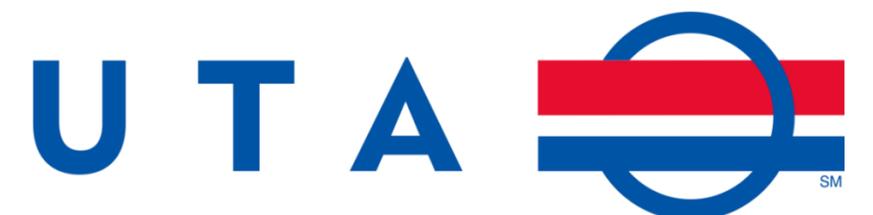
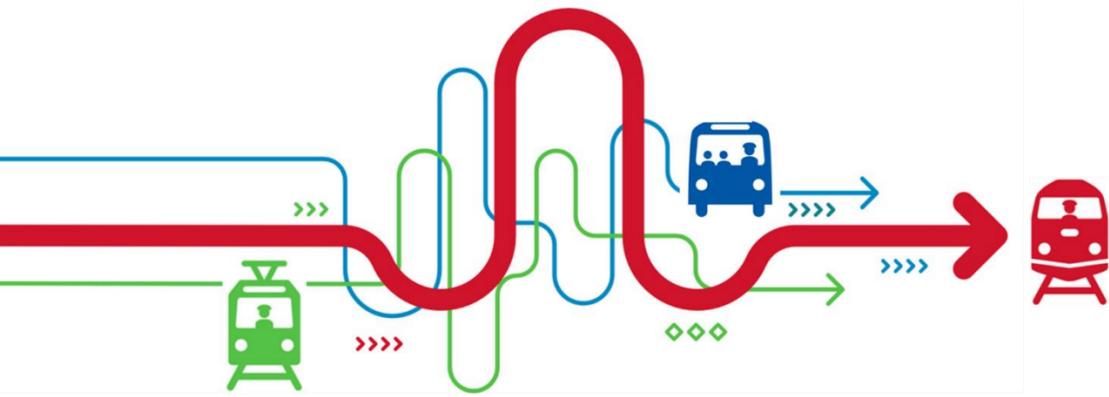


2026 Budget Work Sessions

Day 2

8/12/2025





2025 Budget Initiative Updates

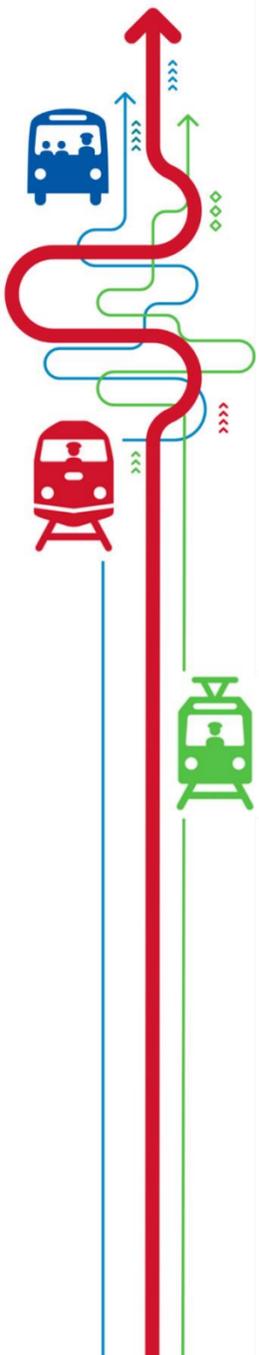
2025 Initiative Status

Board of Trustees

- Consultant for Contract Audits
- Board staffing reorganization

Executive Director

- Policy Development Consultant
- FTE: Video Security Technician (Safety)



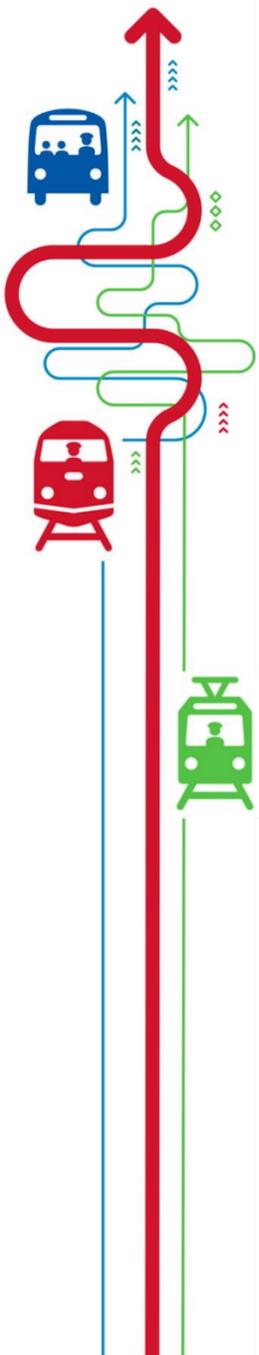
2025 Initiative Status

Capital Services

- FTE: Light Rail Vehicle Overhaul Project Manager
- FTE: Commuter Rail Vehicle Overhaul Project Manager
- FTE: Project Control Specialist
- FTE: Sr. Quality Control Inspector

Communications

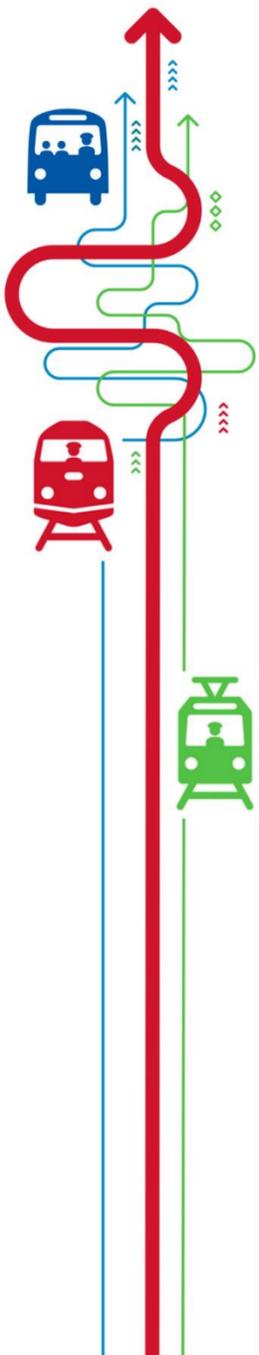
- Prep Costs for APTA Rodeo
- Staff reorganization efforts



2025 Initiative Status

Enterprise Strategy

- IT Sr. Project Manager
- Information Security Analyst II
- IT Asset and Inventory Analyst
- Network Infrastructure Architect
- ERP Administrator
- Data Governance Engineer
- Records Specialist Supervisor



