



Utah Transit Authority

Local Advisory Council

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, November 29, 2023 1:00 PM FrontLines Headquarters

UTA Local Advisory Council will meet in person at UTA FrontLines Headquarters (FLHQ) 669 West 200 South, Salt Lake City, Utah.

For remote viewing, public comment, and special accommodations instructions, please see the meeting information following this agenda.

OPENING BUSINESS

1. **Call to Order & Opening Remarks** Chair Mark Johnson
2. **Pledge of Allegiance** Chair Mark Johnson
3. **Safety First Minute** Viola Miller
4. **Public Comment** Chair Mark Johnson
5. **Consent** Chair Mark Johnson
 - a. Approval of September 27, 2023 Local Advisory Council Meeting Minutes
 - b. Proposed Bylaw Revisions
6. **Resolution**
 - a. AR2023-11-01 - Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Local Advisory Council for Calendar Year 2024 Mark Johnson

CONSULTATION WITH BOARD OF TRUSTEES

7. **Budget and Investments**
 - a. Consultation on Agency's Tentative 2024 Budget Viola Miller
8. **Capital Projects**
 - a. AR2023-11-02 - Resolution Approving the Proposed 2024-2028 Capital Plan and Recommending Approval by the Authority's Board of Trustees Viola Miller
Daniel Hofer
Gregory Andrews

9. Discussion

- a. Travel Training Program Megan Waters
Doraleen Taulanga

- b. Wasatch Choice Vision Russ Fox
Andrew Gruber
LaNiece Davenport

- c. Open Dialogue with the Board of Trustees Mark Johnson
Carlton Christensen

REPORTS AND OTHER BUSINESS

10. Reports

- a. Executive Director Report Jay Fox

- b. Audit Committee Report Mark Johnson
Troy Walker

11. Other Business

Chair Mark Johnson

- a. Next Meeting: Wednesday, February 21, 2024 at 1:00 p.m.

12. Adjourn

Chair Mark Johnson

Meeting Information:

- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

- Meeting proceedings may be viewed remotely through the public meeting portal link on the UTA Board Meetings page - <https://www.rideuta.com/Board-of-Trustees/Meetings>

- In the event of technical difficulties with the remote connection or live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.

- Public Comment may be given live during the meeting by attending in person at the meeting location OR by joining the remote Zoom meeting below.
 - o Use this link - https://rideuta.zoom.us/webinar/register/WN_DiFe6OpKRriRhxZ4N4i8mg and follow the instructions to register for the meeting (you will need to provide your name and email address).

 - o Sign on to the Zoom meeting through the URL provided after registering.

 - o Sign on 5 minutes prior to the meeting start time.

 - o Use the "raise hand" function in ZOOM to indicate you would like to make a comment.

 - o Comments are limited to 3 minutes per commenter.

- Public Comment may also be given through alternate means. See instructions below.
 - o Comment via email at advisorycouncil@rideuta.com
 - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.
 - o Comments submitted before 2:00 p.m. on Tuesday, November 28th will be distributed to council members prior to the meeting.
- Meetings are audio and video recorded and live-streamed.
- Members of the Local Advisory Council and meeting presenters will participate in person, however members may join electronically as needed, with 24 hour advanced notice.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 11/29/2023

TO: Local Advisory Council
FROM: Jana Ostler, Board Manager

TITLE:

Approval of September 27, 2023 Local Advisory Council Meeting Minutes

AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the September 27, 2023 Local Advisory Council Meeting

BACKGROUND:

A regular meeting of the UTA Local Advisory Council was held in person and broadcast live through the UTA meetings website on Wednesday, September 27, 2023 at 1:00 p.m. Minutes from the meeting document the actions of the committee and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the [Utah Public Notice Website](https://www.utah.gov/pmn/sitemap/notice/859905.html) <<https://www.utah.gov/pmn/sitemap/notice/859905.html>> and video feed is available through the UTA Meetings website at <https://rideuta.com/Board-of-Trustees/Meetings>

ATTACHMENTS:

2023-09-27_LAC_Minutes_unapproved



Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, September 27, 2023

1:00 PM

FrontLines Headquarters

Present: Chair Mark Johnson
Vice Chair Troy Walker
Council Member Neal Berube
Council Member Karen Cronin
Council Member Dan Peay
Alternate Council Member Ellen Birrell
Alternate Council Member Jon Larsen

Excused: Council Member Julie Fullmer
Council Member Erin Mendenhall
Council Member Trent Staggs
Alternate Council Member Brandon Gordon

Remote: 2nd Vice-Chair Bob Stevenson

Also in attendance were UTA staff members and interested community members.

1. Call to Order & Opening Remarks

Chair Johnson welcomed attendees and called the meeting to order at 1:06 p.m. He announced this is an in-person, recorded meeting, with live streaming available online. Live public comment is available in person or via Zoom.

Chair Johnson noted the following Council Members were excused from the meeting: Erin Mendenhall, Trent Staggs, and Julie Fullmer. Alternate Council Members Ellen Birrell and Jon Larson will be filling in for Trent Staggs and Erin Mendenhall with 2nd Vice-Chair Bob Stevenson joining the meeting remotely.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Viola Miller, UTA Chief Financial Officer, delivered a brief safety message.

4. Public Comment

No in-person, virtual, or online public comments were received.

5. Consent

a. **Approval of May 31, 2023 Local Advisory Council Meeting Minutes**

b. Board Policy Revisions

A motion was made by Council Member Cronin, and seconded by Council Member Peay, to approve the consent agenda. The motion carried by unanimous vote.

CONSULTATION WITH BOARD OF TRUSTEES**6. Capital Projects****a. Capital Development Update:****- OGX Opening****- First/Last Mile Connections Program (TIGER)**

UTA Project Managers Andrea Pullos and Travis Colledge, provided an update on capital development projects.

OGX Opening

Ms. Pullos reported on the successful opening of the Ogden Express (OGX) bus service in August 2023. A ribbon cutting was held on August 20 with the service opening the same day. She provided an overview of the service which includes 5.3 miles of express bus service to 13 station locations from the Ogden Central FrontRunner Station to McKay Dee Hospital. This includes 1.8 miles of exclusive bus lanes with 21 electric buses providing 15 minute headways on weekdays and Saturdays, and 30 minutes on Sundays. Ms. Pullos also referenced the Wildcat Shuttle which was introduced in 2022 and provides a continual shuttle service loop at three stations on the Weber State University Campus.

A question regarding exclusive versus dedicated bus lanes was posed by Council Member Cronin and answered by Ms. Pullos.

First/Last Mile Connections Program (TIGER)

Mr. Colledge reported on the TIGER grant projects which included projects in 32 cities in 6 counties. The project, executed in 2018, is the first of its kind spanning a large geographical area. The grant allocation was \$20 million in addition to \$11.8 million in funding from local partners.

137 projects under the grant have already been completed which include ADA ramps, bike lanes, bike shares, crosswalks, two pedestrian bridges, a railroad crossing, sidewalks and multi-use paths.

Mr. Colledge cited remaining projects including: The 300 N - Salt Lake City pedestrian bridge, the Provo pedestrian bridge, and 22 wayfinding projects at FrontRunner stations. These projects will be completed in October and November 2023.

A question regarding wayfinding projects was posed by Council Member Cronin and answered by staff.

b. AR2023-09-01 - Resolution Approving the Proposed Third Amendment to the 2023-2027 Capital Plan and Recommending Approval by the Authority's Board of Trustees

Dave Hancock, UTA Chief Capital Services Officer, was joined by Ms. Miller to present an amendment to the 2023-2027 Capital Plan.

Jay Fox, UTA Executive Director, announced the retirement of Mary DeLoretto, UTA Chief of Capital Services, in January 2024. Until then, Ms. DeLoretto will be serving in the capacity of Senior Advisor to the Executive Director. Mr. Fox introduced Mr. Hancock as the newly appointed Chief of Capital Services.

Mr. Hancock noted agenda item 6b. the proposed 2023-2027 Capital Plan Amendment, and item 7a. the 2023 Capital Budget Amendment, will be addressed together since item 7a. is related to the Capital Plan Amendment request.

The request includes the addition of a new capital project, the Daybreak TRAX station, to serve the area where the new baseball field is being constructed. The project will add \$6.5 million to the five-year capital plan with funds being reimbursed by external sources with zero impact to UTA's cash balance.

A question relating to funding partners was posed by Council Member Cronin and answered by Mr. Hancock. Board Trustee Holbrook reported South Jordan City and the developers were successful in obtaining state funds through the HTRZ program.

Mr. Hancock addressed the 2023 budget amendment consultation with the council to include an increase of \$500,000 in 2023 in response to the proposed modification to the five-year capital plan, raising the budget authority from \$336.66 million to \$337.16 million. Following Local Advisory Council review and approval of the capital plan amendment and consultation on the budget amendment, both amendments will go to the Board of Trustees for approval and adoption.

A motion was made by Council Member Cronin, and seconded by Council Member Peay, that this resolution be approved. The motion carried by unanimous vote.

7. Budget and Investments

a. Consultation on 2023 Capital Budget Amendment for the TRAX Daybreak Station

Chair Johnson asked for any additional consultation or questions on this agenda item addressed under agenda item 6b; none seen.

8. Service Planning

a. UTA Moves 2050 - Long Range Transit Plan

Russ Fox, UTA Director of Planning, was joined by Alex Beim, UTA Long Range Strategic Planning Manager, and Megan Waters, UTA Community Engagement Director, to provide a status update on the UTA Long Range Transit Plan. Mr. Fox turned the time over to Mr. Beim who provided an overview and update of the plan.

Mr. Beim shared an overview of the plan including the purpose and vision which is to plan for the future needs of the communities we serve with a vision for the future of public transportation. It includes consideration of ideas without funding constraints. The plan was developed in coordination with local partners including the local Metropolitan Planning Organizations (MPOs), Mountainland Association of Governments (MAG), and the Wasatch Front Regional Council (WFRC), to align with plans already adopted by these groups.

Mr. Beim emphasized the plan is not static and will be updated every four years when the local MPOs update their Regional Transportation Plans.

Further information including an online survey is available at:
<https://www.rideuta.com/Current-Projects/Long-Range-Transit-Plan>.

Mr. Beim turned the time over to Ms. Waters to outline the community engagement process. Ms. Waters shared engagement and outreach efforts including public comment, in-person and virtual open houses, social media outreach, and coordination with partners and cities. She mentioned there was a high level of interest with over 800 comments received to date.

9. Discussion

a. **FrontRunner Strategic Double Track Project Update**

Mr. Hancock introduced Josh Van Jura, Director of Trails and Transit for the Utah Department of Transportation (UDOT).

Mr. Van Jura provided an overview of the FrontRunner Strategic Double Track Project. The goal of the project is to increase the frequency, reliability, and travel time, of the FrontRunner to meet the statewide growth and demand for public transportation. This will be achieved by double-tracking 9 sections (50%) of the track which will allow for an additional 10 more trains to provide more frequent, higher capacity service.

Estimated project costs are \$966 million which will be provided through appropriated state and UTA funding with a request for \$671 million of federal funding. The Federal Transit Administration (FTA) have recommended \$316 million in the FY24 President's budget through the Capital Investment Grant (CIG) program.

Official coordination has begun with FTA and their project management oversight consultant and a construction project delivery method finalized. If approved, construction will begin in 2026 with project completion anticipated in 2029.

Mr. J Fox mentioned strong support for the project at the state and federal level. He also recognized Janelle Robertson, UTA Project Manager, for her contributions toward the project.

A question regarding CIG funding was posed by Alternate Council Member Birrell and answered by staff.

b. Federal Railroad Administration Corridor Identification and Development Program Update

Ethan Ray, UTA Project Development Planner, was joined by Nichol Bourdeaux, UTA Chief Planning & Engagement Officer.

Mr. J Fox introduced the FRA Corridor Identification and Development program and provided background information on the project, including vision and goals, in addition to the various partnerships involved in putting together the grants.

Mr. Ray provided an overview of the program which is included within the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, to support transportation and infrastructure projects.

Mr. Ray's presentation included a summary of IIJA funding, (including advance appropriations and fully authorized funds), the Amtrak rail system map, and project summaries and routes for the Desert Wind Corridor, (Salt Lake to Las Vegas), and Pioneer Corridor, (Boise to Salt Lake). He noted there are many opportunities for shared corridor consolidation and improvements with both Union Pacific and Amtrak due to the shared lines UTA has with both entities.

Mr. Ray stated applications have been submitted by UDOT in partnership with UTA, the Nevada Department of Transportation, and the Idaho Department of Transportation. The FRA is anticipated to select projects for inclusion in the Corridor ID program in November 2023.

Discussion ensued. Questions regarding existing rail lines, travel times, and coordination with Union Pacific, were posed by the council and answered by staff.

c. Open Dialogue with the Board of Trustees

Chair Johnson was joined by Carlton Christensen, UTA Board of Trustees Chair; Beth Holbrook, UTA Board Member; and Jeff Acerson, UTA Board Member.

Chair Christensen spoke about the partnering efforts with local ski resorts to prepare for the upcoming 2023/24 ski season. UTA has been working diligently over the past several months with the ski resorts and other partners including Salt Lake County, Visit Salt Lake, and the Utah Department of Transportation (UDOT), to improve and expand

ski service during the 2023-2024 season.

Chair Christensen acknowledged a shortage of bus operators, traffic congestion, and resort parking issues contributed to the transportation challenges last year. These are being addressed and efforts include increased bus capacity, van pool options for resort employees, and surge service during peak times such as holidays or powder days. Additionally, the resorts plan on implementing reservation-based parking and bus travel in the canyons will be prioritized.

Discussion ensued. Questions on the hiring of operators, bus capacity, surge services, UDOT tolling, and communication efforts, were posed by the council and answered by staff.

Council Member Cronin reported on a recent Tooele Council of Governments (COG) where members of the COG shared their enthusiasm for the On Demand service. Concern was expressed regarding the 451 and F453 bus service and how ridership numbers have significantly reduced due to extended travel time to the University of Utah. The COG asked Council Member Cronin to bring this to the attention to the council. Trustee Acerson mentioned multiple stops on long trips can present challenges. Mr. J. Fox committed to review the service with the UTA planning team and report back to the council.

Council Member Berube and Trustee Holbrook summarized the success of the recent opening of OGX, the new bus rapid transit route in Ogden. Alternate Council Member Birrell asked if UTA has considered implementing an express campus connector to the University of Utah from the south east Salt Lake quadrant.

Discussion ensued regarding state support of transit, the need for reliable service, increased demand and growth, UTA's LRTP, and how members of the council could enlist support from their local communities by sharing the value of transit.

REPORTS AND OTHER BUSINESS

10. Reports

a. **Executive Director Report - Operator Recruitment**

Mr. Fox provided a report on operator recruitment. He mentioned the pandemic had a severe impact on operator staffing with many staff leaving or retiring during this time in addition to a hold on recruitment resulting in a major shortage and the need to reduce or cut services.

Mr. Fox shared a presentation on bus operator hiring success and how UTA is actively working to improve operator recruitment to fill the staffing gap. This includes a more dynamic hiring approach, innovative processes, increased incentives including paid

training, and a more streamlined on-boarding process.

He shared data relating to applications, hiring, and retention from 2022-2023 YTD, which showed a significant increase in all areas. Mr. Fox also referred to UTA's successful ESL program, a UTA and state partnership, with the first class graduating 15 students at UTA.

Discussion ensued. Questions regarding recruitment data, the application process, hiring timeline, and training were posed by the council and answered by staff.

Chair Johnson announced the arrival of Vice Chair Walker at 2:49 p.m.

b. Audit Committee Report

Chair Johnson provided a summary report of the Audit Committee which met on June 26, 2023. The committee received reports on the status of the 2022 and 2023 Internal Audit Plans and progress on findings for past audits. The committee provided presentations on the following audit projects: Recruitment Assessment, Bus Operations, IT General Controls, and Capital Projects. Internal auditors presented findings and recommendations and discussed remediation efforts. The 2022 UTA Annual Comprehensive Financial Report (ACFR), and National Transit Database Agreed Upon Procedures Report, were also presented.

11. Other Business

Chair Johnson reminded council members to complete and return the disclosure and training documents.

- a. Next Meeting: Wednesday, November 29, 2023 at 1:00 p.m.

12. Adjourn

A motion was made by Vice Chair Walker, and seconded by Council Member Cronin, to adjourn the meeting. The motion carried by unanimous vote and the meeting adjourned at 2:57 p.m.

Transcribed by Hayley Mitchell
Executive Assistant to the Board
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at <https://www.utah.gov/pm/sitemap/notice/859905.html> for entire content.

A video recording of the meeting is accessible at

https://rideuta.granicus.com/player/clip/253?view_id=1&redirect=true&h=9999c56acc006271e5fa6f716bda505e

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

Mark Johnson
Chair, UTA Local Advisory Council



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/29/2023

TO: Local Advisory Council
FROM: Annette Royle, Director of Board Governance
PRESENTER(S): Annette Royle, Director of Board Governance

TITLE:

Proposed Bylaw Revisions

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

The Local Advisory Council is requested to provide input on the proposed revisions to the Authority's Bylaws as presented.

BACKGROUND:

The Utah Public Transit District Act section 17B-2a-8 outlines the duties and powers of a large transit district's Board of Trustees. One of those duties includes developing and approving board policies, ordinances and bylaws after consultation with the Local Advisory Council.

The UTA Board of Trustees last updated the Authority's Bylaws in June 2019.

DISCUSSION:

The agency is proposing bylaw revisions to:

- provide clarity around roles and duties of the Board of Trustees, Local Advisory Council and Officers of the Board.
- add Oath of Office requirements for Board Officers and chief level officers of the Authority.
- consider revision to the organization of the Committee on Accessible Transportation (CAT), which is governed by its own Charter.
- update provisions for electronic meetings as defined in Utah's Open and Public Meetings Act.

- update the requirements for the recording of Board of Trustee and Local Advisory Committee votes.

The proposed revisions are being provided to the Local Advisory Council to review and provide input to the Board of Trustees prior to their adoption in December.

ALTERNATIVES:

The Council is encouraged to provide input to the Board of Trustees with their comments, advice, or recommended alternatives to the proposed bylaw revisions.

FISCAL IMPACT:

None

ATTACHMENTS:

- Bylaws of the Utah Transit Authority (proposed revisions - November 2023)



BYLAWS OF THE

UTAH TRANSIT AUTHORITY

~~FINAL—Adopted by R2019-06-01~~

Proposed Revisions – November 2023

BYLAWS OF THE UTAH TRANSIT AUTHORITY
TABLE OF CONTENTS ARTICLE I - ORGANIZATION

Section 1. Creation.

The Utah Transit Authority (the “Authority”) was created pursuant to the Utah Limited Purpose Local Government Entities - ~~Local~~ Special Districts Act, Title 17B, Chapter One – and the Utah Public Transit District Act, Chapter 2(a), Part 8 of the Utah Code Annotated 1953, as amended (the “Act”), and is a public transit district organized under the laws of the State of Utah. The Authority is comprised of its Board of Trustees, which may hereinafter be referred to as the Board and its appointees shall be referred to as Trustees; the Local Advisory Council, which shall hereinafter be referred to as the Advisory Council and its appointees shall be referred to as Members; ~~officer~~ Officers; management; and employees. It is a political subdivision of the State of Utah with those powers specifically granted in the Act and with implied powers necessary to carry out the objectives and purposes of a public transit district.

Section 2. Duties.

A. Trustees, ~~and~~ Members, and Officers of the Board shall act in the best interest of the Authority and in accordance with the Constitutions and laws of the United States of America and the State of Utah, the Act, as well as adopted policies.

B. Trustees, ~~and~~ Members, and Officers of the Board have a duty to exercise due care, to act with reasonable skill and diligence, and to perform the duties of their office honestly, faithfully, and to the best of their abilities.

C. Trustees, ~~and Members,~~ and Officers of the Board have a fiduciary duty to the entire transit district. They have a duty of loyalty and shall articulate and consider the interests of constituencies in the ~~D~~district and ~~then~~ take actions based on the best interest of the entire transit district.

D. Trustees, Members, and their alternates, and Officers of the Board have a duty to complete an annual Financial Disclosure Report, sign an annual Code of Conduct form, provide prompt disclosure of conflict of interests, and recuse themselves from discussing or voting on issues for which they have a conflict of interest.

E. Trustees, ~~and Members,~~ and Officers of the Board have a duty to comply with the State of Utah's Government Records Access and Management Act and to maintain records consistent with applicable retention schedules adopted by the Authority (Utah Code Sec. 63G-2-1 through 63G-2-9).

F. Trustees, Members, and Officers of the Board have a duty to comply with the Utah Open and Public Meetings Act (Utah Code Sec. 52-4-101 through 52-4-305).

~~F.G.~~ Trustees, ~~and Members,~~ and Officers of the Board have a duty to comply with the State of Utah's Public Officers' and Employees' Ethics Act (Utah Code Sec. 67-16-1 through 67-16-15).

H. Trustees, Members and Officers of the Board have a duty to comply with the Utah Public District Transit Act (Utah Code Sec. 17B-21-801 through 17B-2a-827).

~~G.I.~~ Trustees, ~~and Members,~~ and Officers of the Board have a duty to maintain the confidentiality of non-public information obtained in their official capacities. They shall not disclose or improperly use non-public information for actual or anticipated personal, economic, or political gain, or for the actual or anticipated personal, economic, or political gain of any other person. They

shall not rely on non-public information obtained in an official capacity to acquire a pecuniary interest in any property, transaction, or enterprise.

~~H.J.~~ Each Trustee and Member shall report the business of the Authority to their appointing jurisdictions.

Section 3. Oath of Office.

The oath of office shall be given to all Trustees, ~~and Members,~~ Officers of the Board, and Officers appointed by the Executive Director before commencing the duties of the office. Oath of office records must be filed by the Board Secretary in the official governing records of the Authority.

Section 4. Indemnification.

Trustees, ~~and Members,~~ and Officers of the Board shall be defended by the Authority against any action, suit, or proceeding arising from an act or omission alleged to have been committed within the scope of ~~the individual's~~ official capacity with the Authority to the full extent allowed by applicable law.

Section 5. Attendance.

Each Trustee and Member is expected to serve faithfully, attend all meetings, and perform other assignments in compliance with Board of Trustees and Advisory Council policies.

ARTICLE II — THE BOARD OF TRUSTEES

Section 1. Qualifications, Appointment, Number and Terms of Office.

The required number of Trustees, the terms of office, qualifications, and the process of appointment to the Board of Trustees, shall all be as set forth in the Act, as amended.

Section 2. Powers.

The Board of Trustees shall have the powers provided in the Act, these Bylaws, Board Policies, and other applicable law.

Section 3. Compensation.

The Advisory Council shall set the compensation of the Board of Trustees in accordance with Utah Code Sec. 17B-2a-808.2.

Section 4. Officers.

The ~~O~~fficers of the Board of Trustees shall consist of all Trustees of the Board, ~~Secretary,~~ Executive Director, Secretary, Treasurer, Comptroller, and Internal Auditor.

Section 5. Appointment of Officers.

The Chair of the Board of Trustees shall be appointed by the Governor of the State of Utah. The Board of Trustees shall appoint the following Offices of the Board by an affirmative vote of a majority of the Board of Trustees: an Executive Director, Secretary, Treasurer, Comptroller, and Internal Auditor. ~~by an affirmative vote of a majority of the Board of Trustees, as well as a Secretary, Treasurer, Comptroller, and Internal Auditor.~~ Officers of the Board, with the approval of the Board Chair, may temporarily delegate their responsibilities to another Trustee or administrative staff during a short-term absence of the ~~O~~fficer. The Chair of the Board or a Trustee may only delegate their responsibilities to another Trustee.

Section 6. Responsibilities of Officers.

A. Board Chair.

The Chair shall preside at all Board of Trustee meetings and all joint meetings of the Board and the Advisory Council; set the agenda for Board of Trustee meetings in consultation with the other Trustees; coordinate the agenda for Advisory Council meetings with the Advisory Council Chair; and ~~shall~~ establish the duration and timing of public comment. The Chair shall also ensure the proper administration of the Utah Transit Authority Employee Retirement Plan and Trust Agreement.

B. Board Secretary.

The Secretary shall maintain the official governing records of the Authority; attest to all resolutions, ordinances, policies, or orders passed by the Board of Trustees or Committees; and shall ensure that all necessary documents are filed with appropriate entities.

C. Treasurer.

The Treasurer may be chosen from among the members of the Board of Trustees except that the Board Chair may not be appointed as Treasurer. The Treasurer shall serve as custodian of all money, bonds, or other securities of the Authority and, in consultation with the Advisory Council and Board, shall ensure that the Authority complies with the requirements of the State of Utah's Money Management Act.

D. Comptroller.

The Comptroller shall meet the minimum requirements of the Act and shall oversee the Authority's accounting and financial reporting.

E. Internal Auditor.

The Internal Auditor shall meet the minimum requirements of the Act and shall objectively review the Authority's key processes and related internal controls; evaluate and improve the Authority's risk management, control, and governance processes; and report ~~assessment-audit~~ results and recommendations as required by the Act. The Internal Auditor shall also serve as the Authority's Ethics Officer and ~~shall~~ investigate complaints of ethical violations. ~~The Audit Committee shall adopt a charter establishing the scope of the Internal Auditor's responsibilities and shall review it annually.~~ The Internal Auditor must operate within the scope of responsibility outlined in an Audit Committee Charter as prescribed in Article V of these Bylaws.

Section 7. Appointment of Staff.

The Board of Trustees shall hire qualified individuals, set salaries of all Officers and employees, and develop performance targets and evaluations for the Executive Director, ~~Chief~~ Internal Auditor, and any chief level officer.

Section 8. Removal of Officers.

Trustees shall serve at the pleasure of the Governor of the State of Utah. The Executive Director may be removed pursuant to the terms of the Act. All other Board Officers serve at the pleasure of the Board of Trustees and may be removed by a majority vote.

Section 9. Voting Rights and Quorum.

Each Trustee may cast one vote on all questions, orders, resolutions, and ordinances coming before the Board. A majority of all Trustees constitutes a quorum for the transaction of ~~Board of~~ Trustee business. Except as otherwise provided in these Bylaws or applicable State law, a majority vote or more of a quorum is sufficient to carry any order, resolution, ordinance, or proposition before the Board of Trustees.

ARTICLE III — THE LOCAL ADVISORY COUNCIL

Section 1. Qualifications and Appointment.

The required number of Members, the terms of office, qualifications, and the process of appointment to the Advisory Council shall all be as set forth in the Act, as amended.

Section 2. Powers.

The Advisory Council shall have the powers provided in the Act, these Bylaws, policies, and other applicable law.

Section 3. Compensation and Reimbursement.

Advisory Council Members shall be compensated ~~in compliance with~~ at the same rate published in Utah Administrative Code R25-5 (Payment of Meeting Compensation (Per Diem) to Boards. Members shall be reimbursed at the Internal Service rate for mileage associated with travel to official UTA meetings and functions ~~at the Internal Revenue Service rate~~. Members shall be reimbursed at the State of Utah's reimbursement rate for meals purchased when representing the Authority in their official capacity as Advisory Council Members.

Section 4. Officers.

The ~~Q~~officers of the Advisory Council shall consist of a Chair, Vice-Chair, and Second Vice-Chair. Officers, with the approval of the Advisory Council Chair, may temporarily delegate their responsibilities to another Member during a short-term absence of the ~~Q~~officer.

Section 5. Election/Appointment.

Members of the Advisory Council shall nominate and elect a Chair, Vice-Chair, and Second Vice-Chair by majority vote of council membership ~~from among that body~~.

Section 6. Term of Office.

Officers of the Advisory Council shall serve for a period of one year. The Advisory Council Chair may serve a maximum of two one-year terms.

Section 7. Duties.

A. Advisory Council Chair.

The Advisory Council Chair shall preside at all Advisory Council meetings. The Advisory Council Chair shall ensure that the Advisory Council carries out its duties under the Act and shall coordinate the agenda with the Board Chair ~~to accomplish this end~~. The Advisory Council Chair shall serve as the liaison with the Board.

B. Advisory Council Vice-Chair.

In the absence of the Advisory Council Chair, the Advisory Council Vice-Chair shall carry out the duties of the Advisory Council Chair.

C. Advisory Council Second Vice-Chair.

The Advisory Council Second Vice-Chair or the Board Secretary shall attest to all resolutions, ordinances, or orders passed by the Advisory Council.

Section 8. Removal from Office.

Advisory Council Officers may be removed by a majority vote of the Advisory Council. Advisory Council Members may be removed by a majority vote of the Advisory Council for ethical violations or criminal conduct.

Section 9. Voting Rights and Quorum.

Each Member may cast one vote on all questions, orders, resolutions, and ordinances coming before the Advisory Council. A majority of all Members constitutes a quorum for the transaction of Advisory Council business. Except as otherwise provided in these Bylaws or applicable State law, an affirmative vote by fifty percent (50%) or more of a quorum is sufficient to carry any order, resolution, ordinance, or proposition before the Advisory Council. A quorum is not required for the adoption of a motion to adjourn.

Section 10. Alternate Council Member Representation.

Each appointing authority shall have the right to select alternative representatives (“Alternate”) to the Advisory Council so that each appointing authority may be adequately represented. Each appointing authority desirous of selecting an Alternate shall do so in accordance with the procedures for selecting Council Members. If the appointing authority’s Member is not present at a meeting of the Advisory Council or a committee meeting, then a properly designated

Alternate may participate in the meeting, make motions, count toward a quorum, and vote in matters before the Advisory Council. Alternates should take steps necessary to be fully informed on actions to be taken at meetings in which they represent their appointing authority.

ARTICLE IV — EXECUTIVE DIRECTOR

Section 1. Powers.

The Executive Director shall have all of the powers, duties, and responsibilities granted and imposed by the Act and those assigned by the Board of Trustees. In the event the position of Executive Director is vacant, an Interim Executive Director may be given an interim appointment by the Board of Trustees until the position ~~can be~~ is filled.

Section 2. Compensation.

The compensation of the Executive Director shall be established by the Board of Trustees.

Section 3. Removal of Executive Director.

The removal of an Executive Director shall be governed by the Act.

ARTICLE V — COMMITTEES

Section 1. Committees.

The Board of Trustees may establish standing or ad hoc committees (“Committees”) deemed appropriate and shall designate their functions. Committees shall be established, amended, or disbanded by adoption of a Board Resolution at a duly noticed Board of Trustees meeting. Committees shall meet as needed or as determined by the Board Chair and, once established, by the Committee chair. Members of Committees shall be appointed by the Board Chair and serve at the pleasure of the Board Chair.

Section 2. ~~Committee on Accessible Transportation.~~

~~The Authority establishes an advisory committee on accessible transportation (“Committee on Accessible Transportation” or “CAT”) to offer recommendations to the Board of Trustees on accessibility issues related to the Authority’s facilities, equipment, routes, plans and programs. The CAT serves in an advisory capacity. It shall be governed and membership determined by a charter authorized and approved by the Board of Trustees that is consistent with its charge as an advisory committee to the Authority. The Board Chair shall appoint Members or Trustees to serve as liaison to the CAT.~~

Commented [RA(oBG1): CAT Committee is governed by a Charter approved by the Board. Removal from Bylaws is being considered, with advisory function defined in CAT Charter.

Section 23. Audit Committee.

The Authority establishes an Audit Committee to direct the Internal Auditor to conduct audits determined to be most critical to the organization and to hear reports from the Internal Auditor and external auditors. The Audit Committee shall consist of the Board of Trustees, the Chair of the Advisory Council, and the Vice-Chair of the Advisory Council. The Chair of the Board of Trustees shall serve as the Chair of the Audit Committee. The Audit Committee shall function under the terms of an adopted charter, which it shall review annually.

ARTICLE VI — MEETINGS OF THE BOARD AND ADVISORY COUNCIL

Section 1. Open and Public Meetings.

All meetings of the Board of Trustees, its Committees, and the Advisory Council shall be open to the public and comply with the State of Utah’s Open and Public Meeting Act.

Section 2. Meeting Schedule.

At the beginning of each fiscal year, the Board of Trustees and Advisory Council shall establish a regular meeting schedule by resolution.

Section 3. Special Meetings.

The Chair of the Board of Trustees shall call Special Meetings of the Board of Trustees and joint Special Meetings of the Board of Trustees and Advisory Council, as necessary. The Chair of the Advisory Council shall call Special Meetings of the Advisory Council, as necessary.

Section 4. Notice of Meetings.

Notice of all regular meetings, special meetings and emergency meetings of the Board of Trustees and Advisory Council shall be by electronic means to Trustees and Members at electronic mail address as shown in the records of the Authority. Notice of emergency meetings shall be given to Trustees and Members at least twenty-four (24) hours before the meeting, if possible. In the event twenty-four (24) hour notice is not possible, each Trustee and Member shall receive the best notice which practicably can be given. Notice for emergency meetings may be oral, written, or electronic. Notices of meetings shall contain the date, time, place, and an agenda for the meeting. Notice of meetings shall be posted on the Utah Public Notice Website.

Section 5. Minutes of Meetings.

Minutes of meetings shall be prepared and available to the public as required by the State of Utah's Open and Public Meetings Act.

Section 6. Electronic Attendance at Meetings.

A Trustee or Member may attend a meeting via electronic means if:

- A. The Trustee or Member provides twenty-four (24) hour advance notice to the applicable Chair. A Trustee or Member attending a meeting electronically shall be counted as present for purposes of a quorum and may fully participate and vote. Only one Trustee or Member is required to be physically present at an anchor location for meetings that other Trustees or Members attend electronically; or

A-B. The Chair of the Board determines an electronic meeting is necessary due to substantial risk to health and safety as authorized in the State of Utah Open and Public Meetings Act.

Section 7. Order of Business.

The business of all meetings of the Board of Trustees and Advisory Council shall be transacted as far as practicable in the order of business set forth in the agenda. At any meeting where a new Trustee and Member is to take the oath of office and be seated, such ceremony shall be conducted prior to the determination of a quorum.

ARTICLE VII — CONDUCTING BUSINESS

Section 1. Resolutions, Orders, ~~and Ordinances,~~ and Motions — Vote Recorded.

~~Each and e~~Every formal action by the Board of Trustees and Advisory Council shall be taken by the passage of a resolution, order, ~~or ordinance,~~ or motion by the Board of Trustees or Advisory Council. Resolutions and ~~Ordinances of the Board of Trustees~~ shall be by roll call vote with each affirmative and negative vote recorded; all other actions of the Board will be taken by acclamation with each affirmative and negative vote recorded. Resolutions and motions of the Advisory Council may be taken by acclamation 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 (24) hours before the ordinance is presented for adoption.- All resolutions and ordinances passed by the Board of Trustees 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 of Trustees 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 of Trustees after consultation with the Advisory Council.

Section 3. Fiscal Year.

