for the next five years and funding in the 5-year Capital Plan.

2022 procurements are:

- 11 – Electric Gillig buses: Delivered
- 20 – Diesel Gillig buses: Estimated delivery 11/2022.
- 22 – Electric Diesel buses: TBD due to supply chain issues

2023-2027 procurements are summarized on the next page.



Replacement Buses Project Details:

Replacement Year	EOL Age	Model Year Replacement	Total New Buses	Price Per Bus (Est)	Extended Cost	Year Total \$
2023	14	2007	12	\$ 650,638.15	\$ 7,807,657.82	\$ 30,480,352.58
2023	14	2009	25	\$ 596,649.86	\$ 14,916,246.56	
2023	14	2009	13	\$ 596,649.86	\$ 7,756,448.21	
2024	14	2010	36	\$ 616,040.98	\$ 22,177,475.38	\$ 38,696,620.20
2024	12	2012	9	\$ 616,040.98	\$ 5,544,368.85	
2024	12	Expansion	10	\$ 1,097,477.60	\$ 10,974,775.98	
2025	18	2007	11	\$ 636,062.31	\$ 6,996,685.46	\$ 42,725,359.73
2025	14	2011	27	\$ 636,062.31	\$ 17,173,682.50	
2025	14	2011	3	\$ 636,062.31	\$ 1,908,186.94	
2025	12	2013	24	\$ 693,616.87	\$ 16,646,804.82	
2026	14	2012	15	\$ 1,169,972.85	\$ 17,549,592.78	\$ 50,800,064.92
2026	14	2012	15	\$ 656,734.34	\$ 9,851,015.10	
2026	12	Expansion	20	\$ 1,169,972.85	\$ 23,399,457.04	
2027	18	2009	5	\$ 1,207,996.97	\$ 6,039,984.85	\$ 26,819,130.93
2027	14	2013	2	\$ 1,207,996.97	\$ 2,415,993.94	
2027	12	2015	23	\$ 739,434.60	\$ 17,006,995.73	
2027	14	2013	2	\$ 678,078.21	\$ 1,356,156.41	



REV238 **Light Rail Vehicle Replacement**

Approved Budget thru 2022: \$0

2023-2027 Budget Plan: \$ 240,000,000

Total Estimated Lifetime Budget: \$240,000,000



Summary: This project will replace 23 of the SD100 light rail vehicles and 17 of the SD160 Light Rail vehicles. This project is in the grant planning and acquisition phase. Currently, the Capital Construction team is supporting the grant application process. The federal Notice of Funding Opportunity (NOFO) is anticipated in Q1 2023.

Estimated project timeline is:

2022-2023: Grant planning and grant application

2023: Scope development, procurement and start negotiations

2024: Finalize negotiations and issue Notice to Proceed. Vendor starts engineering and pre-production.

2025: Start production

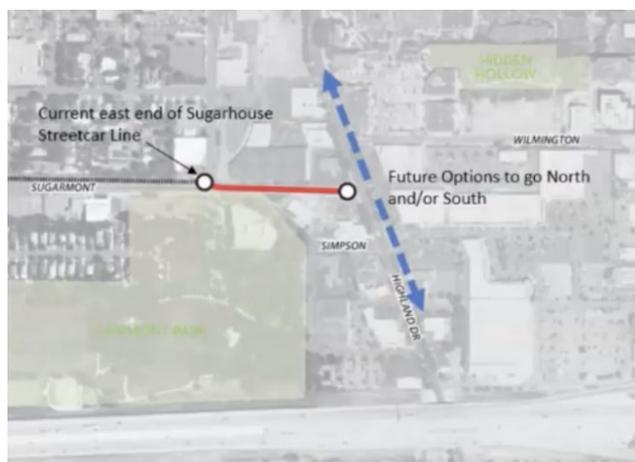
2026: Continue production

2027: LRV's arrive on site to commissioning. End of year, vehicles placed into service.

Phase	% Complete	Scheduled Completion
Planning	5%	April 2023 (pending grant approval)
Environmental	N/A	N/A
Design	0%	Specification development
Procurement	0%	Pending grant approval. If awarded in 2023, 12/2023.
Construction/Product Delivery	0%	Pending grant approval. If awarded in 2023, 12/2028.
Closeout	0%	Pending grant approval. If awarded in 2023, 12/2029.



SGR385 **Rail Rehab & Replacement**
2023-2027 Budget Plan: \$ 30,150,000
Total Estimated Lifetime Budget: Ongoing Project



Summary: This project addresses the ongoing rehabilitation and replacement needs for the assets identified in the UTA Transit Asset Management Plan (TAM) to extend the useful life of rail infrastructure.

This project includes multiple SGR projects that are completed each year. Projects within this program include rail replacement, ballast and tie replacement, rail turnout replacement, grade crossing placement, transit facility heavy civil repairs, tamping and other project related to transit infrastructure. Numbers below represent the 2022 projects.

2023-2027 Program Details:

Rail Infrastructure

Year	Project Name	Rail Line	Mode	Funding Requested
2023	S-Curve	Red	Light Rail	\$ 3,500,000
2023	5300/5400 Interlocking	Blue	Light Rail	
2023	Union Interlocking	Blue/Green	Light Rail	
2023	Freight Interlocking Curve Anchoring	Red	Light Rail	
2024	450 South Crossover	Red	Light Rail	\$ 3,500,000
2024	Rice Interlocking	Red	Light Rail	
2024	Ballpark Interlocking and Paxton work	Blue	Light Rail	
2025	Yellowstone Interlocking	Blue	Light Rail	\$ 4,000,000
2025	Cushing Interlocking	Blue	Light Rail	
2026	Beetdigger Interlocking	Blue	Light Rail	\$ 4,000,000
2027	Health Interlocking	Red	Light Rail	\$ 4,000,000
2027	Rice Interlocking	Red	Light Rail	



SGR397 Traction Power Rehab/Replacement

Approved Budget thru 2022: \$ 15,855,000 2023-2027 Budget Plan: \$ 37,616,000

Total Estimated Lifetime Budget: \$53,471,000



Summary:

This project will upgrade the 19 original substations of the north/south and University Line. This is a design-build project with an estimated duration of five years.

The goal of this project is to extend the useful life of the traction power substations and improve revenue service reliability by:

- Replacing aging equipment nearing the end of its useful life
- Increasing power capacity of the system
- Adding remote monitoring capabilities to the substations

Phase	% Complete	Scheduled Completion
Planning	100%	Completed
Environmental	100%	Completed
Design	95%	April 2023
Procurement	11%	Dec 2022
Construction/Product Delivery	8%	3/14/2025
Testing & Revenue Service	4%	5/16/2025
Closeout	0%	8/12/2025



SGR403 **Train Control Rehab – Replacement**
2023-2027 Budget Plan: \$ 34,035,000
Total Estimated Lifetime Budget: Ongoing Project



Summary: This project consists of several Train Control rehabilitation and modernization projects. These projects include safety upgrades, grade crossing timing modifications, remote time of day timer modernization, time synchronization for wayside devices, bar signal maintenance, powering up of interlockings, bi-directional signaling, Positive Train Control (PTC) upgrades, back-office control upgrades, elimination of obsolete equipment, and various other repair, troubleshooting, and modernization projects. This is an ongoing project.

As part of the ongoing improvements completed under these system upgrades, UTA and its patrons will realize operational efficiencies that provide optimized service based on the design and technological capabilities of UTA's system.

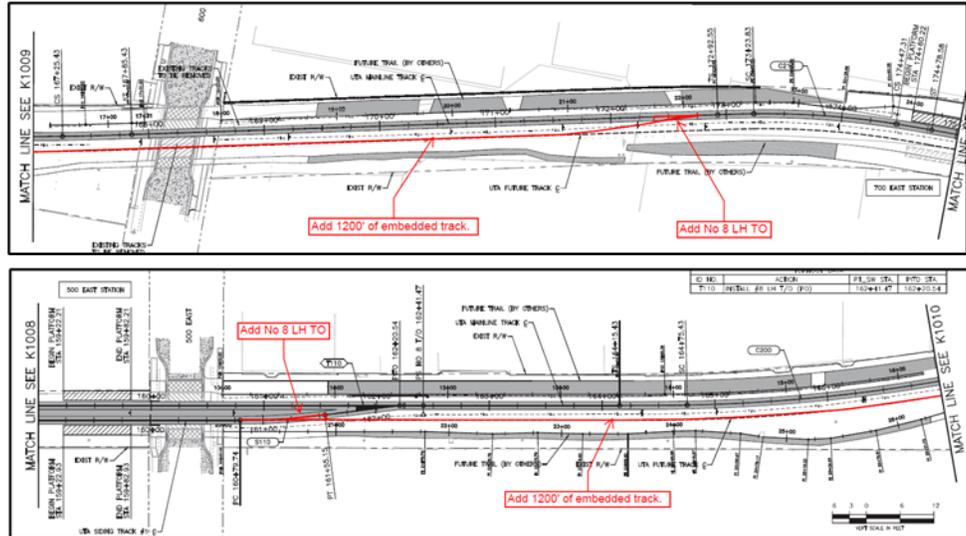


MSP259 S-Line Expansion Project

Approved Budget thru 2022: \$350,000

2023-2027 Budget Plan: \$11,650,000

Total Estimated Lifetime Budget: \$12,000,000



Summary: The project proposes to expand UTA’s Streetcar S-Line from its existing eastern terminus at Sugarmont Drive and McClelland St to Highland Drive. In order to do this expansion project and keep the 15-minute service, UTA also needs to double track the S-line between 500 and 700 East. UTA has drafted an environmental document based on the Locally Preferred Alternative (LPA). UTA will procure a designer and construction contractor. The State has allocated \$12 million in funding for this project and UTA and Salt Lake City are working to fund the gap.

<https://www.rideuta.com/About-UTA/Current-Projects/S-Line-Extension-Project>

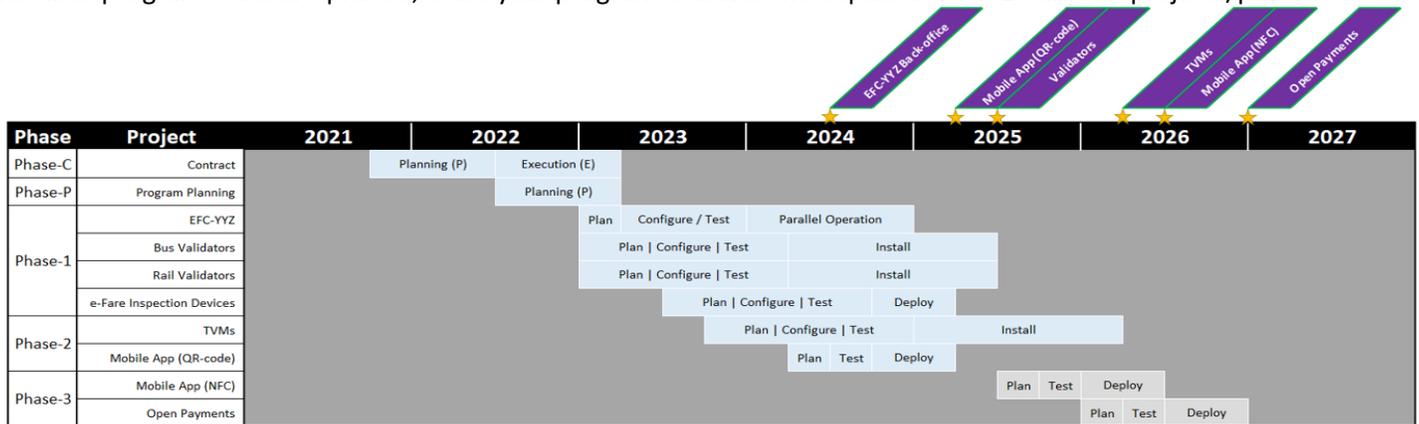
Phase	% Complete	Scheduled Completion
Planning	100	Summer 2022
Environmental	75	Winter 2023
Design	10	Winter 2024
Procurement	0	Winter 2023
Construction/Product Delivery	0	Summer 2025
Testing & Revenue Service	0	Summer 2025
Closeout	0	Fall 2025



Summary: Today, UTA's ticket vending machines, mobile ticketing app (GoRide), and Electronic Fare Collection (EFC) systems are separate, independent, standalone fare systems. Further, these systems have neared or exceeded their useful life. A replacement study commissioned by UTA and performed by the Clevor Consulting group resulted in recommendations for the new system. UTA intends to procure a new integrated, vendor-hosted, account-based, electronic fare collection (EFC) system. UTA will realize the following benefits with this new integrated fare system:

- Riders will be able to purchase and reload FAREPAY cards at the ticket vending machines on the rail platforms instead of having to go find a participating retail merchant location to purchase a card.
- Riders will be able to use their mobile smartphones as tokens to prepaid, reloadable, closed-loop, back-office accounts. This will eliminate the need for a mobile ticketing application (mobile tickets will phase out).
- The system will comply with PCI security standards and will support open payments. Riders will be able to use bank-issued cards to pay their fares.
- All end-of-life hardware devices will be replaced with new, supportable devices.
- The replacement of existing bus fareboxes is not in scope for this project.

The ISCF program is a multi-phased, multi-year program that will encompass at least 10 distinct projects/phases.



Phase	% Complete	Scheduled Completion
Planning	5%	Q2 2023
Environmental	N/A	N/A
Design	0%	TBD
Procurement	90%	We should have contract with selected fare system integrator ready for Board approval by Jan 2023.
Construction/Product Delivery	0%	TBD
Closeout	0%	TBD



MSP253 **Mid-Valley Connector**

Approved Budget thru 2022: \$ 2,522,000 2023-2027 Budget Plan: \$ 104,080,000

Total Estimated Lifetime Budget: \$106,602,000



Summary: New Bus Rapid Transit (BRT) line connecting Murray Central Station, Salt Lake Community College, and West Valley Central Station. The project includes 1.4 miles of dedicated bus lanes, transit signal priority, and unique branding for vehicles and stations.

UTA has submitted a New Starts grant application with FTA and this project has received a medium-high rating by FTA. Funding decisions are expected early in 2023.

The project is 7 miles long and will operate as free fare for the first 5 years of service.

<http://midvalleyconnector.com/>

Phase	% Complete	Scheduled Completion
Environmental	100%	September 2022
Design	90%	December 2022
Procurement		Spring 2023
Construction/Product Delivery		End of 2025



MSP205 **TIGER Program of Projects**

Approved Budget thru 2022: \$ 37,151,000

2023-2027 Budget Plan: \$ 13,269,000

Total Estimated Lifetime Budget: \$ 50,420,000

Summary: In July 2016, the U.S. Department of Transportation (USDOT) awarded the Utah Transit Authority a \$20 million grant that will be used, along with local matching funds, to build active transportation projects connecting to the regional rail system.

UTA and more than 30 cities and counties, non-profit groups, and state and local organizations worked closely together to secure the Transportation Investment Generating Economic Recovery (TIGER) grant funding. The projects funded by this grant will benefit residents of more than two dozen cities in Weber, Davis, Salt Lake, Tooele, Utah, and Summit counties.

Phase	% Complete	Scheduled Completion
Planning	100	-
Environmental	100	-
Design	100	-
Procurement	95	4/1/2023
Construction/Product Delivery	70	11/31/2023
Closeout	85	11/31/2023

Project Partners

Partners in this effort include the Utah Department of Transportation (UDOT); Mountainland Association of Governments (MAG); Wasatch Front Regional Council (WFRC); Weber, Davis, Salt Lake, Tooele, Utah, and Summit counties and 26 cities. Additional support for this project came from non-profits, advocacy groups and state and local government organizations like Bike Utah, the Jordan River Commission, Parleys Rails, Trails, and Tunnels Coalition (PRATT), Weber Pathways, Utahns for Better Transportation, UCAIR, the Governor’s Office of Economic Development, State of Utah Resource Coordinator, Utah Clean Cities, Weber, Davis and WFRC Active Transportation Committees, Utah Department of Health, Weber-Morgan Health Department, Utah Transit Riders Union, and GREENbike.

Projects (Remaining)

- 300 N. Pedestrian Bridge – Salt Lake City
- Provo Pedestrian Bridge - Provo
- UTA Amenities - UTA

<https://www.rideuta.com/About-UTA/Current-Projects/TIGER-Grant-Project>



MSP185 **Ogden-WSU BRT / Weber Intermodal**

Approved Budget thru 2022: \$87,694,000

2023-2027 Budget Plan: \$ 14,785,000

Total Estimated Lifetime Budget: \$120,000,000



Summary: The Ogden-WSU BRT (Ogden Express – OGX) corridor is about 5.3 miles long, with a western terminus at the Ogden Intermodal Transit Center and eastern terminus at McKay-Dee Hospital. There will be 1.8 miles of exclusive BRT lanes and 22 level boarding stations. UTA has acquired 11 electric vehicles to operate the OGX BRT system. The current operational plan is to operate with 10-minute headways from 8:00 a.m. to 5:00 p.m. To accommodate the expanded bus fleet, the project also includes the expansion of the Mount Ogden Maintenance Facility which will be completed by December 2022. It is expected that this route will have around 8,000 riders per day . Currently the campus shuttle of the project is in operations when the university is in session. This shuttle runs from the Dee Center to Central Campus. The BRT project construction is anticipated to be completed in August of 2023.

<https://www.rideuta.com/About-UTA/Current-Projects/Ogden-Express-OGX>

Phase	% Complete	Scheduled Completion
Planning	100	
Environmental	100	
Design	100	
Procurement	100	
Construction/Product Delivery	70	09/01/2023
Closeout	0	12/30/2024



Measuring the State of Good Repair (SGR)

On July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP21) amended Federal transit law to require the Federal Transit Administration (FTA) to develop a rule establishing a national Transit Asset Management (TAM) System. FTA has defined transit asset management as a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through their entire life cycle.

Published in July 2016, the rule:

- Defines “State of Good Repair”
- Requires grantees to develop a Transit Asset Management (TAM) plan
- Establishes standard state of good repair performance measures
- Requires grantees to set state of good repair performance targets based on those measures
- Establishes annual reports requirements to the National Transit Database (NTD)
- Requires FTA to provide technical assistance

More specifically, the rule requires FTA grantees to develop asset management plans for their public transportation assets that should include vehicles, facilities, equipment, and support infrastructure.

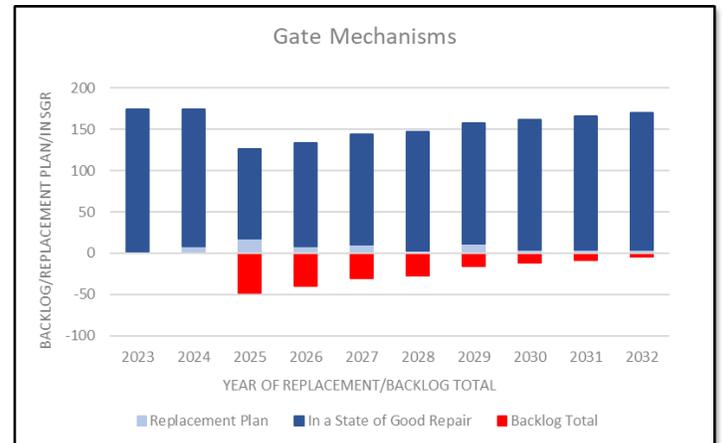
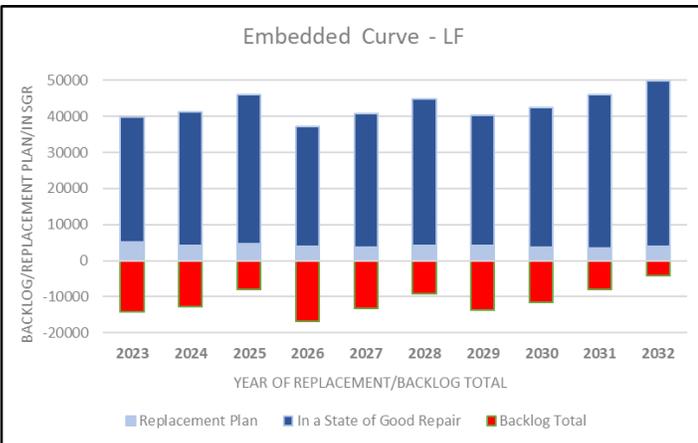
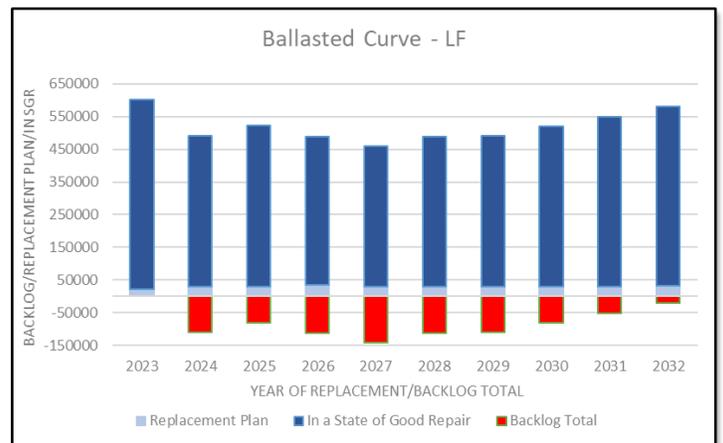
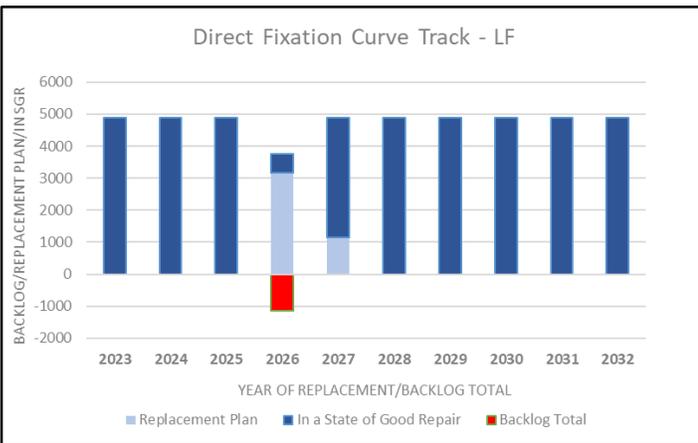
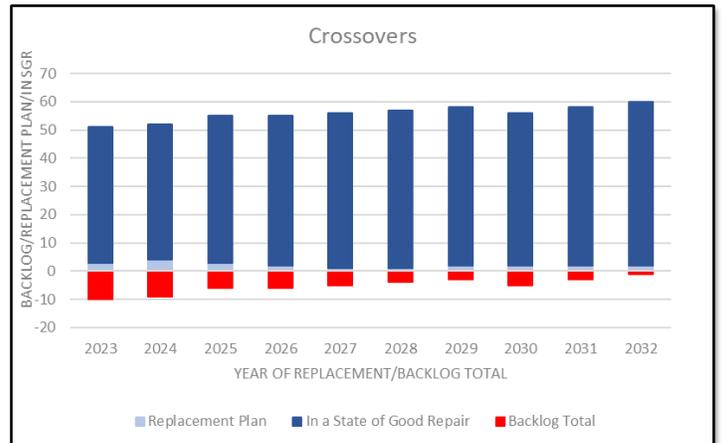
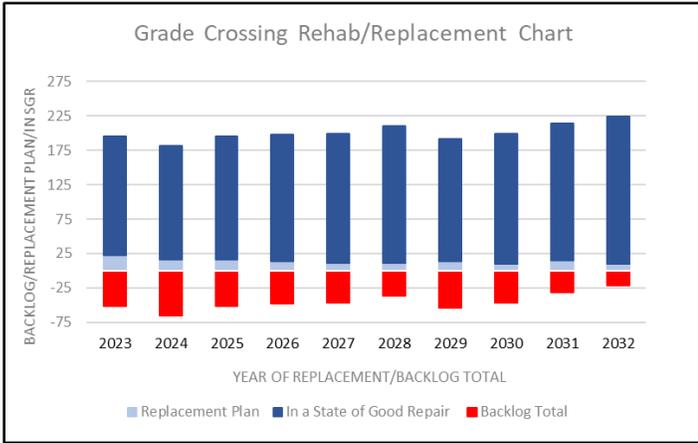
UTA staff participated in the development of TAM and contributed to the Transit Asset Management Systems Handbook⁹. Using the guiding principles and TAM framework, UTA implemented an integrated program of preventive maintenance, capital repairs, and asset replacement to achieve the lowest life cycle costs and keep the system in a state of good repair.