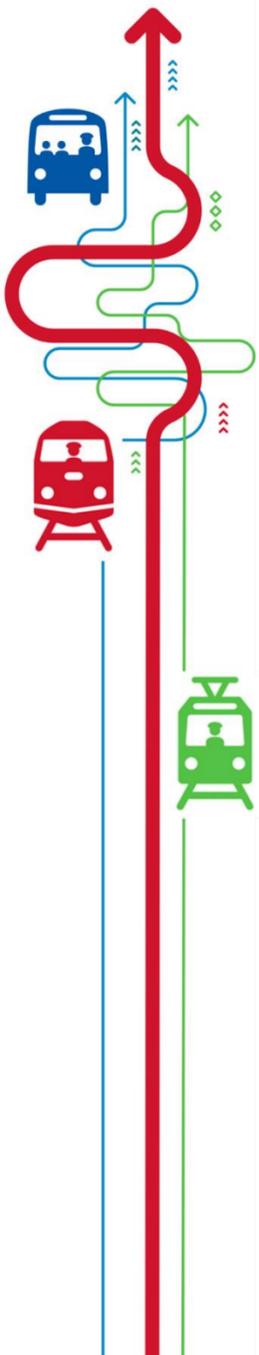
2025 Initiative Status

Finance

- Grants Accountant
- Workers' Compensation Adjuster
- Fares TVM reorganization

Operations

- COO initiative funds
- Vanpool insurance increase



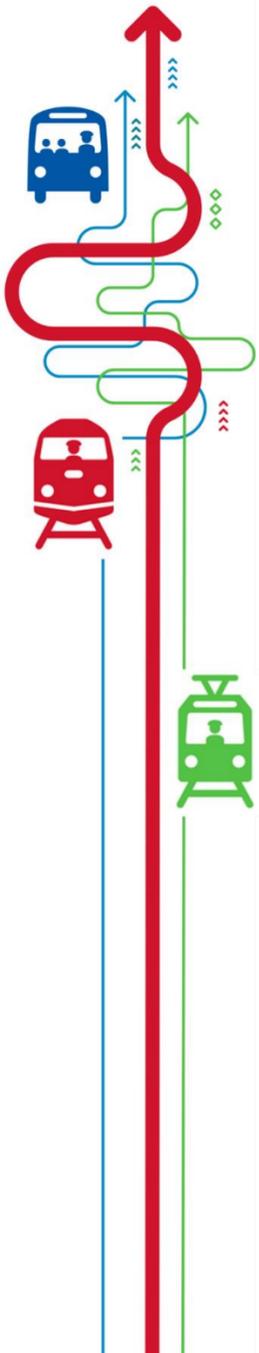
2025 Initiative Status

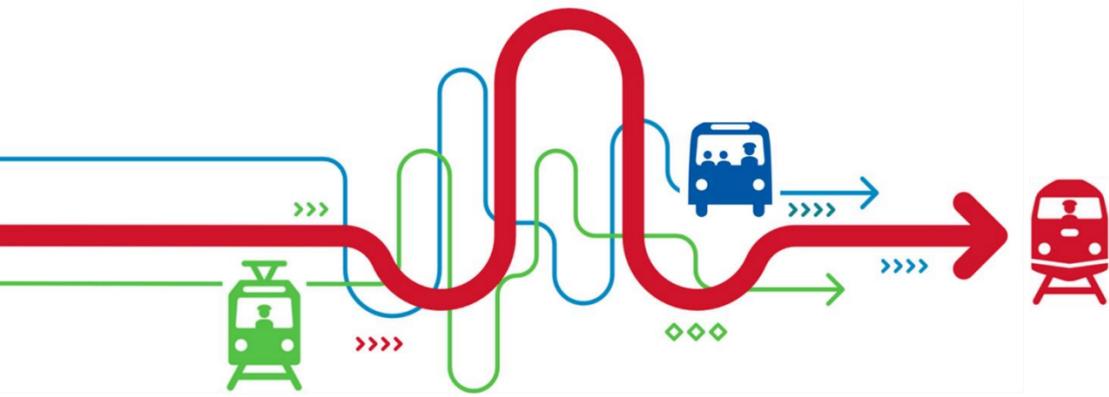
People Office

- Two Maintenance Training Specialists (TRAX & FrontRunner)
- Positive Train Control training for Maintenance of Way staff
- Operator Trainee increase

Planning & Engagement

- Community Engagement staff (2.5 FTE)
- Project Development Planner (Innovative Mobility)
- Transit Ambassador program continuation
- Planning studies operational budget increase

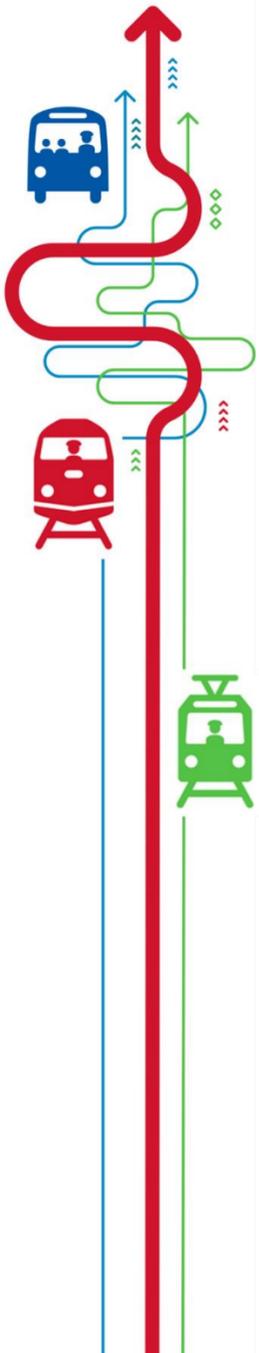




Key Budget Strategies

2026 Budget Prioritization Approach

- Essential activities to support service delivery, including April 2026 service additions
- Critical activities for safety, compliance, and risk management
- Repurpose resources to accomplish more without growth



2026 FTE Additions

Executive Director

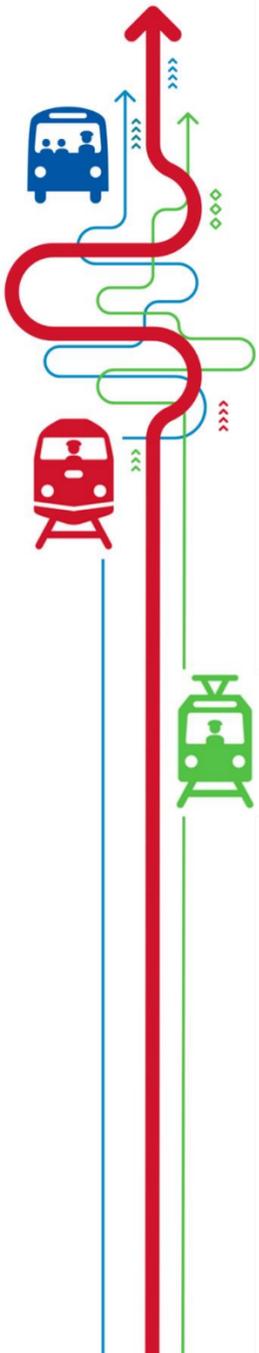
- Compliance Manager
- Two Roadway Protection Specialists (Safety)