The fiscal year of the Authority shall commence on January 1 and end on 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 of Trustees. 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 of Trustees each year in compliance with applicable law. After analyzing the proposed budget and making any corrections or revisions that it may find necessary and after consulting with the Advisory Council, the Board of Trustees shall adopt a final annual budget prior to the end of each fiscal year.

Section 6. Audit Reports.

A. Annual Audit.

The Board of Trustees shall cause an annual audit of the Authority's financial statements to be conducted in accordance with generally 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 of Trustees. 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 of Trustees may cause audits other than the annual audit to be made, which shall be made available in compliance with the Act.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/29/2023

TO: Local Advisory Council
FROM: Jana Ostler, Board Manager
PRESENTER(S): Mark Johnson, Chair- Local Advisory Council

TITLE:

AR2023-11-01 - Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Local Advisory Council for Calendar Year 2024

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve Resolution AR2023-11-01 Giving Notice and Setting Regular Meeting Dates for the Local Advisory Council for Calendar Year 2024

BACKGROUND:

The Utah Public Transit District Act requires the UTA Local Advisory Council meet at least quarterly with the Authority's Board of Trustees in a meeting open to the public for comment to discuss the service, operations, and any concerns with the public transit district operations and functionality.

DISCUSSION:

Open meetings laws require a regular schedule of meetings be publicly noticed annually. The following dates are proposed for meetings of the Local Advisory Council in 2024:

- Wednesday, February 21, 2024, 1:00 p.m.
- Wednesday, May 22, 2024, 1:00 p.m.
- Wednesday, August 28, 2024, 1:00 p.m.
- Wednesday, November 6, 2024, 1:00 p.m.

ATTACHMENTS:

AR2023-11-01 Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Local Advisory Council for Calendar Year 2024

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE
UTAH TRANSIT AUTHORITY GIVING NOTICE AND SETTING REGULAR
MEETING DATES FOR THE AUTHORITY’S LOCAL ADVISORY COUNCIL
FOR CALENDAR YEAR 2024**

AR2023-11-01

November 29, 2023

WHEREAS the Utah Transit Authority (the “Authority”) is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all the powers provided for in the Utah Limited Purpose Local Government Entities – Special Districts Act and the Utah Public Transit District Act; and

WHEREAS the Utah Public Transit District Act created a Local Advisory Council (the “Council”) and established that the Council shall meet at least quarterly with the Board of Trustees in a meeting open to the public for comment to discuss the service, operations, and any concerns with the public transit district operations and functionality; and

WHEREAS the Utah Open and Public Meetings Act as codified in Title 52, Chapter 4, Part 2 of the Utah Code provides that any public body that holds regular meetings that are scheduled in advance over the course of a year shall give public notice at least once each year of its annual meeting schedule and that such notice shall specify the date, time, and place of such meetings; and

WHEREAS the Council desires to afford stakeholders and the public greater participation and accessibility to its meetings; and

WHEREAS it is considered necessary and desirable by the Council to adopt a resolution giving notice of regular meetings of the Council for calendar year 2024.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Council gives notice of its regular meetings for 2024 as outlined in "Exhibit A" to this resolution.
2. That the corporate seal be attached hereto.

Approved and adopted this 29th day of November 2023.

Mark Johnson, Chair Local Advisory Council

Attest:

Vice-Chair or Second Vice-Chair
Local Advisory Council

(Corporate Seal)

Approved As to Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...

Legal Counsel

Exhibit A

NOTICE OF ANNUAL MEETING SCHEDULE
LOCAL ADVISORY COUNCIL OF THE UTAH TRANSIT AUTHORITY

In accordance with the provisions of the Utah Open and Public Meetings Act (the “Act”), public notice is hereby given that the Local Advisory Council of the Utah Transit Authority, will hold its regular meetings at the indicated hours at the location of 669 West 200 South, Salt Lake City, Utah 84101, or via a remote meeting platform, as provided for in the Act:

Wednesday, February 21, 2024, 1:00 p.m.

Wednesday, May 22, 2024, 1:00 p.m.

Wednesday, August 28, 2024, 1:00 p.m.

Wednesday, November 6, 2024, 1:00 p.m.

The agenda of each meeting of the Local Advisory Council, together with the date, time and place of each meeting shall be posted in compliance with the requirements of the Act.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/29/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Viola Miller, Chief Financial Officer

TITLE:

Consultation on Agency's Tentative 2024 Budget

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

Review the Tentative 2024 Budget and provide advice/input to the Board of Trustees.

BACKGROUND:

Each year, in compliance with State of Utah Code 17B-2a-808.1, the Board of Trustees adopts a tentative budget for the next year and sets a public hearing at which interested parties may comment on the tentative budget.

The Board of Trustees conducted four budget workshops in September. On October 11, 2023 the Board of Trustees received a presentation on the 2024 Tentative Budget. Subsequently, at their October 25, 2023 Board meeting, the Board approved a resolution adopting the 2023 Tentative Budget and conducted a public hearing on November 1, 2023.

The 2024 Tentative Budget was sent to the Governor's office, Legislature, mayors, commissioners, metropolitan planning organizations, and others. It has also been made available to the public on UTA's website and will be open for comment throughout the public comment period. The 30-day public comment period will conclude on December 1, 2023 with all comments provide to the Trustees.

On November 29, 2023 the Local Advisory Council will be given the opportunity to review the 2024 Tentative Budget and provide their advice/input to the Board of Trustees.

The 2024 Final Budget will be reviewed at the December 6, 2023 Board of Trustees meeting with adoption scheduled for the December 20, 2023 Board of Trustees meeting.

The detail of the 2024 Tentative Budget is attached.

DISCUSSION:

The 2024 Budget and supporting 5-Year plans were developed during a continuing time of economic uncertainty. Inflation continues at a higher-than-normal rate and interest rates have consistently been increasing versus the low rates of the past decade. Offsetting these negative indicators are robust employment, historically low unemployment levels, and a resilient Utah economy. This budget and supporting financial plans were supported by the April 2023 sales tax forecast developed by the University of Utah for UTA. This financial plan is conservative in nature and anticipates relatively moderate sales tax growth over the period 2024-2027. Staff is working with the University to continuously monitor economic conditions.

The 2024 Tentative Budget was developed with an emphasis on creating value. This will be accomplished by:

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

The 2024 Operating Budget:

- Increases funding for On Demand service to fund growth in demand in South Salt Lake County
 - Provides enhanced Frontrunner service
 - Includes a continued service strategy that supports recruitment and retention of operators to meet adopted service plan needs by:
 - Adding “extra board” or entry level operators to provide support to all bus business units
 - Addressing inadequate supervisor/operator ratios across the system
 - Enhances effectiveness and compliance of organization by increasing financial support services
 - Focuses on increased communications to customers by adding social media and communications resources
 - Provides additional health resources through Hepatitis B vaccination program for employees with exposure risks
 - Enhances Transit app capabilities and data integration to help customers
-

ALTERNATIVES:

The Advisory Council is encouraged to provide their feedback to the Board of Trustees on this tentative budget and any additional considerations that should be discussed.

FISCAL IMPACT:

The 2024 Tentative Budget includes \$649 million in operating expenses and \$230 million of capital investment to fund the provision of safe, convenient, reliable service and targeted investments in our infrastructure. The budget includes federal and local contributions from our partners.

ATTACHMENTS:

- 2024 Budget Summary to Stakeholders
- 2024 Tentative Budget Document

Budget priorities outlined here affect you and your community. Guided by the newly adopted 2030 UTA Strategic Plan, UTA has developed our budget centering on the mission, vision, and five strategic priorities.

Mission

"We Move You"

The Utah Transit Authority moves Utah to a stronger economy, a cleaner environment, increased mobility, greater access to opportunity, and a better quality of life - all driven by safe, reliable transportation.

Vision

Leading Utah's mobility solutions and improving quality of life.

Strategic Priorities



Budget Overview

UTA's 2024 budget and supporting 5-year Capital plan were developed as the Agency was coming out of a time of economic uncertainty. Inflation had 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.

The 2024 budget includes \$424.5 million in operating expenses and \$230.4 million in capital investment to fund the provision of safe, convenient, and reliable service and key investments in our infrastructure. The budget includes federal, state, and local contributions from our partners.



Operating Budget Highlights

Support transit service growth, including UTA On Demand in South Salt Lake County and additional FrontRunner service

Funding for operator recruitment to continue to address ongoing labor market challenges

Support for maintaining system facilities cleanly and safely

Hepatitis B vaccination provision for employees whose work may put them at risk for infection

Accounting and financial support required for enhanced compliance and decision-making

Data integration and customer experience improvements to drive increased system efficiency and ease of customer use

Transit Connection Program to foster efforts across UTA to support customer information, rider support, and transit education

Support for social media and other communications with riders

Capital Budget Highlights

Focus on safety, security, reliability, and maintaining a state of good repair (SGR) for our revenue vehicles, infrastructure, and support systems.

Begin TRAX Blue Line vehicle replacements

Electric vehicle and charging infrastructure investment

Investment in technology and equipment to enhance operator and customer safety

Begin Midvalley Bus Rapid Transit system construction

Fare System replacement

Local partner support

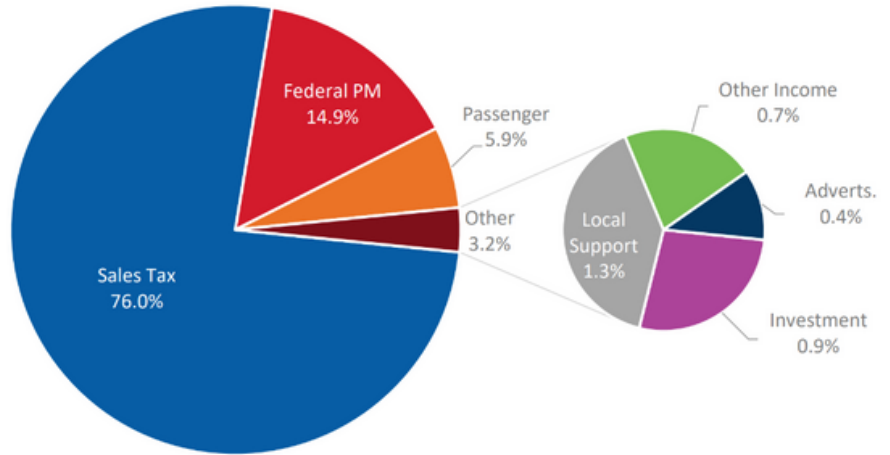


2024 Budget Summary

Operating Revenue Summary

UTA reports as a single enterprise fund and all revenues are collected in the UTA Operating Fund. Within this 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. UTA receives operating revenues from multiple sources for a total revenue of \$649 million. Sales tax revenue at \$494 million (76% of total) represents the largest funding source for the 2024 budget. Federal preventive maintenance funds total \$97 million and passenger revenues total \$38 million. Other revenues include, in order of magnitude, local support, investment income, advertising, and other fees.

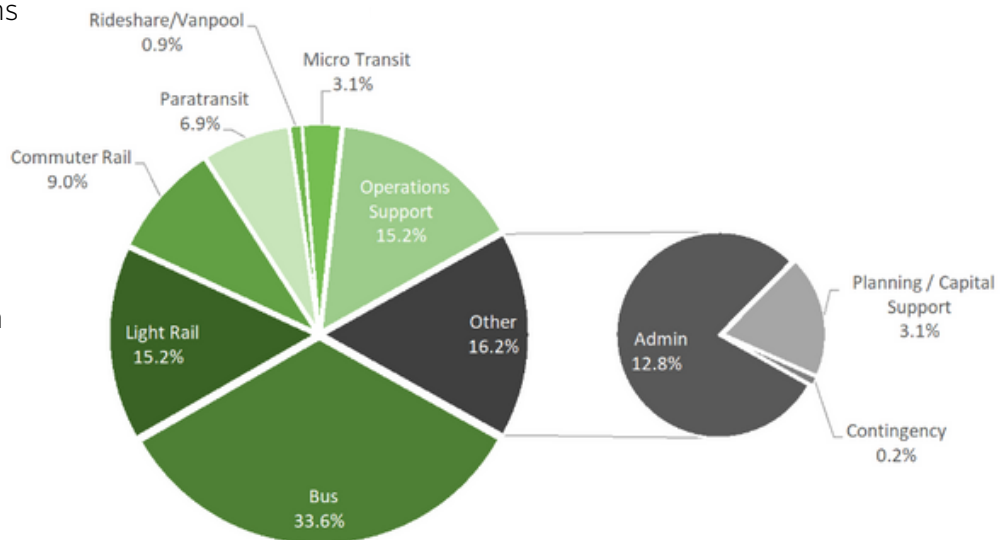
2024 Operating Revenues (\$649.2 million)



Operating Budget Summary

The 2024 Tentative Operating Budget includes almost \$343 million for operations and maintenance of the system (84% of total). These functions are represented in the green shaded segments in the graph. The "Other" functions (gray segments comprising 16 percent) include Management and Support, Planning/Capital Support, and \$1.0 million set aside to fund emerging/emergency needs.

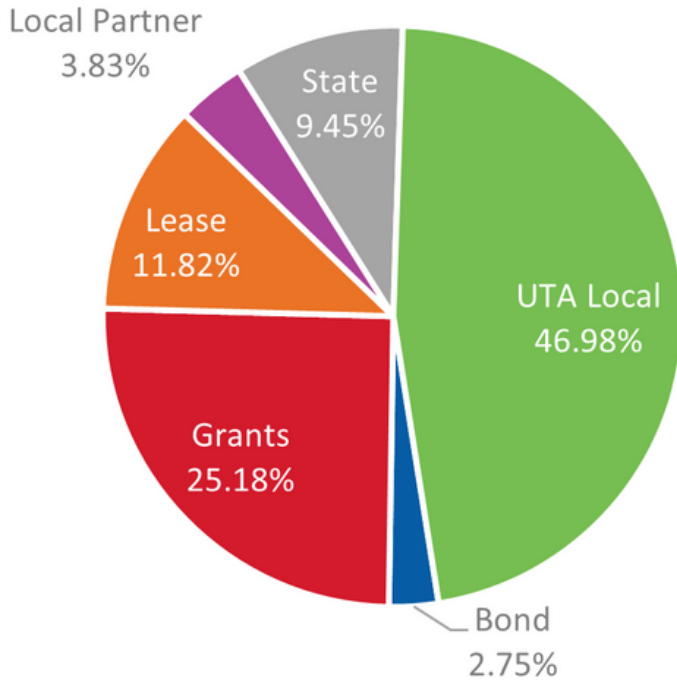
2024 Tentative Operating Budget (\$424.5 million)



2024 Budget Summary

Capital Budget Summary

2024 Capital Revenues (\$230.4 million)



2024 Major Capital Projects

Midvalley Connector
Electric Bus Fleet Expansion
Ogden/Weber Bus Rapid Transit
Rail Car Replacement
New South Jordan TRAX platform

Ways to Get Involved!

Review the complete 2024 Tentative Budget and comment between November 1, 2023 - December 1, 2023.

Submit your feedback in any of the following ways:

- Website Comment Form: www.rideuta.com/Budget
- Email: hearingofficer@rideuta.com
- Phone: 801-743-3882
- Mailing: Utah Transit Authority, C/O Jolisha Branch, 669 W 200 S, Salt Lake City, UT 84101

Public Hearing & Open House:

- Date & Time: Wednesday, November 1
 - Open House: 5-5:30pm; Public Hearing: 5:30pm
- Location: 669 West 200 South, Salt Lake City, UT.
- Join virtually: www.rideuta.com/Board-of-Trustees/Meetings

Complete information on the 2024 Tentative Budget can be found at www.rideuta.com/Budget.



Utah Transit Authority

Tentative Budget 2024

Revised



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Contents

Message from the Executive Director 3

Budget Summaries 8

 2024 Tentative Budget Overview 11

 Ridership..... 11

 Platform Hours..... 12

 2024 Operating Revenue Summary 14

 2024 Operating Expense Summary 15

 Summary by Mode 16

 Summary by Office..... 16

 Summary by Expense Category..... 17

 FTE Summary by Office..... 18

 FTE Summary by Mode 18

Key Assumptions and Sources and Uses 19

 Summary - 2024 Sources 20

 Summary - 2024 Uses..... 21

 Operating Sources - 2024 Detail..... 23

 Operating Uses - 2024 Detail..... 28

Sources and Uses..... 31

 5-Year Sources & Uses 31

 2024 Operating Budget Request Detail 32

 Audit/Federal Compliance 33

 Agency Requests 34

 Capital Position Requests..... 35

Org Chart - 2024..... 36

2024 Operating Budget by Office, Cost Center, Category & FTE..... 37

 UTA Board of Trustees 37

 Executive Director 40

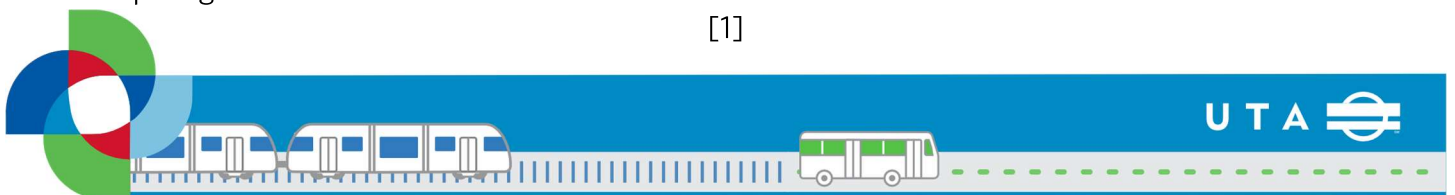
 Operations..... 43

 COO Office 46

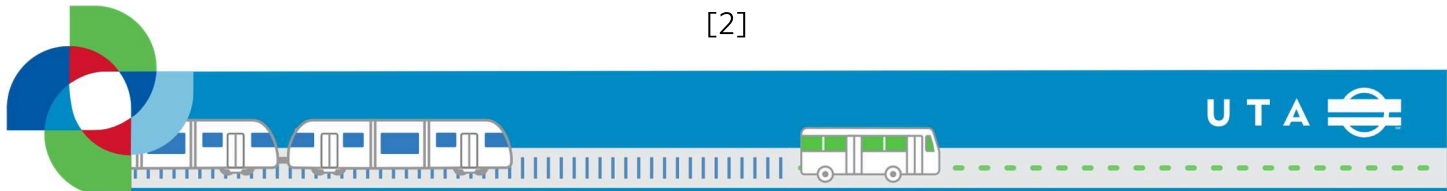
 Salt Lake Service Unit..... 48

 Timpanogos Service Unit 50

[1]



Mt. Ogden Service Unit	52
Special Services Service Unit	54
Light Rail Service Unit	56
Commuter Rail Service Unit	58
Maintenance Management Service Unit	60
Communications & Marketing	63
Planning & Engagement	65
People Office	68
Finance Office.....	71
Capital Services.....	74
Enterprise Strategy.....	77
2024 Capital Budget and 5-Year Plan	79
5-Year Plan: 2024-2028*	81
Capital Revenues*	81
Capital Sources & Uses*	82
Debt.....	83
Capacity	83
Performance and ratings	85
2024 Debt Service Detail	87
Financial Structure	88
Basis of Budgeting	90
Financial Information and Policies.....	90
UTA Board of Trustees Bylaws and Policies (Budget Related).....	91
Utah’s Provisions Applicable to All Local Districts	98
Budget Process.....	101



Message from the Executive Director



In 2023, the Utah Transit Authority began a fundamental shift in its course. This transformation occurred on several fronts - **strategy, safety, service, and partnership**. And our evolution as the largest transit agency in Utah, serving the citizens, communities, educational institutions, and businesses throughout the Wasatch Front, is running concurrently with unprecedented investment by our federal, state, and local stakeholders. Our success this year, and looking forward to 2024 and beyond, continues to be propelled by our outstanding OneUTA team of dedicated employees who live our mission - WE MOVE YOU - every trip and every day.

Strategy

The UTA Board of Trustees adopted their 2030 UTA Strategic Plan in late 2022, refreshing our mission and vision, and defining UTA's five strategic priorities:

- Achieving organizational excellence
- Exceeding customer expectations
- Moving Utahns to a better quality of life
- Building community support
- Generating critical economic return

UTA employees now coordinate everything we do around these five priorities. Working with our executive team, we have an agency-wide focus built on a culture which embraces strategic alignment, continuous improvement, leadership engagement, and celebration of success.

Looking to 2024, leadership development is foundational to promoting organizational culture consistent with our UTA Way, cascading across the enterprise to our frontline operations professionals. We will promote resources and opportunities in support of organizational excellence to ensure superior service delivery.

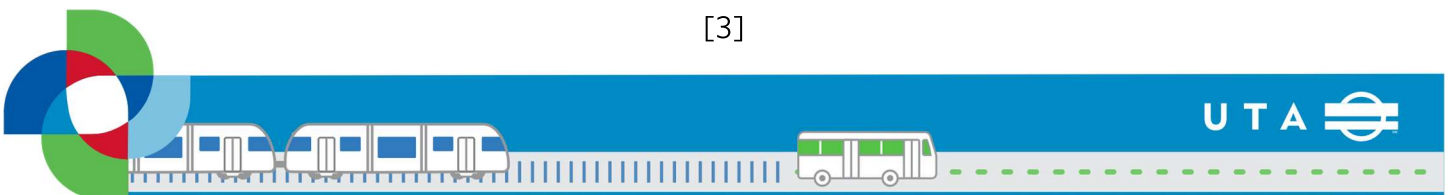
Safety

Above all, UTA prioritizes safety. During 2023, we made game-changing investments and invested life-saving resources to enhance the safety of our customers and our employees.

The condition of our vehicles, rails, and other transit assets directly affects their safe operation. This year, we completed a major replacement of TRAX rail on 400 South in Salt Lake City as TRAX heads east to the University of Utah. This "S-Curve" section receives inordinate wear due to wheel friction. To decrease the cost and improve the process of future rail maintenance, UTA installed a type of removable rail assembly, rather than traditional rail installation in concrete.

To further customer safety, we increased the active presence of UTA employees on our system, with visible participation by UTA Ambassadors, Travel Trainers, and UTA Police. We also set up a new video security center to monitor and communicate across our system. Enhanced cameras monitor key rail crossings, and infrared technology helps detect trespassers even after daylight hours.

[3]



UTA practices the safety we preach to the public. New UTA employees receive safety training in their employee orientation. We train UTA employees to monitor their surroundings and safeguard the public. During 2023 we recognized several operations employees who went out of their way to help persons in need. One of these UTA heroes is a bus operator who stopped to rescue a woman being attacked by a vicious dog.

In a historic and appreciated acknowledgement during the 2023 session of the Utah Legislature, state lawmakers unanimously passed a resolution declaring the vital importance of keeping UTA operators safe as they serve the community. That legislative pronouncement also recognized that transit constitutes a community-connector lifeline essential to Utah's critical infrastructure.

Looking forward, in 2024 we will work to provide TRAX and bus operators with additional video and camera resources. We will also seek funding to procure advanced technology to improve inspection of UTA's rail network.

Our Maintenance of Way (MOW) employees maintain our rail corridors in challenging environments, especially when working around electrical lines and equipment. To improve the safety and efficiency of their efforts, UTA plans to create an MOW training yard that replicates the conditions of a live UTA work site.

Finally, in 2024 we will create a program to provide vaccination against Hepatitis B for employees whose work may put them at risk for infection.

Service

The year saw fundamental changes in how UTA provides transit service to the community. In a time where Utah and our entire country struggled with labor shortages, UTA continued to meet the community's service demands. For our bus network, we achieved this through strategic service planning and optimizing corridors to ensure more direct and efficient routes. UTA is improving bus operator scheduling processes and working with operator representatives for all modes to achieve better working conditions.

We continue to promote and expand our innovative and popular microtransit service, UTA On-Demand. This service has multiplied UTA's reach into growing suburban communities where transit access for lower housing densities may not adequately be supported by traditional fixed route service.

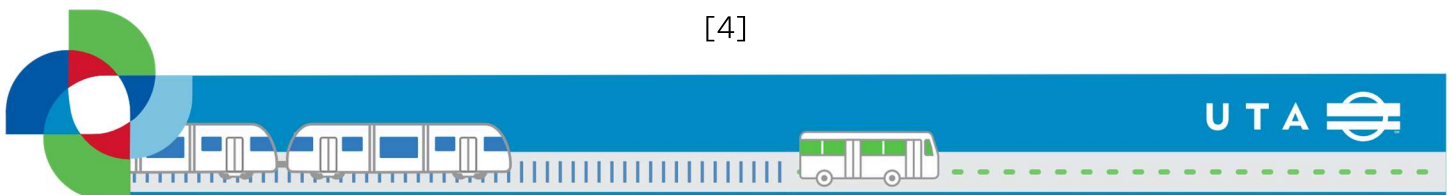
Faced with a nationwide shortage of CDL operators, we have seen dramatic results from new UTA hiring strategies. Compared with 2022, we achieved by mid-2023 a 120% increase per average month in bus operator applications, and a 197% increase in monthly bus operator trainee hires.

Exceeding customer expectations means improving the customer experience of riding UTA. We are doing this by installing new comfortable and resilient seats to replace old fabric seating on TRAX. And in 2024 we will continue to make wayfinding improvements including the development of digital, real-time in-transit messaging.

Next year, with support from our federal partners, we begin the process of replacing old high-floor TRAX Blue Line vehicles with level boarding cars. This will be a major improvement in safety and accessibility for our customers.

Also in 2024, we will begin construction on the Midvalley Bus Rapid Transit system, which will deliver a more efficient, train-like rider experience and increase west-east access for our customers. And, in support of our

[4]



quality-of-life priorities, UTA is budgeting additional funding for service planning tools and human resources to continue enhancing our capacity to serve a rapidly growing population.

Partnership

During 2023, UTA achieved unprecedented progress in the level and impact of our partnership with the communities we serve. Transit-Oriented Communities and Transit-Oriented Development are now common phrases up and down the Wasatch Front. UTA supports communities with station area planning expertise and facilitation in over 30 cities.

UTA's partnership with UDOT promises to enhance travel options and improve service for millions of Utahns. The FrontRunner Strategic Double-Tracking project is moving forward with each agency contributing expertise and vision for a more frequent, reliable, and effective travel experience on UTA's 80-mile passenger rail spine.

UTA collaborates with universities, regional planning organizations, municipalities, advocacy groups, and other entities to forge a collaborative approach to Utah's collective challenges, including rapid population growth and air quality. We are increasing the number of electric buses in our fleet and adding electric charging infrastructure in three locations. This year we opened the Depot District, a state-of-the-art bus maintenance facility to service high-tech buses and train a new line of maintenance experts to keep them in top condition. And UTA is a member of a new statewide steering committee tasked with guiding transportation electrification throughout Utah.

Finally, and in partnership with the entire region, UTA proudly welcomed and moved nearly 100,000 guests from around the world during the NBA All-Star week, treating visitors to a delightful and seamless transit experience. During those days, which I describe as our finest hours, we set the bar high as we prepare for the anticipated return of the Winter Olympic Games to Utah.

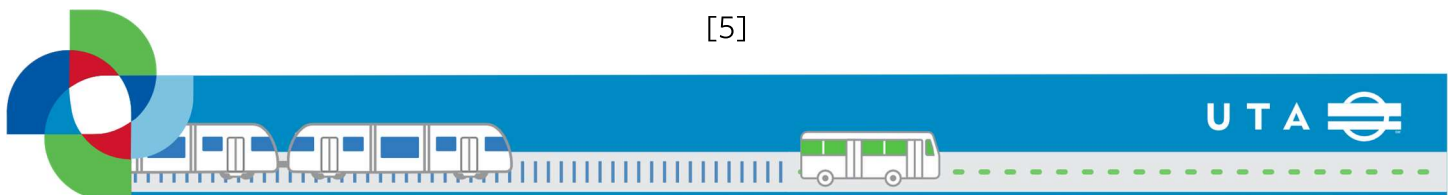
On the following pages I have highlighted a few of the key components of our 2024 operating budget and five-year capital plan. Those initiatives and projects, along with the valued work of our Board of Trustees and OneUTA team, demonstrate our public transportation pledge and strategic focus.

We Move You. Today and tomorrow!



Jay M. Fox
Executive Director

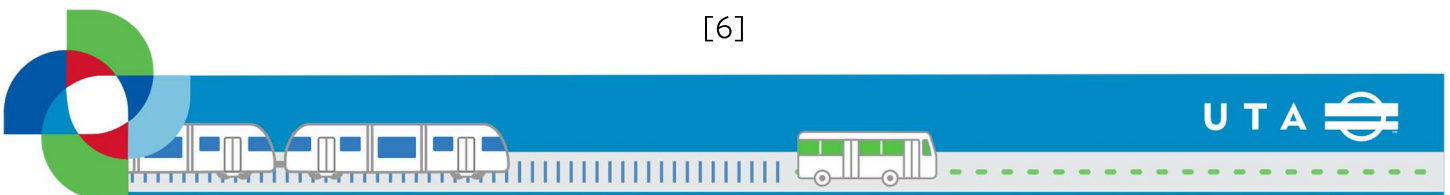
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2024 Operating Budget Highlights

- Funding to support the growth of the popular On Demand service in South Salt Lake County and additional Frontrunner service.
- Funding for operator recruitment activity to meet the challenges of an ongoing tight labor market.
- Increased facilities service positions to help maintain system facilities in a clean and safe manner.
- Provision of funding for Hepatitis B vaccination of employees whose work may put them at risk for infection.
- Strengthens support for accounting and financial functions to provide the proper information and support required for enhanced compliance and decision making.
- Funds data integration and adds additional Transit app capabilities to help drive increased system efficiency and ease of customer use.
- Continued 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.
- Adds several positions to support UTA’s social media and other communications with its customers.