The metrics on the following pages provide information about the number of assets in each asset class, assets operating within their useful life by year, the annual workplan, and the effect of the annual work plan has on the number of assets operating in a state of good repair.

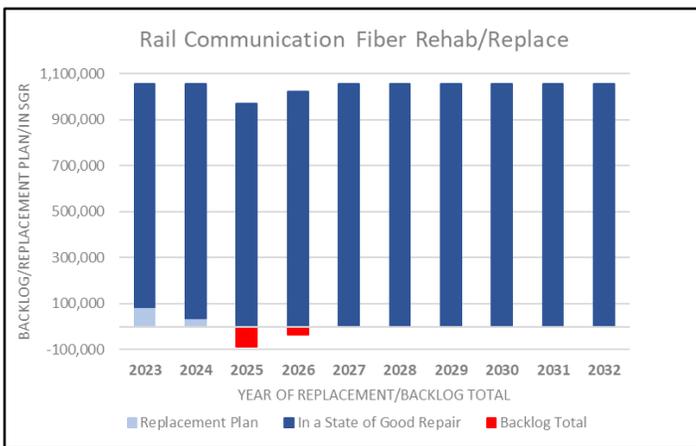
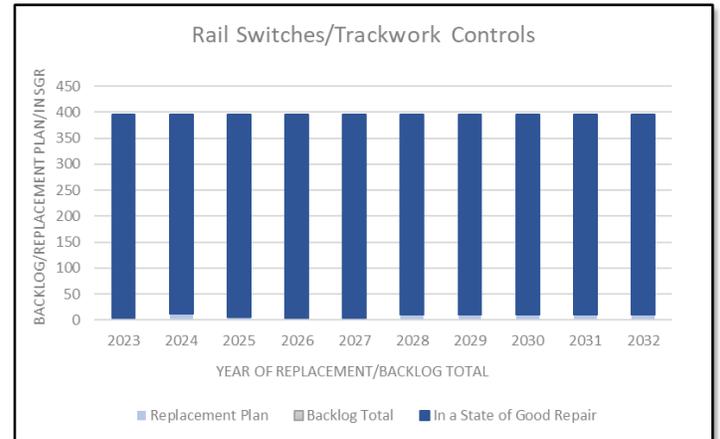
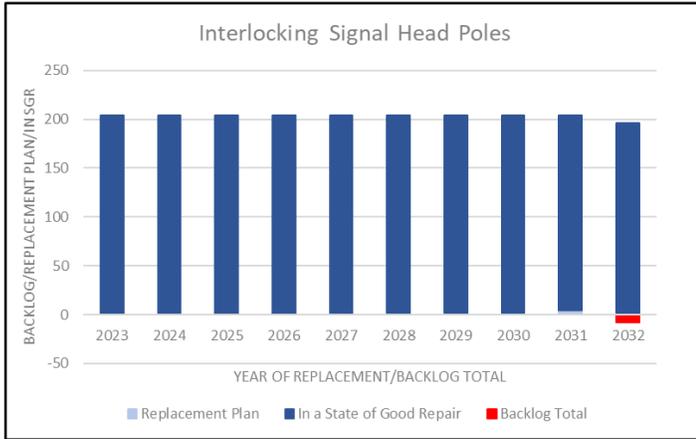
⁹ [Transit Asset Management Systems Handbook: Focusing on the Management of Our Transit Investments \(dot.gov\)](#)



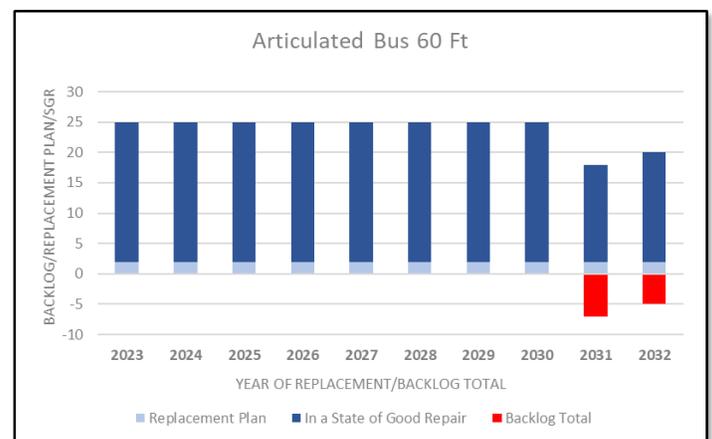
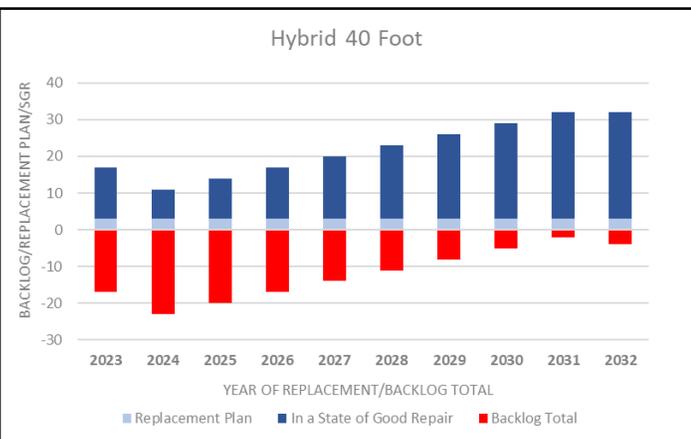
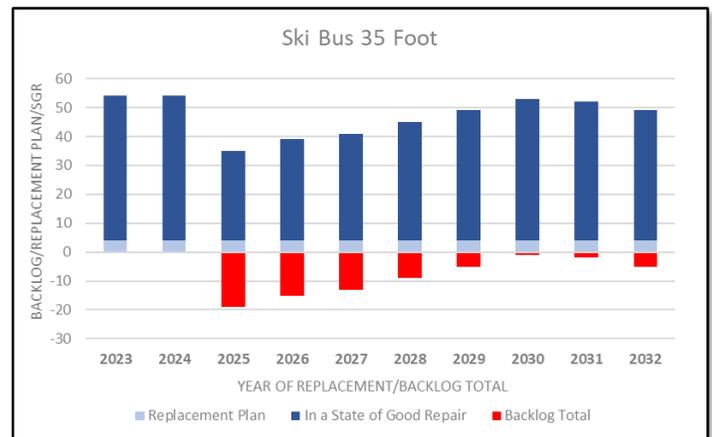
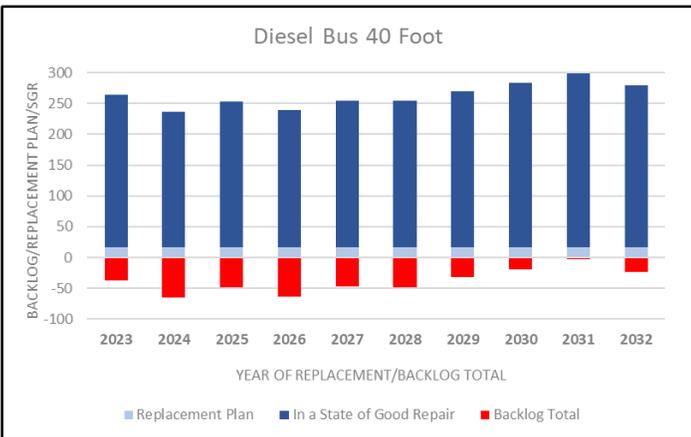
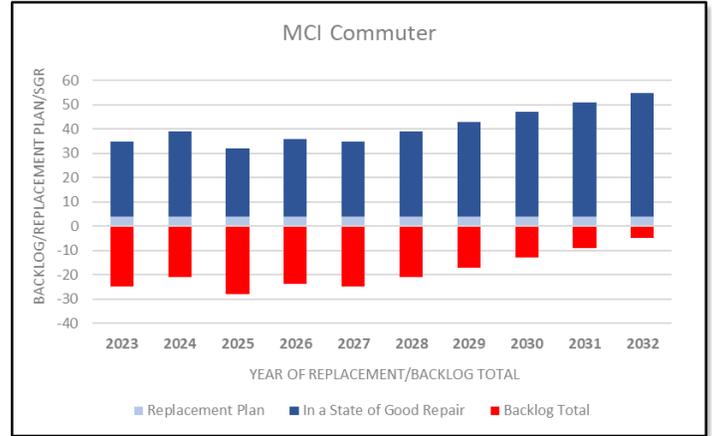
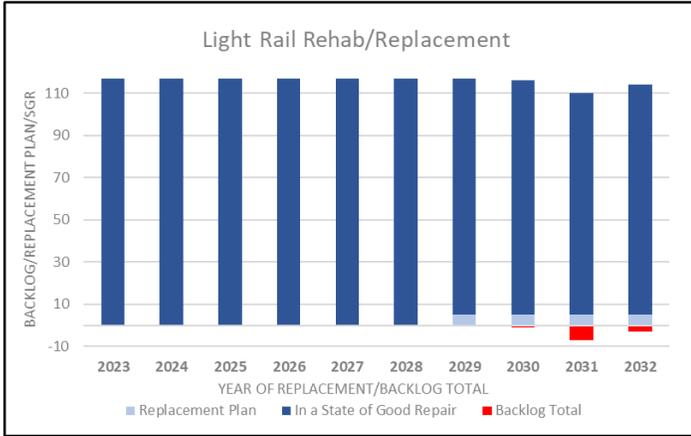
Track and Structures



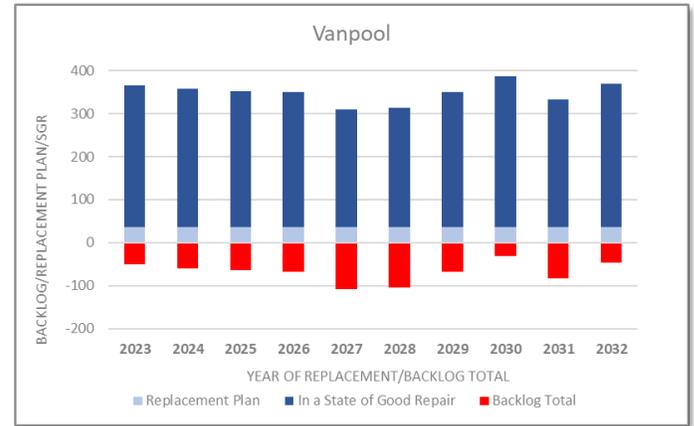
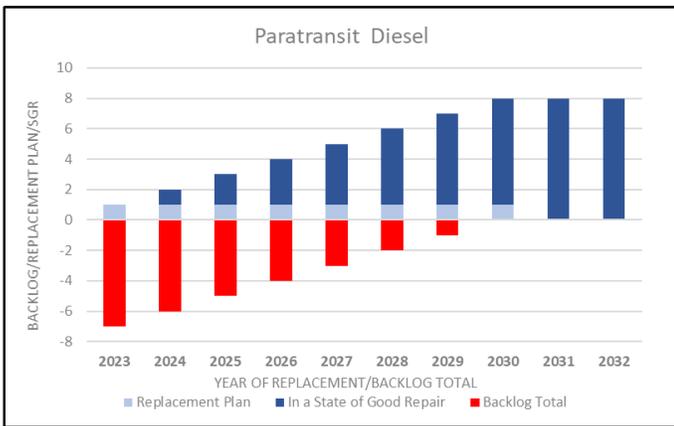
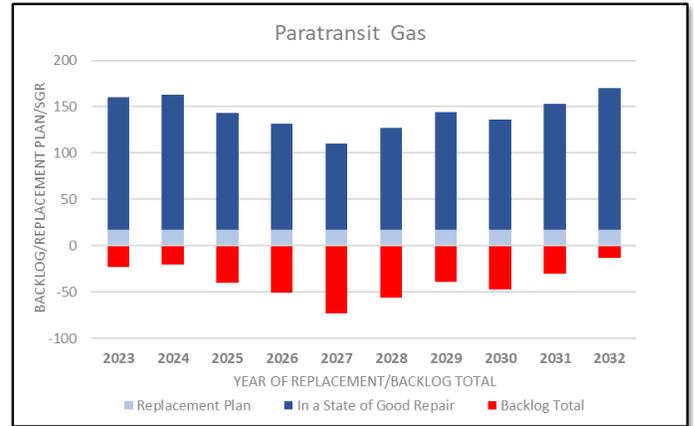
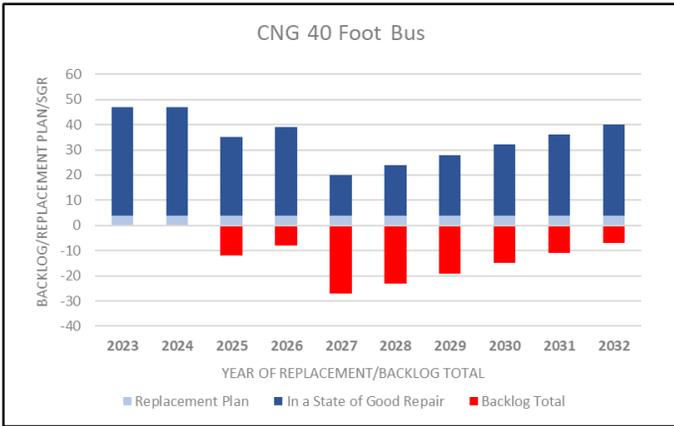
Track & Structures (Continued)



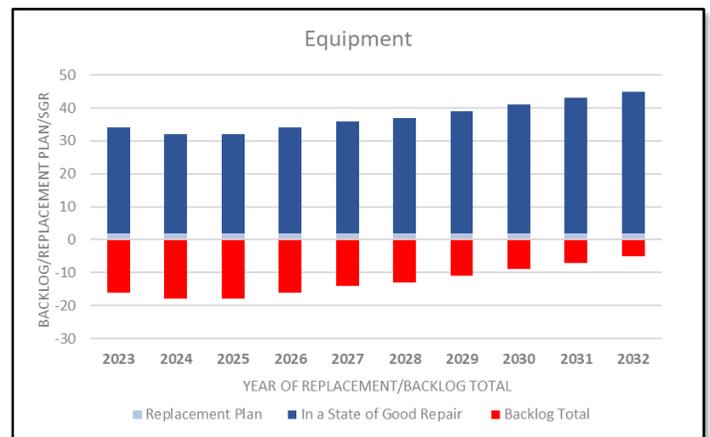
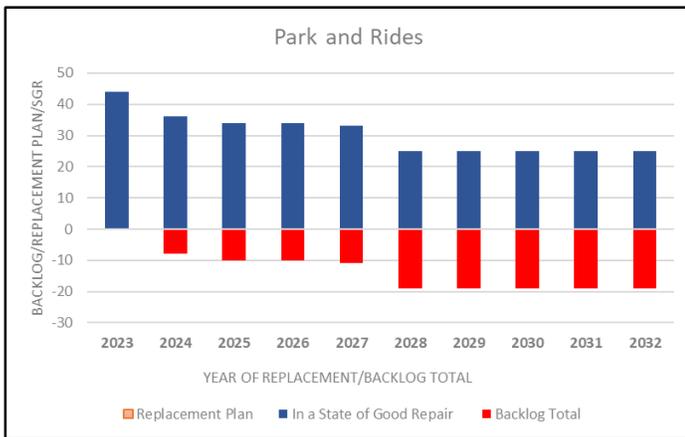
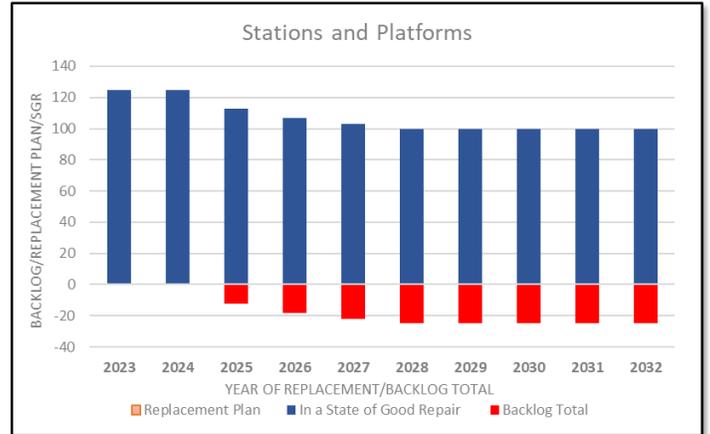
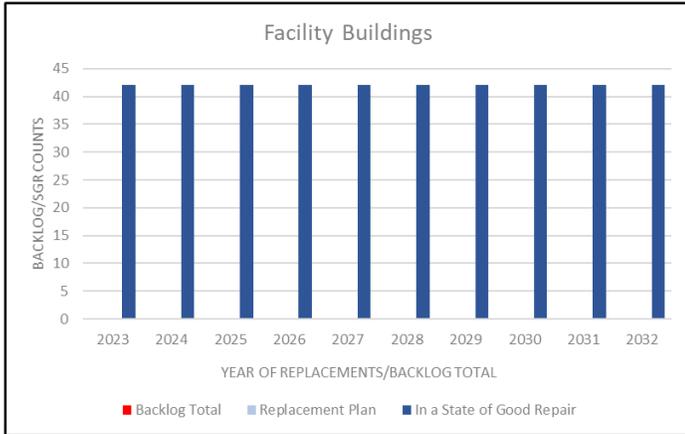
Revenue Fleet



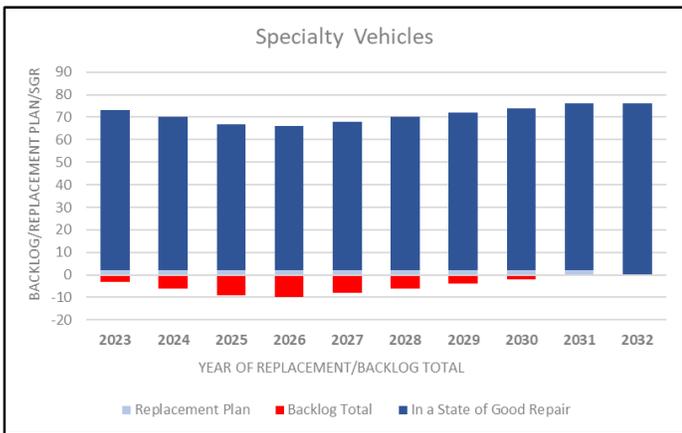
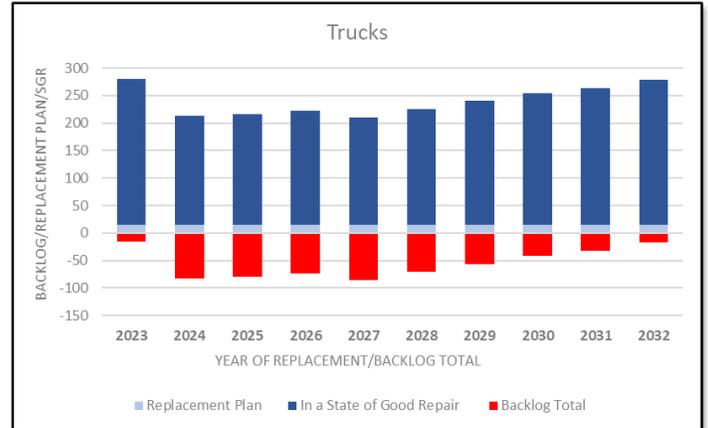
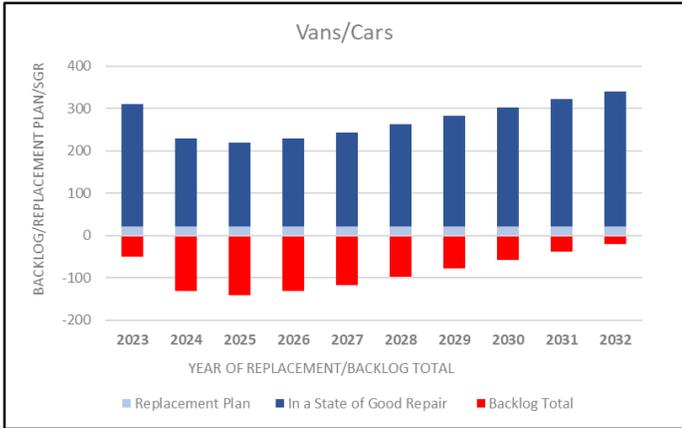
Revenue Fleet (Continued)



Facilities



Non-Revenue Fleet



Debt

UTA does not use short-term debt to bridge the gap between the timing of expenditures and the receipt of revenues or fund operating costs. The current 5-year Capital Plan does not forecast any additional bonds will be issued. All these bonds have been executed under the General Indenture of Trust created in 2002. See Debt Uses section below for details on the purpose served by each debt instrument.