Capital Services

- Part-time Environmental Compliance Administrator

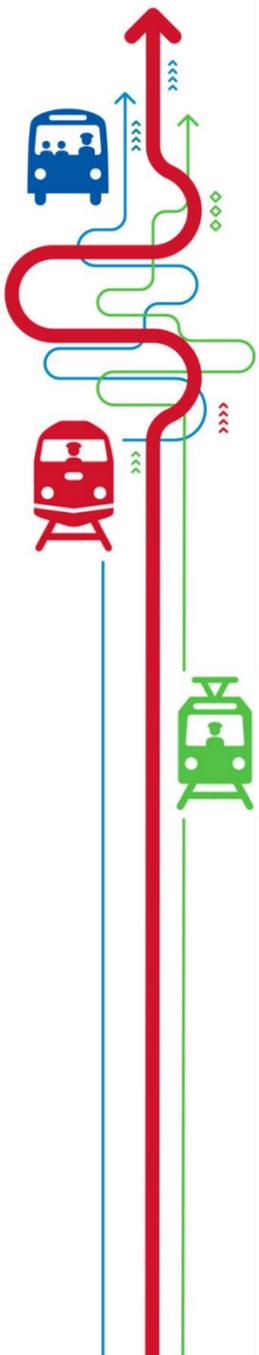
People

- Drug & Alcohol Specialist



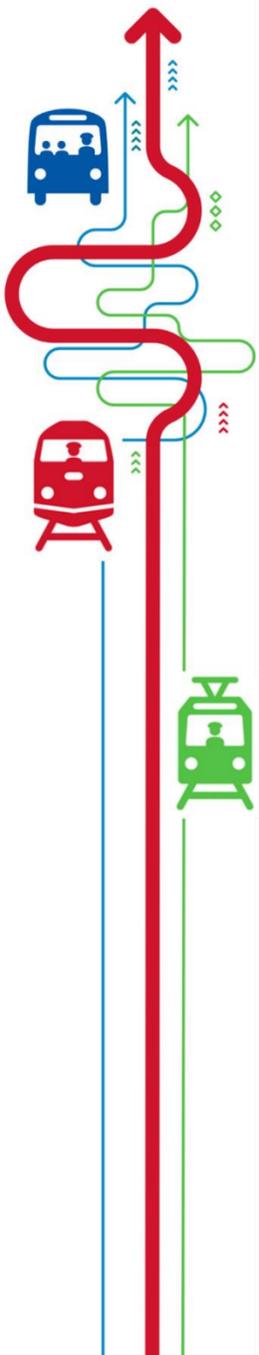
2026 Highlights – Reprioritization Efforts

- Process efficiency improvements
- Repurpose resources to higher priority activities
- One-time savings for unfunded needs



Specific Office Overviews

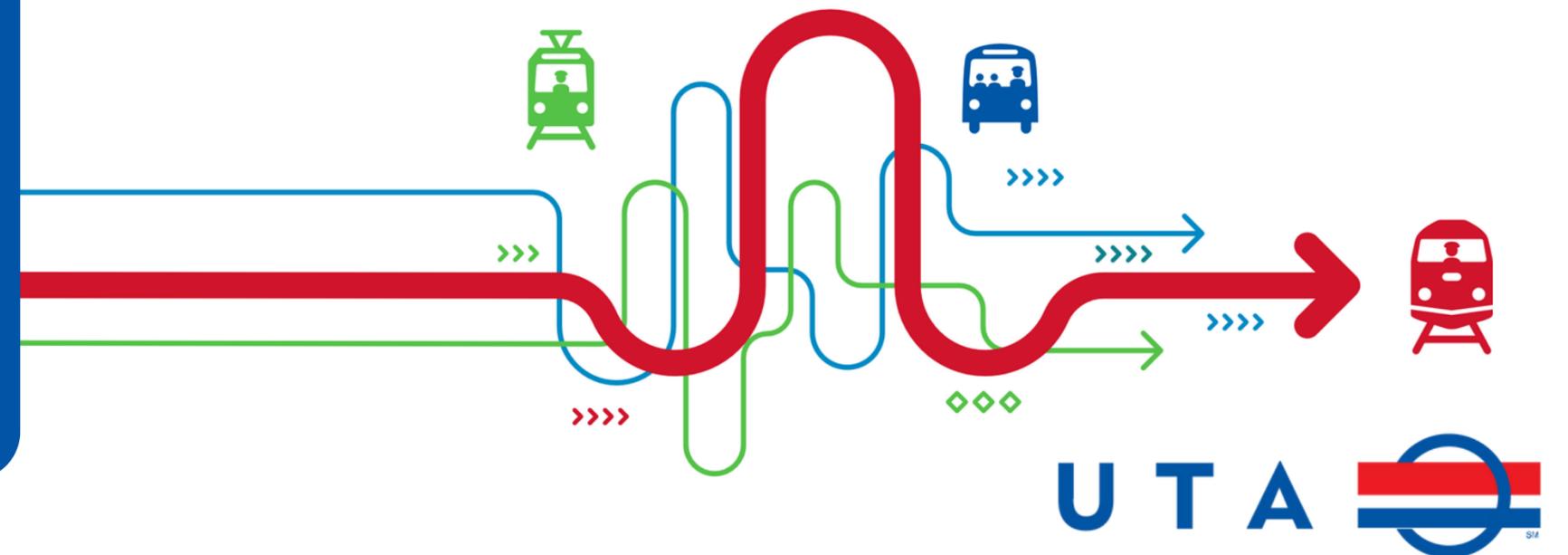
- Finance (including Fares)
- Planning & Engagement
- Enterprise Strategy