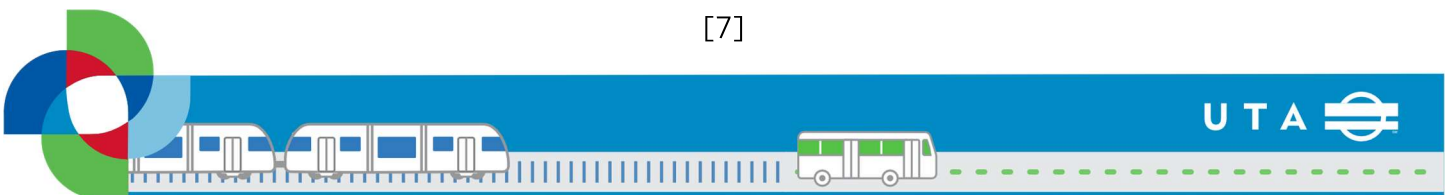
[6]



2024 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 \$815 million in State of Good Repair activities.
- Provides \$10 million in funding for the start of the replacement of older high-floor TRAX Blue Line vehicles with level boarding cars (2024). Projected total cost for this effort will be \$240 million (2024-2028).
- Continued investment in electric vehicles and electric charging infrastructure.
- Investment in equipment and technology to help enhance operator and customer safety.
- Begins construction of the Midvalley Bus Rapid Transit system with a \$10 million investment (2024). Projected total cost for 2024 to 2028 of \$101 million.
- Invests more than \$12 million in the replacement of UTA fare systems to meet the needs of our customers (2024).
- Provides \$39 million to support local partner's high priority projects (2024-2028)
- Addresses UTA's most pressing technology needs including system improvement to support a new UTA fare system, new radio communication system, and critical business system replacements (2024-2028)

[7]



Budget Summaries

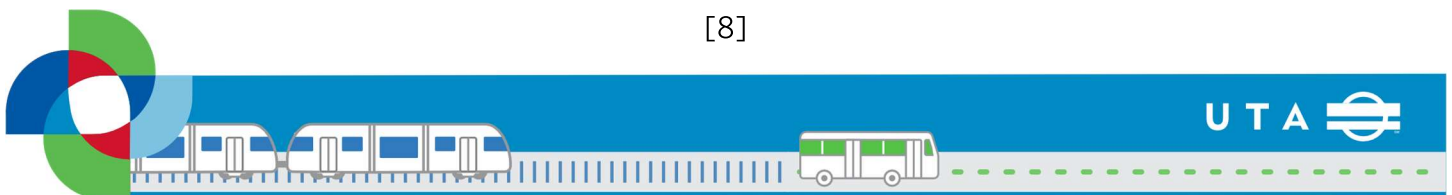
UTAH TRANSIT AUTHORITY 2024 OPERATING BUDGET October 5, 2023

Exhibit A

	<u>Revenue</u>	<u>2024 Budget</u>
1	Sales Tax	\$493,670,000
2	Federal Preventive Maintenance	96,960,000
3	Passenger Revenue	37,981,000
4	Advertising	2,328,000
5	Investment Income	5,625,000
6	Other Revenues	12,647,000
7	Stimulus Funding	-
8	Total Revenue	649,211,000
	<u>Operating Expense</u>	
9	Bus	142,703,000
10	Commuter Rail	38,028,000
11	Light Rail	64,530,000
12	Paratransit	29,154,000
13	Rideshare/Vanpool	4,012,000
14	Microtransit	12,949,000
15	Operations Support	64,424,000
16	Administration	54,515,000
17	Planning/Capital Support	13,228,000
18	Non-Departmental	1,000,000
19	Total Operating Expense	424,543,000
	<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>	
20	Principal and Interest	165,725,000
21	Bond Service Utah County for UVX BRT program	3,375,000
22	Contribution to Reserves	21,000,000
23	Transfer to Capital	34,568,000
24	Total Debt Service, Reserves, Transfers	224,668,000
25	Total Expense	\$649,211,000

Note: This schedule was revised from first publication in November 2023

[8]

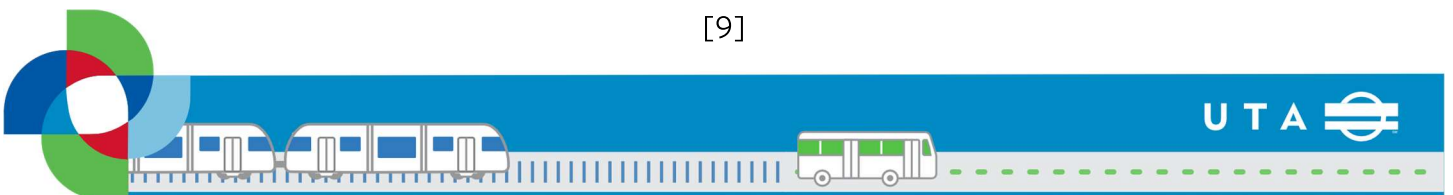


UTAH TRANSIT AUTHORITY
2024 CAPITAL BUDGET
October 5, 2023

Exhibit A-1

<u>Funding Sources</u>		<u>2024 Budget</u>
1	UTA Current Year Funding	\$116,579,000
2	Grants	58,020,000
3	Local Partner Contributions	8,823,000
4	State Contribution	13,447,000
5	Leasing	27,234,000
6	Bonds	6,330,000
7	Total Funding Sources	<u>230,433,000</u>
<u>Expense</u>		
8	State of Good Repair	115,176,000
9	Mid Valley Connector	10,000,000
10	VW Battery Buses	7,391,000
11	Ogden/Weber State University BRT	5,600,000
12	HB322 Future Rail Car Purchase Payment	5,000,000
13	Capital Contingency	5,000,000
14	Other Capital Projects	82,266,000
15	Total Expense	<u>\$230,433,000</u>

[9]



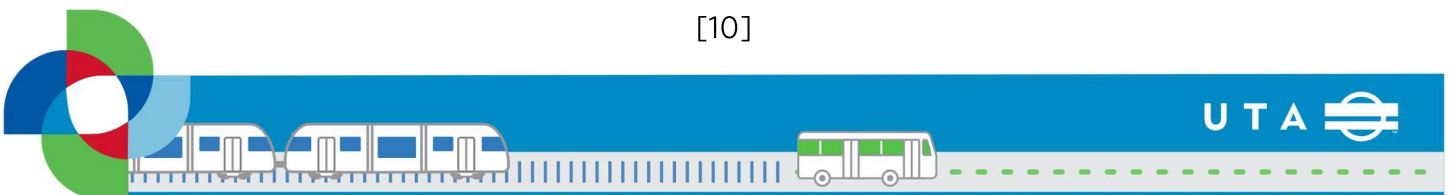
**UTAH TRANSIT AUTHORITY
2024 OPERATING BUDGET
October 5, 2023**

Exhibit A-2

Revenue		2024 Budget	
1	Sales Tax	\$	493,670,000
2	Federal Preventive Maintenance		96,960,000
3	Passenger Revenue		37,981,000
4	Advertising		2,328,000
5	Investment Income		5,625,000
6	Other Revenues		12,647,000
7	Stimulus Funding		-
8	Total Revenue	\$	649,211,000

Operating Expense		FTE		
9	Board of Trustees	\$	3,370,000	16.0
10	Executive Director		6,414,000	31.5
11	Communications		4,279,000	16.5
12	Operations		319,000,000	2,311.7
13	Finance		19,726,000	134.0
14	Service Development		7,471,000	59.0
15	Planning & Engagement		22,821,000	84.2
16	Enterprise Strategy		28,547,000	124.0
17	People Office		11,914,000	94.0
18	Non-Departmental		1,000,000	-
19	Total Operations		424,543,000	2,870.9
20	Debt Service		169,100,000	
21	Contribution to Reserves		21,000,000	
22	Transfer to Capital Budget		34,568,000	
23	Total Tentative 2024 Operating Budget	\$	649,211,000	2,870.9

[10]



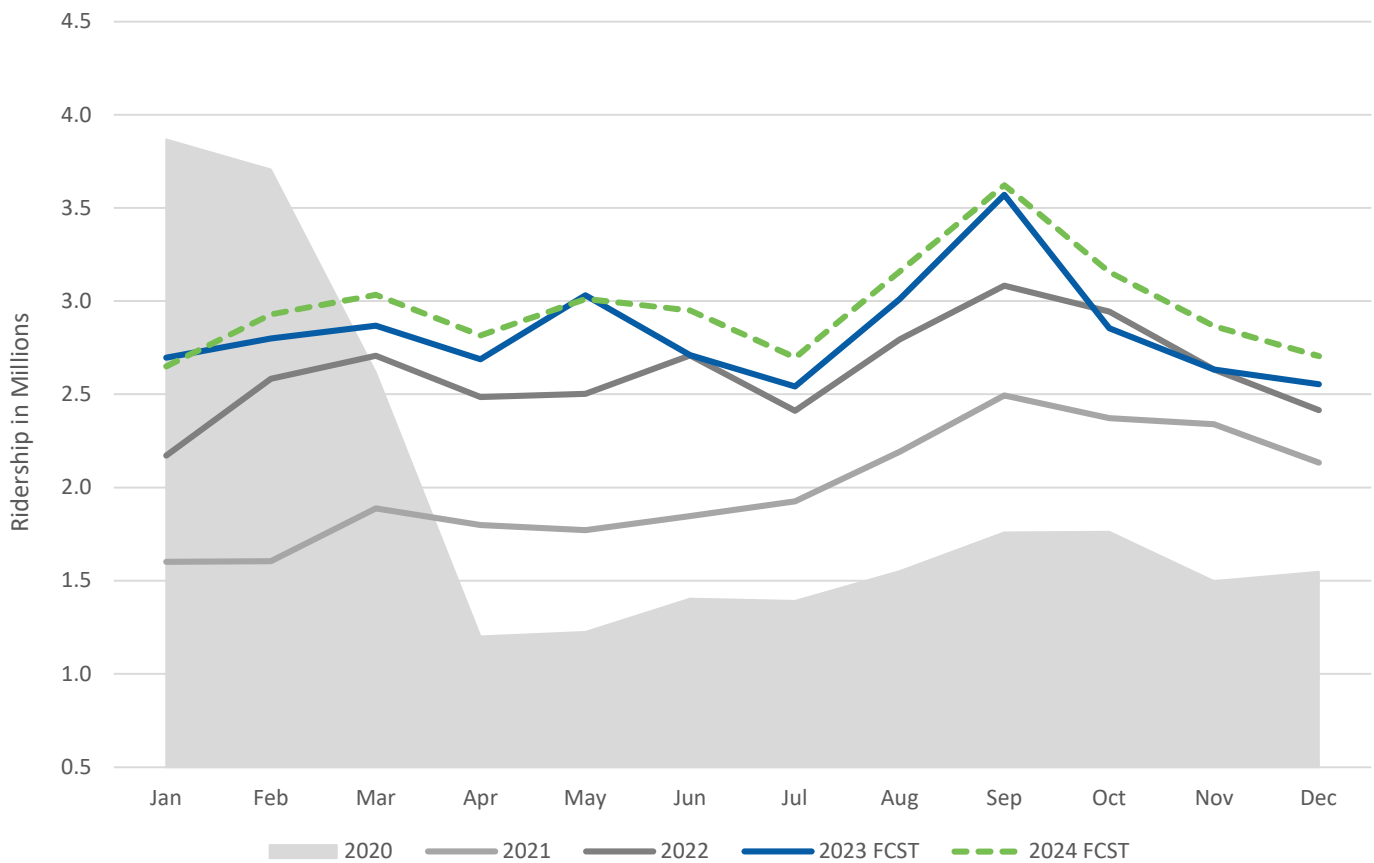
2024 Tentative Budget Overview

UTA's 2024 Budget and supporting 5-Year plan were developed as the Agency was coming out of a time of economic uncertainty. Inflation had 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.

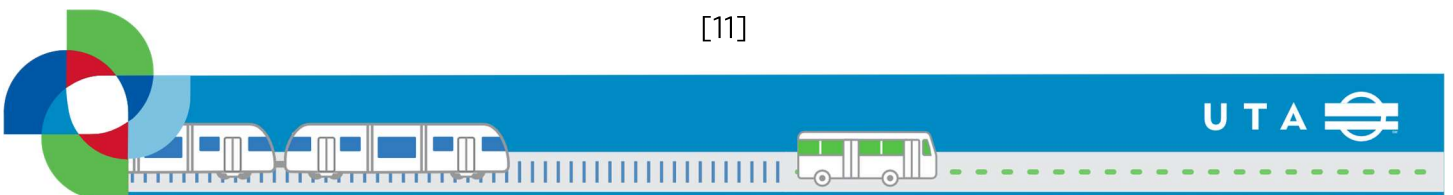
Offsetting these negative economic indicators, but creating a different and difficult challenge, are robust employment, historically low unemployment levels, and a resilient Utah economy. Recruiting and retaining employees in the competitive Utah economy is a challenge and an area of focus in this budget.

Ridership

Total System Ridership



[11]



2023 ridership is recovering better than projected in the 2023 adopted budget. Ridership through September 2023 is above forecast by approximately 5.1 percent. Steady monthly gains over 2021 ridership can also be seen on the chart above. In fact, 2023 ridership for the months January through August are about 10 percent over ridership for the same period in 2022 and 53% above 2021. Ridership recovery (post-pandemic) has been steady and varies by mode.

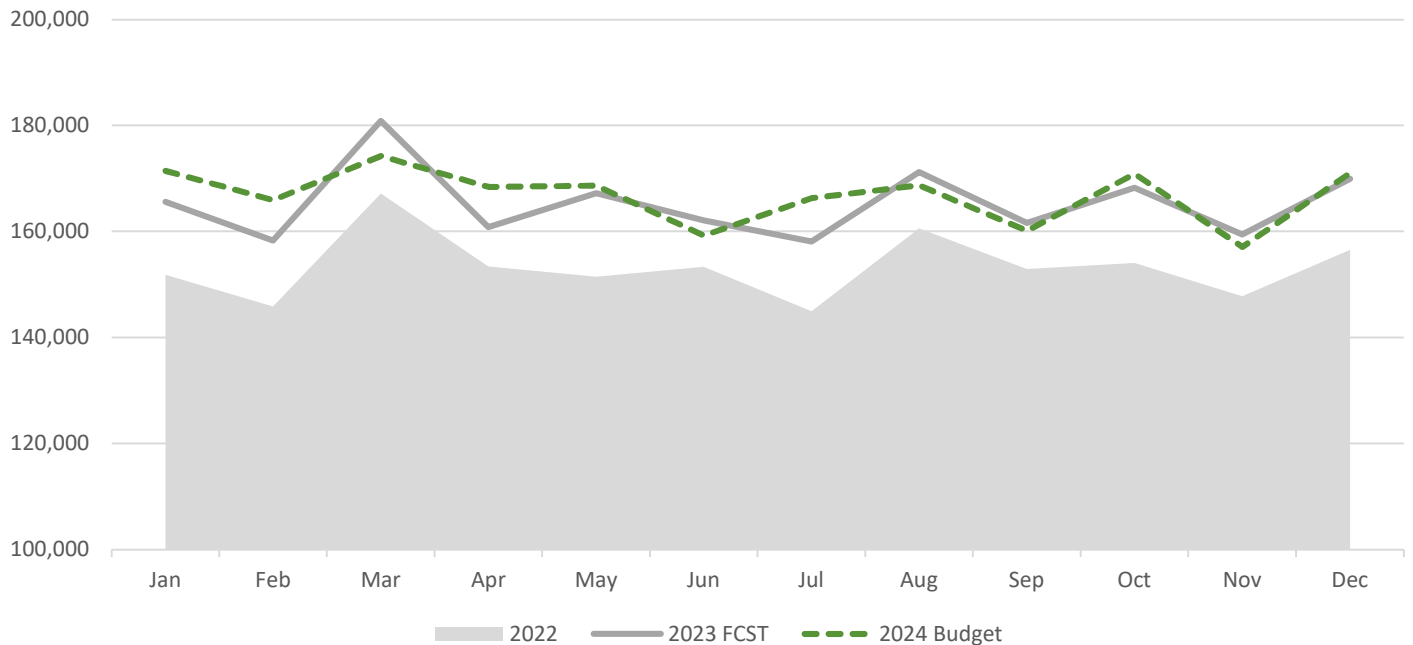
In 2024, UTA continued its targeted service change strategy focusing on route performance and emerging ridership trends, guided by UTA’s Service Guidelines. The August 2023 service-change reduced/replaced unproductive service, added service, and significantly expanded On Demand service.

The 2024 budget includes approximately 56,000 hours of service added in 2023 to implement Ogden Express – bus rapid transit service (OGX) and add light rail service on Saturdays.

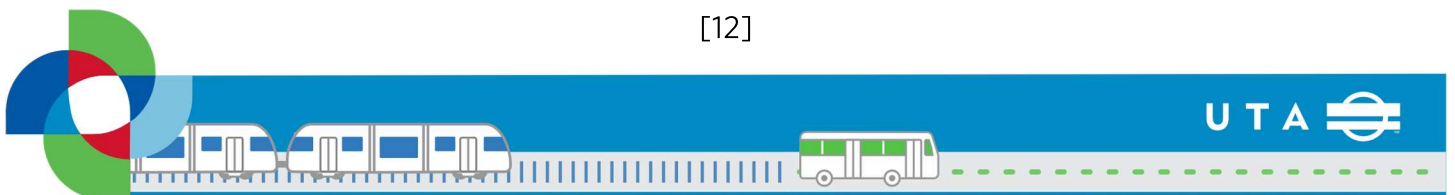
Microtransit/On Demand was introduced in 2019 on a pilot basis. Service additions in 2024, will provide approximately 190,000 platform hours across Salt Lake, Davis, and Weber Counties.

Platform Hours

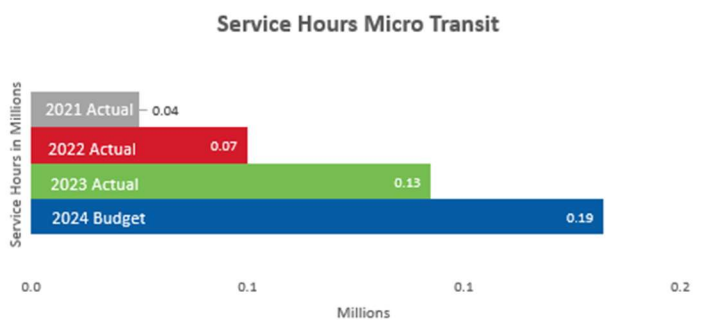
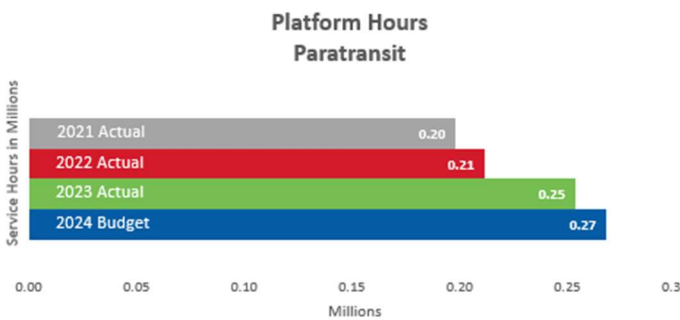
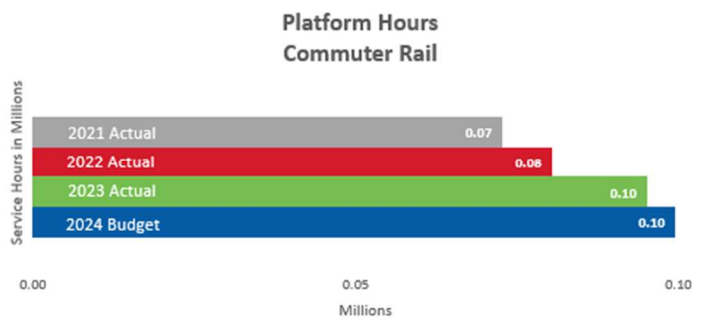
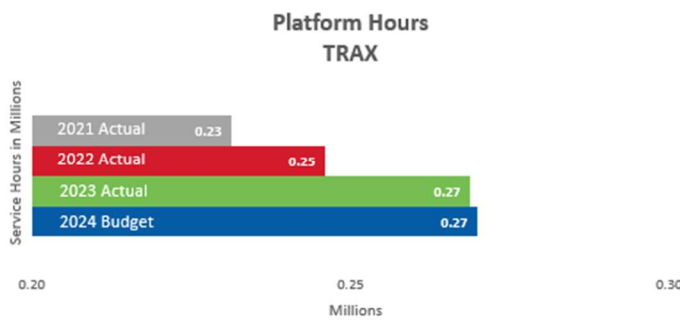
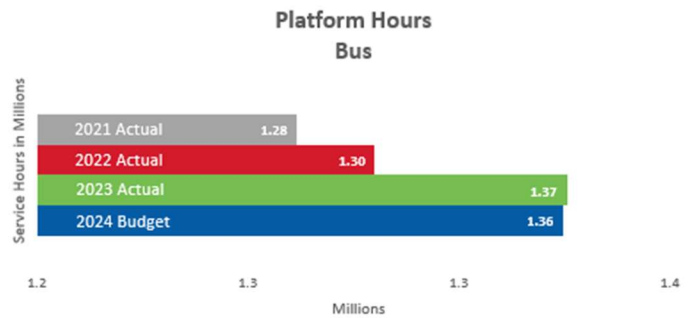
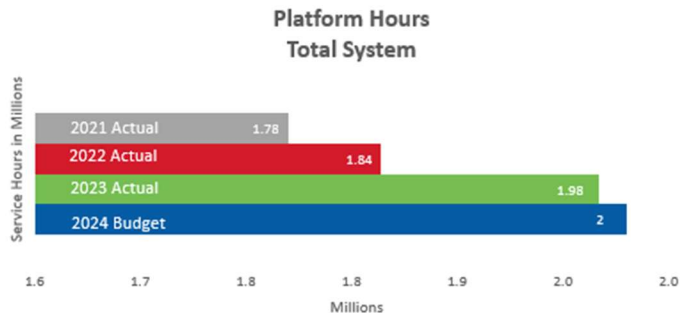
Total Platform Hours



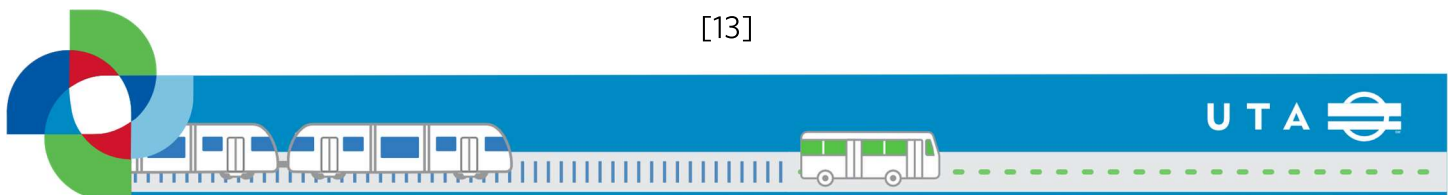
[12]



Platform Hours by Mode



[13]

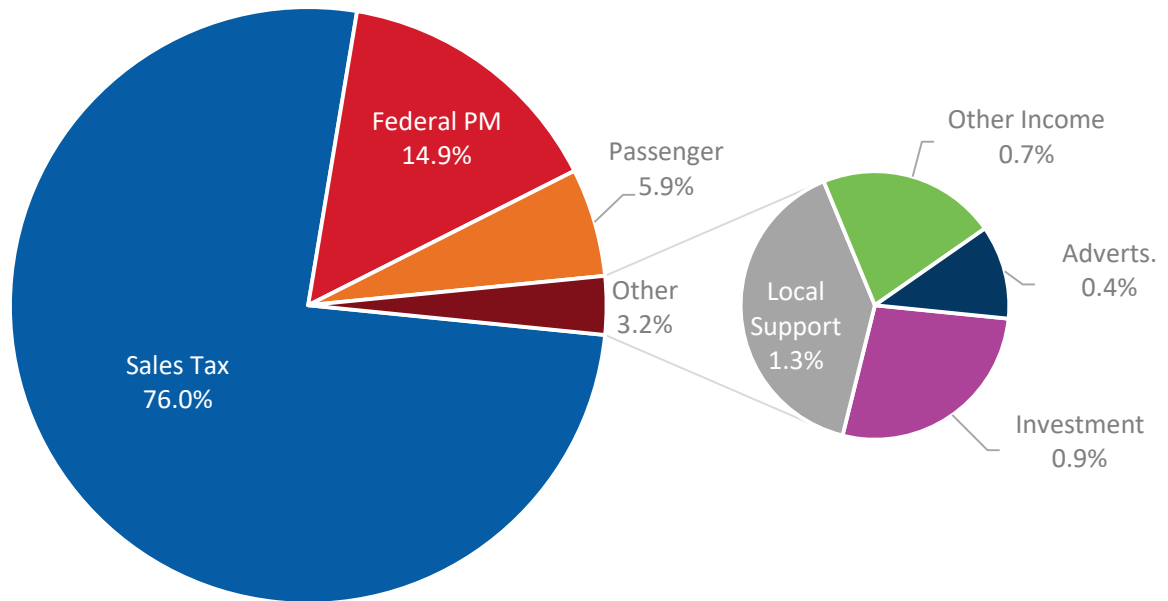


2024 Operating Revenue Summary

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 \$494 million, or 76 percent of total revenues, represents the largest funding source for the 2024 budget. Federal preventive maintenance totals \$97 million, and passenger revenues total \$38 million. Other revenues include, in order of magnitude, local support, investment income, advertising, and other fees, resulting in a total revenue of \$649 million.

2024 Operating Revenue
(\$649.2 million)



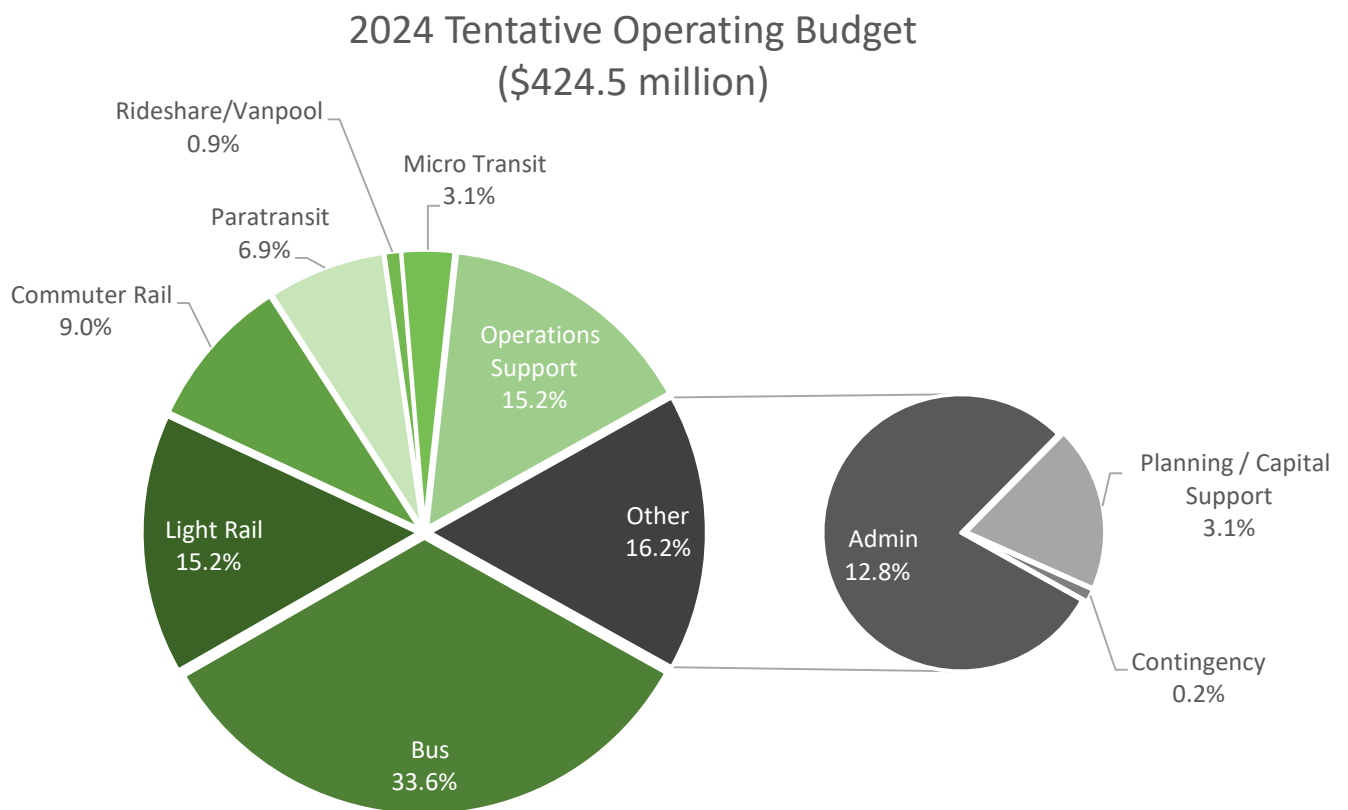
[14]

2024 Operating Expense Summary

The 2024 Tentative Operating Budget includes almost \$343 million for operations and maintenance of the system, or 84 percent of the 2024 operating budget request. These functions are represented in the green shaded segments in the graph below.

The “Other” functions (blue segments comprising 16 percent) include 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.



[15]

2024 Tentative Operating Expense Budget

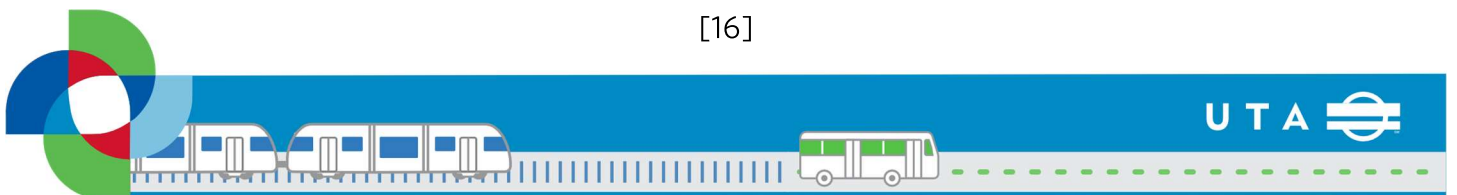
Summary by Mode

Mode	FY 2023 Budget	FY 2024 Budget	Change	% Change
Bus	\$139,267,000	\$142,703,000	\$3,436,000	2.5%
Commuter Rail	36,558,000	38,028,000	1,470,000	4.0%
Light Rail	62,982,000	64,530,000	1,548,000	2.5%
Paratransit	28,248,000	29,154,000	906,000	3.2%
Rideshare/Vanpool	4,015,000	4,012,000	(3,000)	-0.1%
Microtransit	9,164,000	12,949,000	3,785,000	41.3%
Operations Support	62,788,000	64,424,000	1,636,000	2.6%
Administration	51,114,000	54,515,000	3,401,000	6.7%
Planning/Capital Support	14,159,000	13,228,000	(931,000)	-6.6%
Non-Departmental	1,000,000	1,000,000	-	0.0%
Total Division	\$409,295,000	\$424,543,000	\$15,248,000	3.7%

Summary by Office

Office	FY 2023 Budget	FY 2024 Budget	Change	% Change
Board	\$3,168,000	\$3,370,000	\$202,000	6.4%
Executive Director	6,023,000	6,414,000	391,000	6.5%
Operations	312,599,000	319,000,000	6,401,000	2.0%
Finance	17,461,000	19,726,000	2,265,000	13.0%
Capital Services	8,771,000	7,471,000	(1,300,000)	-14.8%
Planning & Engagement	18,817,000	22,821,000	4,004,000	21.3%
Enterprise Strategy	25,009,000	28,547,000	3,538,000	14.1%
People	12,487,000	11,914,000	(573,000)	-4.6%
Communication	3,962,000	4,279,000	317,000	8.0%
Non-Departmental	1,000,000	1,000,000	-	0.0%
Total Division	\$409,295,000	\$424,543,000	\$15,248,000	3.7%

[16]



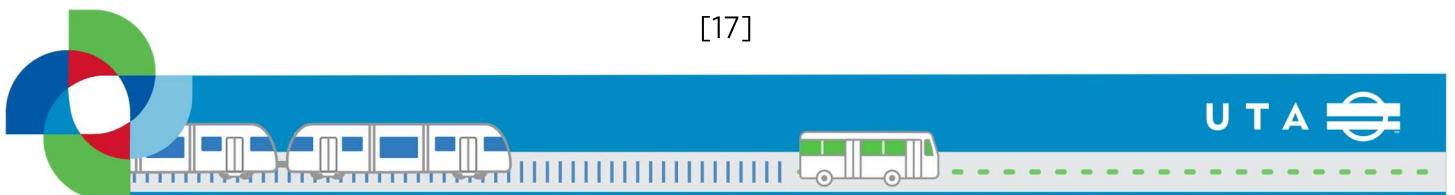
Summary by Expense Category

Category	FY 2023 Budget	FY 2024 Budget	Change	% Change
Wages	\$193,688,000	\$200,950,000	\$7,262,000	3.7%
Fringe	97,858,000	100,146,000	2,288,000	2.3%
Services	39,960,000	45,260,000	5,300,000	13.3%
Fuel/Power	35,623,000	35,490,000	(133,000)	-0.4%
Parts	23,447,000	25,488,000	2,041,000	8.7%
Utilities	6,189,000	7,371,000	1,182,000	19.1%
Other O&M	24,400,000	22,468,000	(1,932,000)	-7.9%
Capitalized Costs	(11,869,000)	(12,630,000)	(761,000)	6.4%
Total Budget	\$409,295,000	\$424,543,000	\$15,248,000	3.7%

Summary of budget changes

- Increase in wages and fringe benefits due to headcount increases, new Collective Bargaining agreement, COLA, and benefit increases.
- Increase in Contract Services for additional investment in UTA information systems and Microtransit services expansion.
- Minor decrease in Fuel due to service changes despite higher price per gallon vs 2023 levels (\$3.90/gal increased to \$4.03/gal). Also a contributing factor, is the higher utilization of electric buses in the place of diesel buses.
- Increase in Parts due to high inflation, with additional impacts from continued supply chain issues.
- Increase in Utilities expenses to reflect increase in costs for Facilities.
- The decrease in Other O&M is primarily a decrease in Operations Contingency for emerging needs.
- Increase in Capitalized Costs reflects increased investment in resources to support 2024-2026 capital program delivery.

[17]



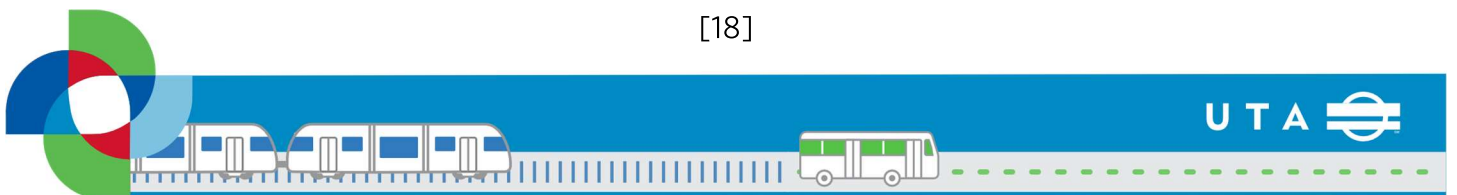
FTE Summary by Office

Office	FY 2023 Budget	FY 2024 Budget	Change	% Change
Board	15.4	16.0	0.6	4.0%
Executive Director	32.0	31.5	(0.5)	-1.6%
Operations	2,334.2	2,311.7	(22.5)	-1.0%
Finance	124.0	134.0	10.0	8.1%
Capital Services	62.0	59.0	(3.0)	-4.8%
Planning & Engagement	81.2	84.2	3.0	3.7%
Enterprise Strategy	122.0	124.0	2.0	1.6%
Communications	15.0	16.5	1.5	10.0%
People	86.0	94.0	8.0	9.3%
Total FTE	2,871.8	2,870.9	(0.9)	0.0%

FTE Summary by Mode

Mode	FY 2023 Budget	FY 2024 Budget	Change	% Change
Bus	1,242.5	1,219.0	(23.5)	-1.9%
Commuter Rail	201.5	201.5	-	0.0%
Light Rail	445.0	446.0	1.0	0.2%
Paratransit	205.0	203.0	(2.0)	-1.0%
Rideshare/Vanpool	11.0	11.0	-	0.0%
Microtransit	3.0	5.0	2.0	66.7%
Operations Support	481.9	488.4	6.5	1.3%
Administration	193.9	211.0	17.1	8.8%
Planning/Capital Support	88.0	86.0	(2.0)	-2.3%
Non-Departmental	-	-	-	-
Total Division	2,871.8	2,870.9	(0.9)	0.0%

[18]



Key Assumptions and Sources and Uses

UTA contracts with the Economic Development Unit at the University of Utah to generate sales tax forecasts. The 2024 Tentative Budget was developed during a time of increasing ridership, easing inflation, and low unemployment. Consumer spending is seen as moderating and shifting away from discretionary spending.

This Tentative Budget and 5-year plan include assumptions from the University's August 2023 forecast. UTA will monitor the economic situation and work with the University of Utah to update its sales tax forecast in November to inform the 2024 Final Budget and 5-year plan.

The key assumptions in the 2024 budget are provided below.

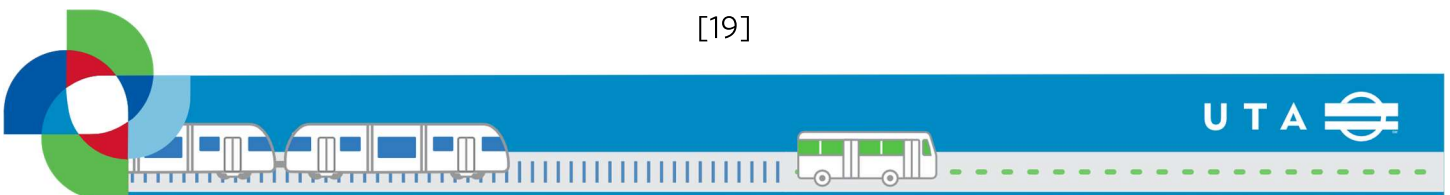
Operating Expenses:

- Labor 2.5% Bargaining, 4% Admin
- Fringe 4% Bargaining, 10% Admin
- Parts - 1.5%
- Fuel:
 - Diesel - \$4.03
 - Gasoline - \$3.20
 - CNG DGE - \$1.90
- Other Expense – 3.6%

Revenues:

- Sales Tax – 2.65%
- Passenger – 5.9%
- Bipartisan Infrastructure Act – \$23 million

[19]



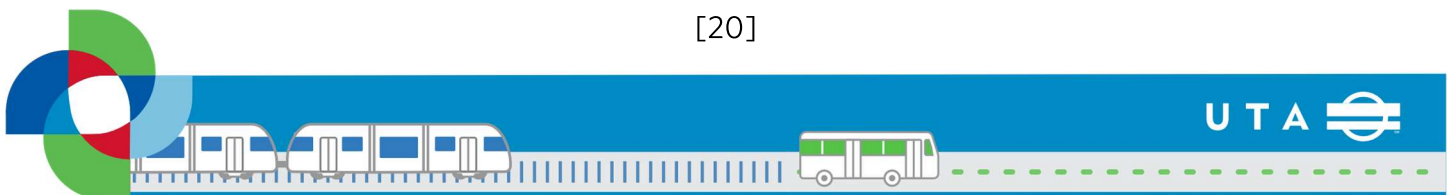
Summary - 2024 Sources

Operating sources of funds total \$649.3 million, a decrease of \$38.7 million or (5.6%) from the FY 2023 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. The CARES, CRRSAA, and ARPA funds have been used to supplement operations and maintenance over the last 2 years. UTA does not currently anticipate any additional Federal relief funding in 2024 and beyond.
- Sales Tax contributions of \$493.7 million are up \$13.7 million from FY2023. This assumes a 2.7% growth in sales tax over projected 2023 sales tax collections, in accordance with the **August 2023** forecasts provided by the University of Utah. **This forecast will be updated in November of 2023 and will inform the final 2024 Budget documents.** These funds are used for operations and maintenance, other agency support costs, debt service, reserves, and capital program support.
- Passenger revenue is \$37.9 million, up \$2.2 million from FY 2023. This modest growth in passenger revenues, despite a projected growth in ridership, are driven by lower pass revenues and increased subsidies for low-income riders.
- Federal formula funds dedicated to preventive maintenance and paratransit operations are programmed at \$96.9 million in 2024. This represents a \$53.1 million decrease from 2023. This decrease is primarily due to a reimbursement timing issue. Approximately \$50.3 million in 2022 formula funds were not received until the middle of 2023.
- Other revenue is \$20.6 million, slightly down from \$21.1 million in FY 2023 primarily due to a decrease in Investment income.