Capacity

If UTA issued General Obligation Bonds, according to Utah State law, the amount of debt issued by UTA cannot exceed 3% of the fair market valuation of property located within the regional transit authority's district. UTA does not issue General Obligation Bonds as a Transit District in the State of Utah. UTA issues Sales Tax Revenue Bonds, which Sales Tax Revenue Bonds do not have any statutory limits as to legal debt limitations. Sales Tax Revenue Bonds are constrained by UTA's ability to repay the principal and interest amounts annually with Sales Tax revenues. An important metric of UTA's financial health is the amount of pledged sales taxes annually in relation to the debt service due in the given year, or debt service coverage ratio.

Debt Service Coverage Ratio (DSCR)	Policy Minimum DSCR Requirements	Lowest DSCR Forecasted	Year of Lowest
Senior Lien	2.0x	3.97x	2023
Subordinate Lien	1.5x	4.94x	2040

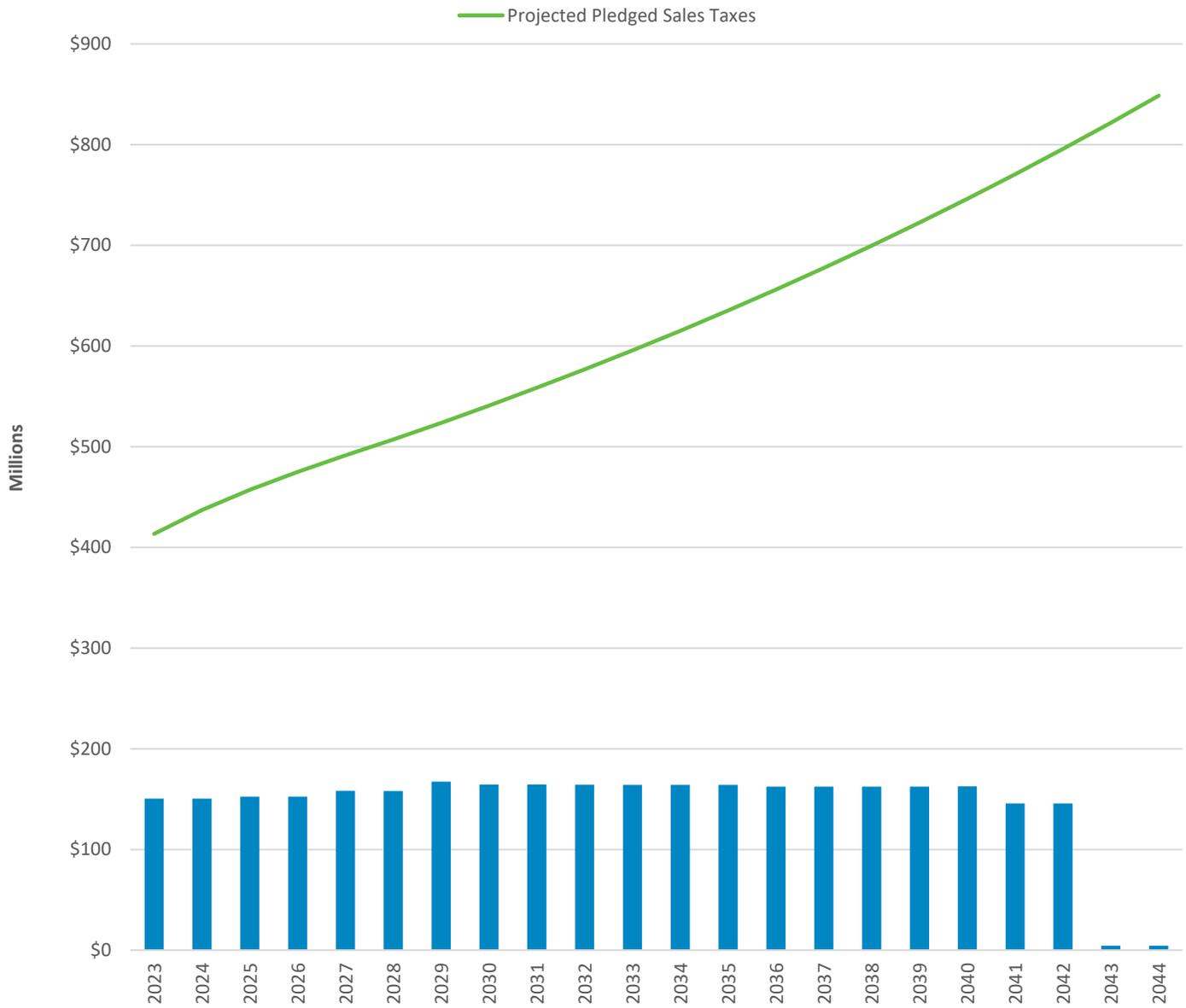
UTA's net debt service coverage ratio would be at its lowest rate of 3.6 in 2023 and is projected to increase steadily over the life of the existing debt portfolio. Adherence to other minimum debt service coverage ratios specific to the lien are detailed on the table on the next page.



Year	Projected Sales Tax	Sr. Lien Debt Payments	Sr. Lien DSCR	Sub. Lien Debt Payments	Sub. Lien DSCR	Total Debt Payments	Total DSCR
2023	413,444,383	104,039,742	3.97	46,453,711	8.90	150,493,453	2.75
2024	437,134,746	104,045,687	4.20	46,446,219	9.41	150,491,906	2.90
2025	457,155,517	105,978,989	4.31	46,447,174	9.84	152,426,163	3.00
2026	474,984,582	105,981,667	4.48	46,451,771	10.23	152,433,438	3.12
2027	491,466,547	101,946,084	4.82	56,198,041	8.75	158,144,125	3.11
2028	507,144,330	101,941,964	4.97	56,188,017	9.03	158,129,981	3.21
2029	523,727,950	104,906,327	4.99	62,439,403	8.39	167,345,730	3.13
2030	540,853,854	102,048,307	5.30	62,415,895	8.67	164,464,202	3.29
2031	558,539,775	102,055,492	5.47	62,439,893	8.95	164,495,385	3.40
2032	576,804,025	101,802,153	5.67	62,439,607	9.24	164,241,760	3.51
2033	595,665,517	124,060,994	4.80	40,077,991	14.86	164,138,985	3.63
2034	615,143,779	124,064,926	4.96	40,080,199	15.35	164,145,125	3.75
2035	635,258,981	124,062,891	5.12	40,078,514	15.85	164,141,405	3.87
2036	656,031,949	127,429,814	5.15	34,962,723	18.76	162,392,537	4.04
2037	677,484,194	125,833,888	5.38	36,563,777	18.53	162,397,665	4.17
2038	699,637,927	123,415,219	5.67	38,980,308	17.95	162,395,527	4.31
2039	722,516,088	99,960,375	7.23	62,436,883	11.57	162,397,258	4.45
2040	746,142,364	11,657,724	64.00	150,946,856	4.94	162,604,580	4.59
2041	770,541,219	79,316,687	9.71	66,369,476	11.61	145,686,163	5.29
2042	795,737,917	122,206,633	6.51	23,475,140	33.90	145,681,773	5.46
2043	821,758,547	4,445,000	184.87			4,445,000	184.87
2044	848,630,051	4,439,300	191.16			4,439,300	191.16



Total Debt Service Payments in Relation to Sales Tax Revenue



UTA's 2023-2027 Transit Financial Plan (TFP) does not call for any financing needs, which is evident in the unrestricted cash balances available throughout the plan. Total projected sources and beginning cash balance is sufficient to fund total uses, reserve requirements and debt service for the period of 2023 to 2027.

Performance and ratings

UTA's financing performance to date and in the future is evaluated by the agency's credit rating and adherence to debt service coverage ratios and other financial policies. The agency's current bond ratings are as follows:

Source: Zions Bank Financial Advisors

Effective date: November 2019	Standard & Poor's	Fitch	Moody's
Senior Lien Bonds			
Current rating	AA	AA-	Aa2
Outlook	Stable	Stable	Stable
Subordinate Lien Fixed Rate Bonds			
Current rating	A+	AA-	A1
Outlook	Stable	Stable	Stable

Source: Zions Bank Financial Advisors

Effective date: November 2019	Standard & Poor's	Fitch	Moody's
Senior Lien Bonds			
Current rating	AA	AA-	Aa2
Outlook	Stable	Stable	Stable
Subordinate Lien Fixed Rate Bonds			
Current rating	A+	AA-	A1
Outlook	Stable	Stable	Stable

Utah Transit Authority
Issuer Type: Transit

BOND RATINGS < 1 of 2 >

Senior Lien

MOODY'S Aa2	S&P AA	FITCH AA
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BOND RATINGS < 2 of 2 >

Subordinate Lien

MOODY'S Aa3	S&P AA-	FITCH AA
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Source: <https://www.rideutainvestors.com/utah-transit-authority-bonds-ut/i2318>



2023 Debt Service Detail

2023 Debt Service (000's)	Cash Basis	Full Accrual Basis
Principal on Bonds	\$ 67,770	\$ 69,093
Interest on Bonds	82,723	73,045
Interest Subsidy (Build America Bonds)	(8,889)	(8,889)
Premium/Discount Amortization		(7,322)
Refunding Gains/Losses Amortization		17,658
Accrued Interest on 2016 CAB		779
Net Interest Expense	73,834	75,271
Net Bond Principal and Interest	141,604	144,364
On-going Bond Sale Cost	79	79
Principal on 2016 Utah County Debt	1,595	1,595
Interest on 2016 Utah County Debt	1,780	1,780
Restricted Reserves for 2029 Principal 4th Quarter Cent in Utah County		7,590
	3,375	10,965
Principal on Existing Leases	8,604	8,604
Interest on Existing Leases	1,413	1,413
Principal on 2022 Leases for \$49.3M starting November 2022	3,689	3,689
Interest on 2022 Leases for \$49.3M starting November 2022	2,117	2,117
Lease Principal & Interest on \$46.8M in November 2023	437	437
Net Lease Principal and Interest	16,260	16,260
Total 2023 Debt Service	\$ 161,318	\$ 171,668

UTA continues to look for opportunities to refund bonds when possible, in the future.



Debt Uses

DEBT STRUCTURE OF UTAH TRANSIT AUTHORITY

The Authority has the following senior and subordinate sale tax revenue bonds outstanding as of January 1, 2022.

Series	Purpose	Original Principal Amount	Final Maturity Date	Current Principal Outstanding
Senior Debt (1):				
2021	Refunding (Taxable)	\$ 431,625,000	December 15, 2036	\$ 431,625,000
2020B	Refunding (Taxable)	74,750,000	December 15, 2039	74,750,000
2020	Refunding (Taxable)	216,650,000	December 15, 2038	207,280,000
2019B	Refunding (Taxable)	188,810,000	December 15, 2042	188,810,000
2019A	System projects	61,830,000	December 15, 2044	61,830,000
2018	System projects	83,765,000	December 15, 2036	82,265,000
2015A (2)	Refunding	668,655,000	June 15, 2025 (12)	78,855,000
2009B (3)	System projects/BABs	261,450,000	June 15, 2039	261,450,000
2008A (4)	System projects	700,000,000	June 15, 2023 (13)	48,410,000
2006C (5)	Refunding	134,650,000	June 15, 2032	90,825,000
2005A (5)	Refunding	20,630,000	June 15, 2022	<u>1,915,000</u>
Total outstanding principal amount of Senior Bonds.....				<u>1,528,015,000</u>
Subordinate Debt (6):				
2021	Refunding (Taxable)	16,220,000	December 15, 2037	16,220,000
2019	Refunding (a)	59,070,000	December 15, 2042	59,070,000
2018 (7)	Refunding	115,540,000	December 15, 2041	109,800,000
2016 (8)	Refunding	145,691,498	December 15, 2032	145,691,498
2015A (9)	Refunding	192,005,000	June 15, 2026 (14)	44,035,000
2010 (3)	System projects/BABs	200,000,000	June 15, 2040	200,000,000
2007A (10) (11)	Commuter rail/refund	261,124,109	June 15, 2035 (15)	<u>115,895,000</u>
Total outstanding principal amount of Subordinate Bonds.....				<u>690,711,498</u>
Total outstanding principal amount of Senior and Subordinate Bonds.....				<u>\$2,218,726,498</u>

- (1) Unless otherwise indicated herein, the Senior Bonds are rated “AA” (stable outlook) by Fitch Ratings Inc. (“Fitch”); “Aa2” (stable outlook) by Moody’s Investors Service, Inc. (“Moody’s”); and “AA” (positive outlook) by S&P Global Ratings (“S&P”); as of the date of this document.
- (2) Principal portions of this bond were refunded by the 2020 Senior Bonds and the 2021 Senior Bonds.
- (3) Issued as federally taxable Build America Bonds (“BABs”).
- (4) Principal portions of this bond were refunded by the 2015A Senior Bonds.
- (5) These bonds are insured by Assured Guaranty Municipal Corporation (“AGM”).
- (6) Unless otherwise indicated herein, the Subordinate Bonds are rated “AA” (stable outlook) by Fitch; “Aa3” (stable outlook) by Moody’s; and “AA-” (positive outlook) by S&P; as of the date of this document.
- (7) The 2018 Subordinate Bonds maturing on December 15 of the years 2030, 2031, and 2033 through 2040 are insured by Build America Mutual Corporation (“BAM”) and are rated “AA” (BAM insured; “AA-” (stable outlook) underlying) by S&P; as of the date of this document.
- (8) Principal portions of this bond (in the original issue amount of \$18,911,497.50) were issued as capital appreciation bonds.
- (9) Principal portions of this bond were refunded by the 2019 Subordinate Bonds, the 2019B Senior Bonds and the 2021 Subordinate Bonds.
- (10) Principal portions of this bond were refunded by the 2015A Subordinate Bonds and the 2018 Subordinate Bonds.
- (11) These bonds are insured by National Public Finance Guarantee Corp.
- (12) Final maturity date after principal portions of these bonds were refunded by the 2021 Senior Bonds.
- (13) Final maturity date after principal portions of these bonds were refunded by the 2015A Senior Bonds.



(14) Final maturity date after principal portions of these bonds were refunded by the 2021 Subordinate Bonds.

(15) Final maturity date after principal portions of these bonds (the capital appreciation bonds portion) was refunded by the 2015A Subordinate Bonds and the 2018 Subordinate Bonds.

(Source: Zions Public Finance, Inc.)



Financial Structure, Policy, and Process



Financial Structure

Accounting Method

UTA reports as a single enterprise fund and uses the accrual method of accounting. Under this method, revenues are recognized when they are earned, and expenses are recognized when they are incurred.

Department /Fund Relationship

Within the enterprise fund, UTA maintains two budgets – one for operations and one for capital. Within the operations budget, expenses are tracked by type of service mode (bus, light rail, commuter rail, paratransit, or rideshare/vanpool) as well as operations support, administrative, non-operating, and debt service.

Departments within operations and operations support by type of service are:

Bus	Light Rail	Commuter Rail	Paratransit	Rideshare Vanpool
Mt. Ogden Operations	Light Rail Operations	Commuter Rail Operations	Paratransit Operations	Van Pools
Mt. Ogden Maintenance	Light Rail Maintenance	Commuter Rail Maintenance	Paratransit Maintenance	Rideshare Administration
Mt. Ogden Administration	Light Rail Jordan River Maintenance	Commuter Rail Administration	Special Service Administration	
Timpanogos Operations	Light Rail Administration	Maintenance of Way Systems		
Timpanogos Maintenance	Rail Fleet Sustainability	Maintenance of Way Infrastructure		
Timpanogos Administration	Maintenance of Way Systems			
Meadowbrook Operations	Maintenance of Way Infrastructure			
Meadowbrook Maintenance				
Meadowbrook Administration				
Central Maintenance				
Integrated Service Planning				
Transit Communications Center				

Departments within the operations support, and administrative classifications are provided on the following page.



Operations Support	Administrative
Support Maintenance	Product Development & Sales
Fleet Engineering	Fares
Asset Management - State of Good	Risk Management
Vehicle Disposal	Technology Security
Facilities	Communications & Deployment
Ticket Vending Machine Maintenance	Applications Support
Radio & Rail Communications	Application Development
Supply Chain - Purchasing	Network Support
Supply Chain - Warehousing	Quality Assurance
Farebox Service	Accounting
Fare Strategy & Operations	Finance
Customer Service	Intermodal Center - SLC
Public Safety	Intermodal Center - Ogden
Operations Analysis & Solutions	Budget & Financial Analysis
Data Quality & Ridership	Innovative Mobility Services
Safety & Security	Government Relations
Bus Communications	Public Relations & Marketing
Talent Development	Planning & Engagement
	Board of Trustees
	Total Rewards
	People Office
	Human Resources and Labor Relations
	Workforce Planning
	Operations Office
	Internal Audit
	Executive Director
	Legal
	Civil Rights
	Corporate Support
	Customer Experience
	Grant Management
	Enterprise Strategy
	Capital Projects & Development
	Planning
	Real Estate
	Service Development
	Grant Management

Within the capital budget, expenses are tracked by discrete projects, Safety & Security, State of Good Repair (capital maintenance to the transit infrastructure), and Information Technology. More detail about capital investments is provided in the Capital and Debt section.



Basis of Budgeting

Budgeting is based upon the accrual basis with these exceptions:

- UTA budgets capital expense rather than depreciation expense
- UTA does not budget for change in actuarial estimates for the pension
- In addition to bond interest expense, UTA budgets annual bond principal payments
- The annual budget excludes amortization of bond issuance premiums and discount



Financial Information and Policies

Basis of Accounting

The Authority reports as a single enterprise fund and uses the accrual method of accounting. Under this method, revenues are recognized when they are earned, and expenses are recognized when they are incurred.

Standards for Reporting Purposes

The financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America as prescribed by GASB.

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, deferred inflows of resources, and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts or revenues and expenses during the reporting period. Actual results could differ from those estimates.

Federal Planning Assistance and Preventive Maintenance Grants

Federal planning assistance grants received from the Federal Transit Administration (FTA) and preventive maintenance grants are recognized as revenue and receivable during the period in which the related expenses are incurred and eligibility requirements are met. The current reauthorizations act, Fix America's Surface Transportation (FAST), allows for the replacement and repair of aging infrastructure. Congress is engaged in negotiations on the next Transportation Act at the time this document was printed.

Federal Grants for Capital Expenses

The U.S. Department of Transportation, through contracts between the Authority and the FTA, provides federal funds of 35% to 93% of the cost of property and equipment acquired by the Authority through federal grants. Grant funds for capital expenses are earned and recorded as capital contribution revenue when the capital expenses are made, and eligibility requirements are met.

Contributions from Other Governments (Sales Tax)

As approved by the voters or county governing bodies, sales tax for transit is collected to provide the Authority with funds for mass transit purposes. Funds are utilized for operations and for the local share of capital expenses. Sales tax revenues are accrued as a revenue and receivable for the month in which the sales take place. The Authority does not have taxing authority in any jurisdiction; therefore, this revenue is considered a contribution from another government.