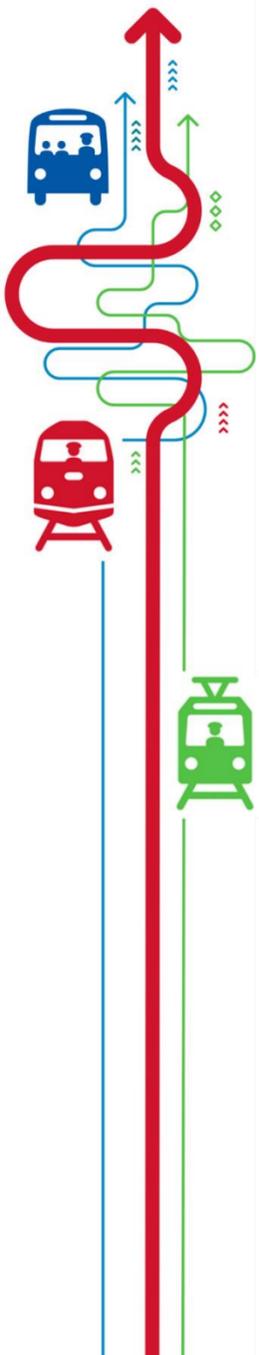
Finance

2026 Budget

Overview

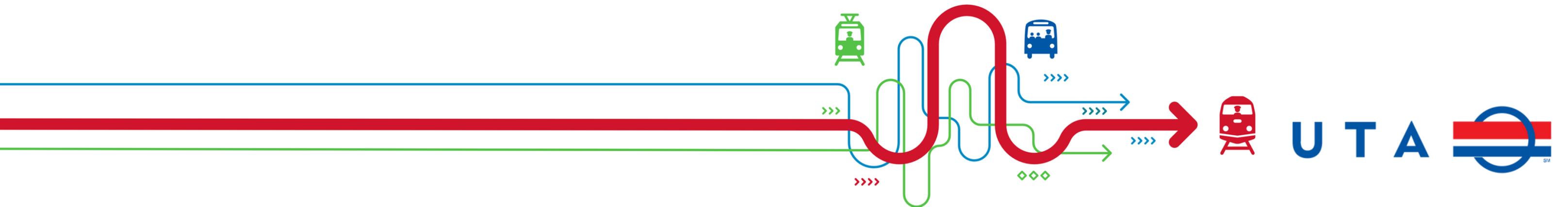


Finance — Expense by Department



Department	FY 2025 Budget	FY 2026 Budget	Change
Accounting	\$2,980,000	\$2,982,000	\$2,000
Budget	982,000	867,000	(115,000)
Fares	3,694,000	3,795,000	101,000
Finance	1,237,000	1,383,000	146,000
Grants	1,913,000	1,963,000	50,000
Claims & Insurance	4,265,000	4,267,000	2,000
Supply Chain	4,008,000	3,964,000	(44,000)
Totals	\$19,080,000	\$19,222,000	\$142,000

Fare Strategy



Tap On/Tap Off Campaign

- Prepared and released brief stories on social media
- Target students as the key audience
- Promoted “tap on/tap off” messages through rider insider, UTA blog, and other forms of communication
- Future initiative to add audio announcements on stations
- Future initiative to add signage to new rail platform validators
- Updated rail platform posters





Fare Inspections Year to Date 2025

Fares Inspected:	527,023
Violations Issued*:	13,504
Violation Rate:	2.6%
Citations Issued:	896
Citations with Fines	654
Citations Resolved**:	163
Citation Resolution Rate	24.9%

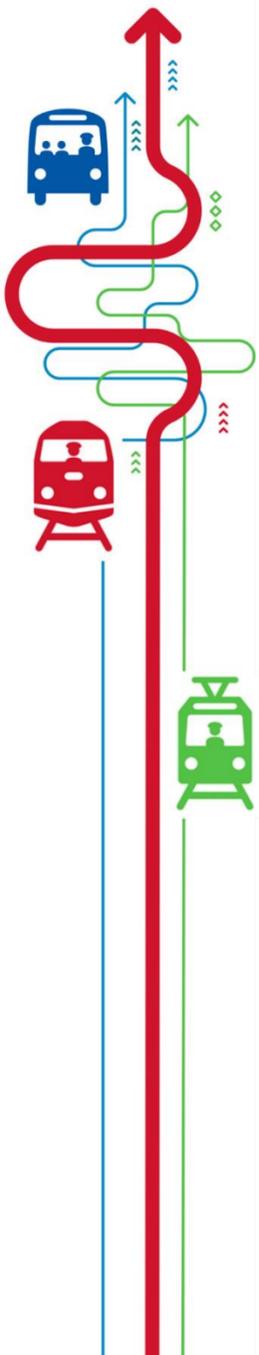
* Violations include warnings, fare evasion, and fare theft citations

** Resolved includes payment or other resolution to citation

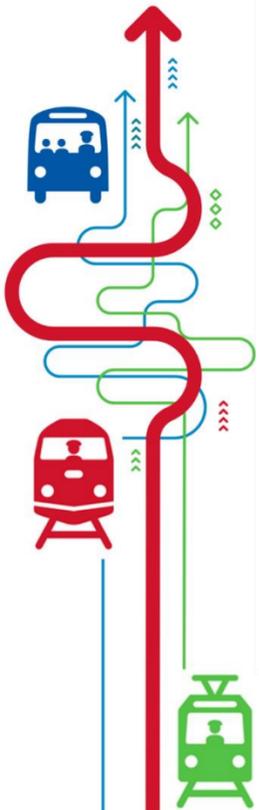


OGX Fare Collection

- OGX opened in August 2023
- R2023-07-02 adopted free fare through August 2026
- Action plan will mirror UVX
 - A collaborative effort to gather stakeholder feedback
 - Perform a Title VI analysis, including public input to obtain community feedback
 - Communicating changes and educating customers on how to pay fare
 - Updating fare enforcement procedures
 - Educating employees with information to support and serve the riding public
- A formalized timeline will be completed by the end of October



UTA Claims



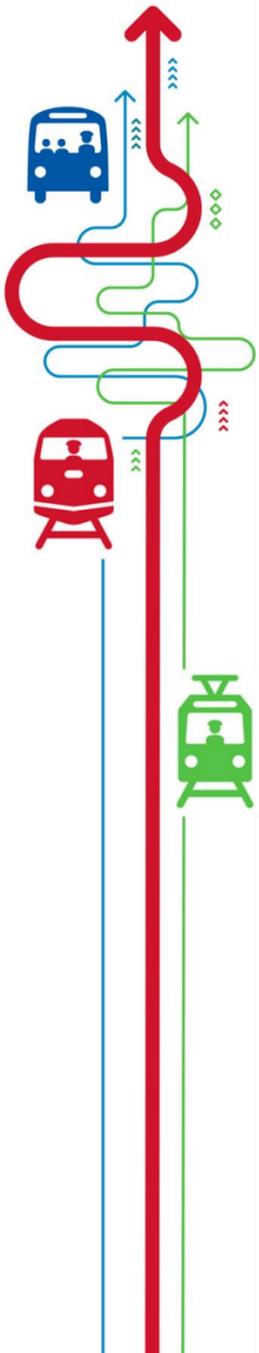
Claim Type	Description	2024	Q2 2025	% of 2024
Auto	Vehicle damage, bodily injury, and property	\$2,702,971	\$1,337,745	49%
General Liability	General property damages (non-auto)	47,516	46,593	98%
Workers' Compensation (Operations)	Workers' wages and medical expenses for Operator employees	570,025	325,526	57%
Workers' Compensation (Maint. & Facilities)	Workers' wages and medical expenses for Maintenance and Facilities employees.	365,763	316,651	87%
Workers' Compensation (Administration)	Workers' wages and medical expenses for Administration and Police employees	110,588	131,502	119%
	Totals	\$3,796,836	\$2,158,017	57%

Note: Pending amounts for Q3 not included; General Liability property claim of \$924,593.63 and Workers' Compensation (Maint. & Facilities) medical claim of \$429,933.76.