	2022 Actuals	2023 Forecast	2024 Budget	Change 2023 - 2024
Sales Tax	\$480.9	\$480.9	\$493.7	\$12.7
Federal Preventative Maint.	47.3	150.0	97.0	(53.0)
Stimulus Funds	167.8	0.0	0.0	0.0
Passenger	33.5	35.8	38.0	2.1
Salt Lake City	6.9	8.0	8.2	0.3
Investment	1.8	7.2	5.6	(1.6)
Advertising	2.2	2.3	2.3	0.0
Other	27.4	3.7	4.4	0.8
Total Revenue (Millions)	\$767.8	\$687.9	\$649.2	(\$38.7)

[20]



Summary - 2024 Uses

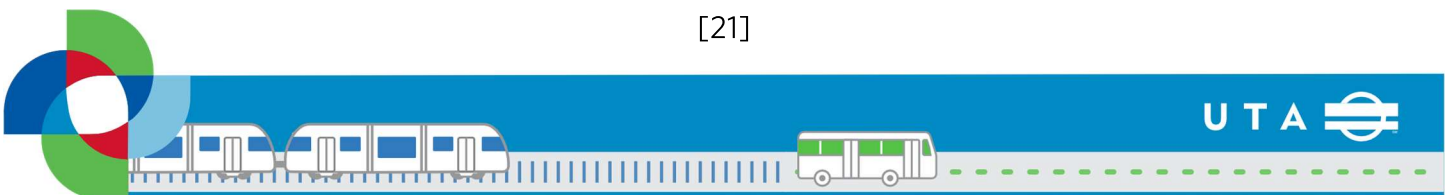
Operating uses of funds are \$424.5 million, an increase of \$15.2 million or 3.7% over the FY 2023 budget. The primary uses are detailed below:

- Total employee compensation and benefits increased 3.7% and 2.3% respectively. These increases are due to staffing level increases and an assumed average wage increase of 3%, increased benefits and a new three-year collective bargaining agreement. The FY2024 budget anticipates no net additional FTE hires.
- Fuel/Power costs are budgeted at an overall decrease of 0.4%. The fuel budget has decreased by 2.6% based on the introduction of electric buses into the Salt Lake and Ogden fleets and changes in bus service. Fuel prices have increased due to supply chain and demand issues. The FY 2024 budget assumes \$4.03 per gallon for diesel, \$3.2 per gallon for gasoline, and \$1.90 CNG DGE for natural gas vehicles, compared to \$3.90 per gallon for diesel and \$3.10 per gallon for gasoline in FY 2023. Earlier this summer, prices were trending well below 2023 forecasted fuel costs but have started to increase again this fall. Propulsion power budget has increased 9.2% from 2023. This increase is due to a projected increase in electrical costs and an increase in overall propulsion power due to the introduction of electric buses into the fleet. UTA will monitor these costs closely and if necessary, adjust in the Final Budget document.
- Utilities costs are projected to increase by 19.1% due to an increase in projected usage associated with the new Depot District maintenance facility and higher forecasted rates.
- Parts represent an 8.7% increase primarily due to increases in prices for parts, increased shipping costs, and increased lead times driven by continued supply chain issues associated with the pandemic.

Capital uses of funds are \$320.4 million, this represents a decrease of about \$88.6 million from 2023 projected capital uses. The primary uses and changes are detailed below:

- Capital's main accomplishments in 2023 include: the opening of the Ogden BRT line in August 2023, the opening of the Depot District Bus maintenance facility in May 2023, and the replacement of the S-curve light rail track on the TRAX Red Line - University extension, finishing in July 2023. This contributed to a drop of approximately \$51 million in the drop in capital expense from 2023 to 2024. In addition, UTA also completed the purchase of a significant number of buses in 2023 which helped contribute about \$43 million to the drop.
- Major capital projects such as: \$10 million for the Mid-Valley Connector (BRT) in Salt Lake County, \$7.4 million for the VW Battery Buses, \$5.6 million Ogden/Weber State University BRT (OSX), and \$4.5 million to complete a new TRAX station in South Jordan.
- UTA has allocated \$115.2 million to continue efforts to achieve a steady state of good repair. This includes funding for vehicle replacements, technology replacements and upgrades, facility maintenance, rail vehicle overhauls and rail system preservation and replacements.
- Other capital projects consist of, but are not limited to, 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.

[21]

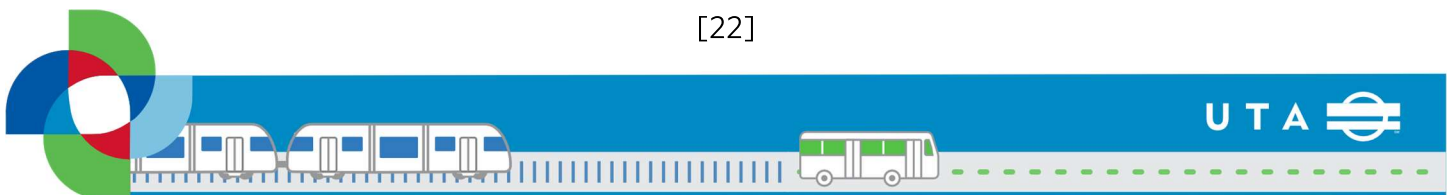


Debt service is cash that is required to cover the repayment of interest and principal on the debt related to UTA's outstanding bonds and its leasing program. Total combined debt service for FY 2024 is \$169.2 million, which includes Leasing debt of \$18.4 million.

Debt Service Summary

Debt Service	FY21 Actuals	FY22 Actuals	FY23 Budget	FY24 Budget
Cash Basis				
Principal	\$ 11,405,000	\$ 55,735,000	\$ 67,770,000	\$ 70,675,000
Interest	96,653,218	86,519,904	82,723,000	79,817,000
Build America Subsidies	(8,158,624)	(9,259,376)	(8,889,000)	(9,022,000)
Leasing	9,012,405	10,867,242	16,260,000	18,429,000
Utah County Debt	9,998,209	3,289,904	3,375,000	3,375,000
Other	1,800,008	83,420	79,000	90,000
	120,710,216	147,236,094	161,318,000	163,364,000
Restricted Reserves	173,235	7,999,765	7,590,000	7,837,000
	173,235	7,999,765	7,590,000	7,837,000
Full Accrual				
Principal			1,323,000	1,382,000
Interest	(367,809)	(10,031,569)	(19,235,000)	11,245,000
	(367,809)	(10,031,569)	(17,912,000)	12,627,000
Total Debt Service	\$ 120,515,642	\$ 145,204,290	\$ 150,996,000	\$ 183,828,000

[22]



Operating Sources - 2024 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 service area of the Authority. 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.

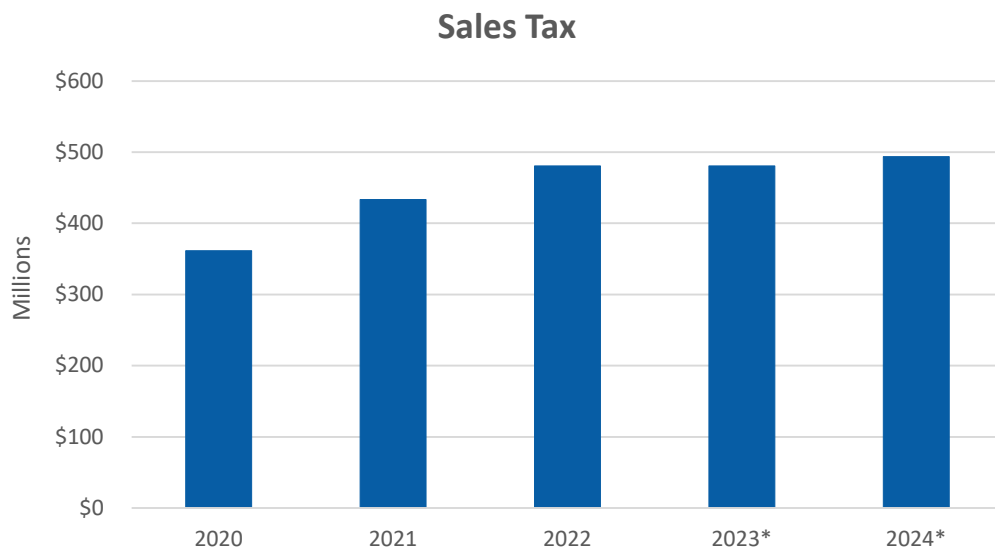
UTA's sales tax is applied by each jurisdiction within the service area to gross taxable sales within the service district. From 2004 through 2020, gross taxable sales have grown by an annual average of 7.0%. Sales tax forecasting is a priority for UTA, and in 2021 UTA engaged Stephen C. Bannister, PH.D. Associate Director of Economics at the University of Utah to provide more accurate sales tax revenue forecasts.

2024 Sales Tax Revenues - \$493.7 million:

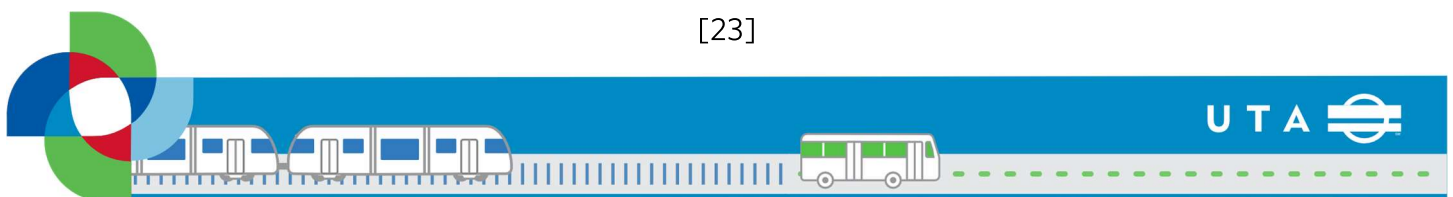
The 2024 Budget assumes a 2.7 percent increase over 2023 projected sales tax collections. The estimate is based on the University's Economic Development Unit (EDU), projected sales tax growth rates applied to an adjusted 2023 projection using actuals through August. The estimate is generated using EDU's econometric models. Sales tax forecasts will be updated by EDU in November and will inform the Final 2024 Budget and supporting 5-year Capital and financial plans.

Year	2020	2021	2022	2023*	2024*
Sales Tax	\$361,591,000	\$433,361,000	\$480,926,000	\$480,926,000	\$493,670,000

*Budget/Projected



[23]

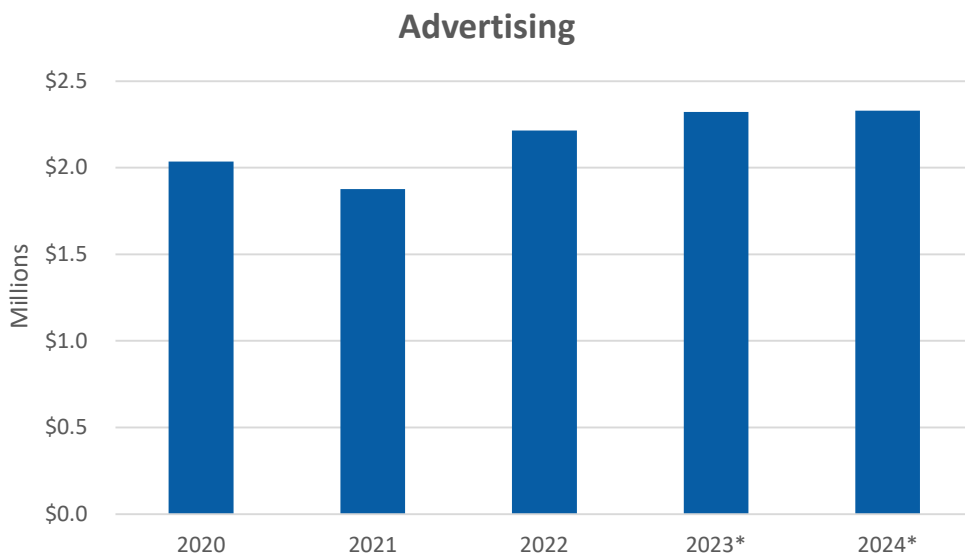


Advertising

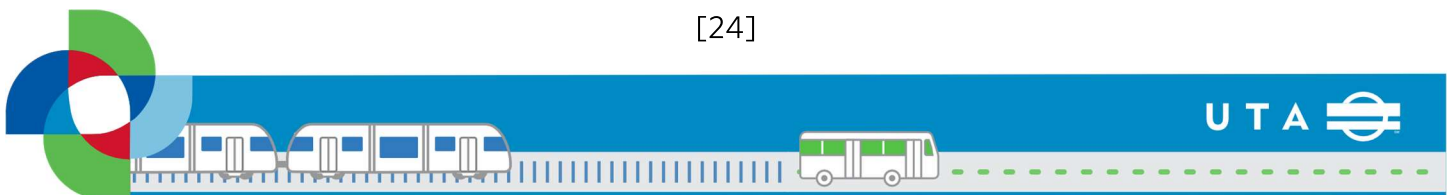
Advertising revenues for the Authority come from the lease of exterior space on the sides and rear of bus, light rail vehicles, and the signage inside of commuter rail cars. The annual growth rate for advertising is leveling off. Contract changes are currently underway, and the impact will be reassessed for the final budget.

Year	2020	2021	2022	2023*	2024*
Advertising	\$2,035,000	\$1,876,000	\$2,214,000	\$2,322,000	\$2,328,000

* Budget/Projected



[24]



Passenger Revenue

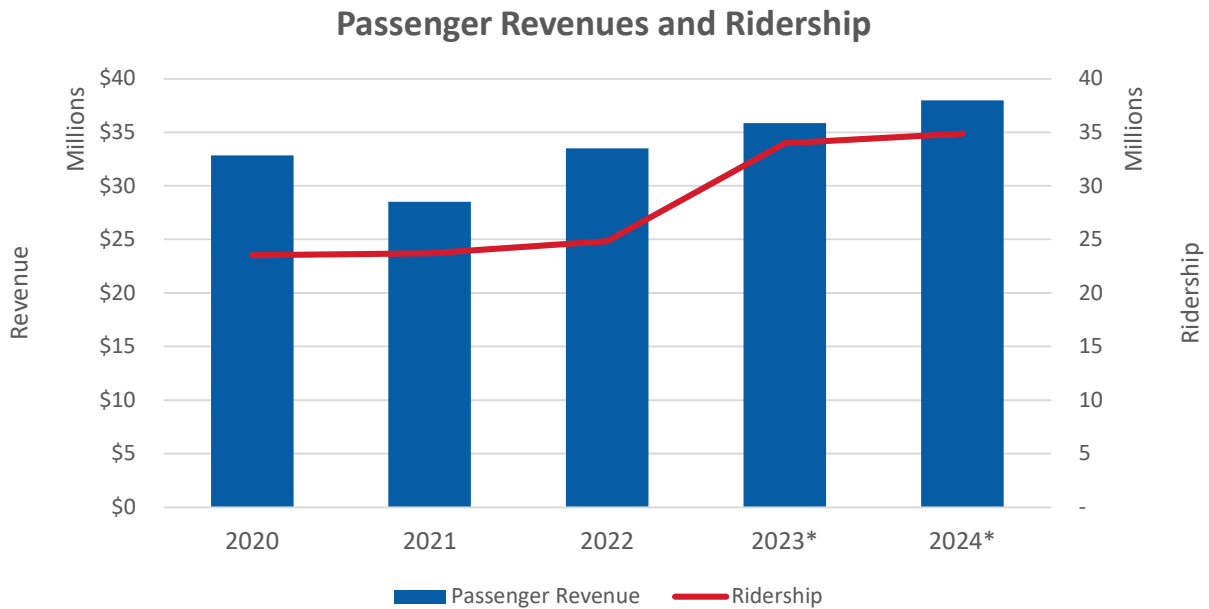
Since 2013, the Authority's base fare has been \$2.50. Fares range from \$1.25 for senior citizens to \$5.50 for premium express service. Low income and fares for social service agencies receive discounts of up to 75 percent over the base fares. Service increases planned in 2023, and continued population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

2024 Passenger Revenue - \$37.9 million:

Ridership and fares recovered roughly as projected in the 2023 budget. The 2024 budget assumes a 5.9 percent increase in passenger revenues, driven by continued recovery growth in ridership.

Year	2020	2021	2022	2023*	2024*
Passenger Revenue	\$32,845,000	\$28,510,000	\$33,499,000	\$35,850,000	\$37,981,000
Ridership	23,530,000	23,692,000	24,821,000	33,960,710	34,878,373

* Budget/Projected



Federal Preventive Maintenance Formula Grants

In 2016 the Transportation Bill, Fixing Americas' 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.

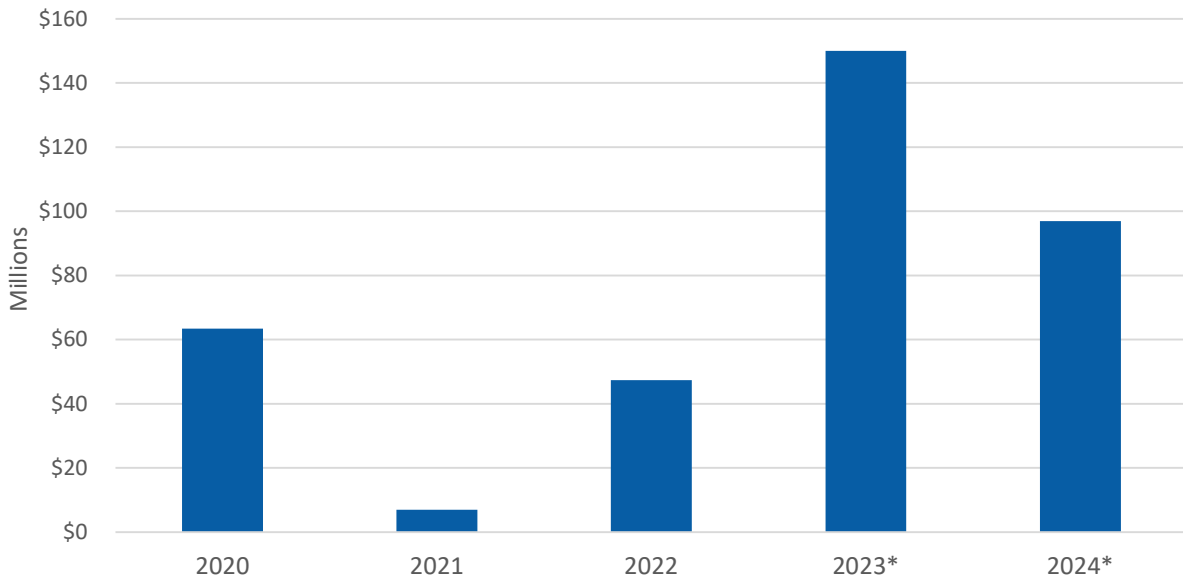
2024 Federal Preventive Maintenance - \$96.9 million

The financial plan assumes \$96.9 million in FTA formula funds to support the operating program (preventive maintenance and paratransit). This appears to be a decrease from 2023, but this is due to grant award delays for 2022 funds that will be expended in 2023 and the allocation of some formula funds to state of good repair projects in the capital program.

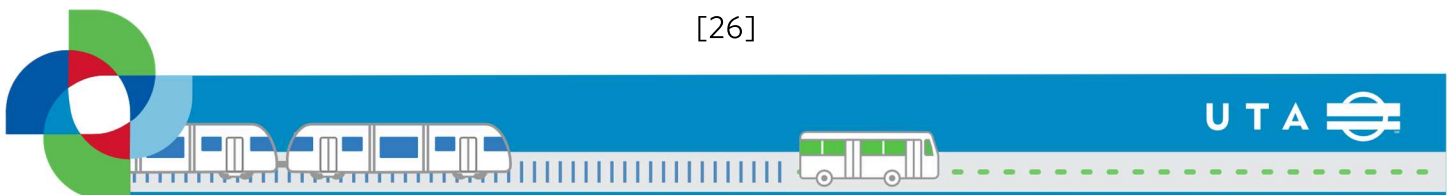
Year	2020	2021	2022	2023*	2024*
Operating Grants	\$63,351,000	\$6,968,000	\$47,287,000	\$150,000,000	\$96,960,000

* Budget/Projected

Federal Preventive Maintenance



[26]



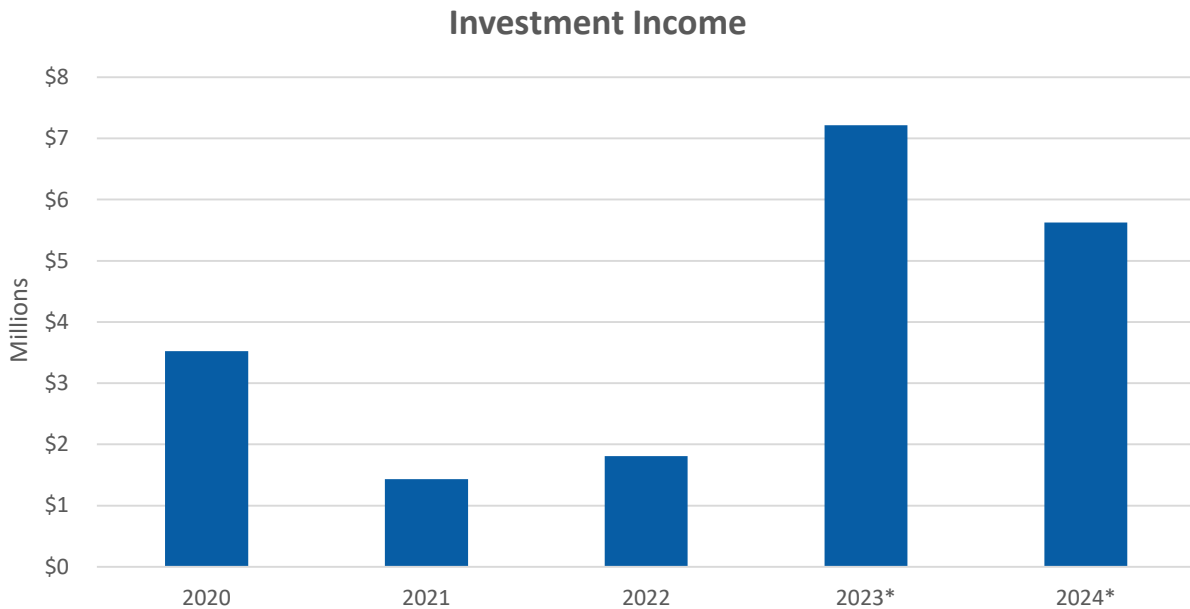
Investment Income

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 Act¹. These investments may yield a higher interest and are secure.

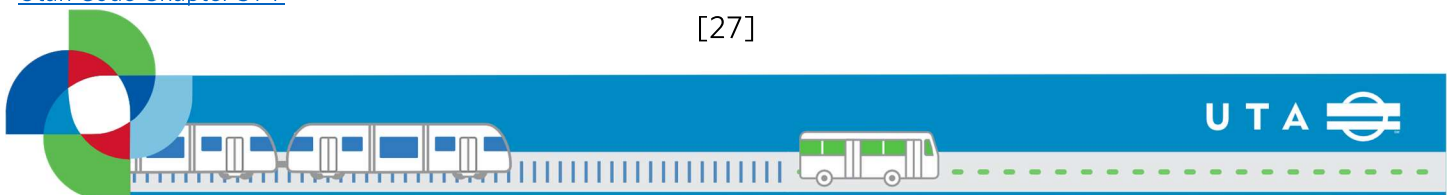
An approximate rate of 2.50% is applied to projected reserve account and cash balances in UTA’s Operating Fund. Projected 2023 investment revenues are \$7.2 million with 2024 returns projected at \$5.6 million due to market volatility.

Year	2020	2021	2022	2023*	2024*
Investment Income	\$3,526,000	\$1,432,000	\$1,807,000	\$7,215,000	\$5,625,000

* Budget/Projected



¹ [Utah Code Chapter 51-7](#)

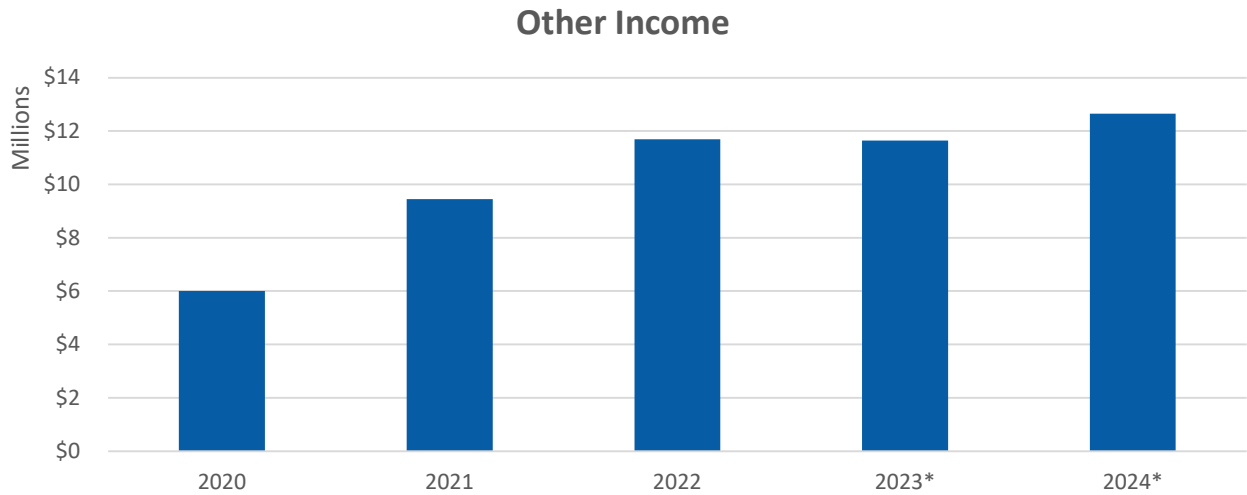


Other Income

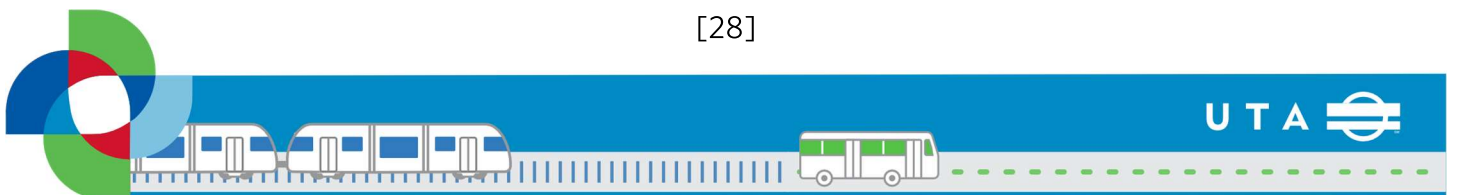
Other income for 2024 consists of \$8.2 million from Salt Lake City for enhanced bus service and Microtransit/On Demand services, a \$2.0 million sales tax distribution from the Utah Department of Transportation, \$1.8 million for enhanced transit services, and \$1.2 million from transit-oriented development revenues.

Year	2020	2021	2022	2023*	2024*
Other Income	\$9,443,000	\$9,824,000	\$11,692,000	\$11,634,000	\$12,605,000

* Budget/Projected



[28]



Operating Uses - 2024 Detail

Employee Compensation and Benefits - \$301.1 million:

The 2024 budget reflects a 3.7 percent increase over the 2023 budget. The 2024 budget includes an estimated average increase of 3.7 percent for salaries and wages 2.3 percent for benefits.

Utilities - \$7.4 million:

Includes electricity (excluding propulsion power), heat, light, data charges and other utilities. Costs are expected to increase 19.1 percent in 2024, driven by increased costs for the addition of the new Depot District garage, higher expected heating fuel usage and increased data charges. Like fuel, UTA staff will monitor utility costs and adjust the Final Budget if necessary.

Parts - \$25.5 million:

This 2024 budget reflects a \$2.04 million (8.7 percent) increase over 2023 budget. Inflation continues to drive parts costs upwards, including freight costs and other supply chain components. Furthermore, the addition of electric buses in Salt Lake Service Unit and Ogden to run the OGX BRT route has added to the increase in the total parts budget for 2024, both in quantity and through higher costs of parts for the new type of vehicle.

Services - \$45.3 million:

The 2024 Services budget is up \$5.30 million (13.3 percent) over 2023 levels. This increase is due to the expansion of Microtransit into the Tooele service area with electric vans (\$2.3 million), carryover from the Rail Apprenticeship Program (\$0.5 million), IT additions (\$0.7 million) for database and business intelligence tools with smaller amounts accounting for the balance.

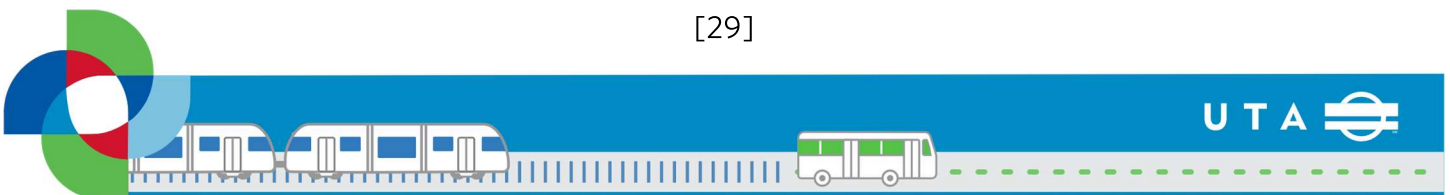
Other O&M Costs - \$22.5 million:

This 2024 budgeted amount represents a \$1.9 million (7.9 percent) decrease over 2023 levels. The decrease reflects some Contingencies reduction and other offsetting adjustments.

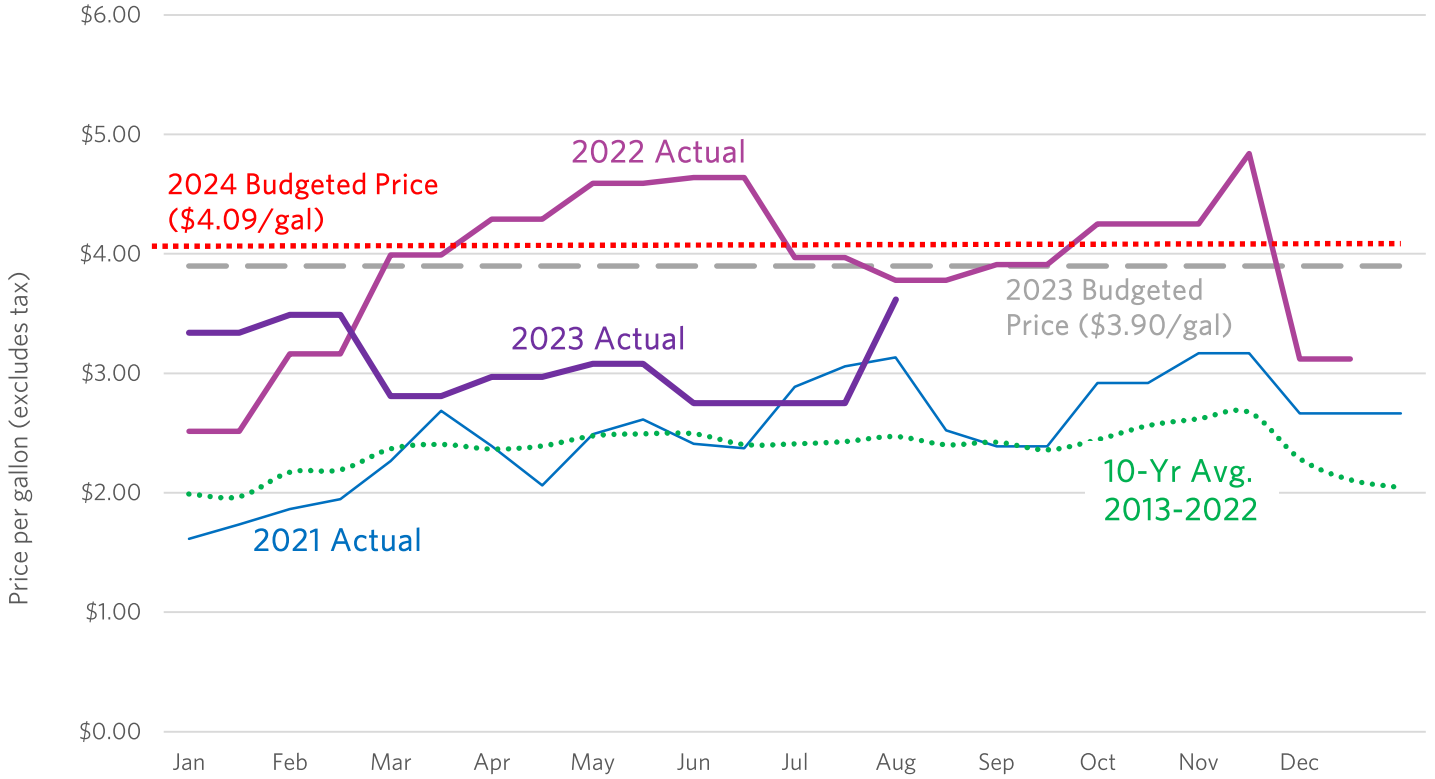
Fuel and Propulsion Power - \$34.5 million:

Fuel is budgeted 0.4 percent or \$0.1 million lower in 2024 than 2023. This decline is predominantly due to diesel fuel usage reductions of over 400,000 gallons versus 2023 (\$1.6 million reduction in 2023 budgeted rate), driven by the increased use of electric buses in the Salt Lake and Mt. Ogden business units. Offsetting this somewhat were higher costs per gallon for diesel, cng and gasoline (approximately \$800,000) and increased propulsion power costs driven by additional electric buses (approximately \$600,000). The 2024 Tentative Budget assumes \$4.03 per gallon for diesel (vs \$3.90 in 2023), \$3.20 per gallon for gasoline (vs \$3.10 in 2023), and \$1.90 CNG. Fuel prices have continued to climb over the period that the Tentative Budget was being developed. Fuel prices will be re-evaluated prior to approval of the Final Budget and adjustments will be considered.