Approved Local Option Sales Tax:

Salt Lake County	0.7875%
Davis County	0.6500%
Weber County	0.6500%
Box Elder County	0.5500%
Utah County	0.6260%
Tooele County	0.4000%

Budgetary and Accounting Controls

The Authority's annual budgets are approved by the Board of Trustees, as provided for by law. Operating and non- operating revenues and expenses are budgeted on the accrual basis except for depreciation, pension actuarial expenses, bond principal payments, and amortization of bond issuance premiums and discounts. Capital expenses and grant reimbursements are budgeted on a project basis. Multi-year projects are approved in whole but are budgeted based on estimated annual expenses and revenues. A balanced budget is a spending plan where expenses are less than or equal to revenues.

The Authority adopts its annual budget in December of the preceding year.



UTA Board of Trustees Bylaws (Budget Related)

ARTICLE VII – CONDUCTING BUSINESS

Section 1 Resolutions, Orders and Ordinance – Vote Recorded

Each and every formal action by the Board and Advisory Council shall be taken by the passage of a resolution, order or ordinance by the Board or Advisory Council. Resolutions and ordinances shall be by roll call vote with each affirmative and negative vote recorded. Proposed resolutions and ordinances shall be forwarded to each Trustee and Member by electronic means at least twenty-four hours before the ordinance is presented for adoption. All resolutions and ordinances passed by the Board and Advisory Council shall be authenticated as soon as practicable after their passage by the signature of the applicable Chair and attested to by the Board Secretary or Advisory Council, Second Vice-Chair, and kept in the official records of the Authority. A record of meetings of the Board and Advisory Council shall be made and retained as provided by law.

Section 2 Adoption and Amendment of Bylaws

These Bylaws may be adopted and amended by an affirmative vote by a majority of the Board after consultation with the Advisory Council.

Section 3 Fiscal Year

The fiscal year of the Authority shall commence on January 1 and end December 31 of each calendar year.

Section 4 Principal Place of Business

The principal place of business for the Authority, and the location of all offices and departments, shall be determined from time to time by the Board. The Board Secretary shall publish the location of the principal place of business in the Government Entity Database maintained by the Division of Corporations of the State of Utah.

Section 5 Budget

The Authority shall prepare an annual budget for the consideration of the Board each year in compliance with applicable law. After analyzing the proposed budget and making any corrections or revisions that it may find necessary and consulting with the Advisory Council, the Board shall adopt a final annual budget prior to the end of each fiscal year.

Section 6 Audit Reports

- A. Annual Audit - The Board shall cause an annual audit of the Authority's financial statements to be conducted in accordance with general accepted auditing standards following the end of each fiscal year and in compliance with the Act. The audit shall be performed by an independent certified public accounting firm selected by the Board. The auditor shall provide a signed auditor's opinion as to the fair presentation



of the financial position of the Authority and the results of Authority operations and changes in its financial position for the fiscal year ended. The audit shall be made available in compliance with the Act.

B. Other Audits – In consultation with the Advisory Council, the Board may cause audits other than the annual audit to be made, which shall be made available in compliance with the Act.



Utah's Provisions Applicable to All Local Districts

17B-1-702 Local District to Submit Budgets

Except as provided in paragraph (a), within 30 days after it is approved by the board, and at least 30 days before the board adopts a final budget, the board of each local district with an annual budget of \$50,000 or more shall send a copy of its tentative budget and notice of the time and place for its budget hearing to 1) each of its constituent entities that has in writing requests a copy; and (2) to each of its customer agencies that has in writing requested a copy.

- (a) Within 30 days after it is approved by the board, and at least 30 days before the board adopts a final budget, the board of trustees of a large public transit district as defined in Section 17B-2a-802 shall send a copy of its tentative budget and notice of the time and place for its budget hearing to 1) each of its constituent entities; 2) each of its customer agencies that has in writing requested a copy; 3) the governor; and 4) the Legislature.

The local district shall include with the tentative budget a signature sheet that includes 1) language that the constituent entity or customer agency received the tentative budget and has no objection to it; and 2) a place for the chairperson or other designee of the constituent entity or customer agency to sign.

Each constituent entity and each customer agency that receives the tentative budget shall review the tentative budget submitted by the district and either 1) sign the signature sheet and return it to the district; or 2) attend the budget hearing or other meeting scheduled by the district to discuss the objections to the proposed budget.

If any constituent entity or customer agency that received the tentative budget has not returned the signature sheet to the local district within 15 calendar days after the tentative budget was mailed, the local district shall send a written notice of the budget hearing to each constituent entity or customer agency that did not return a signature sheet and invite them to attend that hearing. If requested to do so by any constituent entity or customer agency, the local district shall schedule a meeting to discuss the budget with the constituent entities and customer agencies. At the budget hearing, the local district board shall 1) explain its budget and answer any questions about it; 2) specifically address any questions or objections raised by the constituent entity, customer agency, or those attending the meeting; and 3) seek to resolve the objections.

Nothing in this part prevents a local district board from approving or implementing a budget over any or all constituent entity's or customer agency's protest, objections, or failure to respond.



Utah's Provisions Applicable to All Local District 17-B-1-1102 Limitation on Bonds

A public transit district may not issue general obligations bonds if the issuance of the bonds will cause the outstanding principal amount of all of the district's general obligation bonds to exceed the amount that results from multiplying the fair market value of the taxable property within the district, as determined under Section 11-14-301(3)(b) by 3%. Bonds or other obligations of a public transit district that are not general obligation bonds are not included in this limit.



Financial Management – Key Budget Provisions (~December 2022)

A. Reserves

1. The Authority will maintain the following reserves:
 - a. General operating reserves, including the risk reserve, funded at a level equal to at least twelve percent (12%) of the Authority’s budgeted operating expense, excluding non-operating expense, to be used as a working capital account throughout the year. The Treasurer will manage the use of the funds in the general operating reserve.
 - b. Service stabilization reserve funded at a level equal to three percent (3%) of the Authority’s budgeted operating expense, excluding nonoperating expense, to be used to avoid service reductions at such times as the Authority faces a revenue shortfall or cost overrun due to extraordinary circumstances. The Board of Trustees must give its prior approval before funds in the service stabilization reserve are used.
 - c. Bond reserves funded at a level required by bond covenants to be used for the payment of debt service in the event that the Authority fails to make scheduled bond principal and interest payments. The Board of Trustees must give its prior approval before funds in the bond reserve are used.
 - d. Capital replacement reserve to reach a level equal to one percent (1%) of the property, facilities, and equipment cost as reported in the comprehensive annual financial report to be used for capital repair or replacement costs due to extraordinary circumstances. The Board of Trustees must give its prior approval before funds in the capital replacement reserve are used.
 - e. Self-insurance/catastrophic reserve established annually through the budget process to reflect claims outstanding from risk management and estimable and presumed liability on open legal cases through the attorney general’s office. The amount in this reserve is reported to the Department of Public Safety annually. An element of the reserve will fund a catastrophic loss reserve for vanpool claims over existing insurance coverage. The funding of the catastrophic loss reserve may be funded by vanpool fees to mitigate large claims.
 - f. Debt reduction reserve fund for the purpose of retiring outstanding bonds or long-term obligations, with advance approval by the Board of Trustees may be used to supplement the general operating reserve.



2. The Board of Trustees may establish other reserves and make additional contributions to existing reserves.
3. Reserve balances will be reported on the Authority's monthly financial statements.
4. Upon the use of any service stabilization, bond, or capital replacement reserves, or debt reduction reserve the Board of Trustees will, by resolution, establish a timeline for the full reimbursement of the reserves within 60 months after their first use and begin to restore reserves used no later than 24 months after their first use.

B. Long-term Financial Planning

1. The Executive Director will develop a long-term (5 years or longer) financial plan incorporating the Board of Trustees' strategic plan, identifying the Authority's long-term financial challenges and proposed solutions based upon reasonable projections of revenue and expense including operations and maintenance, reasonably anticipated new funding programs, capital expansion, maintenance of a state of good repair of existing assets, asset replacement, and debt issuance. The Executive Director will update the long-term financial plan three times a year.
2. The Board of Trustees will review the long-term financial plan annually and report it to the State Bonding Commission.

C. Budgeting

1. As provided for in the Authority's Bylaws, the Authority will prepare an annual budget and the Board of Trustees, after consultation with the Advisory Council, will approve the budget.
2. The Board of Trustees may amend or supplement the budget at any time after its adoption.
3. The Executive Director may make administrative adjustments to an adopted budget without Board of Trustee approval as long as those changes will not have a significant policy impact or affect budgeted year-end fund balances.

Capital

The Executive Director will develop a Five-Year Capital Plan to be approved by the Board of Trustees annually after consultation with the Local Advisory Council where they approve and recommended adoption by the Board of Trustees. The plan will be updated every year for inclusion in the annual budget process discussions and approvals. The Five-Year Capital Plan will be fiscally constrained and will maintain all assets at a state of good repair to protects the Authority's capital investment and minimize future maintenance and replacement costs.



Budget Process

This section describes the process for preparing, reviewing, and adopting the budget for the coming fiscal year. It also includes procedures for amending the budget after adoption and the process used in developing the capital budget. A budget calendar for the budgeted year 2023 is included at the end of this section.

Budget Process: The Executive Director and Chief Financial Officer, with the advice and counsel of the Board of Trustees and the Local Advisory Council, prepare a preliminary budget for the ensuing year including operation, maintenance, administration expenses, debt service, and capital expenditures.

Preparation of the annual budget is intertwined and coordinated with input from various updates from of the Agency's financial plan. There are four stages in the annual budget process:

1. Budget Planning
2. Establishing the Base Budget
3. Identification, prioritization, and selection of Budget Initiatives from Budget Planning phase or other processes for inclusion in the Tentative Budget
4. Preparation, and approval of Tentative and Final Budgets

The yearly process starts in the Spring with the Authority's Executive Team and staff assessing estimates for revenues, operating expenses, and capital projects. Budget priorities are discussed, and a preliminary five-year capital plan is developed. Beginning with the 2024 budget development process, annual budgets and the five-year capital plan will be developed to meet the objectives, goals, and implementation strategies containing in the new Strategic Plan scheduled for formal adoption by the Board of Trustees in 2023.

Budget Planning starts the Budget Development process. Budget Plans provide key information for UTA's decision-making process around resource allocation. They clearly articulate Office/Department objectives, business, or operating environment, change drivers, change initiatives, prioritization criteria and connection to the UTA Way and Strategic Framework. Budget Plans are an input to the budget outlook process and form the foundation for potential Budget Initiatives.

After a preliminary budget outlook is reviewed with the Board of Trustees, the Executive Director develops and distributes budget preparation instructions for Authority staff.

Changes in assumptions are incorporated into the 5-Year financial plan and a Base Operating Budget (Base Budget) for the upcoming year is calculated. One-time costs are eliminated, current year technical budget adjustments, mid-year service changes, and know labor cost changes, fuel and power cost change projections, and inflationary factors are applied to the current adopted budget to arrive at a Base Budget at the account code level for each Office. The Base Budget is then projected over the 5-year planning horizon and the agency



determines if the Base Budget is sustainable.

The next phase of the Budget Development process is the development of new Budget Initiatives. Budget Initiatives are informed by the Budget Planning process and emerging factors. This is the process to identify priority investments in the Operating program or, if the Base Budget is not sustainable, initiatives are identified to bring the financial plan back into balance. Budget Initiatives are reviewed and prioritized by the Executive Team for inclusion in the budget request.

A draft five-year capital plan is completed and reviewed with the Board of Trustees and the Local Advisory Council in September. The first year of the capital plan, which includes specific capital projects and the funding available through outside funding such as grants, local partners, state funding, and financing are included in the next year's capital budget.

In August each Chief Officer submits an operating budget which includes the Base Budget level and any approved Budget Initiatives. The Executive Team reviews the operating budgets and makes any adjustments it deems necessary. Preliminary budgets are reviewed with the Board of Trustees in September. Any modifications to the budget are completed by early October.

In late October or early November, the Executive Director presents the Tentative Budget to the Board of Trustees for their review and approval. Once the Tentative Budget is approved by the Board of Trustees, it is sent to the Governor's Office, State Legislature and Local Governments and a 30-day comment period, which includes a public hearing, is established. Input from the Local Advisory Council on the Tentative Budget is sought following Board approval.

In early December, the Executive prepares and presents the Final Budget to the Board of Trustees for its review and approval.

Adoption of Annual Budget: Before the first day of each fiscal year, the Board shall adopt the annual budget by a vote of a quorum of the total Board. If, for any reason, the Board has not adopted the annual budget on or before the first day of January of any fiscal year, the preliminary budget (Tentative Budget) for such year shall be in effect for such fiscal year until the annual budget is adopted.

Please refer to the 2023 UTA Budget Preparation Schedule at the end of this section.



Annual Budget Schedule:

Task	Completion Date
Budget Office Distributes Budget Memo	Apr. 22, 2022
Executive Team Reviews & Approves Base Targets	May 31, 2022
Executive Team Reviews and Approves Draft Tentative Budget	Aug. 2, 2022
Board Budget Work Sessions	Sep. 12 to Sep. 16, 2022
Board Reviews 2023 Tentative Budget	Oct. 12, 2022
Board approves 2023 Tentative Budget and November public hearing date	Oct. 26, 2022
Budget Review and Comment Period	Nov. 10 to Dec. 10, 2022
Local Advisory Council approves 5-Year Capital Plan and Consults on 2023 Ops. Budget	Nov. 2, 2022
2023 Budget Open House/Public Hearing	Nov. 10, 2022
Board of Trustees reviews public comments, LAC input, and 2023 final budget	Dec. 7, 2022
Final Public Engagement report (including comments received after 12/1) due to board office	Dec. 13, 2022
Board of Trustees considers approval of the 2023 Final Budget and 5-Year Capital Plan	Dec. 21, 2022
Staff submits Final Budget to State Auditor	Dec. 30, 2022
Staff prepares, prints, and distributes 2022 Budget Document to the Board of Trustees, Operating Departments and interested parties	Dec. 30, 2022



Community Profile

UTA's Service Area lies in the region commonly referred to as the Wasatch Front. The U.S. Census Bureau's 2020 estimated combined population of these six principal counties is 2.6 million, which represents approximately 79 percent of the State's total population. The service area population grew by 408,000 or 19 percent from 2010 to 2020.

Salt Lake County - Salt Lake County comprises an area of 764 square miles and accounts for approximately 46 percent of the population and approximately 57 percent of the private sector employment of the Service Area. The principal cities include Salt Lake City, West Valley City, and Sandy City. Salt Lake City is the capital and largest city in the State. Due to continuous economic and population growth, most of the cities in Salt Lake County have grown into a single large metropolitan area with Salt Lake City as its commercial center. The county's population increased approximately 15 percent from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, manufacturing, and professional, scientific, and technical services. For Fiscal Year 2022, approximately 60 percent of UTA total Sales and Use Taxes were collected within Salt Lake County boundaries¹⁰.

Utah County - Utah County comprises an area of 1,998 square miles and accounts for approximately 25 percent of the population and approximately 22 percent of the private sector employment of the Service Area. The principal cities include the Provo City and Orem City. The county's population increased approximately 28 percent from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, education services and construction. For Fiscal Year 2021, approximately 19 percent of total UTA Sales and Use Taxes were collected within Utah County boundaries.

Davis County - Davis County comprises an area of 268 square miles and accounts for approximately 14% of the population and approximately 10 percent of the private sector employment of the Service Area. The principal cities include Bountiful, Clearfield, Clinton, Kaysville, Layton, and Syracuse. The county's population increased approximately 18 percent from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, manufacturing, and local government. For Fiscal Year 2022, approximately 10 percent of total UTA Sales and Use Taxes were collected within Davis County boundaries.

Weber County - Weber County comprises an area of 531 square miles and accounts for approximately 10 percent of the population and approximately eight percent of the private sector employment of the Service Area. The principal city is Ogden City. The county's population increased approximately 13 percent from 2010 to 2020. The largest employment sectors are manufacturing, health care and social assistance, retail

¹⁰ Sales tax data reported through October 31, 2021.



trade and local government. For Fiscal Year 2022, approximately 8 percent of total UTA Sales and Use Taxes were collected within Weber County boundaries.

Tooele County - The portion of Tooele County served by UTA includes the cities of Tooele and Grantsville and some unincorporated areas. Tooele County comprises an area of 6,923 square miles (the second largest county in the State) and accounts for approximately three percent of the population and approximately one percent of the private sector employment of the Service Area. The principal cities include Tooele City and Grantsville City. The county's population increased approximately 25 percent from 2010 to 2020. The largest employment sectors are local government, retail trade and transportation and warehousing. For Fiscal Year 2021, approximately 0.9 percent of total Sales and UTA Use Taxes were collected within Tooele County boundaries.

Box Elder County - The portion of Box Elder County served by UTA includes the cities of Brigham, Perry and Willard and some unincorporated areas. Box Elder County comprises an area of 5,627 square miles (the fourth largest county in the State) and accounts for approximately two percent of the population and approximately two percent of the private sector employment of the Service Area. The principal city is Brigham City. The county's population increased approximately 15 percent from 2010 to 2020. The largest employment sectors are manufacturing, local government, retail trade, and health care and social assistance. For Fiscal Year 2021, approximately 0.6 percent of total UTA Sales and Use Taxes were collected within Box Elder County boundaries.



Glossary

Accounting System - Utah Transit Authority is a single enterprise that uses the accrual method of accounting. Under this method of accounting, revenues are recorded when earned and expenses are recorded as soon as they result in liabilities for benefits received.

Accrual Accounting - A basis of accounting in which revenues and expenditures are allocated to the year in which they are incurred, as opposed to when cash is received or spent.

ADA: The Americans with Disabilities Act (ADA) became law in 1990. The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else.

Alternative Fuels – Fuels other than traditional gasoline/diesel such as compressed natural gas (CNG), liquefied natural gas (LNG), hybrid electric, propane, biodiesel, electric, bio or soy fuel, and hydrogen.

ARPA – American Rescue Plan Act of 2021. Signed into law on March 11, 2021. To support the nation’s public transportation systems as they continue to respond to the COVID-19 pandemic and support the President’s call to vaccinate the U.S. population. Eligible activities include operating and capital costs. UTA was allocated \$167.8 million under the Act.

Articulated Bus - A bus, usually 55 feet or more in length with two connected passenger compartments, which bends at the connecting point when turning a corner.

Asset Maintenance: Refers to the departments and activities focused on maintaining assets currently owned by UTA.

ATU - Amalgamated Transit Union

Balanced Scorecard: The balanced scorecard is a strategic performance management tool, usually consisting of a semi-standard structured report that is used by managers to keep track of the execution of activities by the staff within their control and to monitor the consequences arising from these actions.

Bond - Long- or short-term debt issued by an Authority to help finance new acquisitions of property, facilities, and equipment.



BRT – Bus Rapid Transit - A bus system similar to a fixed guide-way system that includes all or some of the following features: limited stops, traffic signal priority, separate lanes, dedicated right of way, station services, docking systems, and other enhancements.

Balanced Budget - A financial plan that matches all planned revenues and expenditures with proposed service levels.

Budget Message - The opening section of the budget document, which provides the UTA Board and the public with a general summary of the most important aspects of the budget and changes from current and previous fiscal years.

Budget Document – A formal plan of action for a specified time period that is expressed in monetary terms.

CARES – Coronavirus Aid, Relief, and Economic Security Act. Signed into law on March 27, 2020. For eligible costs incurred after January 20, 2020, funding provided at a 100-percent federal share, with no local match required, and can be used to support capital, operating, and other expenses generally eligible under FTA programs to prevent, prepare for, and respond to COVID-19. UTA was allocated \$187.2 million in this Act.

Capital Budget - A portion of the annual operating budget that appropriates funds for the purchase of capital equipment items. These expenditures are separated from regular operating items such as salaries, supplies, services, and utilities. The capital budget includes funds for capital equipment purchases such as vehicles, construction of new facilities, office equipment, maintenance machinery, microcomputers, and off-site improvements. They are distinguished from operating items by their value (greater than \$5,000) and projected useful life (greater than one year).

Capital Costs – Costs of long-term assets of a public transit system such as property, buildings, and vehicles.

Commuter Rail - Passenger train service for short-distance travel between a central city and adjacent suburbs.

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act of 2021. Signed into law on December 27, 2020. Stimulus funds for COVID-19 relief, to support the transit industry during the COVID-19 public health emergency. Similar eligibility requirements as CARES Act funding. UTA was allocated \$33.6 million in this Act.

Debt - The amount of money required to pay interest and principal on the agency’s borrowed funds.



Depreciation: In accountancy, depreciation refers to two aspects of the same concept: (1) The decrease in value of assets and (2) the allocation of the cost of assets to periods in which the assets are used. Depreciation is a method of reallocating the cost of a tangible asset over its useful life span of it being in motion.

Demand Response - A service where passengers, or their agents, contact UTA to schedule door to door transportation services. A demand response (DR) operation is characterized by the following a) the vehicles do not operate over a fixed route or on a fixed schedule except, on a temporary basis to satisfy a special need, and b) the vehicle may be dispatched to pick-up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted in route to these destinations to pick up other passengers. UTA's paratransit service is demand response.

Department - An organizational unit responsible for carrying out major agency functions, such as operations, administration, and community engagement.

Distinguished Budget Presentation Awards Program – A voluntary awards program administered by the Government Finance Officers Association to encourage governments to prepare effective budget documents.