Contract Tracking & Management

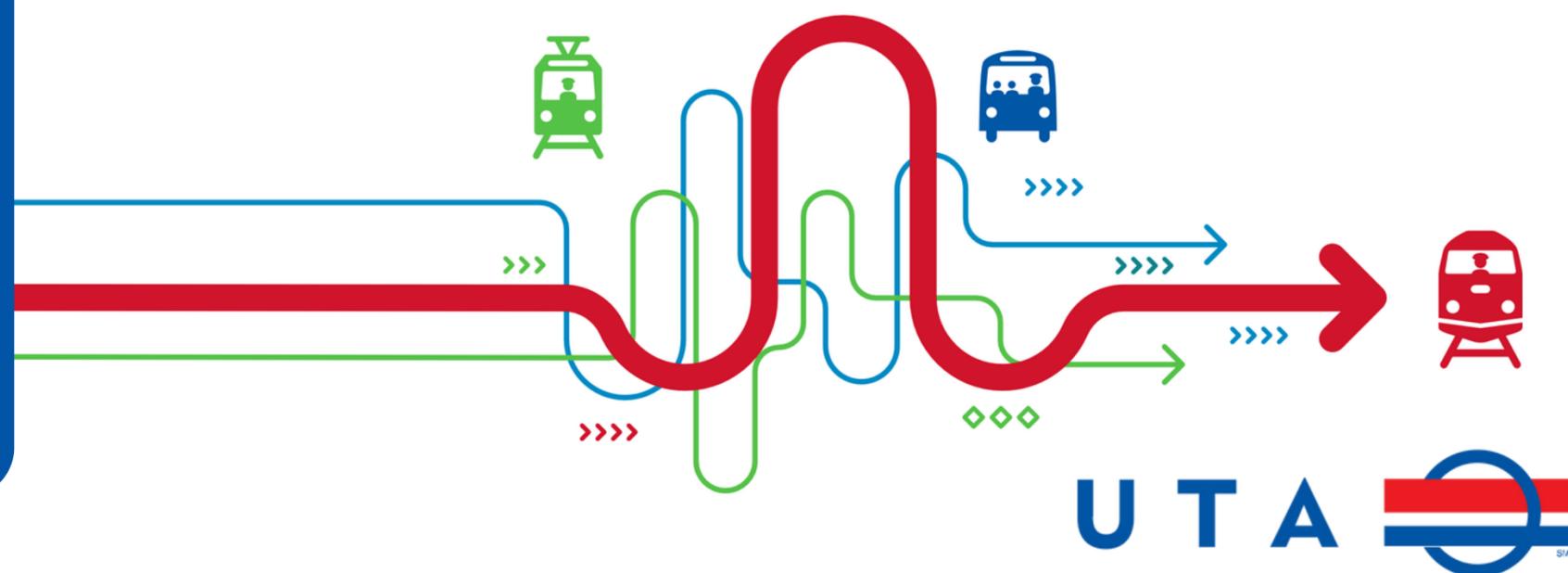
- UTA uses the State of Utah Bonfire system for procurements
- Recently UTA Supply Chain group purchased the Contracts Management module for Bonfire to help better manage contracts
- One of the benefits of the new Contracts Management module has been to more effectively track the expiration of existing UTA contracts
 - Results in helping UTA to anticipate contract expiration and start the procurement process in a timely manner
 - Has also resulted in significant savings of Supply Chain team time, as prior process required several days of manual compilation of expiration dates each quarter



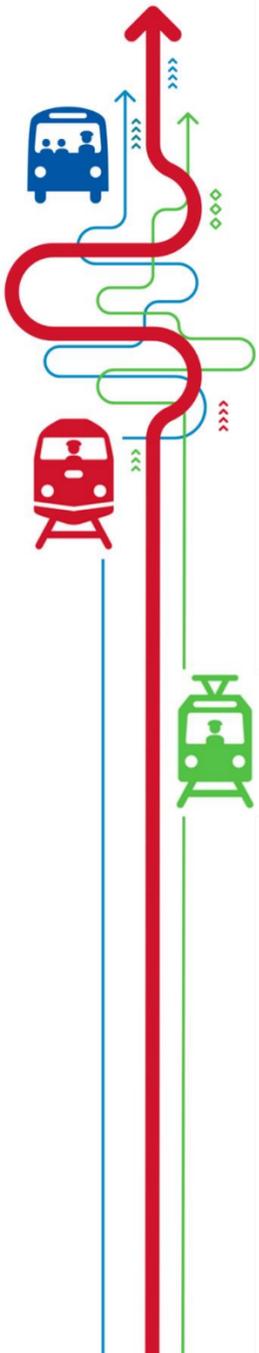
Planning & Engagement

2026 Budget

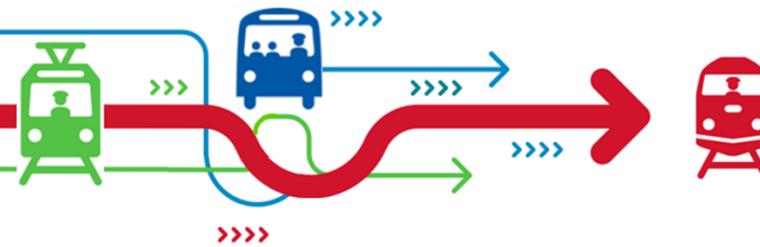
Overview



Planning & Engagement – Expense by Department



Department	FY 2025 Budget	FY 2026 Budget	Change
Chief Planning & Engagement	\$810,000	\$669,000	(\$141,000)
Community Engagement	2,268,000	2,478,000	210,000
Customer Service	3,626,000	3,798,000	172,000
Innovative Mobility	16,811,000	17,968,000	1,157,000
Planning	3,882,000	4,436,000	554,000
Totals	\$27,397,000	\$29,349,000	\$1,952,000



2026 Planning & Engagement (Q&A)



Ambassador Strategy

Executive Team Strategic Initiative
"Establish Transit Connections
Program" for 2025

Needs assessment and
organizational assessment are
being considered as part of the
strategic initiative effort

Recommendations from this
process are expected by the end
of 2025



Member and Sponsorship

Individual member participation
and attendance fees

PMO certification



2025 Innovative Mobility Service Budget (\$100,000)

One-time expense in 2025 -
Eliminated from 2026 Budget

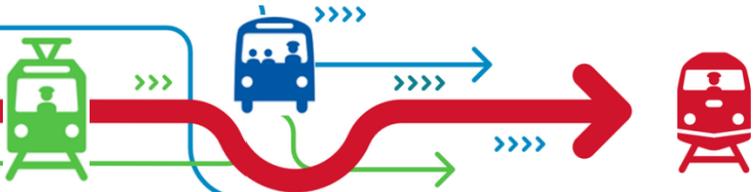
Communications & Marketing
and Community Engagement –
Communications department
chargeback expense

Planning Budget breakdown



6200 Planning Department

- Office, travel, utilities, EE recognition/development: \$106,000
- 6200 contractual obligations: \$772,840
- Studies: \$700,000
- Total Other Expense: \$1,578,840



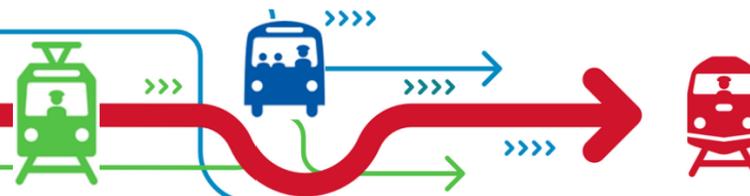
Long-Range Transit Plan

UTA Moves – New Elements

- Develop a comprehensive process that is repeatable for future LRTP's
- Additional legislation requires items to be included in the Transit District's long-range plans, including support for HTRZs
- Legislative requirement (SB 174) to complete a mode-level Cost Benefit and Cost Effectiveness Study, including goals, will be part of LRTP.