[29]



Diesel Price Trends



Capitalized Costs - minus \$12.6 million:

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 \$12.6 million credit is the estimated cost of UTA operating costs being charged to the capital program and the Rail overhaul program.

Sources and Uses

5-Year Sources & Uses

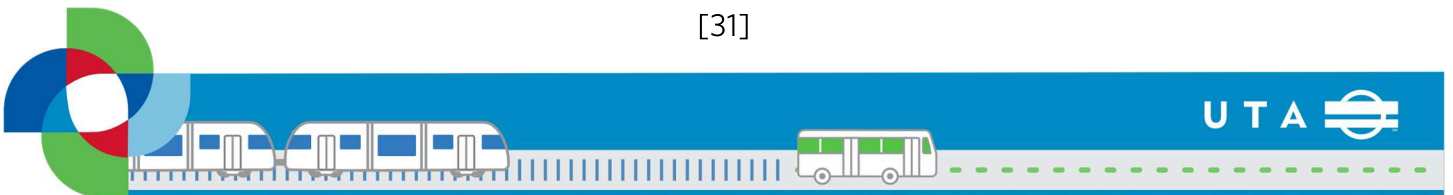
Sources	Actuals 2022	Forecast 2023	Forecast 2024	Forecast 2025	Forecast 2026	Forecast 2027	Forecast 2028
A Beginning Balance	\$321.8	\$435.2	\$531.6	\$470.9	\$405.8	\$357.6	\$344.8
Sales Tax	\$480.9	\$480.9	\$493.7	\$518.5	\$543.3	\$568.2	\$593.0
PM Funds (FTA)	47.3	150.0	97.0	97.9	98.9	99.8	100.7
Stimulus Funds	167.8	-	-	-	-	-	-
Passenger Funds	33.5	35.8	38.0	39.2	40.2	40.9	42.0
B Capital Sources	109.5	204.4	113.9	207.0	167.3	131.9	188.1
Other Sources	38.3	21.2	20.6	19.7	19.3	19.8	18.1
C Total Sources	\$877.3	\$892.3	\$763.2	\$882.3	\$869.0	\$860.6	\$941.9
Uses							
D Operating Expense	\$421.2	\$392.2	\$424.4	\$444.1	\$466.0	\$481.2	\$507.7
E Capital Expense	205.3	214.3	230.4	325.9	263.4	194.6	257.6
F Debt Service	149.6	159.4	169.1	177.5	187.9	197.6	213.2
G Total Uses	\$776.1	\$765.9	\$823.9	\$947.4	\$917.2	\$873.3	\$978.5
H Net Change	101.2	126.4	(60.8)	(65.1)	(48.2)	(12.7)	(36.5)
I Cash Amended ¹	12.2	(30.0)	-	-	-	-	-
J Ending Balance	435.2	531.6	470.9	405.8	357.6	344.8	308.3
K Reserves	180.8	190.1	211.1	234.1	257.2	233.2	249.8
L Long-term Capital Exp. Investment	-	-	60.8	65.1	48.2	12.7	36.5
M Unrestricted Fund Balance	\$254.4	\$341.5	\$199.0	\$106.6	\$52.1	\$98.9	\$22.0

J = A + C - G + I

M = J - K - L

¹Repayment of State funds

[31]



2024 Operating Budget Request Detail

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 409,295	\$ (8,460)	\$ 584	\$ 80	\$ 10,619	\$ 3,707	\$ 415,826	\$ 1,500	\$ 7,217	\$ 424,543

One-time expenses:

2023 Bargaining signing bonus: \$2.1 million
 2024 Ramp Up Service Cost: \$1.5 million
 Executive Director Contingency: \$1.0 million
 COO Operating Contingencies: \$0.5 million
 Xpan HR system implementation: \$1.5 million
 Planning project completions: \$0.5 million
 Ambassador program startup: \$0.5 million

Staffing Changes:

Board Analyst position (annualized cost)
 People Office Strategic Analyst (annualized cost)
 People Office Labor Relations Business Partner
 Finance Office Administrator (annualized cost)
 Mid-year promotions and wage adjustments

Service Changes:

Ogden Local Service adjustments: -\$1.9 million
 Salt Lake Bus Service Adjustment: -\$0.3 million
 Special Services adjustments; \$0.1 million
 Trax Saturday service annualization: \$0.4 million
 Ogden OGX annualization: \$0.8 million

Other Increases

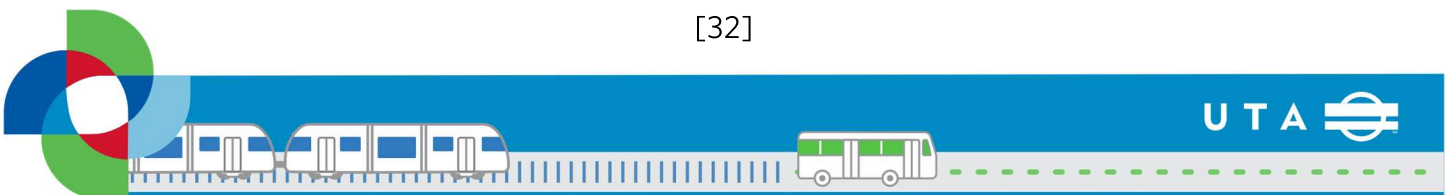
Fuel Increases: \$0.9 million
 Parts Increases: \$0.3 million
 Other materials and services increases: \$2.5 million

2023 Carry Forward:

Executive Director Contingency: \$1.0 million
 COO Service Contingency: \$0.5 million

2024 Additions:

Microtransit South SL County Service: \$3.3 million
 Commuter Rail additional trips: \$0.6 million
 Finance Ops/HR Budget Analyst: \$131k
 Accounting Payroll Mgr: \$170k
 Accounting 2 FTE A/P Coordinators: \$150k
 Capital Accountant (partially capitalized) \$45k
 Contracted cleaning for Depot District garage: \$150k
 Facilities Service employees 2 FTE for additional stop cleaning: \$155k
 People MOW Trainer: \$125k
 People Data Entry clerk: \$79k
 People HR Specialist 0.5 FTE increase to full time: \$31k
 Recruitment marketing: \$100k
 Total Rewards temp help: \$40k
 Inclusion and Belonging consulting: \$50k
 Planning additional 2 FTE Planners: \$260k
 Communications Social Media Spec: \$102k
 Communications 0.5 FTE Graphics Specialist: \$48k
 IT Systems Integrator 1.0 FTE: \$140k
 Transit App Detour module: \$88k
 Maint cost new Claims system: \$75k
 Ent Strat Change Mgt Contract Svcs: \$100k
 Safety Hep B Immunization: \$150k
 Ex. Director Coaching/Org Dev Svcs: \$100k



Service Strategy

The 2024 Tentative Budget request includes strategies to address ongoing recruiting difficulties, minor service additions, facility maintenance and safety measures, infrastructure improvements to support fleet electrification, and strengthening our internal systems and controls.

UTA continues to have difficulty recruiting and retaining operators and other staff to support the operations and maintenance of the fleet. In addition to ongoing funding, the 2024 budget includes an additional \$100k for operator recruitment activity to meet the challenges of an ongoing tight labor market. Recruiting efforts will also be a focus for the new social and visual media positions requested.

Service additions for 2024 have been reduced to minimal levels due to staffing constraints. Those additions that remain are focused on areas that require little to no additional staff. The 2024 budget allocates \$3.3 million of funding to support growth of the popular On Demand service in South Salt Lake County, which will be operated by contract partners.

Safety is always a priority for UTA, supported by the 2024 budget through Hepatitis B vaccination funding for employees put at risk by their job duties, and two new facilities service positions that will improve stop hygiene measures.

With our growing electric bus fleet, UTA plans to invest \$275,000 in maintenance and training related to the vehicles and chargers.

The 2024 budget request significantly strengthens internal systems and controls support through the following:

- Multiple new Finance positions (2 A/P Coordinators, Payroll Manager, Capital accounting and budget staff, etc.) that will provide the support required for enhanced compliance and decision making.
- A new systems integration analyst position to administer and integrate UTA's many new systems.
- Data integration and additional Transit app capabilities to help drive increased system efficiency and ease of customer use.
- Two additional Planners to enhance UTA's service, long range, and interagency planning capabilities.

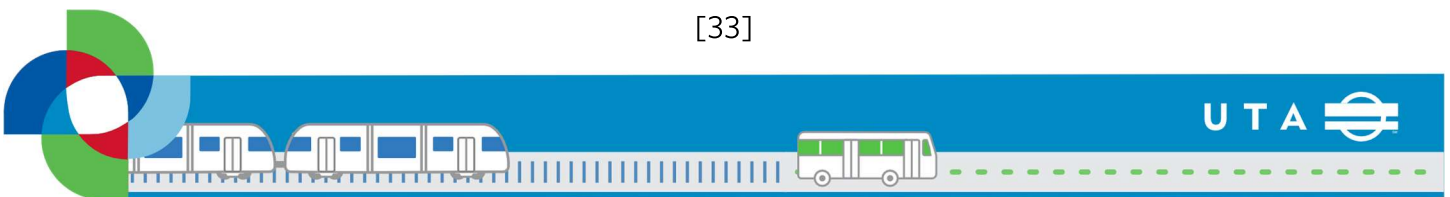
Audit/Federal Compliance

2024 Audit/Federal Compliance

	FTE	Cost	Cumulative Cost
Capital & Lease Accountant (50% capitalized)	0.50	45,000	\$ 45,000
Hepatitis B Vaccine Initiative		150,000	195,000
Subtotal Audit/Federal Compliance	0.50	195,000	195,000

The capital & lease accountant will allow UTA to prepare financial documents required for audits. Making the Hepatitis B Vaccine available to staff members whose job duties at UTA put them at increased risk is both a moral imperative and a federal initiative.

[33]



Agency Requests

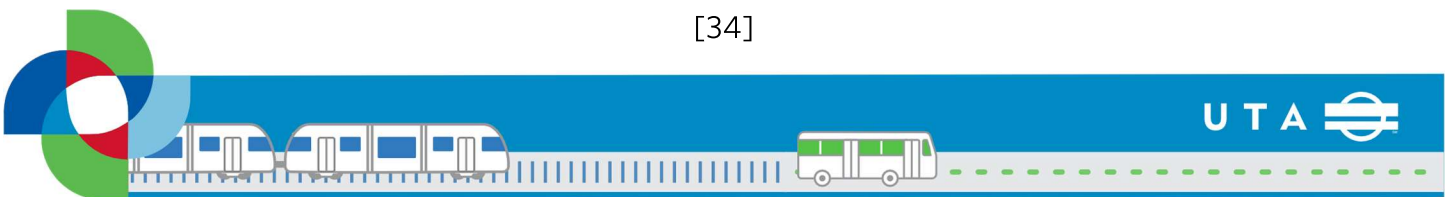
Budget Request	FTE	Cost
Contract Services to support Org Dev & Coaching		\$ 100,000
Full Time Social Media Strategist	1.00	101,500
Part Time Graphics/Visual Media position	0.50	47,850
MOW Trainer	1.00	125,000
Data Entry Position	1.00	79,000
Marketing for recruitment		100,000
Total Rewards & Talent Acquisition temporary help		40,000
Consulting funds for Inclusion & Belonging		50,000
Increase PT HR Specialist to FT to support LR/HR work	0.50	31,000
Operations Planners	2.00	260,000
Contract custodial to maintain DDCFTC shop/yard		150,000
Facilities Service Employees	2.00	154,222
Training for new technology of buses		25,000
ABB Maintenance Contract Electric Bus Chargers		250,000
Budget Analyst	1.00	131,250
Payroll Manager	1.00	170,000
Maintenance costs for Claims Management Software		75,000
A/P Coordinators	2.00	150,000
Module for Transit APP for Detour Tracking		87,600
People/Process Change & Project Management		100,000
Special Projects Manager (funded)	1.00	
Systems Integration Analyst	1.00	140,000
Government Relations Admin Increase to Full Time	0.60	34,000
Orchard Trail investment commitment		20,000
Subtotal Agency Requests	14.60	\$ 2,421,422

This \$2.4 million package of requests includes funding to improve financial oversight through additional staff in the Finance Office, including 2 AP coordinators, a Payroll Manager, and a Budget Analyst. Funding for 2 FTE Planning staff members is also included.

The request also focuses on enhancing UTA's electric bus charging infrastructure and supporting the training needed for staff to maintain these new systems effectively.

New hires and employee initiatives remain a focus this year through additional marketing, coaching services, change management, temporary staff, and inclusion & belonging consultant funding requests. In total, the agency is requesting 17.6 new positions in the 2024 budget, 2.5 of which will be funded through the Capital program (as seen in the following discussion).

[34]



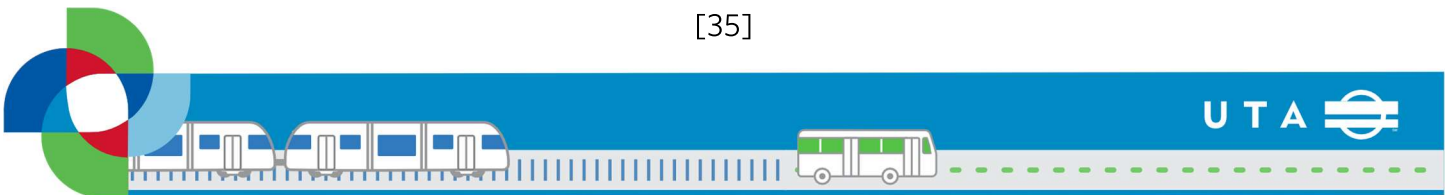
Capital Position Requests

UTA approves all headcount in the Operating budget request. Capital staff will charge to the capital program through a reimbursable process. Funding for these 2.5 positions include start-up costs only (computer, supplies, office space, etc.).

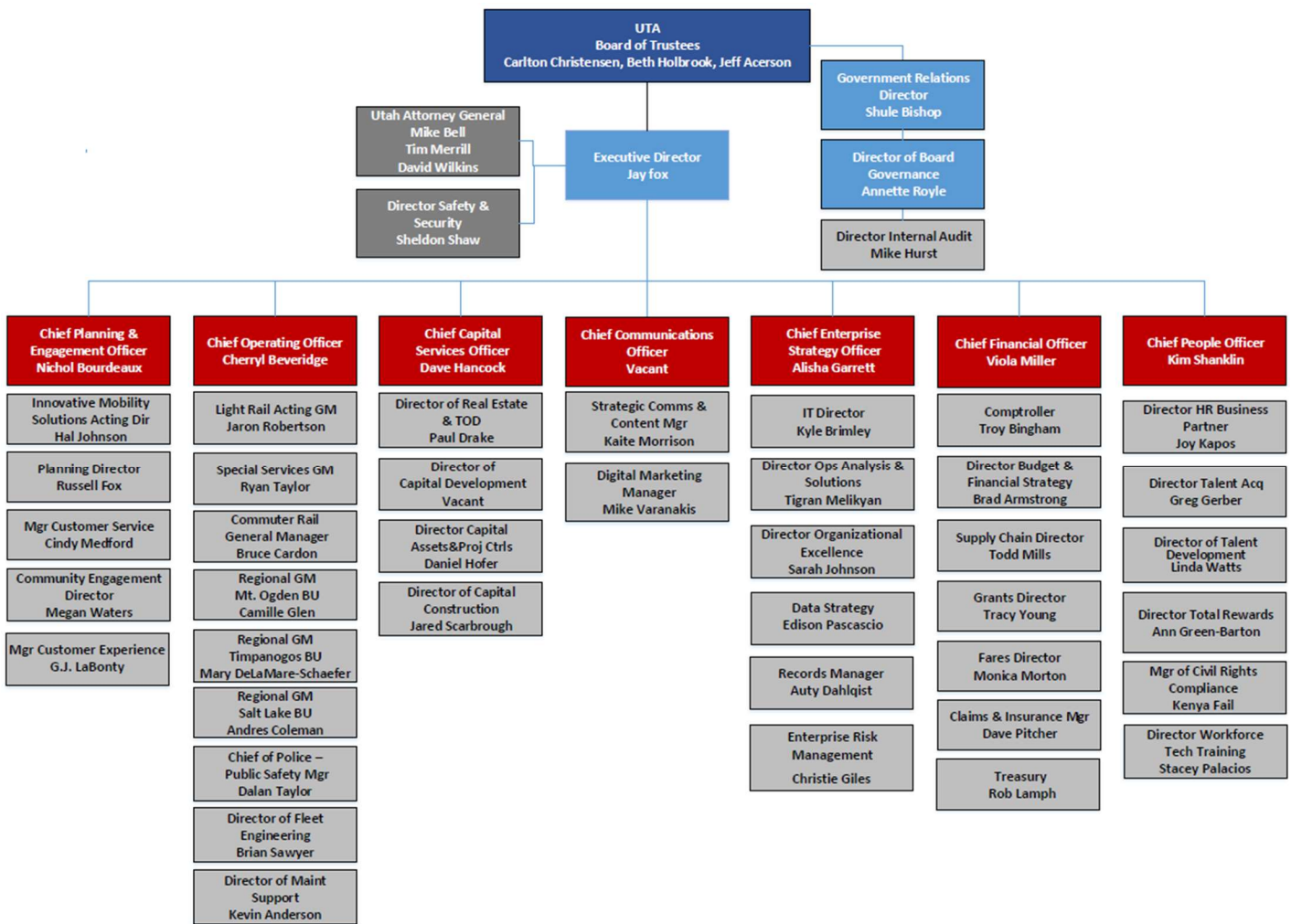
	FTE	Cost
Capital & Lease Accountant (50% capitalized)	0.50	\$ 45,000
GIS Analyst	1.00	102,000
CFO: Capital Budget Analyst (cost offset by Capital)	1.00	131,250
Subtotal Audit/Federal Compliance	2.50	\$ 278,250

These positions will support the financial oversight and project management needs required by UTA's growing capital program.

[35]

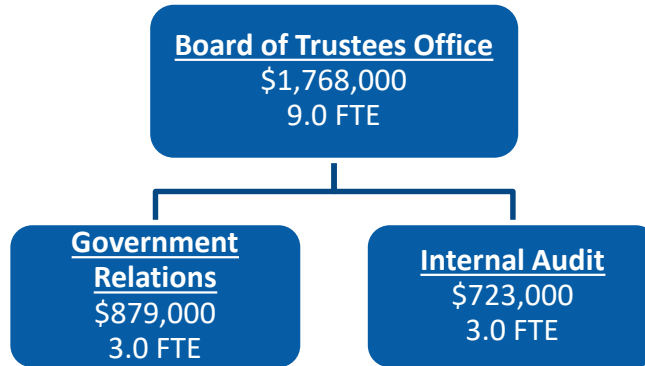


Org Chart - 2024



2024 Operating Budget by Office, Cost Center, Category & FTE

UTA Board of Trustees



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.
- *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.

[37]

2024 Proposed Board of Trustees Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Board of Trustees	\$1,524,000	\$1,768,000	\$244,000
Government Relations	814,000	879,000	65,000
Internal Audit	829,000	723,000	(106,000)
Totals	\$3,168,000	\$3,370,000	\$202,000

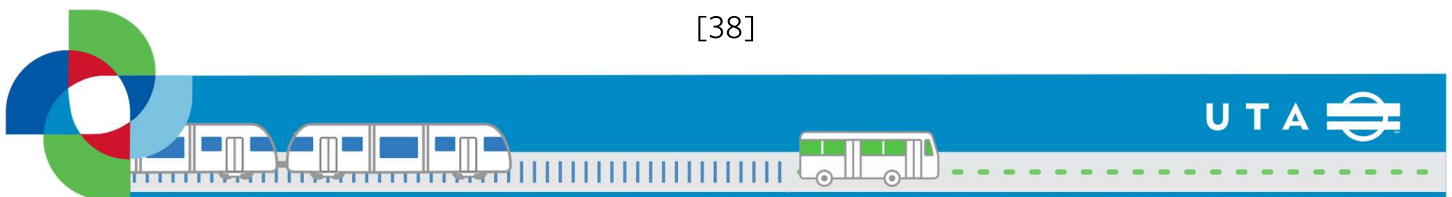
2024 Proposed Board of Trustees Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$1,604,000	\$1,724,000	7.5%
Fringe	689,000	787,000	14.2%
Services	719,000	622,000	-13.5%
Utilities	6,000	10,000	66.7%
Other O&M	149,000	227,000	52.3%
Totals	\$3,168,000	\$3,370,000	6.4%

Board of Trustees FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Board of Trustees	9.0	9.0	-
Government Relations	2.4	3.0	0.6
Internal Audit	4.0	4.0	-
Totals	15.4	16.0	0.6

[38]



Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 3,168	\$ (125)	\$ 133	\$ -	\$ 113	\$ 47	\$ 3,336	\$ -	\$ 34	\$ 3,370

One-time expenses:

Internal Audit contract services: \$125k

2024 Additions:

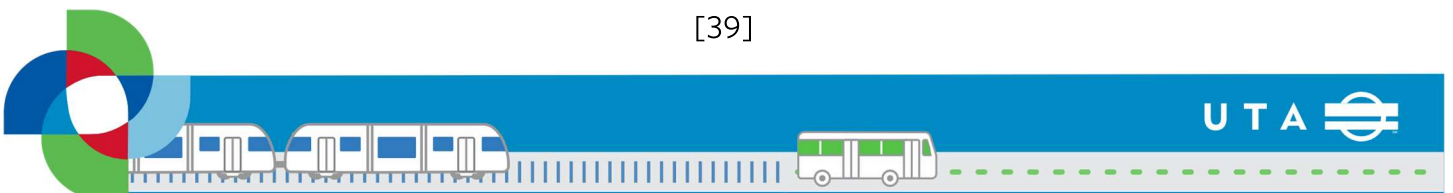
Government Relations increase admin position to full time \$34k

Staffing Changes:

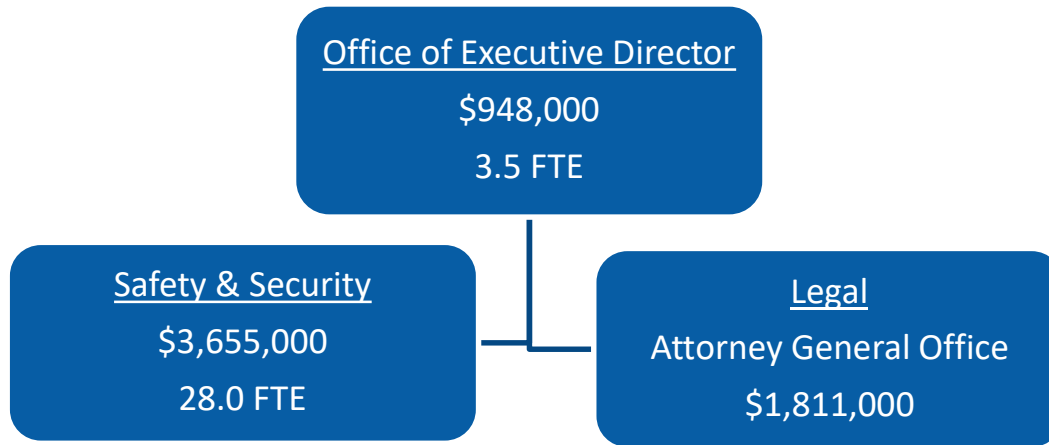
Board Analyst position (annualized cost)

Other Increases:

Other materials and services increases: \$47k



Executive Director



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 seven 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 in-house representation from the Attorney General’s Office.

2024 Executive Director Operating Budget Expenses by Division

Department	FY 2023 Budget	FY 2024 Budget	Change
Executive Director*	\$794,000	\$948,000	\$154,000
Legal Services	1,859,000	1,811,000	(48,000)
Safety & Security	3,370,000	3,655,000	285,000
Non-Departmental	1,000,000	1,000,000	-
Totals	\$7,023,000	\$7,414,000	\$391,000

*FY 2024 includes annualization of 2 FTE positions added in the FY 2023 Amended Budget.

2024 Executive Director Operating Budget Expenses by Category

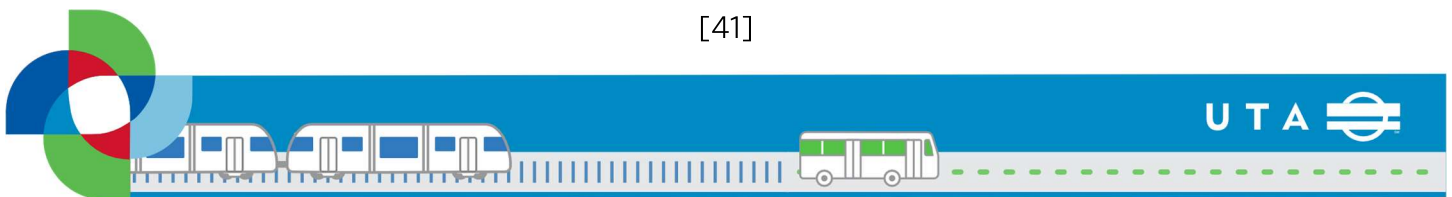
Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$2,023,000	\$2,121,000	4.8%
Fringe	916,000	989,000	8.0%
Services	3,038,000	3,021,000	-0.6%
Fuel/Power	8,000	14,000	75.0%
Utilities	12,000	12,000	0.0%
Parts	1,000	6,000	500.0%
Other O&M	245,000	251,000	2.4%
Capitalized Costs	-220,000	0	-100.0%
Non-Departmental*	1,000,000	1,000,000	0.0%
Totals	\$7,023,000	\$7,414,000	5.6%

*Under the purview of the Executive Director is the non-departmental cost center which has \$1 million proposed in this budget to fund emerging/emergency needs.

Executive Director FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Executive Director	3.5	3.5	-
Legal Services	-	-	-
Safety & Security	28.5	28.0	(0.5)
Non-Departmental	-	-	-
Totals	32.0	31.5	(0.5)

[41]



Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 7,023	\$ (1,000)	\$ 4	\$ -	\$ 149	\$ (13)	\$ 6,164	\$ 1,000	\$ 250	\$ 7,414

One-time expenses:

Executive Director Contingency: \$1.0 million

2023 Carry Forward:

Executive Director Contingency: \$1.0 million

Other Increases:

Other materials and services changes: \$113k

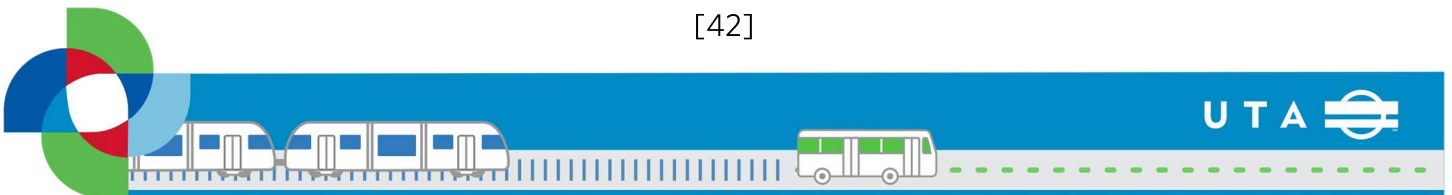
Savings from Legal Services reduced outsourcing \$-126k

2024 Additions:

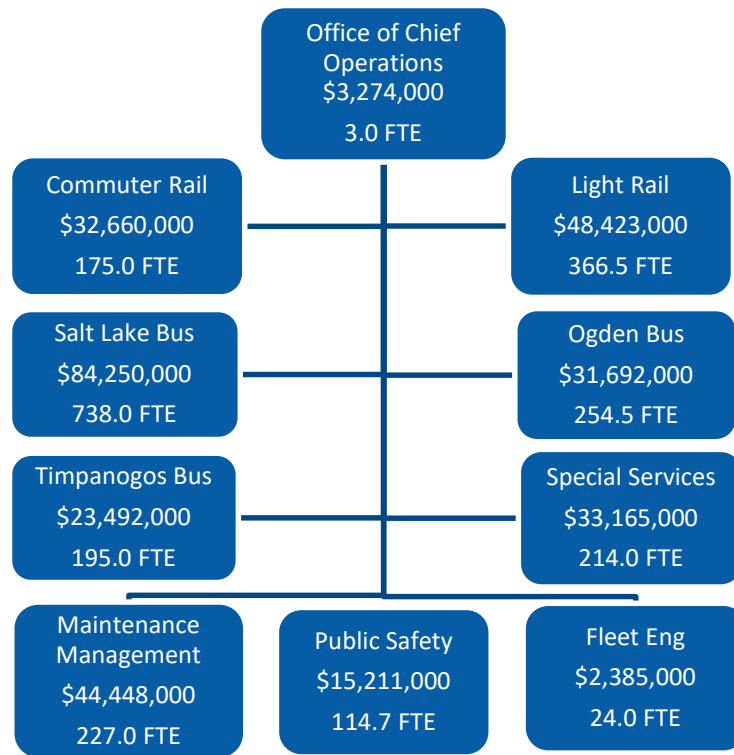
Safety Hep B Immunization: \$150k

Ex. Director Coaching/Org Dev Svcs: \$100k

[42]



Operations



The Operations organization is comprised of nine service units covering UTA's service area and Public Safety (including Transit Communications Center), 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.
- *Modal Offices.* Operates 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 comfortable operation of services to UTA's customers.
- *Public Safety.* UTA has an internal police department focused on keeping our community, our riders, and our employees safe. Our police also engage in community service and support our local authorities. Includes *Transit Communications Center*.
- *Fleet Engineering.* Provides technical engineering expertise and quality assurance oversight to Bus and Rail Maintenance, Operation personnel and Capital acquisition.