Discretionary Funding – One time funding or annual funding allocations, which distributed on a competitive basis, must be specifically applied for, and not guaranteed like Formula Funds.

Electronic Fare Collection or EFC - UTA's system of fare payment when such fare payment is made via a unique electronic micro-chip embedded in an electronic fare card media, which may include a credit card or debit card, issued by a bank.

Enterprise Fund – A fund that gives the flexibility to account separately for all financial activities associated with a broad range of municipal services. It establishes a separate accounting and financial reporting mechanism for municipal services for which a fee is charged in exchange for goods or services. Revenues and expenses of the service are segregated into a fund with financial statements separate from all other governmental activities.

Farebox Revenues – All revenues gained from the sale of passenger tickets, passes, tokens or other instruments of fare payments.



FAST Act – Fixing America’s Surface Transportation Act is a law that was enacted on Dec. 4, 2015. This law provides long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act maintains focus on safety, keeps intact the established structure of the various transportation programs, and provides a dedicated source of federal dollars for critical transportation projects.

Fiscal Year - Annual schedule for keeping financial records and for budget purposes, UTA’s fiscal year runs from January 1 through December 31, the State of Utah’s fiscal year is July 1 through June 30, and the federal fiscal year runs from October 1 through September 30.

Fixed Guideway: A fixed guideway is any public transportation facility which utilizes and occupies a designated right-of-way or rails including (but not limited to) rapid rail, light rail, commuter rail, busways, automated guideway transit, and people movers.

Formula Funds – Funds specifically allocated to different agencies by the federal government to pay for transportation, transit, and other programs. Funds are allocated annually based on population and other demographic information.

Fringe Benefits - Benefits provided to the employee such as FICA, Pension, Medical & Dental insurance, Life, Short and Long-Term Disability insurance, Unemployment insurance, Tool and Uniform allowance and educational reimbursement.

FTA - Federal Transit Administration - Formerly the Urban Mass Transportation Administration (UMTA), the FTA provides capital and operating funds to the agency.

FTE – Full Time Equivalent Positions – A part-time position converted to a decimal equivalent of a full-time position based on 2,080 hours per year. For example, a part-time position working 20 hours per week would be the equivalent of 0.5 of a full-time position.

Fund Balance – Generally defined as the difference between a fund’s assets and liabilities. An adequate fund balance is necessary for numerous reasons, such as to have funds available in case of an emergency or unexpected events, to maintain or enhance the agency’s position and related bond ratings, to provide cash for operations prior to receipt of revenues, and to maximize investment earnings.

GASB - General Accounting Standards Board – An independent, professional body to establish standards of accounting and financial reporting applicable to state and local governmental entities.

Goal – A statement of broad direction, purpose, or intent.



Grants - A contribution by a government or other organization to support a particular function. Grants may be classified as either operational or capital.

Internal Controls – Methods and measures implemented to safeguard assets, provide for accuracy of accounting data, and encourage compliance with policies.

Intermodal - The term “mode” is used to refer to a means of transportation, such as automobile, bus, train, ship, bicycle, and walking. Intermodal refers specifically to the connections between modes. Intermodal is also known as “multimodal.”

Intermodal Centers - A location where various types of transportation modes meet.

Investments – Securities purchased for the generation of income in the form of interest.

Joint Development – Projects undertaken by the public and private sectors in partnership. Usually refers to real estate projects and transit projects undertaken adjacent to, above and /or below each other as a means of financing transit projects with minimal public expense.

Lease – A contract specifying the rental of property. A lease is a contract outlining the terms under which one party (lessee) agrees to rent property owned by another (lessor) for a specific period.

LRT – Light Rail Transit - An electric railway with a light volume traffic capacity as compared to heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading, and multi-car trains or single cars. Also known as “streetcar,” “trolley car,” and “tramway.”

Local Match - The portion of funding provided by UTA or other contributors (as opposed to funding provided at the Federal level) towards purchase of capital items.

Microtransit - A form of demand responsive transit. Micro-transit offers flexible routing and flexible scheduling of smaller vehicles to match the change in rider demands. Possible pick-up/drop-off stops are restricted within a geo-fenced area and transit can be provided either as a stop-to-stop service or curb-to-curb service. Microtransit services fit somewhere between private individual transportation (cars, taxi, and ridesharing) and public mass transit.

MPO – Metropolitan Planning Organization - Local group that selects highway and transit projects to which funds will be granted. The governor designates an MPO in every urbanized area with a population of over 50,000. The primary MPOs in UTA’s transit district are the Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments, (MAG).



Non-Attainment Area - Areas of the country where air pollution levels persistently exceed the National Ambient Air Quality standards. Attainment/nonattainment are important factors in determining CMAQ grant funding (see CMAQ).

Operating Budget - A plan outlining expenditures and proposed sources of financing current service. The operating budget does not include capital or reserve monies. The principal sources of revenue are operating income, sales tax, investment income, and federal grants. All departments are financed through this budget.

Operating Revenue - Funds the agency receives as income to pay for ongoing operations. It includes such items as sales taxes, fares, interest earnings, and grant revenues. Operating revenues are used to pay for day-to-day services.

Operating Expenses - This term refers to expenditures paid to obtain goods or services including items such as payroll services, supplies, fuel, utilities, insurance, etc. Capital expenditures are not included.

Paratransit - Transportation service, comparable to fixed-route service, required by the Americans with Disabilities Act (ADA) of 1990 for individuals with disabilities who are unable to use fixed-route transportation systems.

Passengers – The number of transit vehicle boardings, including charter and special trips. Each passenger is counted each time that person boards a vehicle.

Passenger Miles – Total number of miles traveled by passengers on a vehicle. (One bus with 10 passengers traveling 10 miles equals 100 passenger miles.)

Peak Hours - Refers to weekday a.m. and p.m. service during commute hours to carry a maximum number of passengers. An example of commute or peak hours could be defined as time between 6 and 9 a.m. in the morning, and between 3 and 6 p.m. at night.

Performance Measures – Data collected to determine how effective or efficient a program is in achieving its objectives.

Personnel – This item includes the cost of all salaries, wages, overtime, and benefits associated with the agency staff.

PM – Preventive Maintenance Funds – Funding provided by the Federal Transit Administration for preventive maintenance of UTA's fleet.



Policy Document – A statement of organization-wide financial and programmatic policies and goals which address long-term concerns and issues.

Program Budget – A budget that focuses upon the goals and objectives of a Program, rather than upon its organizational budget units or object classes of expenditure.

Rapid Transit – Synonym for fixed guideway public transport (usually rail or bus rapid transit).

Reserve – An account used to indicate the purpose (insurance or capital) for which the agency's year-end balances may be used.

Revenue – Receipts from the sale of a product or provision of service.

Revenue Hours – Hours a transit vehicle travels while in revenue service. A transit vehicle is in revenue service only when the vehicle is available to the public.

Revenue Miles – Miles a transit vehicle travels while in revenue service. A transit vehicle is in revenue service only when the vehicle is available to the public.

RFP – Request for proposal.

Ridership - The number of passengers using a particular mode of transit.

Rideshare- Transportation, other than public transit, in which more than one person shares in the use of the vehicle, such as a van or car, to make a trip. Rideshare assistance is offered by UTA to promote carpooling and company-sponsored van sharing.

Sales Tax – This tax is levied by the various counties within the service district for the agency.

Scheduled Miles – Total service scheduled. It is computed from internal planning documents and includes the whole trip (e.g., deadhead, layover/recovery, and actual picking up and discharging of passengers).

STIP – State Transportation Improvement Program - Federally mandated state program covering a four-year span and updated every year. The STIP determines when and if transportation projects will be funded by the state. Projects included in the STIP must be consistent with the long-range transportation plan.

Strategic Plan: UTA's long-term plan for providing transit services to the communities served by the agency. Identifies key elements and strategies to be used in providing such services.



TRAX Light Rail – The UTA light rail system, consisting of the Red (University of Utah to Daybreak), Blue (Downtown to Draper), Green (Airport to West Valley), and S-Line streetcar (Sugar House) lines.

TOD - Transit-oriented Development - A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion, and air pollution. It includes housing, along with complementary public uses (jobs, retail, and services), located at a strategic point along a regional transit system, such as a rail hub or major transit stop.

UDOT – Utah Department of Transportation

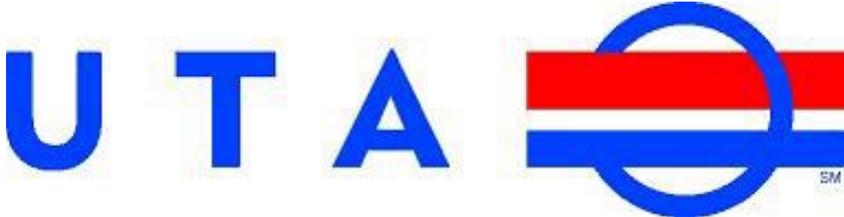
Vanpool – A service provided by UTA where the agency provides the van and a group of 7-15 people with a similar commuting route provide the driver, bookkeeper, and passengers. The group can also be coordinated through the UTA website.



Attachment 1: Capital Plan Detail



Utah Transit Authority Five-Year Capital Plan 2023-2027



1 Introduction

1.1 Purpose of document

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

1.2 Definition of Capital Projects

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

Examples of capital projects include:

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

2 Five-year Capital Plan Development Process

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

2.1 Project Requests

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

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

2.2 Project Prioritization

Completed project requests are compiled then prioritized by management. Prioritization considerations encompass UTA's Operating Priorities including:

- Service
 - Leveraging grants and other partner funds
 - Contributing to system improvements
- Stewardship
 - Maintaining a State of Good Repair
 - Assuring a safe system
- People
 - Benefits to UTA patrons
 - Benefits to UTA employees

Projects with a lower priority may be reduced in scope or moved to subsequent years as necessary. Once prioritized, the draft 5-year plan is submitted to the Executive Team for review. Requests are trimmed as needed to meet the anticipated 5-year budget resources, which is based on committed or reasonably foreseeable funding sources.

3 Proposed Capital Plan

Overview

The 2023-2027 capital requests have been compiled and prioritized. Tables showing the proposed capital budget by year are presented below in year of expenditure dollars, as well as overall 5-year summaries by both project type and funding source. Attachment A shows the detailed list of projects proposed to be funded, including the annual and 5-year budget, anticipated grant and local partner funds, and the required UTA funds for each project.

The proposed capital plan for 2023 will be incorporated into UTA’s proposed 2023 annual budget. Any new, unforeseen items that come up during the year will be considered for annual budget adjustments or amendments as needed.

In the following tables, any discrepancy between the proposed budget and source funds is currently being pursued through the grant applications or partner discussions.

Proposed 2023 Capital Budget Summary

Project Categories	2023 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	\$8,832,000	\$7,725,000	\$1,059,000	\$48,000
Capital Construction	31,099,000	22,320,000	3,117,000	5,662,000
Capital Development	87,623,000	25,354,000	21,410,000	40,859,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	7,021,000	-	-	7,021,000
Information Technology	17,690,000	-	-	17,690,000
Infrastructure SGR Projects	51,309,000	37,081,000	200,000	14,028,000
Planning	4,127,000	1,514,000	169,000	2,444,000
Property/TOC	8,627,000	-	935,000	7,692,000
Revenue/Service Vehicles	92,249,000	26,706,000	3,957,000	61,586,000
Safety and Security	5,420,000	-	-	5,420,000
Grand Total	\$318,997,000	\$120,700,000	\$30,847,000	\$167,450,000

*UTA 2023 funds include: approximately \$41,755,000 in leasing

Proposed 2024 Capital Budget Summary

Project Categories	2024 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	\$681,000	-	-	\$220,000
Capital Construction	2,050,000	-	-	2,050,000
Capital Development	103,213,000	27,462,000	27,462,000	27,470,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	16,117,000	-	-	16,117,000
Information Technology	25,483,000	-	-	25,483,000
Infrastructure SGR Projects	40,623,000	-	-	18,010,000
Planning	1,935,000	-	-	1,935,000
Property/TOC	2,634,000	690,000	690,000	1,944,000
Revenue/Service Vehicles	77,910,000	100,000	100,000	70,358,000
Safety and Security	2,823,000	-	-	2,802,000
Grand Total	\$278,469,000	\$78,828,000	\$28,252,000	\$171,389,000

*UTA 2024 funds include: approximately \$52,201,000 in leasing

Proposed 2025 Capital Budget Summary

Project Categories	2025 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	\$35,873,000	\$307,000	-	-
Capital Construction	1,000,000	-	-	1,000,000
Capital Development	84,323,000	81,221,000	15,625,000	23,043,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	6,245,000	-	-	6,245,000
Information Technology	15,036,000	-	-	15,036,000
Infrastructure SGR Projects	35,095,000	18,003,000	-	17,092,000
Planning	1,800,000	-	-	1,800,000
Property/TOC	1,184,000	-	330,000	854,000
Revenue/Service Vehicles	81,935,000	200,000	100,000	81,635,000
Safety and Security	2,817,000	-	-	2,817,000
Grand Total	\$270,308,000	\$99,731,000	\$16,055,000	\$154,522,000

*UTA 2025 funds include: approximately \$47,826,000 in leasing

Proposed 2026 Capital Budget Summary

Project Categories	2026 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	\$12,826,000	\$307,000	-	-
Capital Construction	500,000	-	-	500,000
Capital Development	14,575,000	11,388,000	1,300,000	14,406,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	3,527,000	-	-	3,527,000
Information Technology	8,764,000	-	-	8,764,000
Infrastructure SGR Projects	27,963,000	15,623,000	-	12,340,000
Planning	1,800,000	-	-	1,800,000
Property/TOC	791,000	-	-	791,000
Revenue/Service Vehicles	145,664,000	38,907,000	100,000	106,657,000
Safety and Security	2,793,000	-	-	2,793,000
Grand Total	\$224,203,000	\$66,225,000	\$1,400,000	\$156,578,000

*UTA 2026 funds include: approximately \$56,744,000 in leasing

Proposed 2027 Capital Budget Summary

Project Categories	2027 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	\$307,000	\$307,000	-	-
Capital Construction	-	-	-	-
Capital Development	14,375,000	-	1,100,000	13,275,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	3,823,000	-	-	3,823,000
Information Technology	2,023,000	-	-	2,023,000
Infrastructure SGR Projects	25,572,000	18,000,000	-	7,572,000
Planning	1,800,000	-	-	1,800,000
Property/TOC	63,000	-	-	63,000
Revenue/Service Vehicles	191,278,000	83,502,000	60,012,000	47,764,000
Safety and Security	2,912,000	-	-	2,912,000
Grand Total	\$247,153,000	\$101,809,000	\$61,112,000	\$84,232,000

*UTA 2027 funds include: approximately \$32,916,000 in leasing

Proposed 5-Year Capital Plan Summary by Project Category

Project Categories	Proposed 5-Year Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	\$10,434,000	\$9,107,000	\$1,059,000	\$268,000
Capital Construction	34,649,000	22,320,000	3,117,000	9,212,000
Capital Development	352,194,000	166,244,000	66,897,000	114,596,000
Contingency	25,000,000	-	-	25,000,000
Facilities- SGR	36,733,000	-	-	36,733,000
Information Technology	68,996,000	-	-	68,996,000
Infrastructure SGR Projects	180,562,000	111,320,000	200,000	69,042,000
Planning	11,462,000	1,514,000	169,000	9,779,000
Property/TOC	13,299,000	-	1,955,000	11,344,000
Revenue/Service Vehicles	589,036,000	156,767,000	64,269,000	368,000,000
Safety and Security	16,765,000	21,000	-	16,744,000
Grand Total	\$1,339,130,000	\$467,293,000	\$137,666,000	\$734,171,000

*UTA 5-year funds include: approximately \$231,442,000 in leasing

The unfunded amount of \$260.3 million is being pursued.

Proposed 5-Year Capital Plan Summary by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2023	\$318,997,000	\$120,700,000	\$30,847,000	\$167,450,000
2024	278,469,000	78,828,000	28,252,000	171,389,000
2025	270,308,000	99,731,000	16,055,000	154,522,000
2026	224,203,000	66,225,000	1,400,000	156,578,000
2027	247,153,000	101,809,000	61,112,000	84,232,000
Total	\$1,339,130,000	\$467,293,000	\$137,666,000	\$734,171,000

*UTA funds include: approximately \$231,442,000 in leasing.

The unfunded amount of \$260.3 million is being pursued.

4 Five-Year Plans

The five-year capital plan will be updated annually. Cost estimates and potential funding sources for projects are more accurate the closer they are to year of expenditure; therefore, in addition to including new project requests each year, the plan will be updated as necessary to adjust project costs and year of expenditure as they become more refined for each project. Funding sources and amounts will also be updated as they become more certain.

Approval of the 5-year capital plan will authorize the Agency to enter into contracts for those projects that are multi-year in nature.

This 5-year capital plan will inform the ongoing updates to regional transportation plans and associated implementation funding plans prepared by the metropolitan planning organizations within UTA's service area.

4.1 Project Requests

A number of the projects in the 5-year plan assume that significant local, state, and/or federal funds may become available. If those funds do not materialize, the project would need to be delayed until such time as additional funding could be secured. These projects include:

- SL-Central Headquarters: Significant Local Partner contributions anticipated
- SD100/160 Light Rail Vehicle Replacement: Significant Federal and Local Partner contributions being pursued

House Bill 322 passed in the 2022 Session by the Utah State Legislature directed UDOT and UTA to partner on "fixed guideway" projects with state funding and identified UDOT as the lead agency for project delivery. This significant legislation requires a strong working relationship between UDOT and UTA and provides state funding for major transit investments across the region. These funds can be used to leverage grant funds. UDOT and UTA have been working together to keep the FrontRunner double tracking and Point of the Mountain projects on schedule while determining how best to leverage the strengths of each agency in delivering these regionally significant projects.

The details of the UTA 2023 through 2027 Five-year Capital Plan are presented in the attached tables.

Attachment A
UTA 5-Year Capital Plan - Project Detail
2023 through 2027

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
5310 Projects	8,832,000	681,000	307,000	307,000	307,000	10,166,000	268,000	10,434,000
CDA006- 5310 Admin Funds	307,000	307,000	307,000	307,000	307,000	1,535,000	-	1,535,000
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	415,000	374,000	-	-	-	539,000	250,000	789,000
ICI227- Voucher Project	10,000	-	-	-	-	10,000	-	10,000
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	24,000	-	-	-	-	24,000	-	24,000
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	64,000	-	-	-	-	64,000	-	64,000
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	144,000	-	-	-	-	144,000	-	144,000
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	280,000	-	-	-	-	280,000	-	280,000
MSP221- FFY 17/18 - 5310 Program - Ogden/Layton	137,000	-	-	-	-	137,000	-	137,000
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	215,000	-	-	-	-	215,000	-	215,000
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	477,000	-	-	-	-	477,000	-	477,000
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	240,000	-	-	-	-	240,000	-	240,000
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	175,000	-	-	-	-	175,000	-	175,000
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	1,231,000	-	-	-	-	1,231,000	-	1,231,000
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	686,000	-	-	-	-	686,000	-	686,000
MSP278- FFY 2022 - 5310 Program - Provo/Orem	474,000	-	-	-	-	474,000	-	474,000
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	383,000	-	-	-	-	383,000	-	383,000
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	677,000	-	-	-	-	677,000	-	677,000
MSP281- FFY 2021 - 5310 Program - Provo/Orem	260,000	-	-	-	-	260,000	-	260,000
MSP295- ARPA 5310	249,000	-	-	-	-	249,000	-	249,000
MSP296- CRRSAA 5310	249,000	-	-	-	-	249,000	-	249,000
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	1,113,000	-	-	-	-	1,095,000	18,000	1,113,000
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	628,000	-	-	-	-	628,000	-	628,000
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	394,000	-	-	-	-	394,000	-	394,000
Capital Construction	31,099,000	2,050,000	1,000,000	500,000	-	25,437,000	9,212,000	34,649,000
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	12,001,000	-	-	-	-	11,812,000	189,000	12,001,000
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	14,785,000	-	-	-	-	13,625,000	1,160,000	14,785,000
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	2,050,000	1,000,000	500,000	-	-	5,600,000	5,600,000
MSP272- Trax Operational Simulator	1,763,000	-	-	-	-	-	1,763,000	1,763,000
MSP282- Frontrunner Platform Modification	500,000	-	-	-	-	-	500,000	500,000
Capital Development	87,623,000	103,213,000	119,889,000	27,094,000	14,375,000	233,141,000	119,053,000	352,194,000
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000	-	-	-	-	-	36,000	36,000
MSP140- Box Elder County Corridor Preservation	2,075,000	1,575,000	1,575,000	1,575,000	1,575,000	-	8,375,000	8,375,000
MSP156- Prop 1 Passenger Imp. Davis County	113,000	-	-	-	-	-	113,000	113,000
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
MSP193- Weber County Corridor Preservation	2,824,000	-	-	-	-	2,824,000	-	2,824,000
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	1,700,000	5,864,000	35,566,000	12,519,000	-	51,192,000	4,457,000	55,649,000
MSP205- TIGER Program of Projects	10,460,000	2,809,000	-	-	-	7,568,000	5,701,000	13,269,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,101,000	1,001,000	-	-	-	1,976,000	126,000	2,102,000
MSP208- Clearfield FR Station Trail	1,501,000	-	-	-	-	1,451,000	50,000	1,501,000
MSP215- Sharp/Tintic	110,000	395,000	-	-	-	-	505,000	505,000
MSP216- Point of the Mountain Transit	3,000,000	500,000	500,000	500,000	500,000	5,000,000	-	5,000,000
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	1,478,000	-	-	-	-	-	1,478,000	1,478,000
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	360,000	360,000	500,000	500,000	500,000	-	2,220,000	2,220,000
MSP252- FrontRunner Forward	3,880,000	500,000	500,000	800,000	600,000	6,280,000	-	6,280,000
MSP253- Mid-Valley Connector	15,001,000	45,103,000	43,976,000	-	-	104,080,000	-	104,080,000
MSP254- TechLink Corridor	1,200,000	1,200,000	5,000,000	-	-	6,200,000	1,200,000	7,400,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	3,090,000	5,900,000	2,200,000	-	-	-	11,190,000	11,190,000
MSP259- S-Line Extension	1,870,000	6,700,000	3,080,000	-	-	11,650,000	-	11,650,000
MSP260- Westside Express (5600 West)	1,000,000	9,086,000	7,322,000	-	-	16,908,000	500,000	17,408,000
MSP264- South Valley Transit	3,830,000	2,000,000	2,620,000	-	-	5,830,000	2,620,000	8,450,000
MSP265- Program Management Support	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	-	16,500,000	16,500,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	2,300,000	2,300,000	3,300,000	-	-	3,760,000	4,140,000	7,900,000
MSP268- Optical Detection Next Steps	109,000	-	-	-	-	35,000	74,000	109,000
MSP269- Warm Springs Sewer Line Relocation	1,496,000	-	-	-	-	-	1,496,000	1,496,000
MSP273- Public Partnership Projects	10,000,000	-	-	-	-	-	10,000,000	10,000,000
MSP274- Historic Utah Southern Rail Trail	14,000	-	-	-	-	-	14,000	14,000
MSP286- Utah County Park & Ride Lots	230,000	2,220,000	2,550,000	-	-	4,200,000	800,000	5,000,000
MSP287- 900 East UVX Station	4,300,000	-	-	-	-	4,000,000	300,000	4,300,000
MSP288- Sustainability Project Pool	200,000	200,000	200,000	200,000	200,000	-	1,000,000	1,000,000
MSP289- Historic Orchard Pathway (Box Elder County)	206,000	-	-	-	-	187,000	19,000	206,000
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micr	414,000	-	-	-	-	-	414,000	414,000
MSP291- CareATC Location Build Out	35,000	-	-	-	-	-	35,000	35,000
MSP293- Sheperd Lane Embankment	300,000	3,700,000	-	-	-	-	4,000,000	4,000,000
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	3,090,000	1,000,000	1,100,000	1,100,000	1,100,000	-	7,390,000	7,390,000
SGR408- Route End of Line (EOL) Enhancements	1,000,000	1,500,000	500,000	500,000	500,000	-	4,000,000	4,000,000
SGR409- System Restrooms	1,000,000	1,000,000	1,100,000	1,100,000	1,100,000	-	5,300,000	5,300,000
Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
MSP999- Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
Facilities- SGR	7,021,000	16,117,000	6,245,000	3,527,000	3,823,000	-	36,733,000	36,733,000
FMA559- Office Equipment Reserve	100,000	100,000	100,000	100,000	-	-	400,000	400,000
FMA652- Facilities, Equipment Managed Reserve	571,000	500,000	1,000,000	500,000	750,000	-	3,321,000	3,321,000
FMA653- Facilities Rehab and Replacement	1,780,000	1,500,000	2,000,000	1,000,000	1,000,000	-	7,280,000	7,280,000