UTA Moves 2050

- Sets future direction for LRTP and informs 10YCP, 5YSP, and other agency priorities.
- Provides long-range financial forecasts.
- Tool for UTA to communicate potential future transit with stakeholders.
- Critical to the regional long-range planning process with partners: UDOT, MPOs, Municipal, etc.



Microtransit (Q&A)

Microtransit UTA’s coverage service
Serves 17 cities and 4 counties

Ridership	Operating Budget	Service Area
1.4% 569,754 rides in 2024	3.6% \$16.8 M 2025 budget	21.0% 821 sq mi. in 2025

On Demand Costing and Subsidy per Rider

- Subsidy per Rider per area (2024)
- Southern Salt Lake County: \$20.45
- Salt Lake City Westside: \$19.30
- South Davis: \$19.82
- Tooele County: \$20.06
- \$268 cost per square mile per day
- Fixed Route: \$1,550 cost per square mile per day

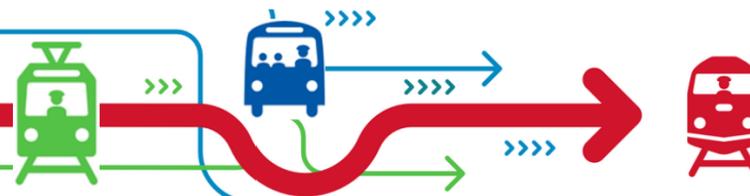
Note: Peer agency averages \$14 for TNC rides and up to \$24 for microtransit rides.

Microtransit



Fuel Price Adjustment vs Other Departments

- IMS budget includes full cost for contractor fuel
- Via pays sales tax on fuel, UTA does not
- UTA receives rebate on all fuel sales taxes
- UTA only pays for actual cost of fuel used