[43]

2024 Operations Budget Expenses by Department

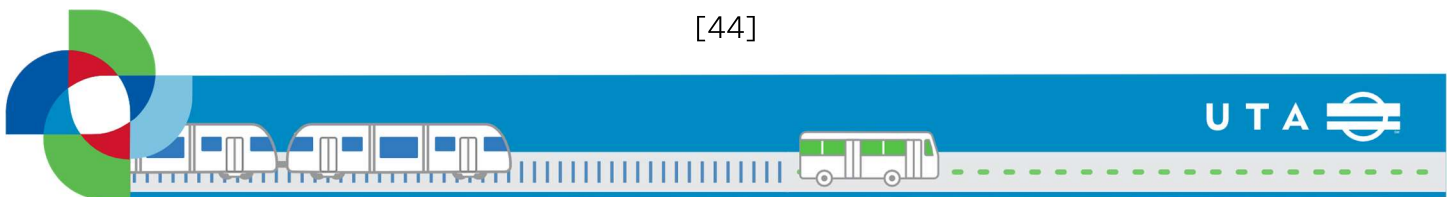
Department	FY 2023 Budget	FY 2024 Budget	Change
COO Office*	\$23,349,000	\$20,870,000	(\$2,479,000)
Maintenance Mgt	43,185,000	44,448,000	1,263,000
Salt Lake Bus	82,805,000	84,250,000	1,445,000
Mt. Ogden Bus	30,166,000	31,692,000	1,526,000
Timpanogos Bus	23,086,000	23,492,000	406,000
Special Services	32,263,000	33,165,000	902,000
Light Rail	46,636,000	48,423,000	1,787,000
Commuter Rail	31,110,000	32,660,000	1,550,000
Totals	\$312,599,000	\$319,000,000	\$6,401,000

*Includes Public Safety, Transit Comms Center, and Fleet Engineering

2024 Operations Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$152,427,000	\$156,109,000	2.4%
Fringe	79,365,000	79,934,000	0.7%
Services	11,598,000	13,320,000	14.8%
Fuel/Power	35,219,000	34,952,000	-0.8%
Parts	23,114,000	25,259,000	9.3%
Utilities	5,108,000	5,845,000	14.4%
Non-Departmental	5,876,000	2,432,500	-58.6%
Other O&M	8,811,000	9,307,500	5.6%
Capitalized Costs	(8,919,000)	(8,158,000)	-8.5%
Totals	\$312,599,000	\$319,000,000	2.0%

[44]



Operations FTE Summary: 2023 Budget and 2024 Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
COO Office	3.0	3.0	0.0
Public Safety	114.7	114.7	0.0
Fleet Engineering	24.0	24.0	0.0
Maintenance Mgt	225.0	227.0	2.0
Salt Lake Bus	750.0	738.0	(12.0)
Mt. Ogden Bus	265.0	254.5	(10.5)
Timpanogos Bus	196.0	195.0	(1.0)
Special Services	216.0	214.0	(2.0)
Light Rail	365.5	366.5	1.0
Commuter Rail	175.0	175.0	0.0
Totals	2,334.2	2,311.7	(22.5)

2024 Operations Budget Changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 312,599	\$ (4,114)	\$ (254)	\$ (820)	\$ 7,627	\$ 2,098	\$ 317,135	\$ 500	\$ 1,365	\$ 319,000

One-time expenses:

2023 Bargaining signing bonus: \$2.1 million
 2024 Ramp Up Service Cost: \$1.5 million
 COO Operating Contingencies: \$0.5 million

Other Increases:

Fuel Increases: \$0.8 million
 Parts Increases: \$0.3 million
 Other materials and services increases: \$1.0 million

Staffing Changes:

Transfer out of Special Projects Director from COO to Ent Strat

2023 Carry Forward:

COO Service Contingency: \$0.5 million

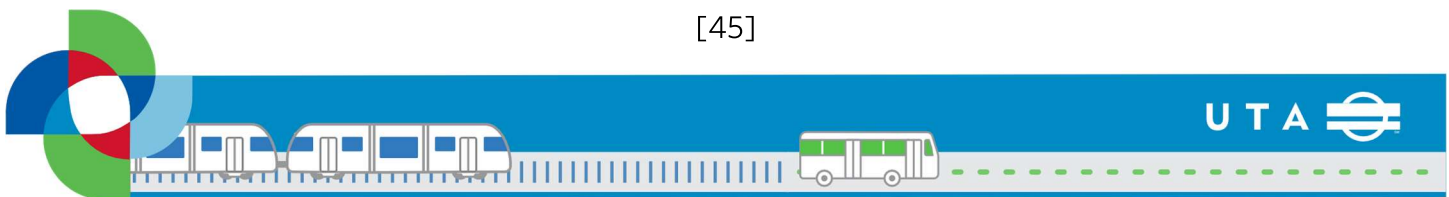
Service Changes:

Ogden Local Service adjustments: -\$1.9 million
 Salt Lake Bus Service Adjustment: -\$0.3 million
 Special Services adjustments; \$0.1 million
 Trax Saturday service annualization: \$0.4 million
 Ogden OGX annualization: \$0.8 million

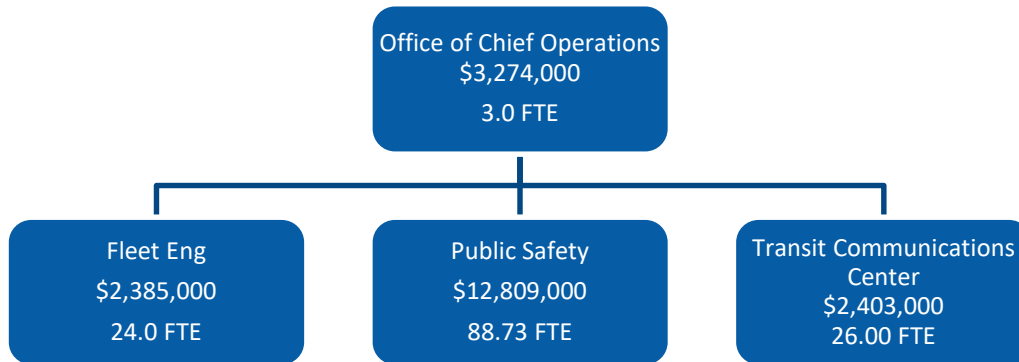
2024 Additions:

Commuter Rail additional trips: \$0.6 million
 Contracted cleaning for Depot District garage: \$150k
 Facilities Service employees 2 FTE for additional stop cleaning: \$155k
 Bus Charger Maintenance Contract and tech training: \$275k

[45]



COO Office



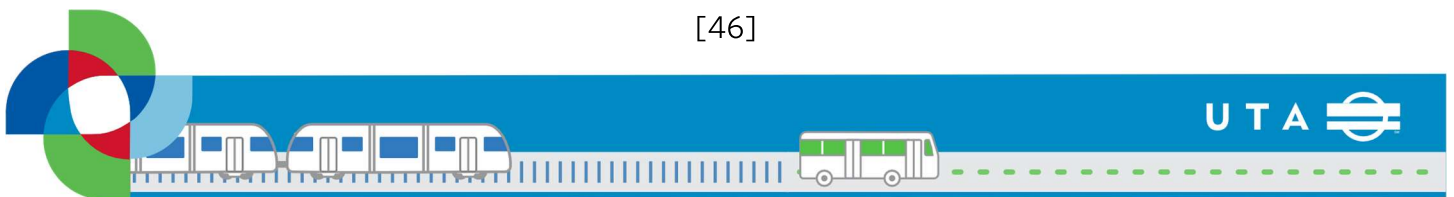
2024 Proposed COO Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
COO Office	\$6,429,000	\$3,274,000	(\$3,155,000)
Transit Comms Center	2,272,000	2,403,000	131,000
Public Safety	12,429,000	12,809,000	380,000
Fleet Engineering	2,219,000	2,385,000	166,000
Totals	\$23,349,000	\$20,870,000	(\$2,479,000)

2024 Proposed COO Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$11,639,000	\$12,047,000	3.5%
Fringe	5,413,000	5,740,000	6.0%
Services	245,000	249,000	1.6%
Fuel/Power	263,000	253,000	-3.8%
Utilities	153,000	173,000	0.0%
Non-Departmental	5,876,000	2,432,500	0.0%
Other O&M	669,000	858,500	0.0%
Capitalized Costs	-908,000	-883,000	-2.8%
Totals	\$23,349,000	\$20,870,000	-10.6%

[46]



COO FTE Summary: 2023 Budget and 2024 Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Operations	3.0	3.0	-
Public Safety	88.7	88.7	-
Transit Comms Center	26.0	26.0	-
Fleet Engineering	24.0	24.0	-
Totals	141.7	141.7	-

Summary of budget changes

		2023 Additions		2024 Adjustments		2024 Budget			
2023 Budget	2023 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 23,349	\$ (2,038)	\$ (223)	\$ (1,905)	\$ 760	\$ 153	\$ 20,095	\$ 500	\$ 275	\$ 20,870

One-time expenses:

2024 Ramp Up Service Cost: \$1.5 million
COO Operating Contingencies: \$0.5 million

Other Increases:

Other materials and services increases: \$0.2 million

Service Changes:

Ogden Local Service contingency adjustments: -\$1.9 million

2023 Carry Forward:

COO Service Contingency: \$0.5 million

2024 Additions:

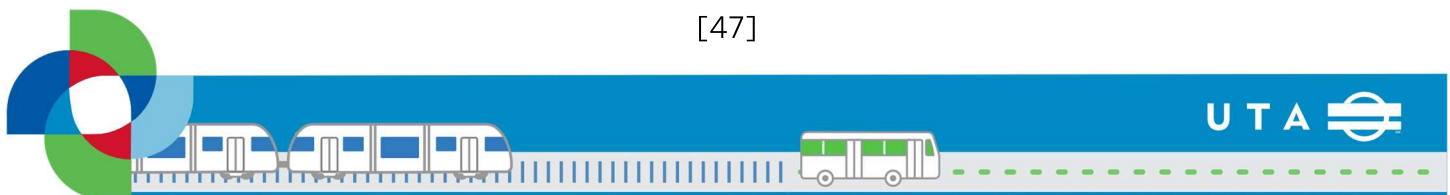
Bus Charger Maintenance Contract and tech training: \$275k

Operations Contingency:

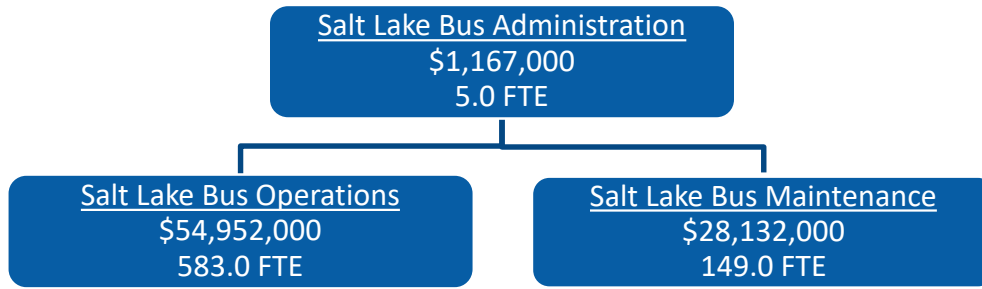
Supervisor ratios: \$1.6 million

Operator Retention: \$350k

[47]



Salt Lake Service Unit



2024 Proposed Salt Lake Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Salt Lake Administration	\$899,000	\$1,167,000	\$268,000
Salt Lake Operations	54,541,000	54,952,000	411,000
Salt Lake Maintenance	27,365,000	28,132,000	767,000
Totals	\$82,805,000	\$84,250,000	\$1,445,000

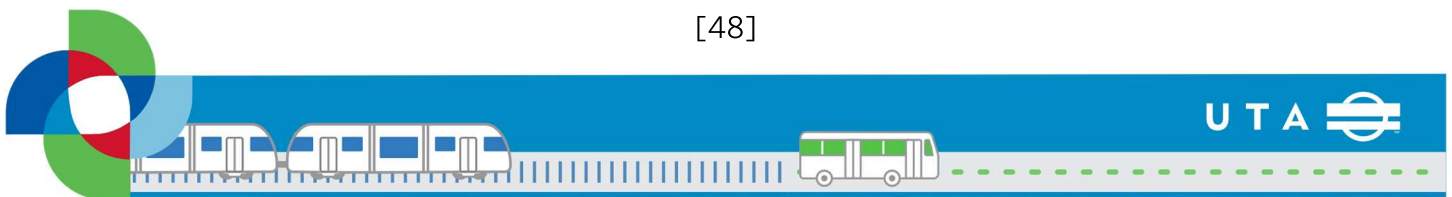
2024 Proposed Salt Lake Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$45,357,163	\$46,274,150	2.0%
Fringe	24,539,064	24,430,143	-0.4%
Services	149,500	335,500	124.4%
Fuel/Power	8,318,018	7,871,217	-5.4%
Utilities	113,000	113,000	0.0%
Parts	3,013,373	3,596,270	19.3%
Other O&M	1,314,484	1,629,763	24.0%
Totals	\$82,805,000	\$84,250,000	1.7%

Salt Lake FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Salt Lake Administration	6.0	6.0	-
Salt Lake Operations	595.0	583.0	(12.0)
Salt Lake Maintenance	149.0	149.0	-
Totals	750.0	738.0	(12.0)

[48]



Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 82,805	\$ (728)	\$ -	\$ (308)	\$ 2,006	\$ 326	\$ 84,100	\$ -	\$ 150	\$ 84,250

One-time expenses:

2023 Bargaining signing bonus

Service Changes:

Salt Lake County Service misc adjustments

Other Increases:

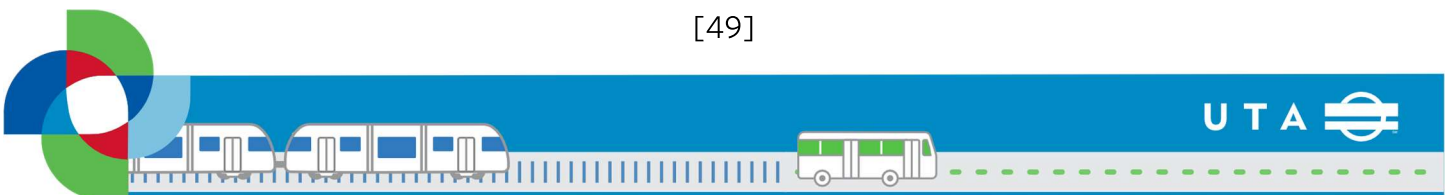
Fuel Increases: \$250k

Parts Increases: \$0.1 million

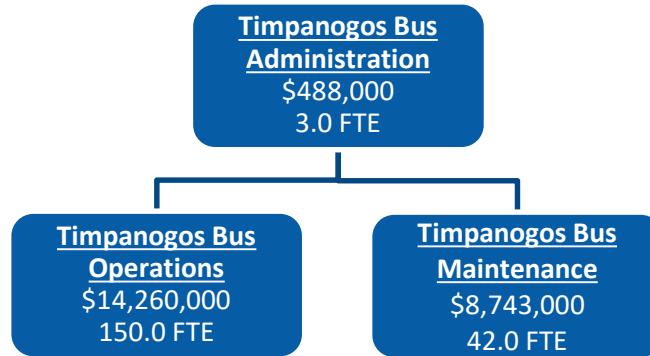
Other materials and services increases: \$0.1 million

2024 Additions:

Contracted cleaning for Depot District garage: \$150k



Timpanogos Service Unit



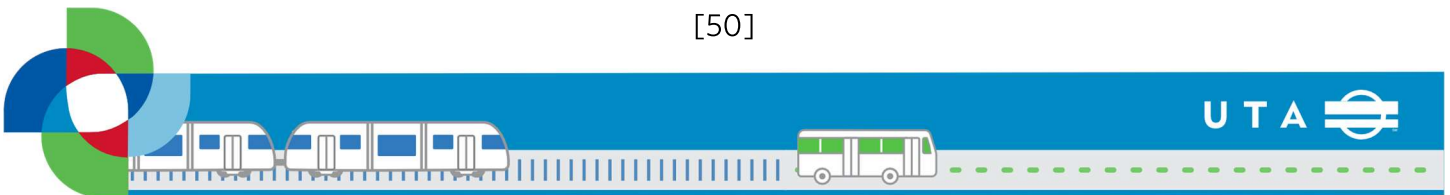
2024 Proposed Timpanogos Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Timpanogos Administration	\$455,000	\$488,000	\$33,000
Timpanogos Operations	13,965,000	14,260,000	295,000
Timpanogos Maintenance	8,665,000	8,743,000	78,000
Totals	\$23,086,000	\$23,492,000	\$406,000

2024 Proposed Timpanogos Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$12,099,000	\$12,432,000	2.8%
Fringe	6,475,000	6,432,000	-0.7%
Services	59,000	50,000	-15.3%
Fuel/Power	3,144,000	3,230,000	2.7%
Utilities	14,000	15,000	7.1%
Parts	1,060,000	1,015,000	-4.2%
Other O&M	284,000	318,000	12.0%
Capitalized Costs	(49,000)	-	-
Totals	\$23,086,000	\$23,492,000	1.8%

[50]



Timpanogos FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Timp Administration	3.0	3.0	-
Timp Operations	151.0	150.0	(1.0)
Timp Maintenance	42.0	42.0	-
Totals	196.0	195.0	(1.0)

Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2023 Carry Forward	2024 Additions	2024 Budget Request	
\$ 23,086	\$ (226)	\$ -	\$ (17)	\$ 529	\$ 121	\$ 23,492	\$ -	\$ -	\$ 23,492

One-time expenses:

2023 Bargaining signing bonus

Service Changes:

Timpanogos misc service adjustments

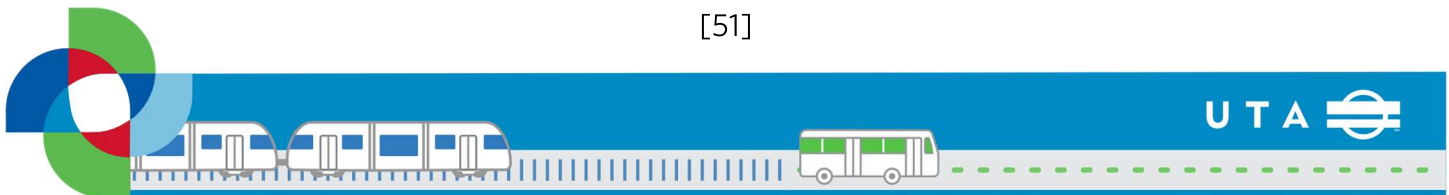
Other Increases:

Fuel Increases: \$98k

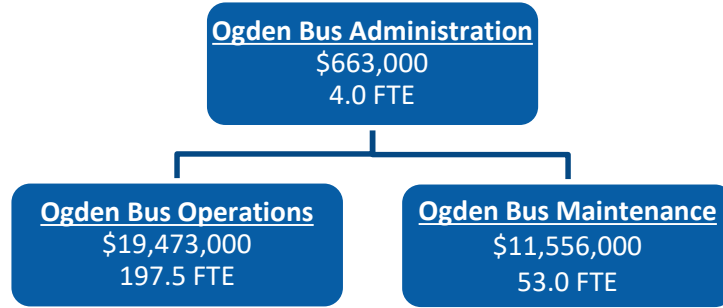
Parts Increases: \$10k

Other materials and services increases: \$29k

[51]



Mt. Ogden Service Unit



2024 Proposed Mt. Ogden Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Ogden Administration	\$642,000	\$663,000	\$21,000
Ogden Operations	18,334,000	19,473,000	1,139,000
Ogden Maintenance	11,190,000	11,556,000	366,000
Totals	\$30,166,000	\$31,692,000	\$1,526,000

2024 Proposed Mt. Ogden Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$15,857,000	\$16,860,000	6.3%
Fringe	8,547,000	8,727,000	2.1%
Services	126,000	113,000	-10.3%
Fuel/Power	3,741,000	4,062,000	8.6%
Utilities	15,000	20,000	33.3%
Parts	1,336,000	1,428,000	6.9%
Other O&M	544,000	481,000	-11.6%
Totals	\$30,166,000	\$31,692,000	5.1%

Mt. Ogden FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Ogden Administration	4.0	4.0	-
Ogden Operations	208.0	197.5	(10.5)
Ogden Maintenance	53.0	53.0	-
Totals	265.0	254.5	(10.5)

Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 30,166	\$ (247)	\$ -	\$ 848	\$ 749	\$ 176	\$ 31,692	\$ -	\$ -	\$ 31,692

One-time expenses:

2023 Bargaining signing bonus

Service Changes:

OGX annualized service: \$0.8 million

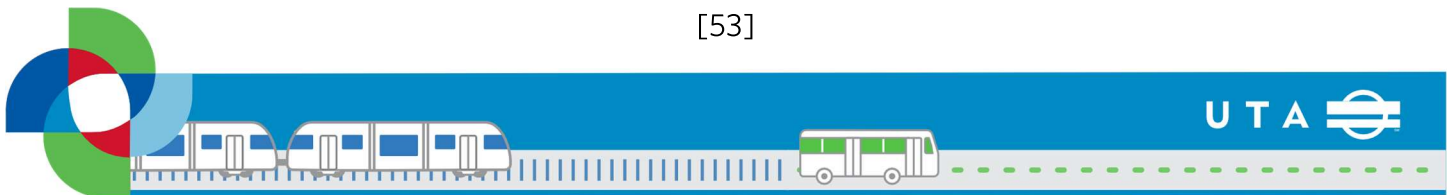
Other Increases:

Fuel Increases: \$115k

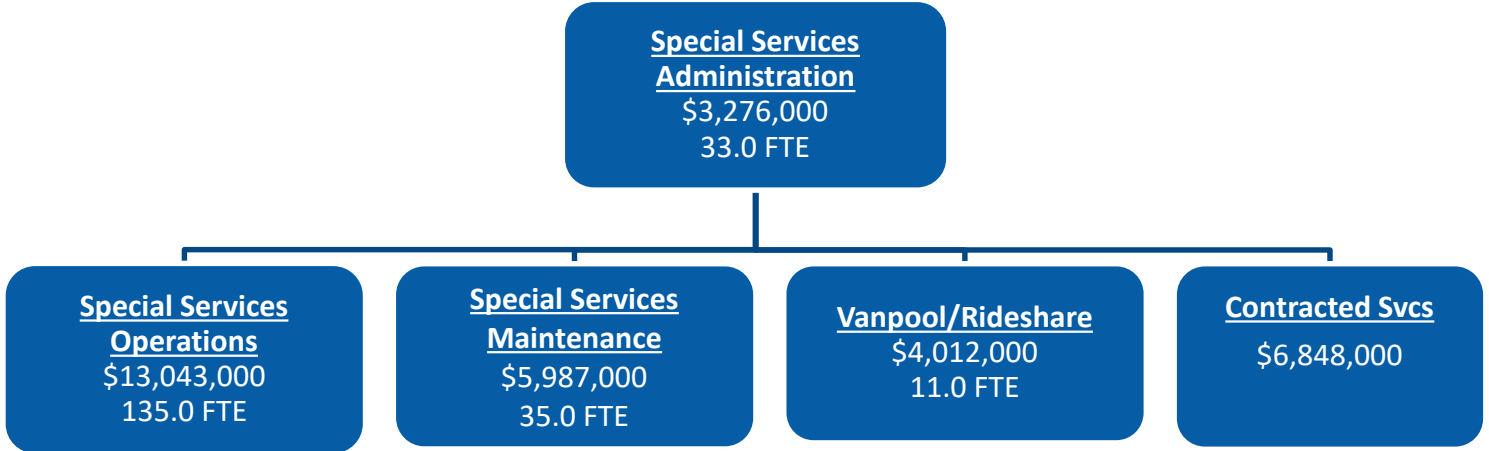
Parts Increases: \$13k

Other materials and services increases: \$45k

[53]

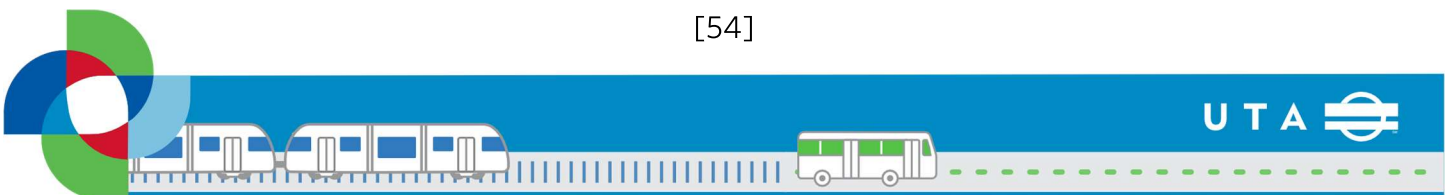


Special Services Service Unit



2024 Proposed Special Services Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Special Svcs Administration	\$3,187,000	\$3,276,000	\$89,000
Special Svcs Operations	13,353,000	13,043,000	(310,000)
Special Svcs Maintenance	5,815,000	5,987,000	172,000
Vanpool/Rideshare	4,015,000	4,012,000	(3,000)
Contracted Services	5,893,000	6,848,000	955,000
Totals	\$32,263,000	\$33,165,000	\$902,000



2024 Proposed Special Services Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$13,743,000	\$13,746,000	0.0%
Fringe	7,347,000	7,246,000	-1.4%
Services	6,051,000	7,014,000	15.9%
Fuel/Power	3,235,000	3,241,000	0.2%
Utilities	22,000	18,000	-18.2%
Parts	445,000	448,000	0.7%
Other O&M	1,419,000	1,453,000	2.4%
Totals	\$32,263,000	\$33,165,000	2.8%

Special Services FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Special Svcs Administration	33.0	33.0	-
Special Svcs Operations	137.0	135.0	(2.0)
Special Svcs Maintenance	35.0	35.0	-
Vanpool/Rideshare	11.0	11.0	-
Contracted Services	-	-	-
Totals	216.0	214.0	(2.0)

Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 32,263	\$ (194)	\$ -	\$ 123	\$ 712	\$ 261	\$ 33,165	\$ -	\$ -	\$ 33,165

One-time expenses:

2023 Bargaining signing bonus

Service Changes:

Special Services adjustments; \$0.1 million

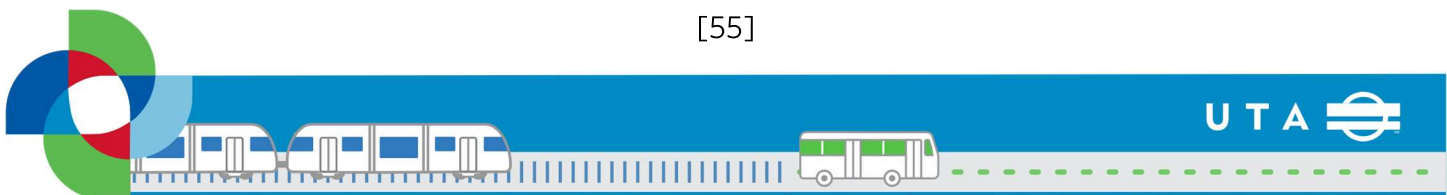
Other Increases:

Fuel Increases: \$103k

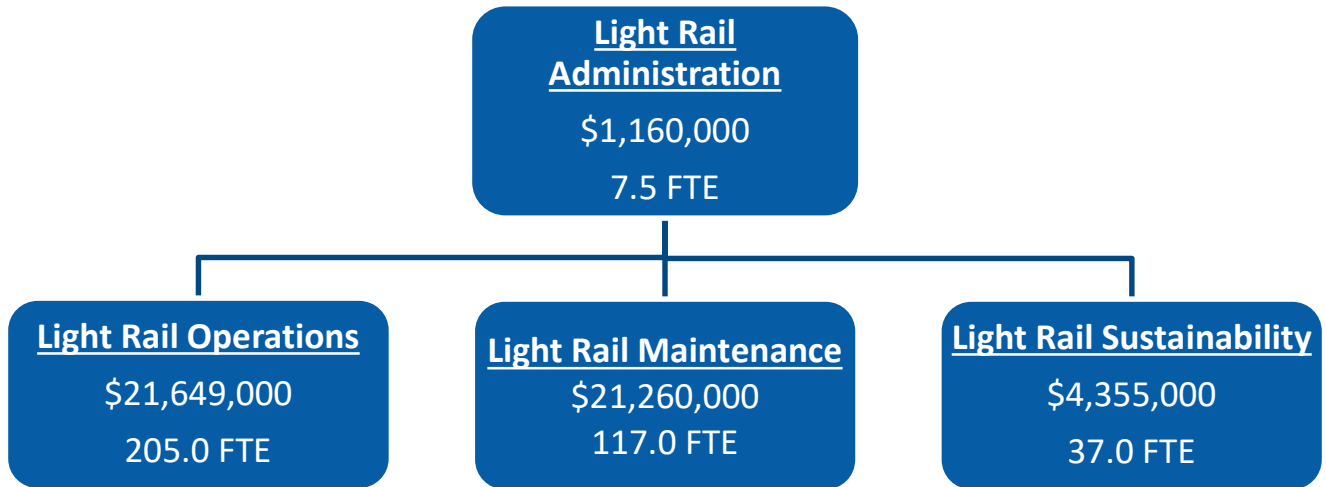
Parts Increases: \$4k

Other materials and services increases: \$278k

[55]



Light Rail Service Unit



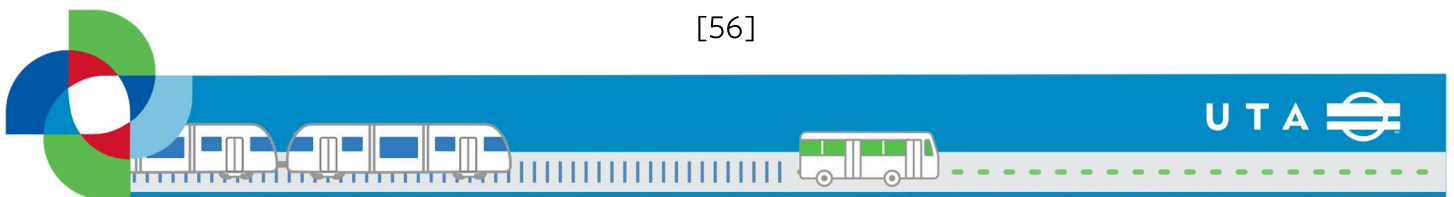
2024 Proposed Light Rail Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Light Rail Administration	\$1,195,000	\$1,160,000	(\$35,000)
Light Rail Operations	20,964,000	21,649,000	685,000
Light Rail Maintenance	20,243,000	21,260,000	1,017,000
Light Rail Sustainability	4,234,000	4,355,000	121,000
Totals	\$46,636,000	\$48,423,000	\$1,787,000

2024 Proposed Light Rail Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$25,507,000	\$26,060,000	2.2%
Fringe	12,907,000	12,918,000	0.1%
Services	1,355,000	1,373,000	1.3%
Fuel/Power	121,000	110,000	-9.1%
Utilities	53,000	53,000	0.0%
Parts	12,337,000	12,938,000	4.9%
Other O&M	1,712,000	1,666,000	-2.7%
Capitalized Costs	(7,357,000)	(6,695,000)	-
Totals	\$46,636,000	\$48,423,000	3.8%

[56]



Light Rail FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Light Rail Administration	6.5	7.5	1.0
Light Rail Operations	205.0	205.0	-
Light Rail Maintenance	117.0	117.0	-
Light Rail Sustainability	37.0	37.0	-
Totals	365.5	366.5	1.0

Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 46,636	\$ (330)	\$ (32)	\$ 439	\$ 1,258	\$ 452	\$ 48,423	\$ -	\$ -	\$ 48,423

Staffing Changes:

2023 Bargaining signing bonus

Service Changes:

Annualized Increased Saturday Service: \$452k

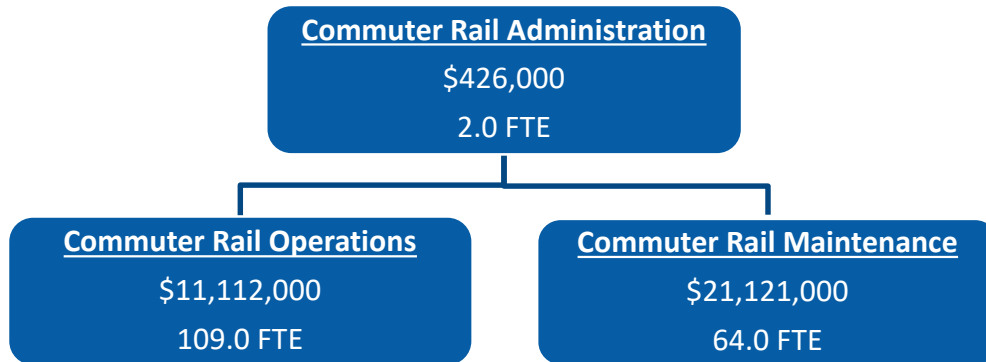
Other Increases:

Fuel Increases: \$4k

Parts Increases: \$183k

Other materials and services increases: \$118k

Commuter Rail Service Unit



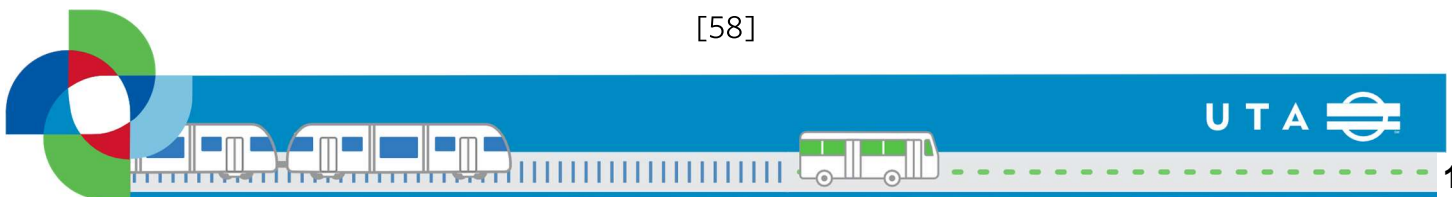
2024 Proposed Commuter Rail Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Com. Rail Administration	\$566,000	\$426,000	(\$140,000)
Com. Rail Operations	10,424,000	11,112,000	688,000
Com. Rail Maintenance	20,119,000	21,121,000	1,002,000
Totals	\$31,110,000	\$32,660,000	\$1,550,000

2024 Proposed Commuter Rail Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$11,644,000	\$12,275,000	5.4%
Fringe	5,761,000	5,874,000	2.0%
Services	466,000	700,000	50.2%
Fuel/Power	9,265,000	9,257,000	-0.1%
Utilities	305,000	314,000	3.0%
Parts	3,328,000	3,996,000	20.1%
Other O&M	841,000	863,000	2.6%
Capitalized Costs	(500,000)	(620,000)	24.0%
Totals	\$31,110,000	\$32,660,000	5.0%

[58]



Commuter Rail FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Com. Rail Administration	3.0	2.0	(1.0)
Com. Rail Operations	108.0	109.0	1.0
Com. Rail Maintenance	64.0	64.0	-
Totals	175.0	175.0	-

Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2023 Carry Forward	2024 Additions	2024 Budget Request	2024 Budget Request
\$ 31,110	\$ (127)	\$ -	\$ -	\$ 620	\$ 499	\$ 32,101	\$ -	\$ 559	\$ 32,660

Service Changes:

2023 Bargaining signing bonus

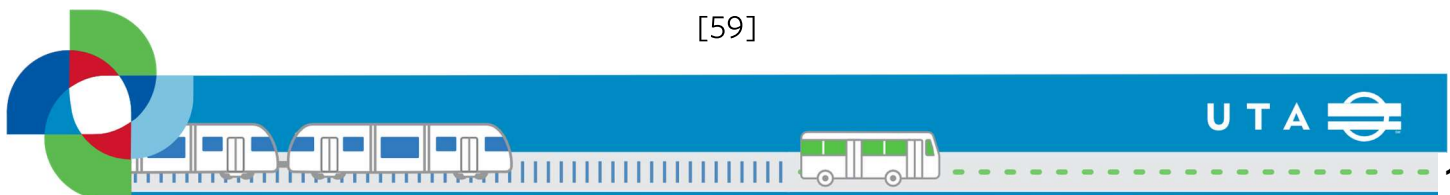
2024 Additions:

Other Increases:

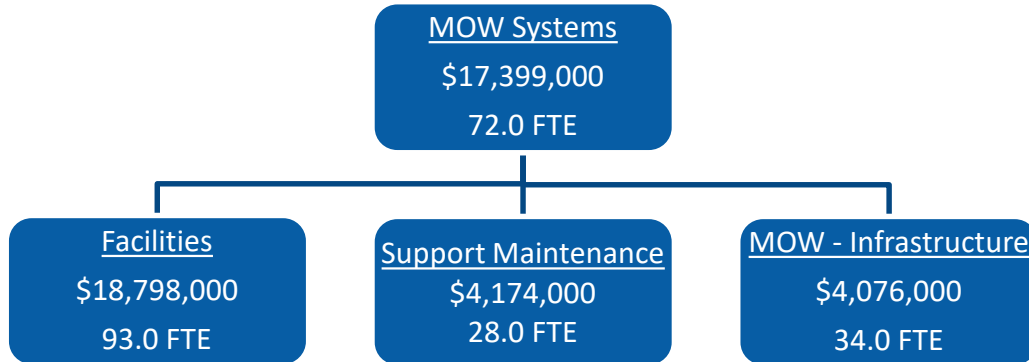
Fuel Increases: \$290k

Parts Increases: \$47k

Other materials and services increases: \$160k



Maintenance Management Service Unit



2024 Proposed Maintenance Management Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Support Maintenance	\$3,940,000	\$4,174,000	\$234,000
Facilities	17,450,000	18,798,000	1,348,000
MOW - Systems	17,533,000	17,399,000	(134,000)
MOW - Infrastructure	4,262,000	4,076,000	(186,000)
Totals	\$43,185,000	\$44,448,000	\$1,263,000

[60]



2024 Proposed Maintenance Management Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$16,580,000	\$16,414,000	-1.0%
Fringe	8,376,000	8,567,000	2.3%
Services	3,147,000	3,485,000	10.7%
Fuel/Power	7,132,000	6,926,000	-2.9%
Utilities	4,433,000	5,138,000	15.9%
Parts	1,594,000	1,839,000	15.4%
Other O&M	2,028,000	2,038,000	0.5%
Capitalized Costs	(105,000)	40,000	-138.1%
Totals	\$43,185,000	\$44,448,000	2.9%

Maintenance Management FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Support Maintenance	28.0	28.0	-
Facilities	91.0	93.0	2.0
MOW - Systems	72.0	72.0	-
MOW - Infrastructure	34.0	34.0	-
Totals	225.0	227.0	2.0

[61]

Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 43,185	\$ (223)	\$ -	\$ -	\$ 994	\$ 63	\$ 44,018	\$ -	\$ 429	\$ 44,448

One-time expenses:

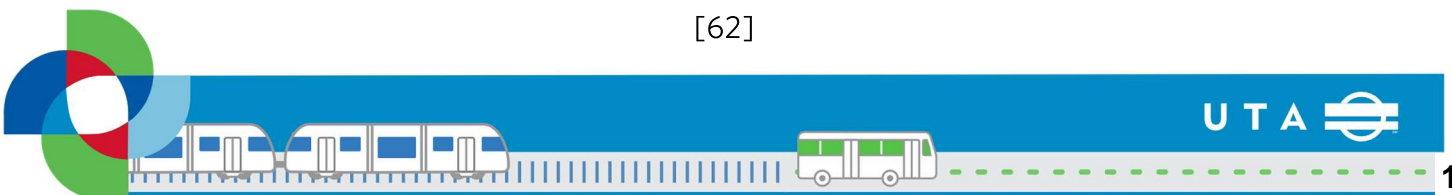
2023 Bargaining signing bonus

2024 Additions:

Facilities Service employees 2 FTE for additional stop cleaning: \$155k
 Bus Charger Maintenance Contract and tech training: \$275k

Other Increases:

Fuel Increases: \$12k
 Parts Increases: \$23k
 Other materials and services increases: \$63k



Communications & Marketing

**Office of
Communication**
 \$4,279,000
 16.5 FTE

The Communications and Marketing Office (CMO) maintains and strengthens the brand identity of the Utah Transit Authority, building internal and external trust in UTA with the ultimate goal of attracting customers and increasing awareness and understanding of the value of transit in our service area.