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
FMA672- Park and Ride Rehab/Replacement	500,000	750,000	1,000,000	500,000	500,000	-	3,250,000	3,250,000
FMA673- Stations and Platforms Rehab/Replace	560,000	250,000	250,000	500,000	250,000	-	1,810,000	1,810,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,170,000	900,000	900,000	900,000	1,200,000	-	5,070,000	5,070,000
FMA685- Wheel Truing Machine JRSC	-	4,000,000	-	-	-	-	4,000,000	4,000,000
FMA686- Warehouse Equipment Managed Reserve	375,000	117,000	95,000	27,000	123,000	-	737,000	737,000
SGR390- Jordan River Bldg 2 Remodel	1,965,000	8,000,000	900,000	-	-	-	10,865,000	10,865,000
Information Technology	17,690,000	25,483,000	15,036,000	8,764,000	2,023,000	-	68,996,000	68,996,000
ICI001- Passenger Information Signage	3,202,000	350,000	-	-	-	-	3,552,000	3,552,000
ICI005- EFC – Rehab & Replacement	225,000	150,000	-	-	-	-	375,000	375,000
ICI146- FrontRunner WiFi Enhancements	712,000	100,000	50,000	50,000	50,000	-	962,000	962,000
ICI173- JDE System Enhancements	50,000	50,000	50,000	50,000	50,000	-	250,000	250,000
ICI179- Network Infrastructure Equipment & Software	242,000	271,000	313,000	279,000	150,000	-	1,255,000	1,255,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	283,000	200,000	200,000	200,000	200,000	-	1,083,000	1,083,000
ICI191- IT Managed Reserves	446,000	400,000	400,000	400,000	400,000	-	2,046,000	2,046,000
ICI197- Bus Communications On-Board Technology	102,000	100,000	100,000	200,000	200,000	-	702,000	702,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	410,000	283,000	260,000	475,000	250,000	-	1,678,000	1,678,000
ICI199- Rail Communication Onboard Tech	197,000	100,000	100,000	100,000	100,000	-	597,000	597,000
ICI201- Server, Storage Infrastructure Equipment & Software	1,681,000	269,000	286,000	173,000	173,000	-	2,582,000	2,582,000
ICI202- Radio Comm Infrastructure	174,000	100,000	100,000	100,000	100,000	-	574,000	574,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	486,000	243,000	243,000	-	-	-	972,000	972,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	170,000	-	-	-	-	-	170,000	170,000
ICI217- Transit Management System	950,000	-	-	-	-	-	950,000	950,000
ICI222- Fares Systems Replacement Program	5,500,000	13,867,000	11,434,000	6,587,000	200,000	-	37,588,000	37,588,000
ICI223- ERP Analysis	300,000	-	-	-	-	-	300,000	300,000
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	60,000	-	-	-	-	-	60,000	60,000
ICI226- New Radio Communication System	2,000,000	8,000,000	500,000	150,000	150,000	-	10,800,000	10,800,000
ICI228- CPO New HRIS system application upgrade	500,000	1,000,000	1,000,000	-	-	-	2,500,000	2,500,000
Infrastructure SGR Projects	51,309,000	40,623,000	35,095,000	27,963,000	25,572,000	111,520,000	69,042,000	180,562,000
MSP189- Signal Pre-emption Projects w/UDOT	200,000	-	-	-	-	200,000	-	200,000
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	567,000	534,000	603,000	510,000	530,000	-	2,744,000	2,744,000
SGR359- Bridge Rehabilitation & Maintenance	625,000	472,000	400,000	320,000	400,000	-	2,217,000	2,217,000
SGR370- Light Rail Red Signal Enforcement	3,315,000	3,500,000	3,000,000	2,500,000	-	-	12,315,000	12,315,000
SGR385- Rail Rehab and Replacement	14,650,000	3,500,000	4,000,000	4,000,000	4,000,000	18,920,000	11,230,000	30,150,000
SGR393- Grade Crossing Rehab/Replacement	2,750,000	3,000,000	3,000,000	3,000,000	3,000,000	6,607,000	8,143,000	14,750,000
SGR397- Traction Power Rehab/Replacement	15,332,000	15,332,000	6,152,000	800,000	-	29,451,000	8,165,000	37,616,000
SGR398- OCS Rehab/Replace	2,000,000	2,035,000	8,000,000	6,000,000	6,000,000	19,228,000	4,807,000	24,035,000
SGR401- Ballast and Tie Rehab/Replacement	250,000	350,000	400,000	400,000	400,000	-	1,800,000	1,800,000
SGR403- Train Control Rehab/Replacement	4,400,000	8,600,000	6,000,000	7,543,000	7,492,000	22,616,000	11,419,000	34,035,000
SGR404- Rail Switches/Trackwork Controls	2,820,000	1,300,000	2,000,000	2,250,000	3,000,000	8,496,000	2,874,000	11,370,000
SGR410- Fiber Rehab/Replacement	4,400,000	2,000,000	1,540,000	640,000	750,000	6,002,000	3,328,000	9,330,000

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
Planning	4,127,000	1,935,000	1,800,000	1,800,000	1,800,000	1,683,000	9,779,000	11,462,000
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus S	412,000	-	-	-	-	336,000	76,000	412,000
ICI221- Customer Relations Software Replacement	270,000	135,000	-	-	-	-	405,000	405,000
MSP198- Wayfinding Plan	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	-	7,500,000	7,500,000
MSP284- Route Planning Restoration using Equity Index	300,000	-	-	-	-	300,000	-	300,000
MSP285- Bus Network Optimization Program (BNOP)	100,000	-	-	-	-	-	100,000	100,000
MSP292- AOPPP: Paratransit Forward Study	385,000	-	-	-	-	385,000	-	385,000
MSP294- Planning Studies Managed Reserve	300,000	300,000	300,000	300,000	300,000	-	1,500,000	1,500,000
REV234- Tooele County Microtransit & Vehicle Electrification	860,000	-	-	-	-	662,000	198,000	860,000
Property/TOC	8,627,000	2,634,000	1,184,000	791,000	63,000	1,955,000	11,344,000	13,299,000
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	40,000	40,000	40,000	-	-	160,000	160,000
MSP262- SLCentral HQ Office	1,780,000	1,000,000	-	-	-	-	2,780,000	2,780,000
MSP263- TOD Working Capital	688,000	688,000	688,000	688,000	-	-	2,752,000	2,752,000
MSP275- Station Area Planning	1,119,000	906,000	456,000	63,000	63,000	1,955,000	652,000	2,607,000
MSP283- ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	5,000,000	5,000,000
Revenue/Service Vehicles	92,249,000	77,910,000	81,935,000	145,664,000	191,278,000	221,036,000	368,000,000	589,036,000
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	113,000	661,000	1,269,000	580,000	22,000	654,000	1,991,000	2,645,000
REV205- Replacement Non-Revenue Support Vehicles	1,148,000	500,000	500,000	750,000	750,000	-	3,648,000	3,648,000
REV209- Paratransit Replacements	3,328,000	3,328,000	2,883,000	3,435,000	3,546,000	-	16,520,000	16,520,000
REV211- Replacement Buses	31,452,000	38,787,000	42,816,000	50,891,000	26,910,000	-	190,856,000	190,856,000
REV212- Park City Lo/No Grant	4,543,000	-	-	-	-	4,222,000	321,000	4,543,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,100,000	3,000,000	3,000,000	3,000,000	3,000,000	-	14,100,000	14,100,000
REV232- Van Pool Van Replacements	1,923,000	1,676,000	1,717,000	1,758,000	1,800,000	-	8,874,000	8,874,000
REV233- Commuter Rail Vehicle Procurement - Used	4,000,000	8,000,000	-	-	-	-	12,000,000	12,000,000
REV236- VW Battery Buses	22,030,000	-	-	-	-	15,508,000	6,522,000	22,030,000
REV237- GPS Telemetrics System	380,000	-	-	-	-	-	380,000	380,000
REV238- SD100/SD160 Light Rail Vehicle Replacement	2,000,000	5,000,000	16,000,000	73,500,000	143,500,000	180,000,000	60,000,000	240,000,000
SGR040- Light Rail Vehicle Rehab	13,610,000	10,662,000	9,000,000	8,000,000	8,000,000	20,652,000	28,620,000	49,272,000
SGR353- Commuter Rail Engine Overhaul	3,035,000	2,395,000	1,000,000	-	-	-	6,430,000	6,430,000
SGR386- Repair Damaged LRV	1,422,000	1,901,000	-	-	-	-	3,323,000	3,323,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	1,165,000	2,000,000	3,750,000	3,750,000	3,750,000	-	14,415,000	14,415,000
Safety and Security	5,420,000	2,823,000	2,817,000	2,793,000	2,912,000	21,000	16,744,000	16,765,000
FMA516- Corridor Fencing	50,000	55,000	61,000	67,000	74,000	-	307,000	307,000
FMA543- Police Fleet Vehicles	51,000	53,000	55,000	57,000	59,000	-	275,000	275,000
FMA557- Bus Safety and Security	30,000	33,000	37,000	41,000	45,000	-	186,000	186,000
FMA604- Safety General Projects	100,000	110,000	121,000	133,000	146,000	-	610,000	610,000
FMA645- Camera Sustainability	670,000	682,000	696,000	710,000	726,000	-	3,484,000	3,484,000
FMA656- Facility Security	50,000	50,000	50,000	-	74,000	-	224,000	224,000
FMA658- Bus Replacement Camera System	2,145,000	621,000	621,000	621,000	621,000	-	4,629,000	4,629,000
FMA659- Emergency Operations Training	15,000	-	15,000	-	-	-	30,000	30,000
FMA676- Security General Projects	120,000	22,000	24,000	27,000	30,000	-	223,000	223,000
FMA680- Suicide Prevention Research Project	40,000	30,000	-	-	-	21,000	49,000	70,000

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
FMA681- Arc Flash Analysis	705,000	-	-	-	-	-	705,000	705,000
FMA684- Police Managed Reserve	300,000	150,000	150,000	150,000	150,000	-	900,000	900,000
ICI140- Next Crossing Cameras	40,000	70,000	40,000	40,000	40,000	-	230,000	230,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	1,104,000	947,000	947,000	947,000	947,000	-	4,892,000	4,892,000
Grand Total	318,997,000	278,469,000	270,308,000	224,203,000	247,153,000	604,959,000	734,171,000	1,339,130,000

2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total		2023-2027 Total		2023-2027 Total		2023-2027 Total		2023-2027 Total	
	Budget	Budget- Grants	Budget- Grants	Unfunded/Pending	Budget- Unfunded	Budget- Lease	Budget- State	Budget- Local Partner	Budget- UTA Local	Budget- UTA Local
5310 Projects	10,434,000	3,714,000	5,393,000	-	-	-	-	1,059,000	268,000	-
CDA006- 5310 Admin Funds	1,535,000	-	1,535,000	-	-	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	789,000	-	539,000	-	-	-	-	-	250,000	-
ICI227- Voucher Project	10,000	-	10,000	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	24,000	19,000	-	-	-	-	-	5,000	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	64,000	51,000	-	-	-	-	-	13,000	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	144,000	115,000	-	-	-	-	-	29,000	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	280,000	224,000	-	-	-	-	-	56,000	-	-
MSP221- FFY 17/18 - 5310 Program - Ogden/Layton	137,000	109,000	-	-	-	-	-	28,000	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	215,000	172,000	-	-	-	-	-	43,000	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	477,000	477,000	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	240,000	240,000	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	175,000	175,000	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	1,231,000	-	985,000	-	-	-	-	246,000	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	686,000	-	549,000	-	-	-	-	137,000	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	474,000	-	380,000	-	-	-	-	94,000	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	383,000	-	383,000	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	677,000	-	677,000	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	260,000	-	260,000	-	-	-	-	-	-	-
MSP295- ARPA 5310	249,000	249,000	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	249,000	249,000	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	1,113,000	816,000	75,000	-	-	-	-	204,000	18,000	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	628,000	503,000	-	-	-	-	-	125,000	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	394,000	315,000	-	-	-	-	-	79,000	-	-
Capital Construction	34,649,000	22,320,000	-	-	-	3,117,000	-	-	9,212,000	-
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-	-	-
MSP102- Depot District	12,001,000	8,695,000	-	-	-	3,117,000	-	-	189,000	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	14,785,000	13,625,000	-	-	-	-	-	-	1,160,000	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	5,600,000	-	-	-	-	-	-	-	5,600,000	-
MSP272- Trax Operational Simulator	1,763,000	-	-	-	-	-	-	-	1,763,000	-
MSP282- Frontrunner Platform Modification	500,000	-	-	-	-	-	-	-	500,000	-
Capital Development	352,194,000	91,384,000	74,860,000	-	-	61,678,000	5,219,000	-	119,053,000	-
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000	-	-	-	-	-	-	-	36,000	-
MSP140- Box Elder County Corridor Preservation	8,375,000	-	-	-	-	-	-	-	8,375,000	-
MSP156- Prop 1 Passenger Imp. Davis County	113,000	-	-	-	-	-	-	-	113,000	-
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	2,824,000	-	-	-	-	-	-	2,824,000	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	55,649,000	1,500,000	49,692,000	-	-	-	-	-	4,457,000	-
MSP205- TIGER Program of Projects	13,269,000	5,686,000	-	-	-	1,743,000	139,000	-	5,701,000	-

2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total Budget	2023-2027 Total		2023-2027 Total		2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
		Budget- Grants	Unfunded/Pending	Budget- Grants	Budget- Unfunded Other Sources				
MSP207- 3300/3500 South MAX Exp/Optimization	2,102,000	1,976,000	-	-	-	-	-	-	126,000
MSP208- Clearfield FR Station Trail	1,501,000	1,451,000	-	-	-	-	-	-	50,000
MSP215- Sharp/Tintic	505,000	-	-	-	-	-	-	-	505,000
MSP216- Point of the Mountain Transit	5,000,000	2,000,000	-	-	-	-	3,000,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	1,478,000	-	-	-	-	-	-	-	1,478,000
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	2,220,000	-	-	-	-	-	-	-	2,220,000
MSP252- FrontRunner Forward	6,280,000	-	-	-	-	-	6,280,000	-	-
MSP253- Mid-Valley Connector	104,080,000	69,405,000	-	-	-	-	34,675,000	-	-
MSP254- TechLink Corridor	7,400,000	950,000	5,000,000	-	-	-	-	250,000	1,200,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	11,190,000	-	-	-	-	-	-	-	11,190,000
MSP259- S-Line Extension	11,650,000	-	-	-	-	-	11,650,000	-	-
MSP260- Westside Express (5600 West)	17,408,000	-	16,408,000	-	-	-	500,000	-	500,000
MSP264- South Valley Transit	8,450,000	-	-	-	-	-	3,830,000	2,000,000	2,620,000
MSP265- Program Management Support	16,500,000	-	-	-	-	-	-	-	16,500,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	7,900,000	-	3,760,000	-	-	-	-	-	4,140,000
MSP268- Optical Detection Next Steps	109,000	29,000	-	-	-	-	-	6,000	74,000
MSP269- Warm Springs Sewer Line Relocation	1,496,000	-	-	-	-	-	-	-	1,496,000
MSP273- Public Partnership Projects	10,000,000	-	-	-	-	-	-	-	10,000,000
MSP274- Historic Utah Southern Rail Trail	14,000	-	-	-	-	-	-	-	14,000
MSP286- Utah County Park & Ride Lots	5,000,000	4,200,000	-	-	-	-	-	-	800,000
MSP287- 900 East UVX Station	4,300,000	4,000,000	-	-	-	-	-	-	300,000
MSP288- Sustainability Project Pool	1,000,000	-	-	-	-	-	-	-	1,000,000
MSP289- Historic Orchard Pathway (Box Elder County)	206,000	187,000	-	-	-	-	-	-	19,000
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	414,000	-	-	-	-	-	-	-	414,000
MSP291- CareATC Location Build Out	35,000	-	-	-	-	-	-	-	35,000
MSP293- Sheperd Lane Embankment	4,000,000	-	-	-	-	-	-	-	4,000,000
REV239- HB322 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	-	-	25,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	7,390,000	-	-	-	-	-	-	-	7,390,000
SGR408- Route End of Line (EOL) Enhancements	4,000,000	-	-	-	-	-	-	-	4,000,000
SGR409- System Restrooms	5,300,000	-	-	-	-	-	-	-	5,300,000
Contingency	25,000,000	-	-	-	-	-	-	-	25,000,000
MSP999- Capital Contingency	25,000,000	-	-	-	-	-	-	-	25,000,000
Facilities- SGR	36,733,000	-	-	-	-	-	-	-	36,733,000
FMA559- Office Equipment Reserve	400,000	-	-	-	-	-	-	-	400,000
FMA652- Facilities, Equipment Managed Reserve	3,321,000	-	-	-	-	-	-	-	3,321,000
FMA653- Facilities Rehab and Replacement	7,280,000	-	-	-	-	-	-	-	7,280,000
FMA672- Park and Ride Rehab/Replacement	3,250,000	-	-	-	-	-	-	-	3,250,000
FMA673- Stations and Platforms Rehab/Replace	1,810,000	-	-	-	-	-	-	-	1,810,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	5,070,000	-	-	-	-	-	-	-	5,070,000
FMA685- Wheel Truing Machine JRSC	4,000,000	-	-	-	-	-	-	-	4,000,000
FMA686- Warehouse Equipment Managed Reserve	737,000	-	-	-	-	-	-	-	737,000
SGR390- Jordan River Bldg 2 Remodel	10,865,000	-	-	-	-	-	-	-	10,865,000
Information Technology	68,996,000	-	-	-	-	-	-	-	68,996,000