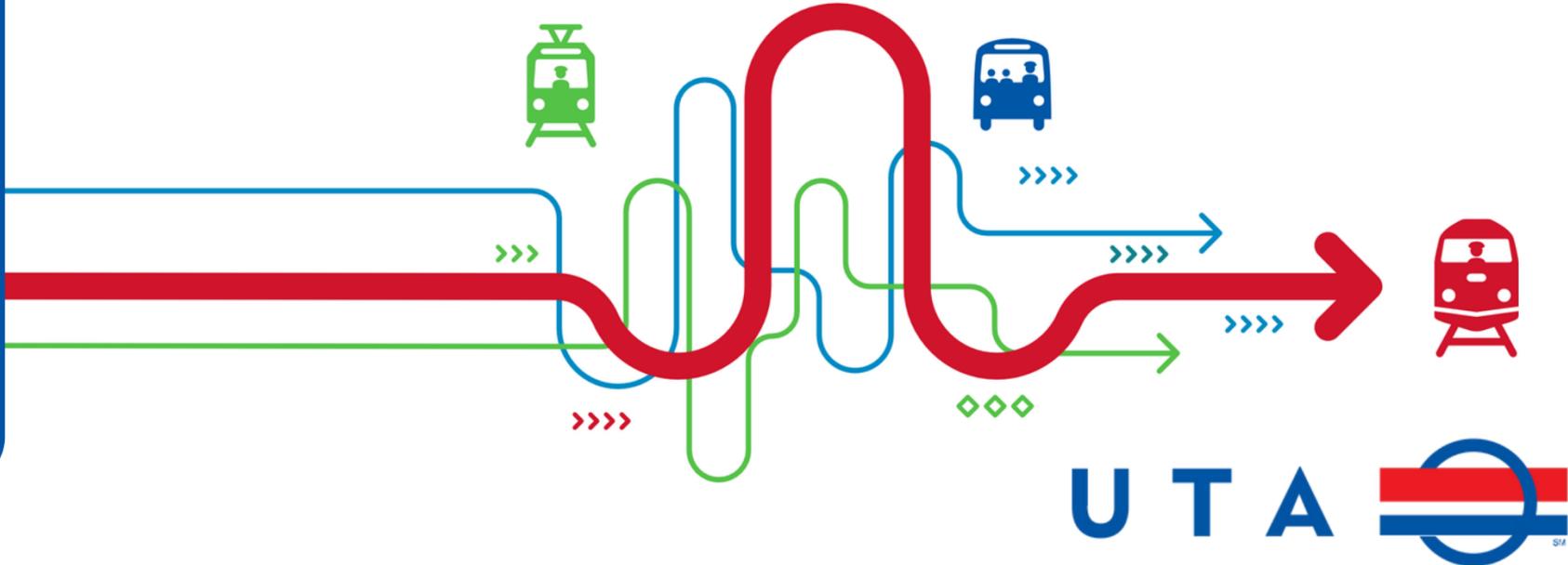


Enterprise

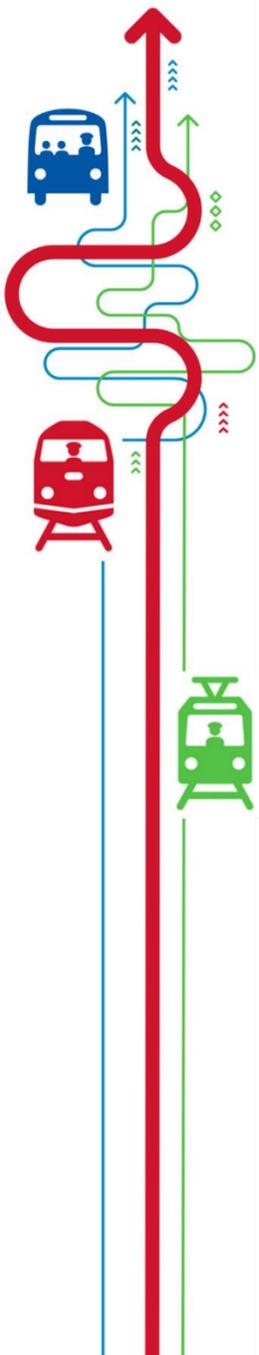
Strategy

2026 Budget

Overview



Enterprise Strategy – Expense by Department

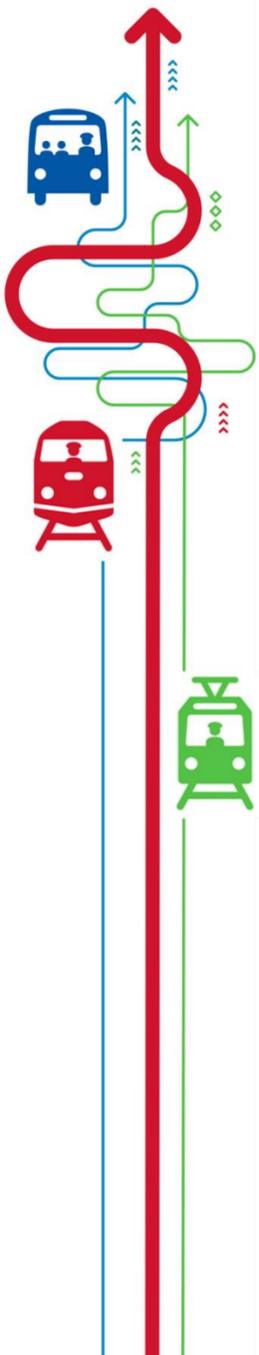


Department	FY 2025 Budget	FY 2026 Budget	Change
Enterprise Strategy	\$2,144,000	\$2,149,000	\$5,000
IT Director	23,482,000	26,886,000	3,404,000
Ops Analysis	3,007,000	3,021,000	14,000
Data Strategy	1,567,000	1,726,000	159,000
Organizational Excellence	1,068,000	1,018,000	(50,000)
Totals	\$31,267,000	\$34,800,000	\$3,533,000

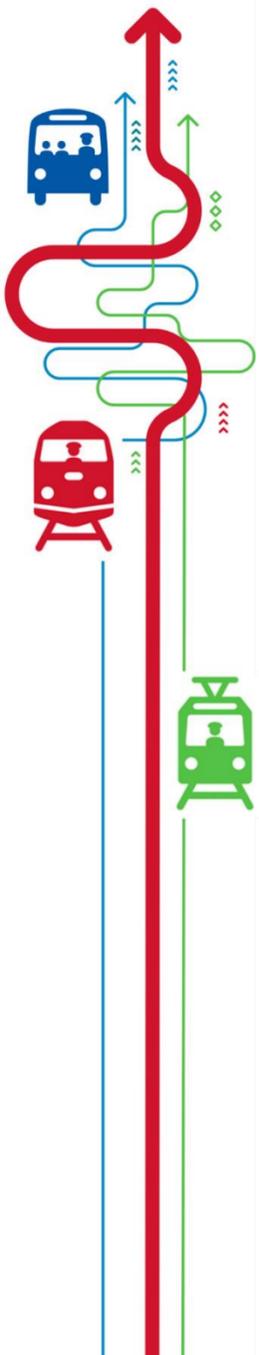
Enterprise Strategy Overview

The following teams and functions make up Enterprise Strategy:

- Information Technology
- Operational Analysis & Solutions
- Data Strategy
- Organizational Excellence
- Records Management
- Enterprise Risk
- Organizational Development



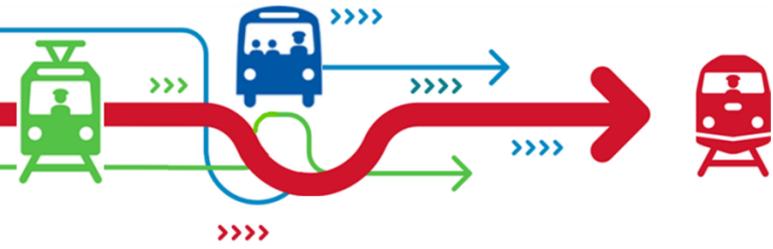
Spending Trends (\$)



	Actual	Budget	Variance	% Variance
2022	21,098,073	22,524,933	1,426,860	6%
*2023	19,717,897	25,008,912	5,291,015	21%
2024	27,938,838	28,645,292	706,454	2%
**2025	14,806,590	19,690,881	4,884,291	25%

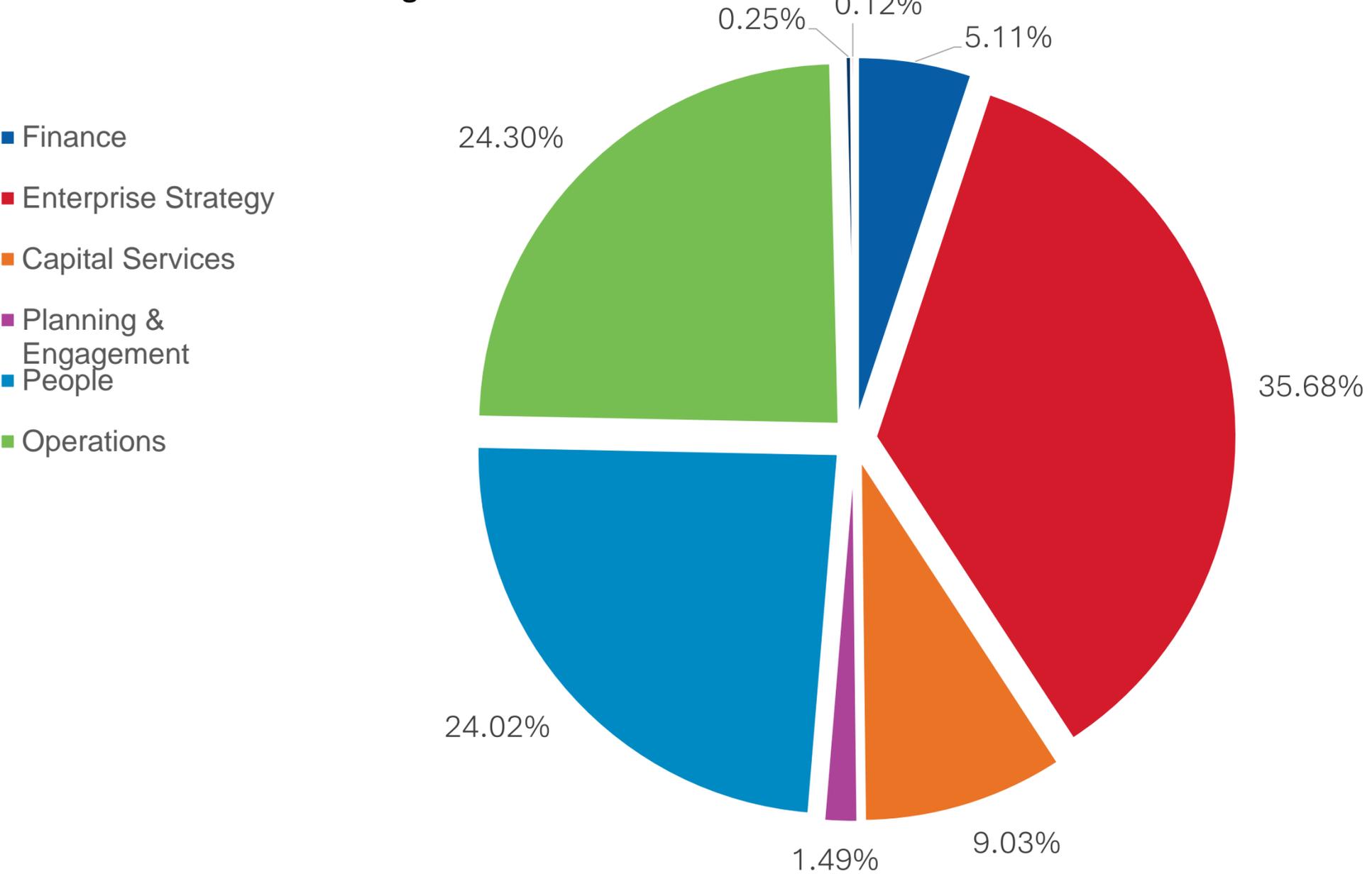
* \$1.3M in labor/wages due to multiple vacancies and \$3.4M in contracts due to timing issue with contracts not being put in place until Dec.