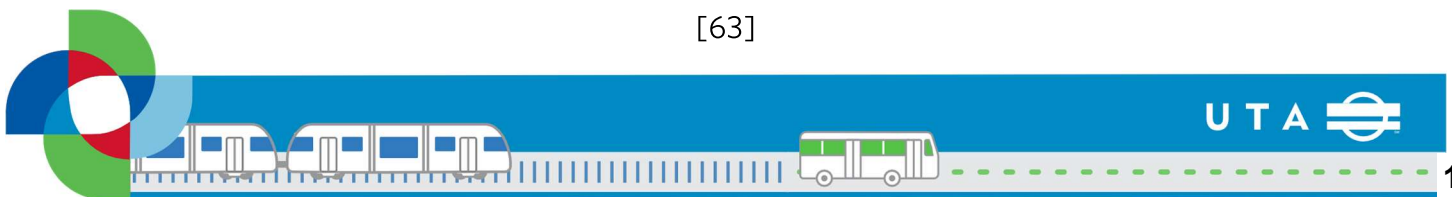
In fulfillment of our purpose, the CMO team delivers the following services:

- *Communications Strategy.* CMO Strategists guide and support the communications and marketing needs of all UTA departments and service units, providing communications strategy and support for events, campaigns, content, materials, tools, and related efforts.
- *Media Relations.* CMO consults with UTA leadership on media relations strategy and tactics, and interfaces with broadcast media representatives, building media relationships, reinforcing UTA’s brand, and delivering official messages and responses to media inquiries.
- *Graphics and Design.* CMO sets and maintains graphic design standards for UTA’s brand, providing guidance and graphics project/task support on visual materials that represent UTA to internal and external audiences.
- *Digital Media.* CMO manages UTA’s presence and activity in the digital media sphere including social channels, advertising (including print advertising on UTA assets), marketing (including direct and experiential customer marketing), and other campaigns that strengthen UTA’s brand and services.
- *Internal Communications.* CMO oversees agency communications to employees including designing and managing the UTA internal communications app, providing strategy and support for employee engagement, development, and success in alignment with UTA strategy.
- *Executive Communications.* CMO directly supports the communications and marketing needs of the UTA Board of Trustees, Executive Director, and other senior leaders for events, speeches, presentations, stakeholder relations, and other communications strategy and consultation.

2024 Communication Operating Budget Expenses by Division

Department	FY 2023 Budget	FY 2024 Budget	Change
Office of Communication & Marketing	\$3,962,000	\$4,279,000	\$561,000
Totals	\$3,962,000	\$4,279,000	\$561,000

[63]



2024 Communication Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$1,387,000	\$1,539,000	11.0%
Fringe	613,000	744,000	21.4%
Services	1,025,000	1,087,000	6.0%
Fuel/Power	-	1,000	0.0%
Utilities	4,000	5,000	25.0%
Other O&M	933,000	903,000	-3.2%
Totals	\$3,962,000	\$4,279,000	8.0%

2024 Communication FTE Summary

Department	FY 2023 Budget	FY 2024 Budget	Change
Office of Communication & Marketing	15.0	16.5	1.5
Totals	15.0	16.5	1.5

Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2023 Carry Forward	2024 Additions	2024 Budget Request	
\$ 3,962	\$ -	\$ -	\$ -	\$ 99	\$ 68	\$ 4,128	\$ -	\$ 149	\$ 4,278

One-time expenses:

None

Other Increases:

Inflation adjustments for contract services and other items

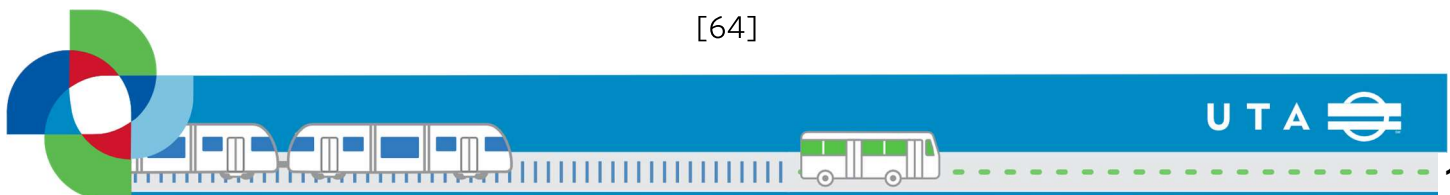
Staffing Changes:

None

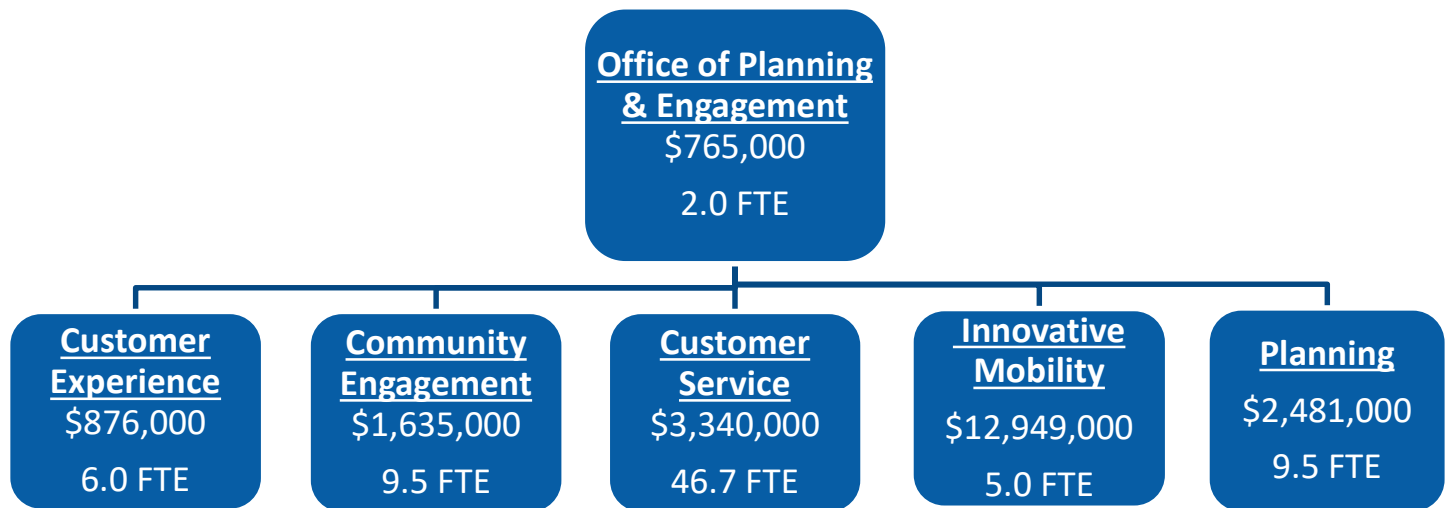
2024 Additions:

Communications Social Media Spec: \$102k
 Communications 0.5 FTE Graphics Specialist: \$48k

[64]



Planning & Engagement



The Office of Planning & Engagement 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.

[65]

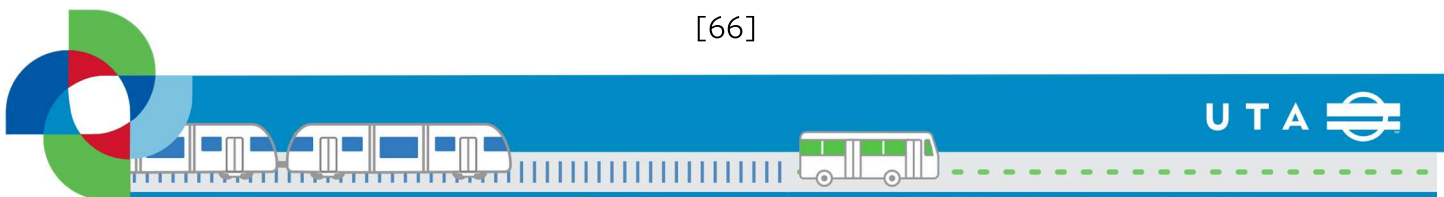
2024 Proposed Planning & Engagement Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Chief Planning & Engagement	\$709,000	\$765,000	\$56,000
Service Planning	863,000	775,000	-88,000
Planning	2,720,000	2,481,000	-239,000
Community Engagement	1,494,000	1,635,000	141,000
Customer Experience	465,000	876,000	411,000
Customer Service	3,401,000	3,340,000	-61,000
Innovative Mobility	9,164,000	12,949,000	3,785,000
Totals	\$18,817,000	\$22,821,000	\$4,004,000

2024 Proposed Planning & Engagement Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$4,849,000	\$5,345,000	10.2%
Fringe	2,300,000	2,531,000	10.0%
Services	10,765,000	13,363,000	24.1%
Fuel/Power	315,000	446,000	41.6%
Utilities	25,000	23,000	-8.0%
Other O&M	581,000	1,151,000	98.1%
Capitalized Costs	-18,000	-38,000	111.1%
Totals	\$18,817,000	\$22,821,000	21.3%

[66]



Planning & Engagement FTE Summary

Department	FY 2023 Budget	FY 2024 Budget	Change
Chief Planning & Engagement	2.0	2.0	-
Service Planning	5.5	5.5	-
Planning	11.5	9.5	(2.0)
Community Engagement	9.5	9.5	-
Customer Experience	3.0	6.0	3.0
Customer Service	46.7	46.7	-
Innovative Mobility	3.0	5.0	2.0
Totals	81.2	84.2	3.0

Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			2024 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Carry Forward	2024 Additions	2024 Budget	
\$ 18,817	\$ (830)	\$ 22	\$ -	\$ 388	\$ 362	\$ 18,759	\$ -	\$ 4,062	\$ 22,821

One-time expenses:

Planning project completions: \$0.3 million
Ambassador program startup: \$0.5 million

Staffing Changes:

Planner move from Capital Services (partial year adjustment)

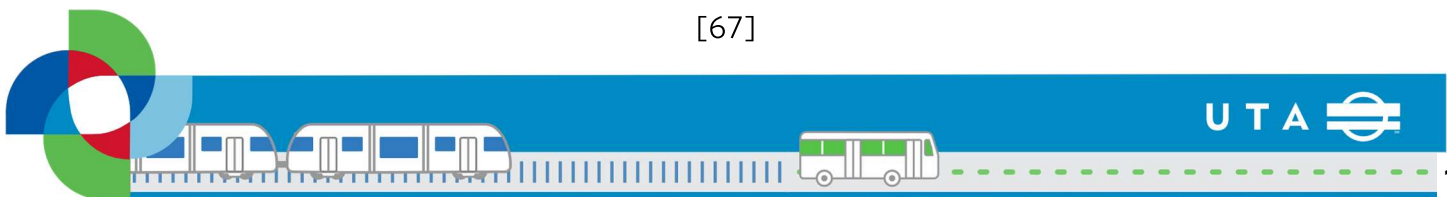
Other Increases:

Other materials and services increases: \$0.4 million

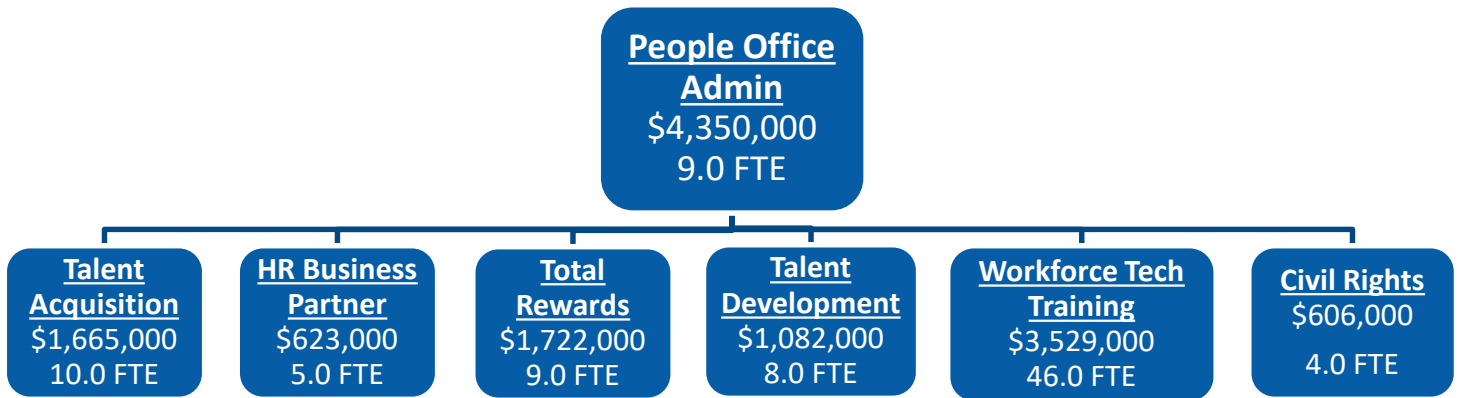
2024 Additions:

South Salt Lake County Microtransit increased service
2 FTE Planners: \$260k

[67]



People Office



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:

- *Talent Acquisition.* In partnership with hiring officials, the team analyzes current & future staffing needs and identifies effective strategies for sourcing, recruiting, and onboarding.
- *HR Business Partners.* 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 Development & Workforce Technical Training.* An internal resource to UTA providing technical, professional, regulatory/compliance training and leadership development that support the UTA Way.
- *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.
- *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.

[68]

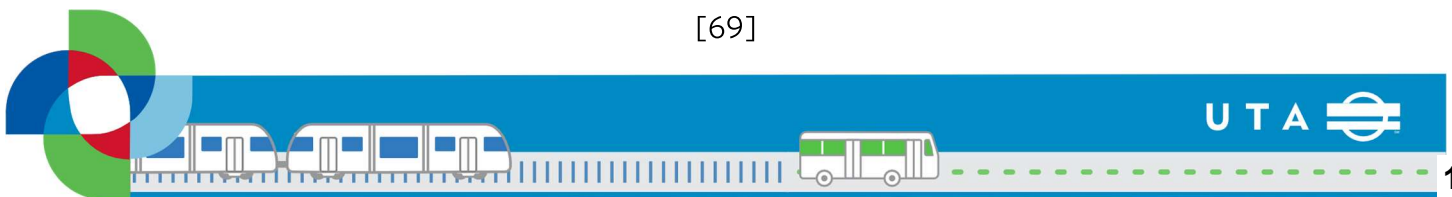
2024 Proposed People Office Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Chief People Officer	\$2,286,000	\$2,582,000	\$296,000
Talent Acquisition	1,455,000	1,665,000	210,000
Talent Development	1,059,000	1,082,000	23,000
HR Business Partner	642,000	728,000	86,000
Workforce Technical Training	4,901,000	3,529,000	(1,372,000)
Civil Rights	628,000	606,000	(22,000)
Total Rewards	1,516,000	1,722,000	206,000
Totals	\$12,487,000	\$11,914,000	(\$573,000)

2024 Proposed People Office Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$5,925,000	\$6,716,000	13.4%
Fringe	2,571,000	2,706,000	5.3%
Services	2,585,000	924,000	-64.3%
Fuel/Power	4,000	4,000	0.0%
Utilities	20,000	23,000	15.0%
Other O&M	1,383,000	1,542,000	11.5%
Totals	\$12,487,000	\$11,914,000	-4.6%

[69]



People FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Chief People Officer	10.0	11.0	1.0
HR Business Partner	5.0	6.0	1.0
Talent Development	7.0	8.0	1.0
Workforce Technical Training	42.0	46.0	4.0
Talent Acquisition	10.0	10.0	-
Total Rewards	8.0	9.0	1.0
Civil Rights	4.0	4.0	-
Totals	86.0	94.0	8.0
Trainees (included above)	22.0	27.0	5.0

Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 12,487	\$ (1,805)	\$ 338	\$ -	\$ 400	\$ 69	\$ 11,489	\$ -	\$ 425	\$ 11,914

One-time expenses:

Xpan HR system implementation: \$1.5 million
 Workforce Planning Tool: \$100k
 Succession Planning: \$117k
 Training hardware: \$60k
 Other small items: \$28k

Staffing Changes:

Strategic Analyst (annualized cost)
 Transfer In 0.5 FTE from Security for Admin/Budget mgt

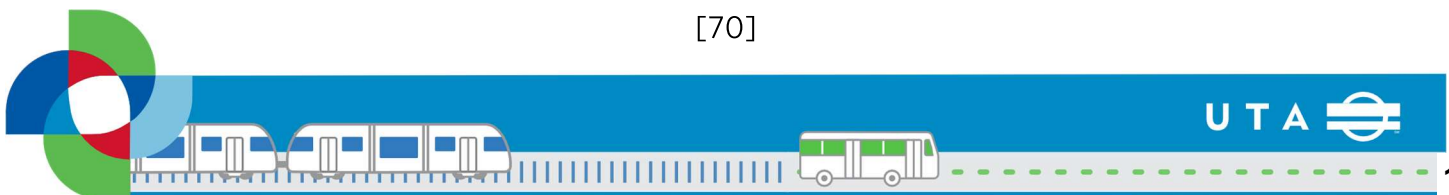
2024 Additions:

MOW Trainer: \$125k
 Data Entry Specialist: \$79k
 HR Specialist 0.5 FTE increase to full time: \$31k
 ESL Trainer 1.0 FTE
 Recruitment marketing: \$100k
 Total Rewards temp help: \$40k
 Inclusion and Belonging consulting: \$50k

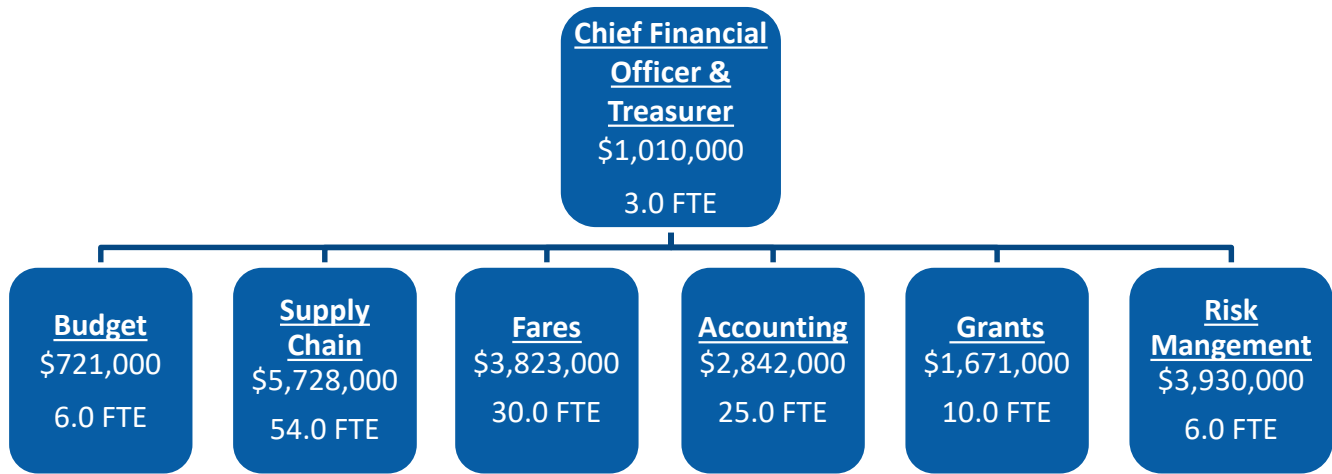
Other Increases:

Other materials and services increases: \$0.1 million

[70]



Finance Office



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:

- *Treasury.* Responsible for investment forecasting, planning, reporting, and analysis.
- *Budget and Financial Strategy.* Responsible for financial analysis, forecasting and planning, budget development, management, and monitoring/reporting on budget execution.
- *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.
- *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.
- *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.
- *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.
- *Risk Management.* 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.

[71]

2024 Proposed Finance Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Accounting	\$2,096,000	\$2,842,000	\$746,000
Budget	529,000	721,000	192,000
Fares	3,642,000	3,823,000	181,000
Finance	598,000	1,010,000	412,000
Grants	1,637,000	1,671,000	34,000
Risk Management	3,507,000	3,930,000	423,000
Supply Chain	5,451,000	5,728,000	277,000
Totals	\$17,461,000	\$19,726,000	\$2,265,000

2024 Proposed Finance Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$8,838,000	\$10,061,000	13.8%
Fringe	4,218,000	4,844,000	14.8%
Services	1,045,000	1,352,000	29.4%
Fuel/Power	45,000	42,000	-6.7%
Utilities	86,000	74,000	-14.0%
Parts	278,000	169,000	-39.2%
Other O&M	3,433,000	3,990,000	16.2%
Capitalized Costs	(482,000)	(806,000)	67.2%
Totals	\$17,461,000	\$19,726,000	13.0%

[72]



Finance FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Accounting	17.0	25.0	8.0
Budget	4.0	6.0	2.0
Fares	30.0	30.0	-
Finance	3.0	3.0	-
Grants	10.0	10.0	-
Risk Management	6.0	6.0	-
Supply Chain	54.0	54.0	-
Totals	124.0	134.0	10.0

Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 17,461	\$ (32)	\$ 368	\$ -	\$ 636	\$ 797	\$ 19,230	\$ -	\$ 496	\$ 19,726

One-time expenses:

Bargaining Signing Bonus: \$25k
Fares Contract Svcs: \$6k

Staffing Changes:

Finance Office Administrator (annualized cost)
Upgrade of Treasury position from Admin to Asst Treasurer
Transfer of Capital Accounting staff to Finance from Capital Svcs

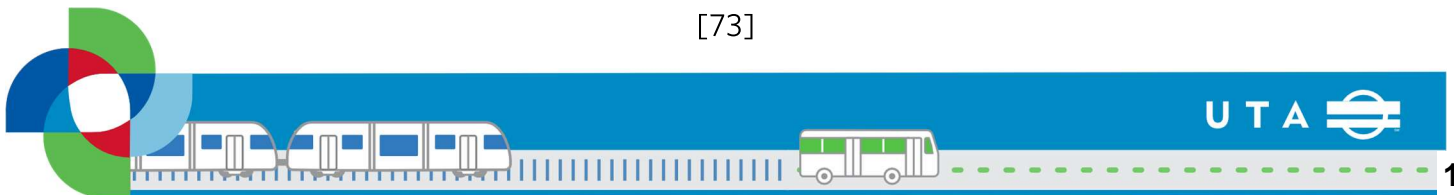
Other Increases:

Inflation adjustments for contract services and other items: \$800k

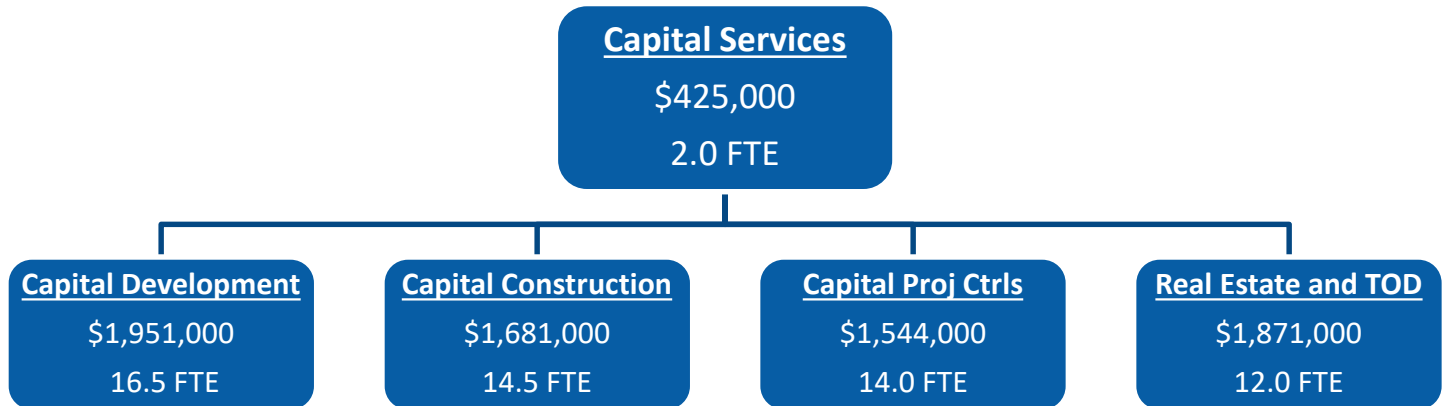
2024 Additions:

Finance Ops/HR Budget Analyst: \$131k
Accounting Payroll Mgr: \$170k
Accounting 2 FTE A/P Coordinators: \$150k

[73]



Capital Services



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 for protecting UTA's real estate property portfolio while generating revenue and upholding UTA's principal objectives.

[74]

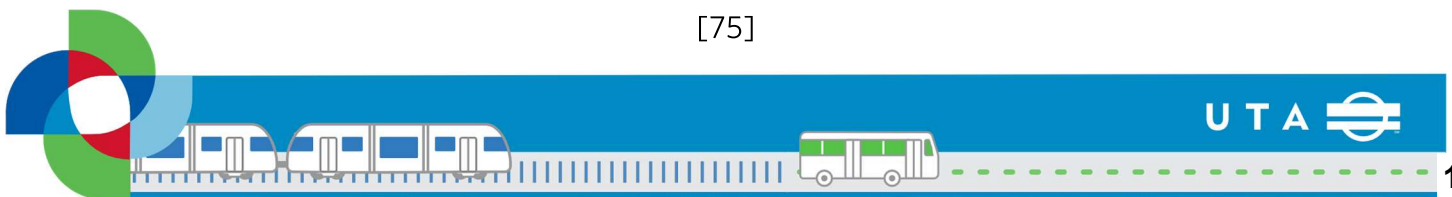
2024 Proposed Service Development Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Capital Construction	\$2,394,000	\$1,681,000	(\$713,000)
Capital Development	1,980,000	1,951,000	(29,000)
Capital Projects & Controls	2,131,000	1,544,000	(587,000)
Capital Services	492,000	425,000	(67,000)
Real Estate & TOD	1,773,000	1,871,000	98,000
Totals	\$8,771,000	\$7,471,000	(\$1,300,000)

2024 Proposed Service Development Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$5,803,000	\$5,991,000	3.2%
Fringe	2,702,000	2,760,000	2.1%
Services	1,557,000	1,772,000	13.8%
Fuel/Power	18,000	17,000	-5.6%
Utilities	20,000	98,000	390.0%
Parts	1,000	1,000	0.0%
Other O&M	900,000	461,000	-48.8%
Capitalized Costs	-2,230,000	-3,629,000	62.7%
Totals	\$8,771,000	\$7,471,000	-14.8%

[75]



Service Development FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Capital Construction	16.5	14.5	(2.0)
Capital Development	14.5	16.5	2.0
Capital Projects & Controls	17.0	14.0	(3.0)
Capital Services	2.0	2.0	-
Real Estate & TOD	12.0	12.0	-
Totals	62.0	59.0	(3.0)

Summary of budget changes

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 8,771	\$ (514)	\$ (226)	\$ -	\$ 431	\$ (1,010)	\$ 7,451	\$ -	\$ 20	\$ 7,471

One-time expenses:

Contract Services: \$255k
 Transfer of computer maint costs to IT: \$205k
 New employee setup costs: \$55k

Staffing Changes:

Transfer of Capital Account staff to Finance

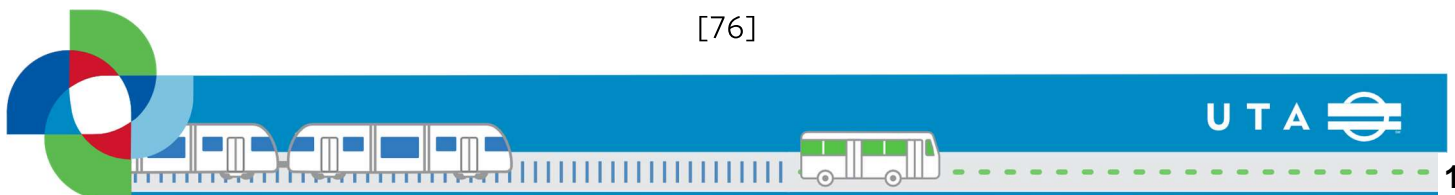
Other Increases:

Other materials and services increases: \$0.1 million
 Revision of methodology charging labor to capital programs

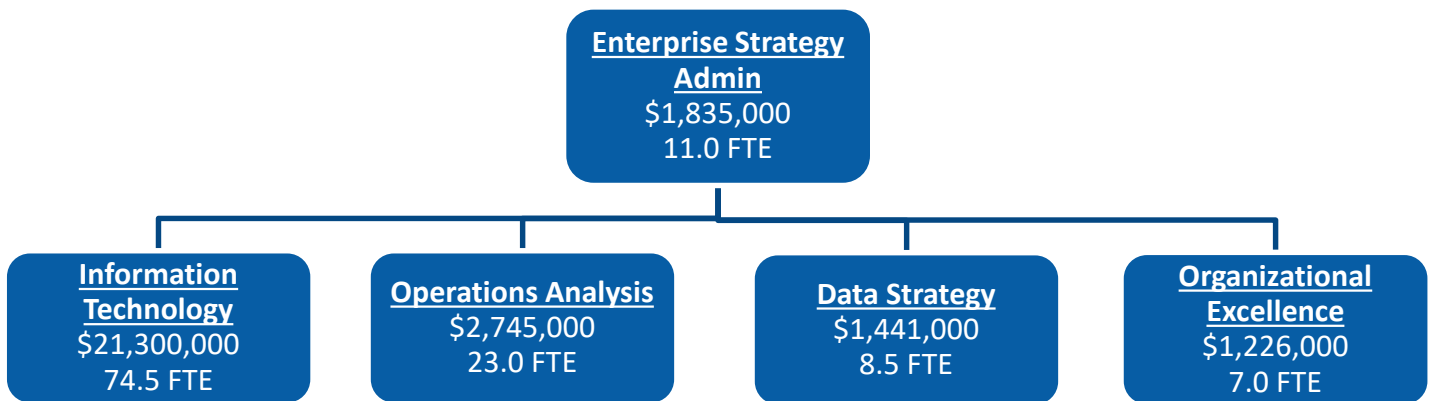
2024 Additions:

Orchard Trail contributions: \$20k

[76]



Enterprise Strategy



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:

- *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.
- *Data Strategy*: Evaluates and implements processes (i.e., records management, etc.) and oversees our UTA Policies and Agency standard operating procedures and ensure support of our long-term Agency strategies and goals.
- *Organizational Excellence*: Oversees the design, development, and deployment of UTA’s cultural initiatives and organizational development. Implements continuous improvement tools and concepts which support and align with UTA’s goals and culture model - the UTA Way.

2024 Proposed Enterprise Strategy Operating Budget Expenses by Department

Department	FY 2023 Budget	FY 2024 Budget	Change
Enterprise Strategy	\$1,165,000	\$1,835,000	\$670,000
IT Director	18,605,000	21,300,000	2,695,000
Ops Analysis	2,580,000	2,745,000	165,000
Data Strategy	1,408,000	1,441,000	33,000
Organizational Excellence	1,250,000	1,226,000	(24,000)
Totals	\$25,009,000	\$28,547,000	\$3,539,000

[77]

2024 Proposed Enterprise Strategy Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change
Wages	\$10,831,000	\$11,344,000	4.7%
Fringe	4,483,000	4,851,000	8.2%
Services	7,629,000	9,800,000	28.5%
Fuel/Power	16,000	15,000	-6.3%
Utilities	909,000	1,281,000	40.9%
Parts	53,000	53,000	0.0%
Other O&M	1,089,000	1,204,000	10.6%
Totals	\$25,009,000	\$28,547,000	14.1%

Enterprise Strategy FTE Summary: 2023 Budget and 2024 Proposed Budget

Department	FY 2023 Budget	FY 2024 Budget	Change
Enterprise Strategy	9.0	11.0	2.0
IT Director	73.5	74.5	1.0
Ops Analysis	23.0	23.0	-
Data Strategy	8.5	8.5	-
Organizational Excellence	8.0	7.0	(1.0)
Totals	122.0	124.0	2.0

Summary of budget changes:

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			2024 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Carry Forward	2024 Additions		
\$ 25,009	\$ (40)	\$ 165	\$ -	\$ 776	\$ 2,235	\$ 28,145	\$ -	\$ 403	\$ 28,547

One-time expenses:

Windows Server Migration: \$0.1 million

Staffing Changes:

Transfer in of Special Projects Director from COO

Other Increases:

Other materials and services increases: \$0.8 million

Other:

Increased Contract Service Costs: \$2.1 million

Other materials and services increases: \$0.1 million

2024 Additions:

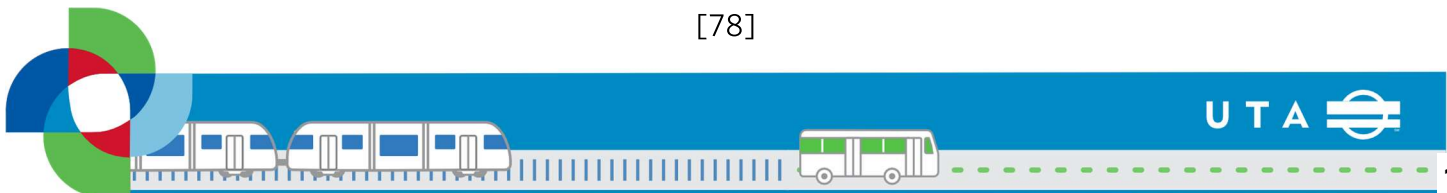
IT Systems Integrator 1.0 FTE: \$140k

Transit App Detour module: \$88k

Maint cost new Claims system: \$75k

Ent Strat Change Mgt Contract Svcs: \$100k

[78]



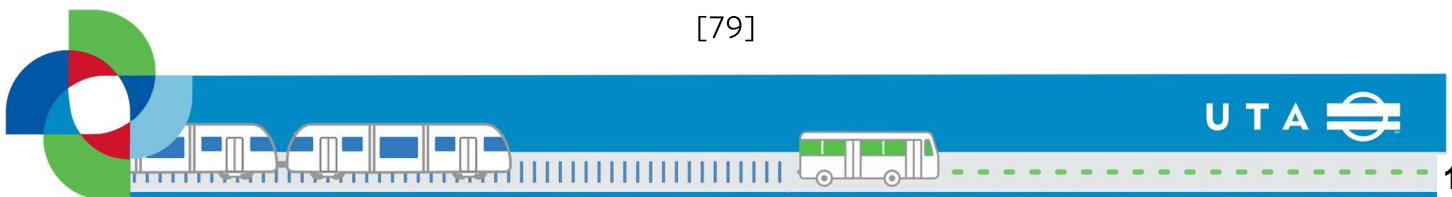
2024 Capital Budget and 5-Year Plan

The following tables are developed with reference to the 5-Year Capital Plan documents produced by Project Controls in the Service Development Office. The capital revenue in this section is listed on an accrual-basis such that projects balance in each year of work. Note that the capital revenue listed in financials reconciling at the organization-wide level (including opening and closing cash balances) are listed on a cash-basis. This may result in some discrepancies for state funds received in years prior to their actual usage.