2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total Budget	2023-2027 Total		2023-2027 Total		2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
		Budget- Grants	Budget- Unfunded/Pending	Budget- Grants	Budget- Unfunded/Other Sources				
ICI001- Passenger Information Signage	3,552,000	-	-	-	-	-	-	-	3,552,000
ICI005- EFC – Rehab & Replacement	375,000	-	-	-	-	-	-	-	375,000
ICI146- FrontRunner WiFi Enhancements	962,000	-	-	-	-	-	-	-	962,000
ICI173- JDE System Enhancements	250,000	-	-	-	-	-	-	-	250,000
ICI179- Network Infrastructure Equipment & Software	1,255,000	-	-	-	-	-	-	-	1,255,000
ICI183- Legal SW	-	-	-	-	-	-	-	-	-
ICI186- In House Application Development	1,083,000	-	-	-	-	-	-	-	1,083,000
ICI191- IT Managed Reserves	2,046,000	-	-	-	-	-	-	-	2,046,000
ICI197- Bus Communications On-Board Technology	702,000	-	-	-	-	-	-	-	702,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	1,678,000	-	-	-	-	-	-	-	1,678,000
ICI199- Rail Communication Onboard Tech	597,000	-	-	-	-	-	-	-	597,000
ICI201- Server, Storage Infrastructure Equipment & Software	2,582,000	-	-	-	-	-	-	-	2,582,000
ICI202- Radio Comm Infrastructure	574,000	-	-	-	-	-	-	-	574,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	972,000	-	-	-	-	-	-	-	972,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	170,000	-	-	-	-	-	-	-	170,000
ICI217- Transit Management System	950,000	-	-	-	-	-	-	-	950,000
ICI222- Fares Systems Replacement Program	37,588,000	-	-	-	-	-	-	-	37,588,000
ICI223- ERP Analysis	300,000	-	-	-	-	-	-	-	300,000
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	60,000	-	-	-	-	-	-	-	60,000
ICI226- New Radio Communication System	10,800,000	-	-	-	-	-	-	-	10,800,000
ICI228- CPO New HRIS system application upgrade	2,500,000	-	-	-	-	-	-	-	2,500,000
Infrastructure SGR Projects	180,562,000	111,320,000	-	-	-	-	-	200,000	69,042,000
MSP189- Signal Pre-emption Projects w/UDOT	200,000	-	-	-	-	-	-	200,000	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	2,744,000	-	-	-	-	-	-	-	2,744,000
SGR359- Bridge Rehabilitation & Maintenance	2,217,000	-	-	-	-	-	-	-	2,217,000
SGR370- Light Rail Red Signal Enforcement	12,315,000	-	-	-	-	-	-	-	12,315,000
SGR385- Rail Rehab and Replacement	30,150,000	18,920,000	-	-	-	-	-	-	11,230,000
SGR393- Grade Crossing Rehab/Replacement	14,750,000	6,607,000	-	-	-	-	-	-	8,143,000
SGR397- Traction Power Rehab/Replacement	37,616,000	29,451,000	-	-	-	-	-	-	8,165,000
SGR398- OCS Rehab/Replace	24,035,000	19,228,000	-	-	-	-	-	-	4,807,000
SGR401- Ballast and Tie Rehab/Replacement	1,800,000	-	-	-	-	-	-	-	1,800,000
SGR403- Train Control Rehab/Replacement	34,035,000	22,616,000	-	-	-	-	-	-	11,419,000
SGR404- Rail Switches/Trackwork Controls	11,370,000	8,496,000	-	-	-	-	-	-	2,874,000
SGR410- Fiber Rehab/Replacement	9,330,000	6,002,000	-	-	-	-	-	-	3,328,000
Planning	11,462,000	1,514,000	-	-	-	-	-	169,000	9,779,000
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	412,000	336,000	-	-	-	-	-	-	76,000
ICI221- Customer Relations Software Replacement	405,000	-	-	-	-	-	-	-	405,000
MSP198- Wayfinding Plan	7,500,000	-	-	-	-	-	-	-	7,500,000
MSP284- Route Planning Restoration using Equity Index	300,000	300,000	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	100,000	-	-	-	-	-	-	-	100,000
MSP292- AOPPP: Paratransit Forward Study	385,000	385,000	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	1,500,000	-	-	-	-	-	-	-	1,500,000
REV234- Tooele County Microtransit & Vehicle Electrification	860,000	493,000	-	-	-	-	-	169,000	198,000
Property/TOC	13,299,000	-	-	-	-	-	-	1,955,000	11,344,000
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	160,000	-	-	-	-	-	-	-	160,000

2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total Budget	2023-2027 Total		2023-2027 Total		2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
		Budget- Grants	Unfunded/Pending	Budget- Grants	Budget- Unfunded Other Sources				
MSP262- SLCentral HQ Office	2,780,000	-	-	-	-	-	-	-	2,780,000
MSP263- TOD Working Capital	2,752,000	-	-	-	-	-	-	-	2,752,000
MSP275- Station Area Planning	2,607,000	-	-	-	-	-	-	1,955,000	652,000
MSP283- ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	-	-	5,000,000
Revenue/Service Vehicles	589,036,000	36,767,000	120,000,000	60,000,000	231,442,000	-	-	4,269,000	136,558,000
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	2,645,000	317,000	-	-	-	-	-	337,000	1,991,000
REV205- Replacement Non-Revenue Support Vehicles	3,648,000	-	-	-	3,648,000	-	-	-	-
REV209- Paratransit Replacements	16,520,000	-	-	-	16,520,000	-	-	-	-
REV211- Replacement Buses	190,856,000	-	-	-	190,400,000	-	-	-	456,000
REV212- Park City Lo/No Grant	4,543,000	2,790,000	-	-	-	-	-	1,432,000	321,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	14,100,000	-	-	-	-	-	-	-	14,100,000
REV232- Van Pool Van Replacements	8,874,000	-	-	-	8,874,000	-	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	12,000,000	-	-	-	12,000,000	-	-	-	-
REV236- VW Battery Buses	22,030,000	13,008,000	-	-	-	-	-	2,500,000	6,522,000
REV237- GPS Telemetrics System	380,000	-	-	-	-	-	-	-	380,000
REV238- SD100/SD160 Light Rail Vehicle Replacement	240,000,000	-	120,000,000	60,000,000	-	-	-	-	60,000,000
SGR040- Light Rail Vehicle Rehab	49,272,000	20,652,000	-	-	-	-	-	-	28,620,000
SGR353- Commuter Rail Engine Overhaul	6,430,000	-	-	-	-	-	-	-	6,430,000
SGR386- Repair Damaged LRV	3,323,000	-	-	-	-	-	-	-	3,323,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	14,415,000	-	-	-	-	-	-	-	14,415,000
Safety and Security	16,765,000	21,000	-	-	-	-	-	-	16,744,000
FMA516- Corridor Fencing	307,000	-	-	-	-	-	-	-	307,000
FMA543- Police Fleet Vehicles	275,000	-	-	-	-	-	-	-	275,000
FMA557- Bus Safety and Security	186,000	-	-	-	-	-	-	-	186,000
FMA604- Safety General Projects	610,000	-	-	-	-	-	-	-	610,000
FMA645- Camera Sustainability	3,484,000	-	-	-	-	-	-	-	3,484,000
FMA656- Facility Security	224,000	-	-	-	-	-	-	-	224,000
FMA658- Bus Replacement Camera System	4,629,000	-	-	-	-	-	-	-	4,629,000
FMA659- Emergency Operations Training	30,000	-	-	-	-	-	-	-	30,000
FMA676- Security General Projects	223,000	-	-	-	-	-	-	-	223,000
FMA680- Suicide Prevention Research Project	70,000	21,000	-	-	-	-	-	-	49,000
FMA681- Arc Flash Analysis	705,000	-	-	-	-	-	-	-	705,000
FMA684- Police Managed Reserve	900,000	-	-	-	-	-	-	-	900,000
ICI140- Next Crossing Cameras	230,000	-	-	-	-	-	-	-	230,000
ICI229- Red/Blue/Green/Fronrunner Camera Systems	4,892,000	-	-	-	-	-	-	-	4,892,000
Grand Total	1,339,130,000	267,040,000	200,253,000	60,000,000	231,442,000	64,795,000	12,871,000	502,729,000	

2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded	2023 Grants-Unfunded/Pending	2023 Unfunded-Other Sources	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
5310 Projects	8,832,000	3,714,000	4,011,000	-	-	-	1,059,000	48,000
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	415,000	-	385,000	-	-	-	-	30,000
ICI227- Voucher Project	10,000	-	10,000	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	24,000	19,000	-	-	-	-	5,000	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	64,000	51,000	-	-	-	-	13,000	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	144,000	115,000	-	-	-	-	29,000	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	280,000	224,000	-	-	-	-	56,000	-
MSP221- FFY 17/18 - 5310 Program - Ogden/Layton	137,000	109,000	-	-	-	-	28,000	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	215,000	172,000	-	-	-	-	43,000	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	477,000	477,000	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	240,000	240,000	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	175,000	175,000	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	1,231,000	-	985,000	-	-	-	246,000	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	686,000	-	549,000	-	-	-	137,000	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	474,000	-	380,000	-	-	-	94,000	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	383,000	-	383,000	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	677,000	-	677,000	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	260,000	-	260,000	-	-	-	-	-
MSP295- ARPA 5310	249,000	249,000	-	-	-	-	-	-
MSP296- CRRSAA 5310	249,000	249,000	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	1,113,000	816,000	75,000	-	-	-	204,000	18,000
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	628,000	503,000	-	-	-	-	125,000	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	394,000	315,000	-	-	-	-	79,000	-
Capital Construction	31,099,000	22,320,000	-	-	-	3,117,000	-	5,662,000
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	12,001,000	8,695,000	-	-	-	3,117,000	-	189,000
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	14,785,000	13,625,000	-	-	-	-	-	1,160,000
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	-	-	-	-	-	-	2,050,000
MSP272- Trax Operational Simulator	1,763,000	-	-	-	-	-	-	1,763,000
MSP282- Frontrunner Platform Modification	500,000	-	-	-	-	-	-	500,000
Capital Development	87,623,000	24,594,000	760,000	-	-	16,221,000	5,189,000	40,859,000
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000	-	-	-	-	-	-	36,000
MSP140- Box Elder County Corridor Preservation	2,075,000	-	-	-	-	-	-	2,075,000
MSP156- Prop 1 Passenger Imp. Davis County	113,000	-	-	-	-	-	-	113,000
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	2,824,000	-	-	-	-	-	2,824,000	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	1,700,000	1,500,000	-	-	-	-	-	200,000
MSP205- TIGER Program of Projects	10,460,000	4,464,000	-	-	-	1,368,000	109,000	4,519,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,101,000	1,035,000	-	-	-	-	-	66,000
MSP208- Clearfield FR Station Trail	1,501,000	1,451,000	-	-	-	-	-	50,000
MSP215- Sharp/Tintic	110,000	-	-	-	-	-	-	110,000
MSP216- Point of the Mountain Transit	3,000,000	2,000,000	-	-	-	1,000,000	-	-

2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded	2023 Grants-Unfunded/Pending	2023 Unfunded-Other Sources	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	1,478,000	-	-	-	-	-	-	1,478,000
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	360,000	-	-	-	-	-	-	360,000
MSP252- FrontRunner Forward	3,880,000	-	-	-	-	3,880,000	-	-
MSP253- Mid-Valley Connector	15,001,000	9,228,000	-	-	-	5,773,000	-	-
MSP254- TechLink Corridor	1,200,000	700,000	-	-	-	-	250,000	250,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	3,090,000	-	-	-	-	-	-	3,090,000
MSP259- S-Line Extension	1,870,000	-	-	-	-	1,870,000	-	-
MSP260- Westside Express (5600 West)	1,000,000	-	-	-	-	500,000	-	500,000
MSP264- South Valley Transit	3,830,000	-	-	-	-	1,830,000	2,000,000	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	2,300,000	-	760,000	-	-	-	-	1,540,000
MSP268- Optical Detection Next Steps	109,000	29,000	-	-	-	-	6,000	74,000
MSP269- Warm Springs Sewer Line Relocation	1,496,000	-	-	-	-	-	-	1,496,000
MSP273- Public Partnership Projects	10,000,000	-	-	-	-	-	-	10,000,000
MSP274- Historic Utah Southern Rail Trail	14,000	-	-	-	-	-	-	14,000
MSP286- Utah County Park & Ride Lots	230,000	-	-	-	-	-	-	230,000
MSP287- 900 East UVX Station	4,300,000	4,000,000	-	-	-	-	-	300,000
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	206,000	187,000	-	-	-	-	-	19,000
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	414,000	-	-	-	-	-	-	414,000
MSP291- CareATC Location Build Out	35,000	-	-	-	-	-	-	35,000
MSP293- Sheperd Lane Embankment	300,000	-	-	-	-	-	-	300,000
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	3,090,000	-	-	-	-	-	-	3,090,000
SGR408- Route End of Line (EOL) Enhancements	1,000,000	-	-	-	-	-	-	1,000,000
SGR409- System Restrooms	1,000,000	-	-	-	-	-	-	1,000,000
Contingency	5,000,000	-	-	-	-	-	-	5,000,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	7,021,000	-	-	-	-	-	-	7,021,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	571,000	-	-	-	-	-	-	571,000
FMA653- Facilities Rehab and Replacement	1,780,000	-	-	-	-	-	-	1,780,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	560,000	-	-	-	-	-	-	560,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,170,000	-	-	-	-	-	-	1,170,000
FMA685- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA686- Warehouse Equipment Managed Reserve	375,000	-	-	-	-	-	-	375,000
SGR390- Jordan River Bldg 2 Remodel	1,965,000	-	-	-	-	-	-	1,965,000
Information Technology	17,690,000	-	-	-	-	-	-	17,690,000
ICI001- Passenger Information Signage	3,202,000	-	-	-	-	-	-	3,202,000
ICI005- EFC – Rehab & Replacement	225,000	-	-	-	-	-	-	225,000
ICI146- FrontRunner WiFi Enhancements	712,000	-	-	-	-	-	-	712,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	242,000	-	-	-	-	-	-	242,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	283,000	-	-	-	-	-	-	283,000
ICI191- IT Managed Reserves	446,000	-	-	-	-	-	-	446,000
ICI197- Bus Communications On-Board Technology	102,000	-	-	-	-	-	-	102,000

2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded	2023 Grants-Unfunded/Pending	2023 Unfunded-Other Sources	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	410,000	-	-	-	-	-	-	410,000
ICI199- Rail Communication Onboard Tech	197,000	-	-	-	-	-	-	197,000
ICI201- Server, Storage Infrastructure Equipment & Software	1,681,000	-	-	-	-	-	-	1,681,000
ICI202- Radio Comm Infrastructure	174,000	-	-	-	-	-	-	174,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	486,000	-	-	-	-	-	-	486,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	170,000	-	-	-	-	-	-	170,000
ICI217- Transit Management System	950,000	-	-	-	-	-	-	950,000
ICI222- Fares Systems Replacement Program	5,500,000	-	-	-	-	-	-	5,500,000
ICI223- ERP Analysis	300,000	-	-	-	-	-	-	300,000
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	60,000	-	-	-	-	-	-	60,000
ICI226- New Radio Communication System	2,000,000	-	-	-	-	-	-	2,000,000
ICI228- CPO New HRIS system application upgrade	500,000	-	-	-	-	-	-	500,000
Infrastructure SGR Projects	51,309,000	37,081,000	-	-	-	-	200,000	14,028,000
MSP189- Signal Pre-emption Projects w/UDOT	200,000	-	-	-	-	-	200,000	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	567,000	-	-	-	-	-	-	567,000
SGR359- Bridge Rehabilitation & Maintenance	625,000	-	-	-	-	-	-	625,000
SGR370- Light Rail Red Signal Enforcement	3,315,000	-	-	-	-	-	-	3,315,000
SGR385- Rail Rehab and Replacement	14,650,000	11,720,000	-	-	-	-	-	2,930,000
SGR393- Grade Crossing Rehab/Replacement	2,750,000	2,200,000	-	-	-	-	-	550,000
SGR397- Traction Power Rehab/Replacement	15,332,000	12,265,000	-	-	-	-	-	3,067,000
SGR398- OCS Rehab/Replace	2,000,000	1,600,000	-	-	-	-	-	400,000
SGR401- Ballast and Tie Rehab/Replacement	250,000	-	-	-	-	-	-	250,000
SGR403- Train Control Rehab/Replacement	4,400,000	3,520,000	-	-	-	-	-	880,000
SGR404- Rail Switches/Trackwork Controls	2,820,000	2,256,000	-	-	-	-	-	564,000
SGR410- Fiber Rehab/Replacement	4,400,000	3,520,000	-	-	-	-	-	880,000
Planning	4,127,000	1,514,000	-	-	-	-	169,000	2,444,000
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	412,000	336,000	-	-	-	-	-	76,000
ICI221- Customer Relations Software Replacement	270,000	-	-	-	-	-	-	270,000
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	300,000	300,000	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	100,000	-	-	-	-	-	-	100,000
MSP292- AOPPP: Paratransit Forward Study	385,000	385,000	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	860,000	493,000	-	-	-	-	169,000	198,000
Property/TOC	8,627,000	-	-	-	-	-	935,000	7,692,000
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	1,780,000	-	-	-	-	-	-	1,780,000
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	1,119,000	-	-	-	-	-	935,000	184,000
MSP283- ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	-	5,000,000
Revenue/Service Vehicles	92,249,000	26,706,000	-	-	41,755,000	-	3,957,000	19,831,000
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	113,000	20,000	-	-	-	-	25,000	68,000
REV205- Replacement Non-Revenue Support Vehicles	1,148,000	-	-	-	1,148,000	-	-	-
REV209- Paratransit Replacements	3,328,000	-	-	-	3,328,000	-	-	-
REV211- Replacement Buses	31,452,000	-	-	-	31,356,000	-	-	96,000
REV212- Park City Lo/No Grant	4,543,000	2,790,000	-	-	-	-	1,432,000	321,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,100,000	-	-	-	-	-	-	2,100,000
REV232- Van Pool Van Replacements	1,923,000	-	-	-	1,923,000	-	-	-

2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded	2023 Grants-Unfunded/Pending	2023 Unfunded-Other Sources	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
REV233- Commuter Rail Vehicle Procurement - Used	4,000,000	-	-	-	4,000,000	-	-	-
REV236- VW Battery Buses	22,030,000	13,008,000	-	-	-	-	2,500,000	6,522,000
REV237- GPS Telemetrics System	380,000	-	-	-	-	-	-	380,000
REV238- SD100/SD160 Light Rail Vehicle Replacement	2,000,000	-	-	-	-	-	-	2,000,000
SGR040- Light Rail Vehicle Rehab	13,610,000	10,888,000	-	-	-	-	-	2,722,000
SGR353- Commuter Rail Engine Overhaul	3,035,000	-	-	-	-	-	-	3,035,000
SGR386- Repair Damaged LRV	1,422,000	-	-	-	-	-	-	1,422,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	1,165,000	-	-	-	-	-	-	1,165,000
Safety and Security	5,420,000	-	-	-	-	-	-	5,420,000
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA543- Police Fleet Vehicles	51,000	-	-	-	-	-	-	51,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	670,000	-	-	-	-	-	-	670,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000
FMA658- Bus Replacement Camera System	2,145,000	-	-	-	-	-	-	2,145,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	15,000
FMA676- Security General Projects	120,000	-	-	-	-	-	-	120,000
FMA680- Suicide Prevention Research Project	40,000	-	-	-	-	-	-	40,000
FMA681- Arc Flash Analysis	705,000	-	-	-	-	-	-	705,000
FMA684- Police Managed Reserve	300,000	-	-	-	-	-	-	300,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	1,104,000	-	-	-	-	-	-	1,104,000
Grand Total	318,997,000	115,929,000	4,771,000	-	41,755,000	19,338,000	11,509,000	125,695,000

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
5310 Projects	681,000	-	461,000	-	-	-	-	220,000
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	374,000	-	154,000	-	-	-	-	220,000
ICI227- Voucher Project	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	-	-	-	-	-	-	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	-	-	-	-	-	-	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP221- FFY 17/18 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP295- ARPA 5310	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	-	-	-	-	-	-	-	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	-	-	-	-	-	-	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	-	-	-	-	-	-	-	-
Capital Construction	2,050,000	-	-	-	-	-	-	2,050,000
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	-	-	-	-	-	-	2,050,000
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP282- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
Capital Development	103,213,000	32,259,000	16,022,000	-	-	27,432,000	30,000	27,470,000
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	5,864,000	-	5,436,000	-	-	-	-	428,000
MSP205- TIGER Program of Projects	2,809,000	1,222,000	-	-	-	375,000	30,000	1,182,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,001,000	941,000	-	-	-	-	-	60,000
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	395,000	-	-	-	-	-	-	395,000
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	500,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	360,000	-	-	-	-	-	-	360,000
MSP252- FrontRunner Forward	500,000	-	-	-	-	500,000	-	-
MSP253- Mid-Valley Connector	45,103,000	27,746,000	-	-	-	17,357,000	-	-
MSP254- TechLink Corridor	1,200,000	250,000	-	-	-	-	-	950,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	5,900,000	-	-	-	-	-	-	5,900,000
MSP259- S-Line Extension	6,700,000	-	-	-	-	6,700,000	-	-
MSP260- Westside Express (5600 West)	9,086,000	-	9,086,000	-	-	-	-	-
MSP264- South Valley Transit	2,000,000	-	-	-	-	2,000,000	-	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	2,300,000	-	1,500,000	-	-	-	-	800,000
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warm Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP286- Utah County Park & Ride Lots	2,220,000	2,100,000	-	-	-	-	-	120,000
MSP287- 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
MSP291- CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP293- Sheperd Lane Embankment	3,700,000	-	-	-	-	-	-	3,700,000
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,000,000	-	-	-	-	-	-	1,000,000
SGR408- Route End of Line (EOL) Enhancements	1,500,000	-	-	-	-	-	-	1,500,000
SGR409- System Restrooms	1,000,000	-	-	-	-	-	-	1,000,000
Contingency	5,000,000	-	-	-	-	-	-	5,000,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	16,117,000	-	-	-	-	-	-	16,117,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	500,000	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,500,000	-	-	-	-	-	-	1,500,000