** Anticipate \$4.6M in contract spending between Aug - Dec



Contract Expense Growth

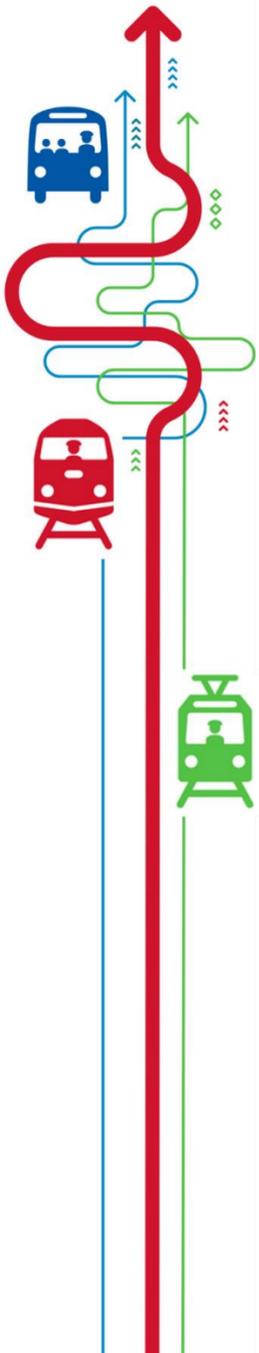
% of Contract Services Budget Increase

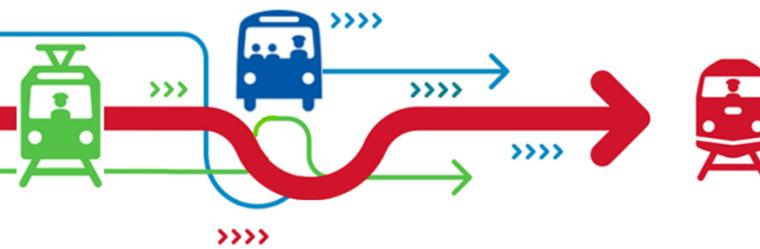


- Contract Upgrades & Renewals
- Growth & Expansion
- New Items
- Costs Increasing ~15-20%

Benefits of Enterprise Applications

- Process efficiency
- Streamlined workflows
- Reduction of duplicative applications
- Less customization and more configuration
- Improved accuracy and availability of data
- Increase the standardization across the organization
- Ability to serve multiple client groups with the same technology solution
- Increase collaboration and cross functional work processes
- Integration with new and existing systems
- Define administrative roles and responsibilities





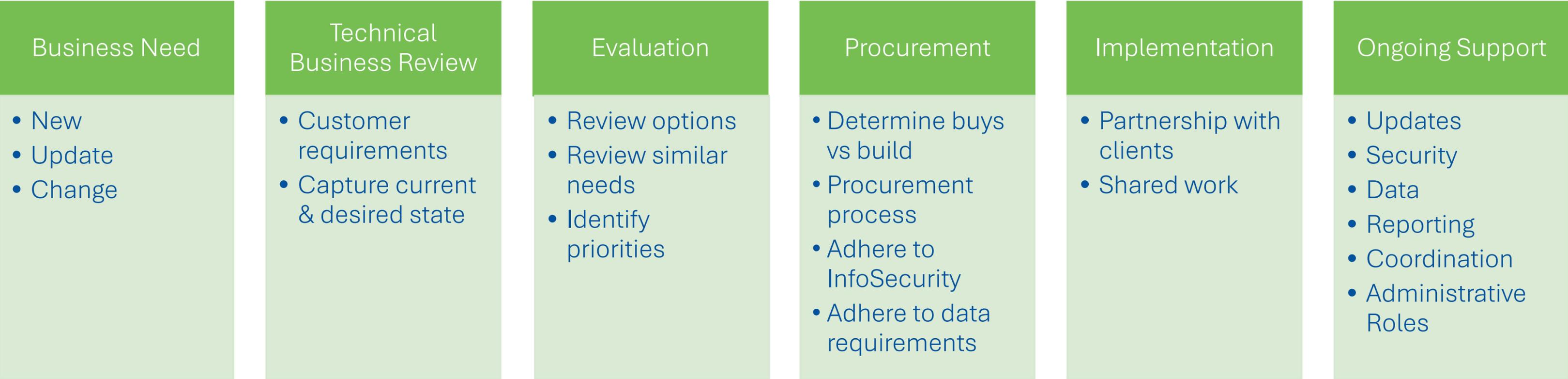
Prioritization of Technology

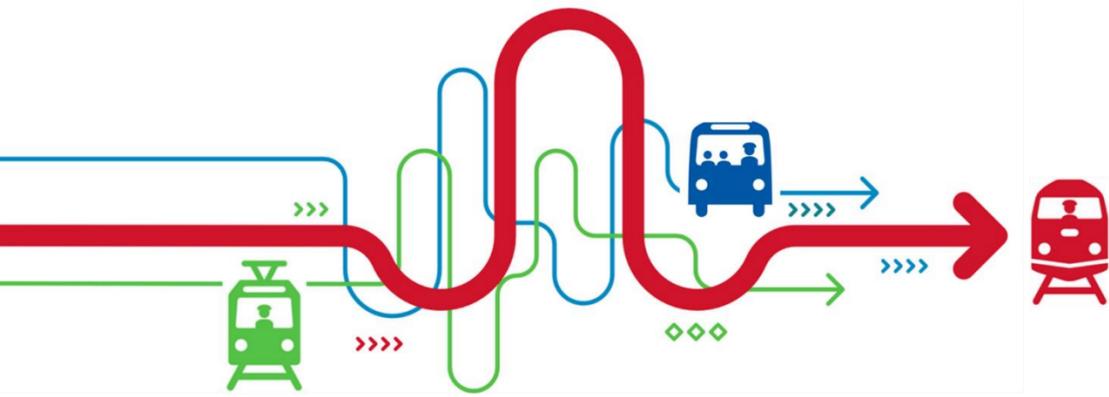
1. All Technology projects are aligned to UTA Strategic Priorities

- State of Good Repair
 - Priority 1 — Systems — key to daily execution of work
 - Hardware/software
 - Technical debt
- Information Security requirements
- Optimization opportunities

Prioritization of Technology

2. Follow the Technical Business Solution Request Process





Closing Discussion