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
FMA672- Park and Ride Rehab/Replacement	750,000	-	-	-	-	-	-	750,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
FMA685- Wheel Truing Machine JRSC	4,000,000	-	-	-	-	-	-	4,000,000
FMA686- Warehouse Equipment Managed Reserve	117,000	-	-	-	-	-	-	117,000
SGR390- Jordan River Bldg 2 Remodel	8,000,000	-	-	-	-	-	-	8,000,000
Information Technology	25,483,000	-	-	-	-	-	-	25,483,000
ICI001- Passenger Information Signage	350,000	-	-	-	-	-	-	350,000
ICI005- EFC – Rehab & Replacement	150,000	-	-	-	-	-	-	150,000
ICI146- FrontRunner WiFi Enhancements	100,000	-	-	-	-	-	-	100,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	271,000	-	-	-	-	-	-	271,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	100,000	-	-	-	-	-	-	100,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	283,000	-	-	-	-	-	-	283,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	269,000	-	-	-	-	-	-	269,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	243,000	-	-	-	-	-	-	243,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	13,867,000	-	-	-	-	-	-	13,867,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	8,000,000	-	-	-	-	-	-	8,000,000
ICI228- CPO New HRIS system application upgrade	1,000,000	-	-	-	-	-	-	1,000,000
Infrastructure SGR Projects	40,623,000	22,613,000	-	-	-	-	-	18,010,000
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	534,000	-	-	-	-	-	-	534,000
SGR359- Bridge Rehabilitation & Maintenance	472,000	-	-	-	-	-	-	472,000
SGR370- Light Rail Red Signal Enforcement	3,500,000	-	-	-	-	-	-	3,500,000
SGR385- Rail Rehab and Replacement	3,500,000	800,000	-	-	-	-	-	2,700,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	400,000	-	-	-	-	-	2,600,000
SGR397- Traction Power Rehab/Replacement	15,332,000	12,265,000	-	-	-	-	-	3,067,000
SGR398- OCS Rehab/Replace	2,035,000	1,628,000	-	-	-	-	-	407,000
SGR401- Ballast and Tie Rehab/Replacement	350,000	-	-	-	-	-	-	350,000
SGR403- Train Control Rehab/Replacement	8,600,000	4,880,000	-	-	-	-	-	3,720,000
SGR404- Rail Switches/Trackwork Controls	1,300,000	1,040,000	-	-	-	-	-	260,000
SGR410- Fiber Rehab/Replacement	2,000,000	1,600,000	-	-	-	-	-	400,000

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
Planning	1,935,000	-	-	-	-	-	-	1,935,000
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	135,000	-	-	-	-	-	-	135,000
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	2,634,000	-	-	-	-	-	690,000	1,944,000
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	1,000,000	-	-	-	-	-	-	1,000,000
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	906,000	-	-	-	-	-	690,000	216,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	77,910,000	7,452,000	-	-	52,201,000	-	100,000	18,157,000
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	661,000	65,000	-	-	-	-	100,000	496,000
REV205- Replacement Non-Revenue Support Vehicles	500,000	-	-	-	500,000	-	-	-
REV209- Paratransit Replacements	3,328,000	-	-	-	3,328,000	-	-	-
REV211- Replacement Buses	38,787,000	-	-	-	38,697,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,676,000	-	-	-	1,676,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	8,000,000	-	-	-	8,000,000	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	5,000,000	-	-	-	-	-	-	5,000,000
SGR040- Light Rail Vehicle Rehab	10,662,000	7,387,000	-	-	-	-	-	3,275,000
SGR353- Commuter Rail Engine Overhaul	2,395,000	-	-	-	-	-	-	2,395,000
SGR386- Repair Damaged LRV	1,901,000	-	-	-	-	-	-	1,901,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	2,000,000	-	-	-	-	-	-	2,000,000
Safety and Security	2,823,000	21,000	-	-	-	-	-	2,802,000
FMA516- Corridor Fencing	55,000	-	-	-	-	-	-	55,000
FMA543- Police Fleet Vehicles	53,000	-	-	-	-	-	-	53,000
FMA557- Bus Safety and Security	33,000	-	-	-	-	-	-	33,000
FMA604- Safety General Projects	110,000	-	-	-	-	-	-	110,000
FMA645- Camera Sustainability	682,000	-	-	-	-	-	-	682,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	-	-	-	-	-	-	-	-
FMA676- Security General Projects	22,000	-	-	-	-	-	-	22,000
FMA680- Suicide Prevention Research Project	30,000	21,000	-	-	-	-	-	9,000

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	70,000	-	-	-	-	-	-	70,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	278,469,000	62,345,000	16,483,000	-	52,201,000	27,432,000	820,000	119,188,000

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants- Awarded	2025 Grants- Unfunded/Pending	2025 Unfunded- Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
5310 Projects	307,000	-	307,000	-	-	-	-	-
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	-	-	-	-	-	-	-	-
ICI227- Voucher Project	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	-	-	-	-	-	-	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	-	-	-	-	-	-	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP221- FFY 17/18 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP295- ARPA 5310	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	-	-	-	-	-	-	-	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	-	-	-	-	-	-	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	-	-	-	-	-	-	-	-
Capital Construction	1,000,000	-	-	-	-	-	-	1,000,000
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	1,000,000	-	-	-	-	-	-	1,000,000
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP282- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
Capital Development	119,889,000	34,531,000	46,690,000	-	-	15,625,000	-	23,043,000
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants- Awarded	2025 Grants- Unfunded/Pending	2025 Unfunded- Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	35,566,000	-	32,868,000	-	-	-	-	2,698,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207- 3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	-	-	-	-	-	-	-	-
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	500,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	500,000	-	-	-	-	-	-	500,000
MSP252- FrontRunner Forward	500,000	-	-	-	-	500,000	-	-
MSP253- Mid-Valley Connector	43,976,000	32,431,000	-	-	-	11,545,000	-	-
MSP254- TechLink Corridor	5,000,000	-	5,000,000	-	-	-	-	-
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	2,200,000	-	-	-	-	-	-	2,200,000
MSP259- S-Line Extension	3,080,000	-	-	-	-	3,080,000	-	-
MSP260- Westside Express (5600 West)	7,322,000	-	7,322,000	-	-	-	-	-
MSP264- South Valley Transit	2,620,000	-	-	-	-	-	-	2,620,000
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	3,300,000	-	1,500,000	-	-	-	-	1,800,000
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warm Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP286- Utah County Park & Ride Lots	2,550,000	2,100,000	-	-	-	-	-	450,000
MSP287- 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
MSP291- CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP293- Sheperd Lane Embankment	-	-	-	-	-	-	-	-
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,100,000	-	-	-	-	-	-	1,100,000
SGR408- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409- System Restrooms	1,100,000	-	-	-	-	-	-	1,100,000
Contingency	5,000,000	-	-	-	-	-	-	5,000,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	6,245,000	-	-	-	-	-	-	6,245,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	1,000,000	-	-	-	-	-	-	1,000,000
FMA653- Facilities Rehab and Replacement	2,000,000	-	-	-	-	-	-	2,000,000

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
FMA672- Park and Ride Rehab/Replacement	1,000,000	-	-	-	-	-	-	1,000,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
FMA685- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA686- Warehouse Equipment Managed Reserve	95,000	-	-	-	-	-	-	95,000
SGR390- Jordan River Bldg 2 Remodel	900,000	-	-	-	-	-	-	900,000
Information Technology	15,036,000	-	-	-	-	-	-	15,036,000
ICI001- Passenger Information Signage	-	-	-	-	-	-	-	-
ICI005- EFC – Rehab & Replacement	-	-	-	-	-	-	-	-
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	313,000	-	-	-	-	-	-	313,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	100,000	-	-	-	-	-	-	100,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	260,000	-	-	-	-	-	-	260,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	286,000	-	-	-	-	-	-	286,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	243,000	-	-	-	-	-	-	243,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	11,434,000	-	-	-	-	-	-	11,434,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	500,000	-	-	-	-	-	-	500,000
ICI228- CPO New HRIS system application upgrade	1,000,000	-	-	-	-	-	-	1,000,000
Infrastructure SGR Projects	35,095,000	18,003,000	-	-	-	-	-	17,092,000
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	603,000	-	-	-	-	-	-	603,000
SGR359- Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	-	400,000
SGR370- Light Rail Red Signal Enforcement	3,000,000	-	-	-	-	-	-	3,000,000
SGR385- Rail Rehab and Replacement	4,000,000	-	-	-	-	-	-	4,000,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	-	-	-	-	-	-	3,000,000
SGR397- Traction Power Rehab/Replacement	6,152,000	4,921,000	-	-	-	-	-	1,231,000
SGR398- OCS Rehab/Replace	8,000,000	6,400,000	-	-	-	-	-	1,600,000
SGR401- Ballast and Tie Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
SGR403- Train Control Rehab/Replacement	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	1,000,000	-	-	-	-	-	1,000,000
SGR410- Fiber Rehab/Replacement	1,540,000	882,000	-	-	-	-	-	658,000

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
Planning	1,800,000	-	-	-	-	-	-	1,800,000
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	1,184,000	-	-	-	-	-	330,000	854,000
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	456,000	-	-	-	-	-	330,000	126,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	81,935,000	200,000	-	-	47,826,000	-	100,000	33,809,000
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	1,269,000	200,000	-	-	-	-	100,000	969,000
REV205- Replacement Non-Revenue Support Vehicles	500,000	-	-	-	500,000	-	-	-
REV209- Paratransit Replacements	2,883,000	-	-	-	2,883,000	-	-	-
REV211- Replacement Buses	42,816,000	-	-	-	42,726,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,717,000	-	-	-	1,717,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	16,000,000	-	-	-	-	-	-	16,000,000
SGR040- Light Rail Vehicle Rehab	9,000,000	-	-	-	-	-	-	9,000,000
SGR353- Commuter Rail Engine Overhaul	1,000,000	-	-	-	-	-	-	1,000,000
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
Safety and Security	2,817,000	-	-	-	-	-	-	2,817,000
FMA516- Corridor Fencing	61,000	-	-	-	-	-	-	61,000
FMA543- Police Fleet Vehicles	55,000	-	-	-	-	-	-	55,000
FMA557- Bus Safety and Security	37,000	-	-	-	-	-	-	37,000
FMA604- Safety General Projects	121,000	-	-	-	-	-	-	121,000
FMA645- Camera Sustainability	696,000	-	-	-	-	-	-	696,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	15,000
FMA676- Security General Projects	24,000	-	-	-	-	-	-	24,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	270,308,000	52,734,000	46,997,000	-	47,826,000	15,625,000	430,000	106,696,000

2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
5310 Projects	307,000	-	307,000	-	-	-	-	-
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	-	-	-	-	-	-	-	-
ICI227- Voucher Project	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	-	-	-	-	-	-	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	-	-	-	-	-	-	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP221- FFY 17/18 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP295- ARPA 5310	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	-	-	-	-	-	-	-	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	-	-	-	-	-	-	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	-	-	-	-	-	-	-	-
Capital Construction	500,000	-	-	-	-	-	-	500,000
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	500,000	-	-	-	-	-	-	500,000
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP282- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
Capital Development	27,094,000	-	11,388,000	-	-	1,300,000	-	14,406,000
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-

2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	12,519,000	-	11,388,000	-	-	-	-	1,131,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207- 3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	-	-	-	-	-	-	-	-
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	500,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	500,000	-	-	-	-	-	-	500,000
MSP252- FrontRunner Forward	800,000	-	-	-	-	800,000	-	-
MSP253- Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259- S-Line Extension	-	-	-	-	-	-	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP264- South Valley Transit	-	-	-	-	-	-	-	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warm Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP286- Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287- 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
MSP291- CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP293- Sheperd Lane Embankment	-	-	-	-	-	-	-	-
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,100,000	-	-	-	-	-	-	1,100,000
SGR408- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409- System Restrooms	1,100,000	-	-	-	-	-	-	1,100,000
Contingency	5,000,000	-	-	-	-	-	-	5,000,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	3,527,000	-	-	-	-	-	-	3,527,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	500,000	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,000,000	-	-	-	-	-	-	1,000,000

2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	500,000	-	-	-	-	-	-	500,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
FMA685- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA686- Warehouse Equipment Managed Reserve	27,000	-	-	-	-	-	-	27,000
SGR390- Jordan River Bldg 2 Remodel	-	-	-	-	-	-	-	-
Information Technology	8,764,000	-	-	-	-	-	-	8,764,000
ICI001- Passenger Information Signage	-	-	-	-	-	-	-	-
ICI005- EFC – Rehab & Replacement	-	-	-	-	-	-	-	-
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	279,000	-	-	-	-	-	-	279,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	475,000	-	-	-	-	-	-	475,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	173,000	-	-	-	-	-	-	173,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	-	-	-	-	-	-	-	-
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	6,587,000	-	-	-	-	-	-	6,587,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	150,000	-	-	-	-	-	-	150,000
ICI228- CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
Infrastructure SGR Projects	27,963,000	15,623,000	-	-	-	-	-	12,340,000
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	510,000	-	-	-	-	-	-	510,000
SGR359- Bridge Rehabilitation & Maintenance	320,000	-	-	-	-	-	-	320,000
SGR370- Light Rail Red Signal Enforcement	2,500,000	-	-	-	-	-	-	2,500,000
SGR385- Rail Rehab and Replacement	4,000,000	3,200,000	-	-	-	-	-	800,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	2,400,000	-	-	-	-	-	600,000
SGR397- Traction Power Rehab/Replacement	800,000	-	-	-	-	-	-	800,000
SGR398- OCS Rehab/Replace	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR401- Ballast and Tie Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
SGR403- Train Control Rehab/Replacement	7,543,000	3,423,000	-	-	-	-	-	4,120,000
SGR404- Rail Switches/Trackwork Controls	2,250,000	1,800,000	-	-	-	-	-	450,000
SGR410- Fiber Rehab/Replacement	640,000	-	-	-	-	-	-	640,000

2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
Planning	1,800,000	-	-	-	-	-	-	1,800,000
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	791,000	-	-	-	-	-	-	791,000
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	63,000	-	-	-	-	-	-	63,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	145,664,000	2,407,000	36,500,000	-	56,744,000	-	100,000	49,913,000
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	580,000	30,000	-	-	-	-	100,000	450,000
REV205- Replacement Non-Revenue Support Vehicles	750,000	-	-	-	750,000	-	-	-
REV209- Paratransit Replacements	3,435,000	-	-	-	3,435,000	-	-	-
REV211- Replacement Buses	50,891,000	-	-	-	50,801,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,758,000	-	-	-	1,758,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	73,500,000	-	36,500,000	-	-	-	-	37,000,000
SGR040- Light Rail Vehicle Rehab	8,000,000	2,377,000	-	-	-	-	-	5,623,000
SGR353- Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
Safety and Security	2,793,000	-	-	-	-	-	-	2,793,000
FMA516- Corridor Fencing	67,000	-	-	-	-	-	-	67,000
FMA543- Police Fleet Vehicles	57,000	-	-	-	-	-	-	57,000
FMA557- Bus Safety and Security	41,000	-	-	-	-	-	-	41,000
FMA604- Safety General Projects	133,000	-	-	-	-	-	-	133,000
FMA645- Camera Sustainability	710,000	-	-	-	-	-	-	710,000
FMA656- Facility Security	-	-	-	-	-	-	-	-
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	-	-	-	-	-	-	-	-
FMA676- Security General Projects	27,000	-	-	-	-	-	-	27,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-

2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	224,203,000	18,030,000	48,195,000	-	56,744,000	1,300,000	100,000	99,834,000

2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants- Awarded	2027 Grants- Unfunded/Pending	2027 Unfunded- Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
5310 Projects	307,000	-	307,000	-	-	-	-	-
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	-	-	-	-	-	-	-	-
ICI227- Voucher Project	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	-	-	-	-	-	-	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	-	-	-	-	-	-	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	-	-	-	-	-	-	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP295- ARPA 5310	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	-	-	-	-	-	-	-	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	-	-	-	-	-	-	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	-	-	-	-	-	-	-	-
Capital Construction	-	-	-	-	-	-	-	-
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	-	-	-	-	-	-	-	-
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP282- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
Capital Development	14,375,000	-	-	-	-	1,100,000	-	13,275,000
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-

2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	-	-	-	-	-	-	-	-
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207- 3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	-	-	-	-	-	-	-	-
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	500,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	500,000	-	-	-	-	-	-	500,000
MSP252- FrontRunner Forward	600,000	-	-	-	-	600,000	-	-
MSP253- Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259- S-Line Extension	-	-	-	-	-	-	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warm Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP286- Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287- 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
MSP291- CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP293- Sheperd Lane Embankment	-	-	-	-	-	-	-	-
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,100,000	-	-	-	-	-	-	1,100,000
SGR408- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409- System Restrooms	1,100,000	-	-	-	-	-	-	1,100,000
Contingency	5,000,000	-	-	-	-	-	-	5,000,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	3,823,000	-	-	-	-	-	-	3,823,000
FMA559- Office Equipment Reserve	-	-	-	-	-	-	-	-
FMA652- Facilities, Equipment Managed Reserve	750,000	-	-	-	-	-	-	750,000

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Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
FMA653- Facilities Rehab and Replacement	1,000,000	-	-	-	-	-	-	1,000,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,200,000	-	-	-	-	-	-	1,200,000
FMA685- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA686- Warehouse Equipment Managed Reserve	123,000	-	-	-	-	-	-	123,000
SGR390- Jordan River Bldg 2 Remodel	-	-	-	-	-	-	-	-
Information Technology	2,023,000	-	-	-	-	-	-	2,023,000
ICI001- Passenger Information Signage	-	-	-	-	-	-	-	-
ICI005- EFC – Rehab & Replacement	-	-	-	-	-	-	-	-
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	150,000	-	-	-	-	-	-	150,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	250,000	-	-	-	-	-	-	250,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	173,000	-	-	-	-	-	-	173,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	-	-	-	-	-	-	-	-
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	200,000	-	-	-	-	-	-	200,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	150,000	-	-	-	-	-	-	150,000
ICI228- CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
Infrastructure SGR Projects	25,572,000	18,000,000	-	-	-	-	-	7,572,000
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	530,000	-	-	-	-	-	-	530,000
SGR359- Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	-	400,000
SGR370- Light Rail Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385- Rail Rehab and Replacement	4,000,000	3,200,000	-	-	-	-	-	800,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	1,607,000	-	-	-	-	-	1,393,000
SGR397- Traction Power Rehab/Replacement	-	-	-	-	-	-	-	-
SGR398- OCS Rehab/Replace	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR401- Ballast and Tie Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
SGR403- Train Control Rehab/Replacement	7,492,000	5,993,000	-	-	-	-	-	1,499,000

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Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
SGR404- Rail Switches/Trackwork Controls	3,000,000	2,400,000	-	-	-	-	-	600,000
SGR410- Fiber Rehab/Replacement	750,000	-	-	-	-	-	-	750,000
Planning	1,800,000	-	-	-	-	-	-	1,800,000
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	63,000	-	-	-	-	-	-	63,000
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	-	-	-	-	-	-	-	-
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	-	-	-	-	-	-	-	-
MSP275- Station Area Planning	63,000	-	-	-	-	-	-	63,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	191,278,000	2,000	83,500,000	60,000,000	32,916,000	-	12,000	14,848,000
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	22,000	2,000	-	-	-	-	12,000	8,000
REV205- Replacement Non-Revenue Support Vehicles	750,000	-	-	-	750,000	-	-	-
REV209- Paratransit Replacements	3,546,000	-	-	-	3,546,000	-	-	-
REV211- Replacement Buses	26,910,000	-	-	-	26,820,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,800,000	-	-	-	1,800,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	143,500,000	-	83,500,000	60,000,000	-	-	-	-
SGR040- Light Rail Vehicle Rehab	8,000,000	-	-	-	-	-	-	8,000,000
SGR353- Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
Safety and Security	2,912,000	-	-	-	-	-	-	2,912,000
FMA516- Corridor Fencing	74,000	-	-	-	-	-	-	74,000
FMA543- Police Fleet Vehicles	59,000	-	-	-	-	-	-	59,000
FMA557- Bus Safety and Security	45,000	-	-	-	-	-	-	45,000
FMA604- Safety General Projects	146,000	-	-	-	-	-	-	146,000
FMA645- Camera Sustainability	726,000	-	-	-	-	-	-	726,000
FMA656- Facility Security	74,000	-	-	-	-	-	-	74,000
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000

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Department/ Project Code/Project Name	2027 Total Budget	2027 Grants- Awarded	2027 Grants- Unfunded/Pending	2027 Unfunded- Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
FMA659- Emergency Operations Training	-	-	-	-	-	-	-	-
FMA676- Security General Projects	30,000	-	-	-	-	-	-	30,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	247,153,000	18,002,000	83,807,000	60,000,000	32,916,000	1,100,000	12,000	51,316,000