2024 Capital Budget Project Summary

Reporting Group	2024 Total Budget	2024 Grants & Lease	2024 State & Local	2024 UTA Funds	2024 Bonds
5310 Projects	\$ 6,278,000	\$ 4,951,000	\$ 1,127,000	\$ 200,000	\$ -
Capital Projects	62,408,000	19,729,000	26,176,000	16,503,000	-
Charging Infrastructure	1,141,000	-	910,000	231,000	-
Facilities	25,557,000	-	-	24,227,000	1,330,000
Information Technology	21,411,000	-	-	21,411,000	-
Infrastructure SGR Projects	50,202,000	22,800,000	56,000	27,346,000	-
Planning	1,950,000	920,000	289,000	741,000	-
Property/TOC	1,989,000	991,000	128,000	870,000	-
Revenue/Service Vehicles	48,835,000	8,545,000	1,910,000	33,380,000	5,000,000
Safety and Security	10,662,000	84,000	-	10,578,000	-
Grand Total	\$230,433,000	\$58,020,000	\$30,596,000	\$135,487,000	\$6,330,000

[79]

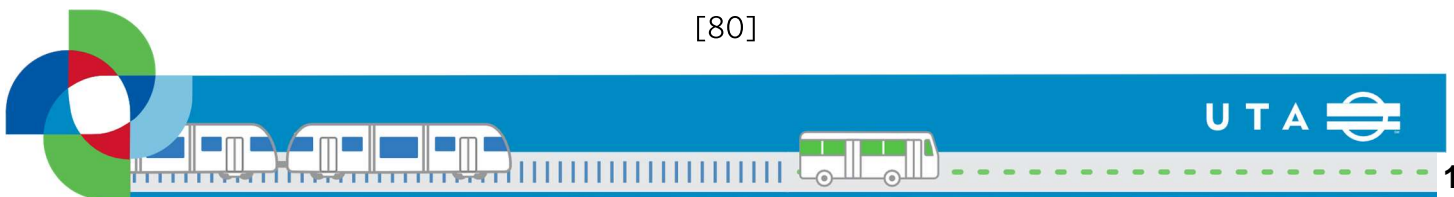


2024 State of Good Repair Summary

Highlighted Projects	2024 Total Budget	2024 Grants & Lease	2024 UTA Funds	2024 Bonds
Infrastructure SGR Projects	\$45,679,000	\$22,800,000	\$ 22,879,000	\$ -
TPSS Component Replacement	16,000,000	12,800,000	3,200,000	-
Rail Switches & Trackwork Controls Rehab/Replacement	7,000,000	-	7,000,000	-
Rail Replacement Program	6,100,000	4,880,000	1,220,000	-
Train Control Rehab & Replacement	6,062,000	-	6,062,000	-
OCS Rehab/Replace	3,400,000	2,720,000	680,000	-
Fiber Rehab/Replacement	3,352,000	-	3,352,000	-
Grade Crossing Replacement Program	3,000,000	2,400,000	600,000	-
Bridge Rehabilitation & Maintenance	400,000	-	400,000	-
Ballast and Tie replacement	300,000	-	300,000	-
Other Infrastructure SGR Projects	65,000	-	65,000	-
Revenue/Service Vehicles	\$ 34,001,000	\$ 5,000,000	\$ 24,001,000	\$ 5,000,000
SD100/SD160 Light Rail Vehicle Replacement	10,000,000	5,000,000	-	5,000,000
Light Rail Vehicle Rehab	9,500,000	-	9,500,000	-
Paratransit Replacements	5,581,000	-	5,581,000	-
Commuter Rail Engine Overhaul	3,400,000	-	3,400,000	-
Van Pool Van Replacements	2,305,000	-	2,305,000	-
Other Revenue/Service Vehicles	3,215,000	-	3,215,000	-
Information Technology	\$ 12,894,000	\$ -	\$ 12,894,000	\$ -
ICI222- Fares Systems Replacement Program	12,141,000	-	12,141,000	-
Other	753,000	-	753,000	-
Facilities	\$ 11,387,000	\$ -	\$ 10,057,000	\$ 1,330,000
Jordan River #2 Remodel	5,500,000	-	5,500,000	-
Other	5,887,000	-	4,557,000	1,330,000
Safety and Security	\$ 8,105,000	\$ -	\$ 8,105,000	\$ -
Replacement Non-Revenue Support Vehicles	6,000,000	-	6,000,000	-
Other	2,105,000	-	2,105,000	-
Other	\$ 3,110,000	\$ -	\$ 3,110,000	\$ -
Grand Total	\$ 115,176,000	\$ 27,800,000	\$ 81,046,000	\$ 6,330,000

No State or Local funding is planned for the SGR projects scheduled in 2024.

[80]



2024 Major Project Summary

Non-SGR projects with the top 10 highest 2024 budgets:

Highlighted Projects	2024 Total Budget	2024 Grants & Lease	2024 State & Local	2024 UTA Funds
Mid-Valley Connector	\$10,000,000	\$ -	\$10,000,000	\$ -
VW Battery Buses	7,391,000	3,268,000	625,000	3,498,000
Ogden/Weber State Uni BRT	5,600,000	4,935,000	140,000	525,000
HB322 Future Rail Car Purchase	5,000,000	-	-	5,000,000
Capital Contingency	5,000,000	-	-	5,000,000
New TRAX platform S Jordan	4,500,000	-	4,500,000	-
MOW Training Yard	4,245,000	-	-	4,245,000
S-Line Extension	4,000,000	-	4,000,000	-
Red Signal Enforcement	3,956,000	-	-	3,956,000
TOD Working Capital	3,554,000	8,203,000	19,265,000	22,224,000
Grand Total	\$53,246,000	\$16,406,000	\$38,530,000	\$44,448,000

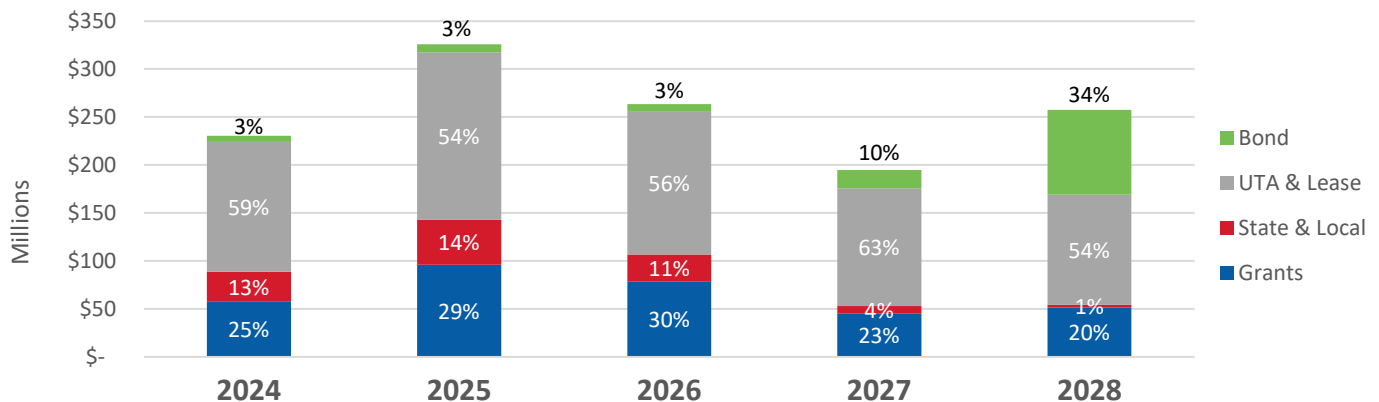
No Bond funding is planned for the non-SGR projects scheduled in 2024.

5-Year Plan: 2024-2028*

Year	Total Budget	Grants & Lease	State & Local	UTA Funds	Bonds
2024	\$230,433,000	\$58,020,000	\$30,596,000	\$135,487,000	\$6,330,000
2025	325,959,000	95,903,000	47,028,000	174,673,000	8,355,000
2026	263,352,000	78,357,000	28,232,000	148,743,000	8,020,000
2027	194,589,000	44,832,000	8,185,000	122,622,000	18,950,000
2028	257,565,000	51,281,000	3,000,000	114,587,000	88,697,000
Grand Total	\$1,271,898,000	\$328,393,000	\$117,041,000	\$696,112,000	\$130,352,000

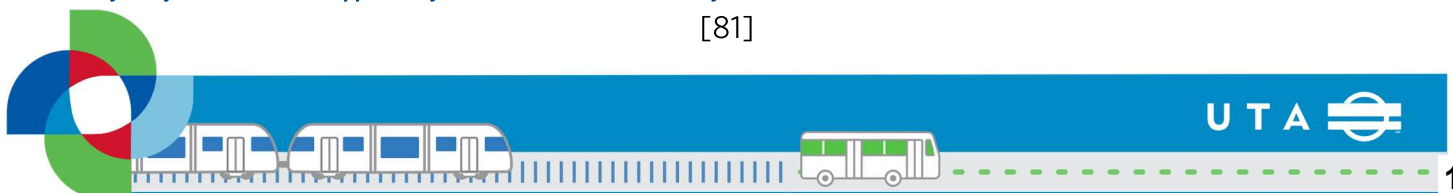
*Preliminary: Subject to review and approval by UTA Board and Local Advisory Council

Capital Revenues*



*Preliminary: Subject to review and approval by UTA Board and Local Advisory Council

[81]



Capital Sources & Uses*

Sources	2024	2025	2026	2027	2028	Total	%
UTA Local	\$108,253	\$110,910	\$95,864	\$62,182	\$68,417	\$445,626	35%
Grants	58,020	95,903	78,357	44,832	51,281	328,393	26%
Lease	27,234	63,763	52,879	60,440	46,170	250,486	20%
Bond	6,330	8,355	8,020	18,950	88,697	130,352	10%
State	21,773	44,632	28,190	8,185	3,000	105,780	8%
Local Partner	8,823	2,396	42	-	-	11,261	1%
TOTAL (in \$USD Thousands)	\$230,433	\$325,959	\$263,352	\$194,589	\$257,565	\$1,271,898	100%

Uses	2024	2025	2026	2027	2028	Total	%
LR Vehicle Replacement	\$10,000	\$36,000	\$36,000	\$37,900	\$120,000	\$239,900	19%
Replacement Buses	100	30,000	30,000	30,000	30,000	120,100	9%
Mid-Valley Connector	10,000	45,700	44,987	-	-	100,687	8%
Light Rail Vehicle Rehab	9,500	11,000	9,000	9,000	9,000	47,500	4%
Train Ctrl Rehab/Replace	6,062	10,900	9,467	9,900	10,400	46,729	4%
Revenue/Service Vehicles	29,235	26,233	21,606	17,379	17,609	112,062	9%
Capital Projects	52,408	67,656	38,742	25,367	16,625	200,798	16%
Infrastructure SGR Projects	44,140	28,134	23,959	20,300	21,448	137,981	11%
Facilities	25,557	32,077	21,454	25,051	9,964	114,103	9%
Information Technology	21,411	21,234	13,063	5,752	9,256	70,716	6%
Safety and Security	10,662	8,836	6,825	6,816	6,409	39,548	3%
5310 Projects	6,278	4,020	3,456	4,359	4,089	22,202	2%
Charging Infrastructure	1,141	2,889	3,943	2,065	2,065	12,103	1%
Planning	1,950	1,130	700	700	700	5,180	0%
Property/TOC	1,989	150	150	-	-	2,289	0%
TOTAL (in \$USD Thousands)	\$230,433	\$325,959	\$263,352	\$194,589	\$257,565	\$1,271,898	100%

*Preliminary: Subject to review and approval by UTA Board and Local Advisory Council

Debt

UTA does not use short-term debt to bridge the gap between the timing of expenditures and the receipt of revenues. The current 5-year Capital Plan does forecast additional bonds being issued in 2025 and 2028. All these bonds have been executed under the General Indenture of Trust created in 2002.

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 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	4.09x	2024
Subordinate Lien	1.5x	5.36x	2040

UTA's net debt service coverage ratio is expected to be at its lowest rate of 2.83 in 2024 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 below.

Year	Projected Pledged Sales Taxes	Senior Lien Debt Payments	Senior Lien Projected Debt Service Coverage Ratio	Sub. Lien Debt Payments	Sub. Lien Projected Debt Service Coverage Ratio	Total Debt Payments	Total Projected Debt Service Coverage Ratio
2024	425,270,224	104,045,687	4.09	46,446,219	9.16	150,491,906	2.83
2025	446,671,589	105,978,989	4.21	46,447,174	9.62	152,426,163	2.93
2026	468,072,958	105,981,667	4.42	46,451,771	10.08	152,433,438	3.07
2027	489,474,333	101,946,084	4.80	56,198,041	8.71	158,144,125	3.10
2028	510,875,711	101,941,964	5.01	56,188,017	9.09	158,129,981	3.23
2029	530,850,951	104,906,327	5.06	62,439,403	8.50	167,345,730	3.17
2030	551,607,224	102,048,307	5.41	62,415,895	8.84	164,464,202	3.35
2031	573,175,066	102,055,492	5.62	62,439,893	9.18	164,495,385	3.48
2032	595,586,211	101,802,153	5.85	62,439,607	9.54	164,241,760	3.63
2033	618,873,632	124,060,994	4.99	40,077,991	15.44	164,138,985	3.77
2034	643,071,591	124,064,926	5.18	40,080,199	16.04	164,145,125	3.92
2035	668,215,690	124,062,891	5.39	40,078,514	16.67	164,141,405	4.07
2036	694,342,924	127,429,814	5.45	34,962,723	19.86	162,392,537	4.28
2037	721,491,732	125,833,888	5.73	36,563,777	19.73	162,397,665	4.44
2038	749,702,059	123,415,219	6.07	38,980,308	19.23	162,395,527	4.62
2039	779,015,409	99,960,375	7.79	62,436,883	12.48	162,397,258	4.80
2040	809,474,912	11,657,724	69.44	150,946,856	5.36	162,604,580	4.98
2041	841,125,381	79,316,687	10.60	66,369,476	12.67	145,686,163	5.77
2042	874,013,383	122,206,633	7.15	23,475,140	37.23	145,681,773	6.00
2043	908,187,307	4,445,000	204.32			4,445,000	204.32
2044	943,697,430	4,439,300	212.58			4,439,300	212.58

UTA's 2024-2028 Transit Financial Plan (TFP) does call for debt in 2025 and 2028, which is debt associated with light rail vehicle replacements and the Mount Ogden Administration Building.

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:

Moody's Investors Service

Senior Lien

Aa2

OUTLOOK	DATE
Stable	September 2023

[Rating Report](#)

[Ratings History](#)

Analyst

Marcia Van Wagner
(212) 553-2952
marcia.vanwagner@moodys.com

Subordinate Lien

Aa3

OUTLOOK	DATE
Stable	March 2023

[Rating Report](#)

[Ratings History](#)

Analyst

Kenneth Kurtz
(415) 274-1737
kenneth.kurtz@moodys.com

S&P Global Ratings

Subordinate Lien

AA

OUTLOOK	DATE
Stable	March 2023

[Rating Report](#)

Analyst

Jennifer Hansen
(415) 371-5035
jen.hansen@spglobal.com

Senior Lien

AA+

OUTLOOK	DATE
Positive	September 2023

[Rating Report](#)

[Ratings History](#)

Analyst

Andrew Bredeson
(303) 721-4825
andrew.bredeson@spglobal.com

Fitch Ratings

Senior Lien



OUTLOOK | DATE
Stable | September 2023

- Rating Report
- Ratings History

Subordinate Lien

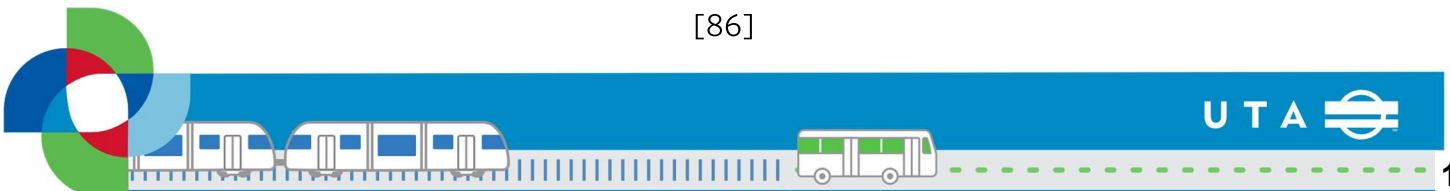


OUTLOOK | DATE
Stable | October 2021

- Rating Report

Analyst

Laura Porter
(212) 908-0500



2024 Debt Service Detail

2024 Debt Service (000's)	Cash Basis	Full Accrual Basis
Principal on Bonds	70,675	\$ 72,058
Interest on Bonds	79,817	79,817
Interest Subsidy (Build America Bonds)	(9,022)	(9,022)
Premium/Discount Amortization		(7,207)
Refunding Gains/Losses Amortization		17,647
Accrued Interest on 2016 CAB		805
Net Interest Expense	70,795	82,040
Net Bond Principal and Interest	141,470	154,098
On-going Bond Sale Cost	90	90
Principal on 2016 Utah County Debt	1,645	1,645
Interest on 2016 Utah County Debt	1,730	1,730
Restricted Reserves for 2029 Principal 4th Quarter Cent in Utah County	3,375	7,837 11,211
Principal on Existing Leases	10,891	10,891
Interest on Existing Leases	2,464	2,464
Principal & Interest on 2023 Leases for \$28.6M starting Dec. 2023	3,188	3,188
Principal & Interest on 2024 Leases for \$16.5M starting Jan. 2024	1,386	1,386
Lease Principal & Interest on 2024 Leases	500	500
Net Lease Principal and Interest	18,429	18,429
Total 2024 Debt Service	\$163,364	\$ 183,828

UTA continues to look for opportunities to refund/tender bonds when possible. In October 2023, UTA completed a bond tendering. The net present value savings from the 2023 tendering was approximately \$6 million. Given market conditions, UTA was able to reduce the total debt principal by \$20M between the amount tendered and amount needed for the 2023 Bond.

[87]



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.

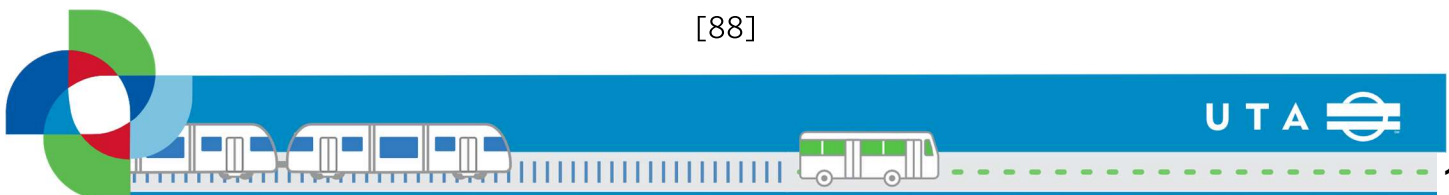
Department /Fund Relationship

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	Light Rail Operations	Commuter Rail	Paratransit	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.

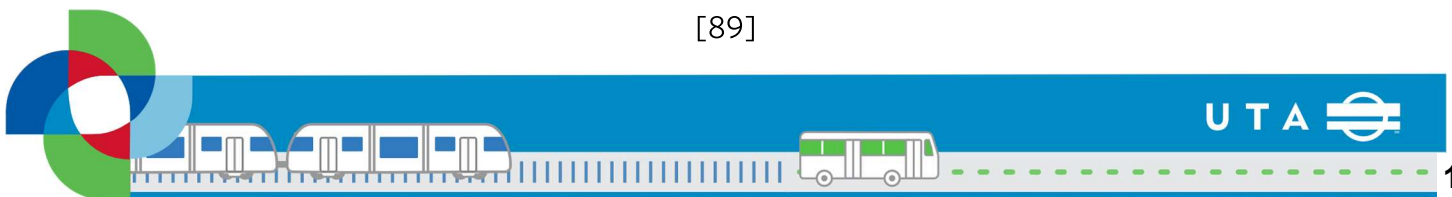


Operations Support
Asset Management - State of Good Repair
Bus Communications
Customer Service
Data Quality & Ridership
Facilities
Fare Strategy & Operations
Farebox Service
Fleet Engineering
Operations Analysis & Solutions
Public Safety
Radio & Rail Communications
Safety & Security
Supply Chain - Purchasing
Supply Chain - Warehousing
Support Maintenance
Talent Development
Ticket Vending Machine Maintenance
Vehicle Disposal

Administrative
Accounting
Application Development
Applications Support
Board of Trustees
Budget & Financial Analysis
Capital Projects & Development
Civil Rights
Communications & Deployment
Corporate Support
Customer Experience
Enterprise Strategy
Executive Director
Fares
Finance
Government Relations
Grant Management
Grant Management
Human Resources and Labor Relations
Innovative Mobility Services
Intermodal Center - Ogden
Intermodal Center - SLC
Internal Audit
Legal
Network Support
Operations Office
People Office
Planning
Planning & Engagement
Product Development & Sales
Public Relations & Marketing
Quality Assurance
Real Estate
Risk Management
Service Development
Technology Security
Total Rewards
Workforce Planning

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.

[89]



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 discounts

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.

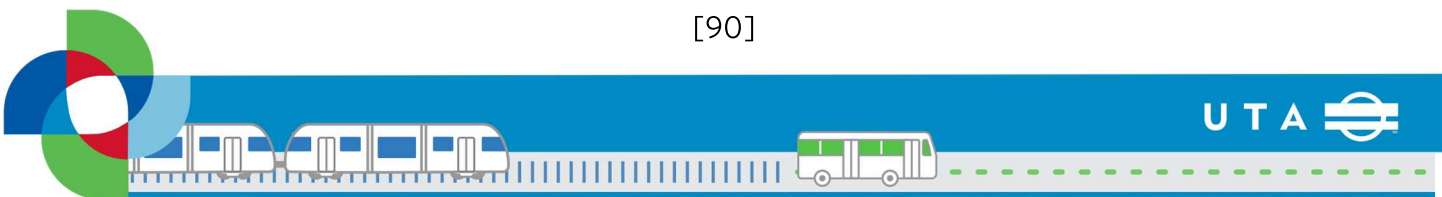
Federal Grants for Capital Expenses

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

[90]



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.

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

UTA Board of Trustees Bylaws and Policies (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.

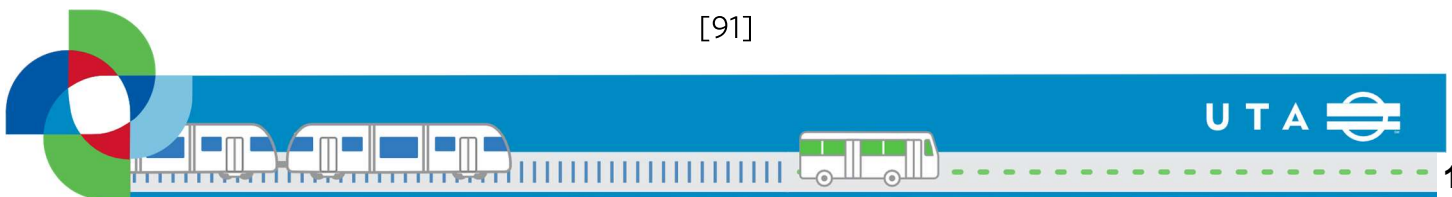
Section 2 Adoption and Amendment of Bylaws

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.

[91]



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.

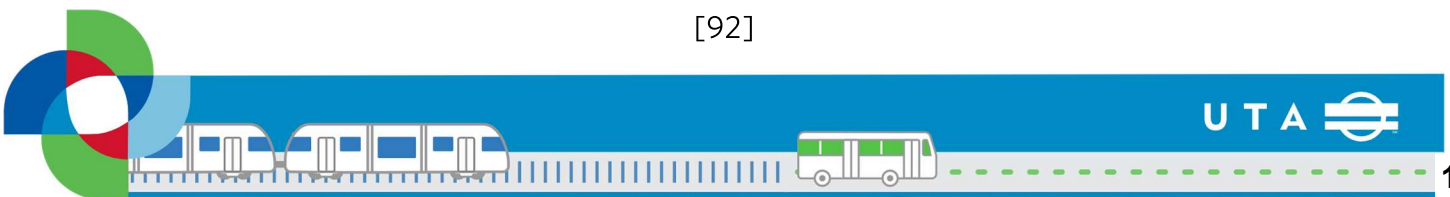
BUDGET

Board of Trustees Policy No. 2.3

Application: Board of Trustees and Local Advisory Council

- I. Purpose: The purpose of this policy is to define the requirements, duties, and responsibilities for developing, proposing, and amending annual budgets of the Authority.
- II. Definitions:
 - A. "Annual Budget" means a financial plan for the fiscal year which includes estimates of operating revenues and expenses, capital revenue and expenses, debt service, required reserves, undesignated cash balance, and the projected Fund Balance at the beginning and end of the fiscal year.
 - B. "Authority" means the Utah Transit Authority or UTA.

[92]



- C. "Board of Trustees" or "Board" means the UTA Board of Trustees established in Utah's Public Transit District Act (17B-2a-801 et seq.)
- D. "Budget Amendment" means an adjustment that increases the appropriation authority of the Annual Budget.
- E. "Capital Budget" means the budget for capital projects including preservation of the system to keep it in a state of good repair, purchase of capital equipment (including vehicles), construction of new facilities, equipment, maintenance machinery, information technology, system expansion and improvement, and off-site improvements as approved in the Capital Plan required in Board Policy 2.1 Financial Management. The Capital Budget tracks discrete projects, Safety & Security, State of Good Repair (preservation of the transit infrastructure), expansion of and improvements to the system, and Information Technology.
- F. "Capital Carryforward" means unexpended or encumbered capital funds that have been authorized by the Board of Trustees through a Technical Budget Adjustment to extend appropriation authority to the following fiscal year.
- G. "Constituent Entity" means any county, city, or town that levies taxes for transit within the geographic boundaries of the Authority's transit district.
- H. "Contingency" or "Unallocated Expense" means funds held in Operating or Capital Budgets that have not been allocated for a defined purpose or project, and that require a Technical Budget Adjustment to receive appropriation authority.
- I. "Executive or Chief Office" means the Office of the Board of Trustees, the Office of the Executive Director, or any office of a Chief Officer who is a direct report to the Executive Director.
- J. "Fiscal Year" means January 1 through December 31 of each calendar year, as defined in the Authority's Bylaws.
- K. "Final Budget" means the Annual Budget approved by the Board of Trustees after completion of the public comment period and consultation by the Local Advisory Council.
- L. "Fund Balance" means the definition given under generally accepted accounting principles as reflected in the Uniform Accounting Manual for Special Districts.

[93]

- M. "Local Advisory Council" means the UTA Local Advisory Council established in Utah's Public Transit District Act (17B-2a-801 et seq.)
 - N. "Mode" means type of transit service including bus, light rail, commuter rail, paratransit, rideshare/vanpool, on-demand, or any future type of transit service that the Authority adopts.
 - O. "Operating Budget" means the budget that tracks operating expenses by Mode as well as direct operations support, general management and support, and administration. The budget also tracks operating expenses by Executive or Chief Office classification. The Operating Budget should outline expenditures and revenue sources in support of current operations. The Operating Budget does not include debt service, capital, or reserve monies.
 - P. "Public Engagement Report" means a document comprising all public comments received during the public comment period for the Authority's annual budget.
 - Q. "Technical Budget Adjustment" means the process of allocating contingency or unallocated expenses to an approved capital project or line item in the operating budget, or an action that reallocates funds from one executive or chief office classification to another.
 - R. "Tentative Budget" means the annual budget approved by the Board of Trustees before the public comment period and consultation by the Local Advisory Council. The Tentative Budget is replaced by the Final Budget after that is adopted by the Board of Trustees.
- III. Policy: The development, review and approval of the Authority's Annual Budget will proceed as follows:
- A. Budget Development
 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 Local Advisory Council, will approve the budget prior to the end of each fiscal year.
 2. The budget will be developed in compliance with Chapter 1, Part 7 of the Special Districts Act.
 3. The agency will incorporate the following plans while developing the Annual Budget:

- a. UTA's Strategic Plan; and
 - b. UTA's Long-Term Financial Plan (as required in Board Policy 2.1. Financial Management); and
 - c. UTA's Five-Year Capital Plan (as required in Board Policy 2.1 Financial Management). The Annual Budget will reflect the first year of the approved Capital Plan as adopted annually or amended.
4. The Tentative and Final Operating Budgets will include detailed summaries of revenue by source, operating expense by Mode, operating expense by Executive or Chief Office classification, full-time employee (FTE) equivalent by Mode, FTE equivalent by Executive or Chief Office classification, debt service, contribution to reserves, and transfer to capital.
 5. Tentative and Final Capital Budgets will include detailed summaries of revenue by source, major capital expense categories, and capital expense by project and project category.

B. Budget Review and Approval

1. A Tentative Budget will be presented to the Board of Trustees for discussion in a public meeting prior to the Tentative Budget being presented to the Board for approval. The Tentative Budget will be adopted by resolution.
2. Following the Board's adoption of the Tentative Budget:
 - a. The Authority will distribute the Tentative Budget for feedback from constituent and customer entities as required in Chapter 1, Part 7 of the Special Districts Act.
 - b. The Tentative Budget will be presented at a public meeting of the Local Advisory Council for their consultation to the Board.
 - c. A public budget hearing will be held with the Board of Trustees within 30-days of the adoption of the Tentative Budget and at least 30-day before the Board adopts a Final Budget.

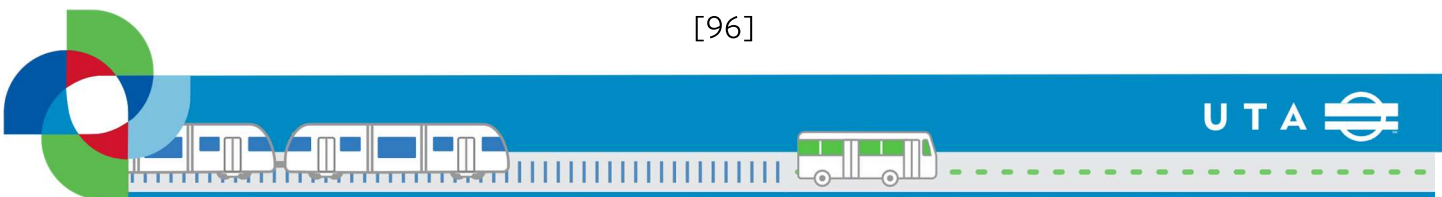
[95]

3. A Final Budget will be presented to the Board of Trustees in a public meeting for discussion, along with a Public Engagement Report, prior to the Final Budget being presented to the Board for approval. The Final Budget will be adopted by resolution prior to the end of the fiscal year.
4. A copy of the final budget will be sent to the Office of the State Auditor within 30 days after its adoption.

C. Budget Adjustments and Amendments

1. The Board of Trustees may amend or supplement the budget at any time after its adoption as follows:
 - a. Technical Budget Adjustment – the Authority may request the Board’s approval to reallocate existing resources in the Annual Budget when the request does not increase budget authority. A Technical Budget Adjustment must be placed on a public meeting agenda for the Board’s action by a voice vote.
 - b. Contingency and Unallocated Resources in the Annual Budget will require the Board’s approval through a Technical Budget Adjustment to provide appropriation authority for those funds.
 - c. Budget Amendment – after consulting with the Local Advisory Council, the Board may authorize a Budget Amendment for the current fiscal year to increase the Annual Budget appropriation authority. A Budget Amendment will be adopted in a public meeting by resolution.
2. The Executive Director may make administrative adjustments to an adopted budget without Board approval under the following circumstances:
 - a. The Executive Director may make Operating Budget adjustments within the same Mode or Executive or Chief Office.
 - b. The Executive Director may make a Capital Budget adjustment within the same respective Capital project in the approved Capital Plan.

[96]



- c. The Executive Director may reassign existing headcount approved in the Annual Budget to another Mode, Executive or Chief Office as long there is a neutral (net zero) impact to the Annual Budget, and the Board is notified of the adjustment.
- d. The administrative adjustments authorized in this section will not have a significant policy impact or affect budgeted year-end Fund Balances.
- e. Excluding the circumstances authorized above, administrative adjustments which seek to reallocate funds across Mode, Executive and Chief Offices, or between capital projects will be brought to the Board for a Technical Budget Adjustment consideration.

D. Lapse of Appropriation

1. All unexpended or unencumbered appropriations, except capital project fund appropriations, lapse at the end of the fiscal year to the Fund Balance.
2. Unexpended capital appropriations may be authorized, by project, for Capital Carryforward through a Technical Budget Adjustment approved by the Board in the following fiscal year.

Cross References: Utah Public Transit District Act, Utah Code §17B-2a-801 et seq.; Utah Special Districts Act, Part 7, Utah Code §17B-1-701 et seq.; UTA Bylaws; Board Policy 1.3 Executive Relationships and Meetings; Board Policy 2.1 Financial Management.

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.

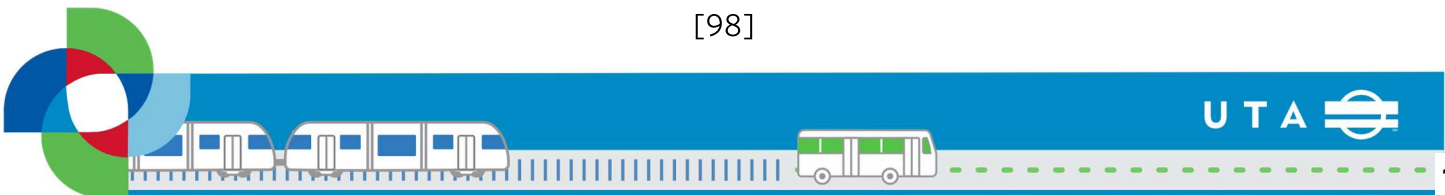
If any constituent entity or customer agency that received the tentative budget has not returned the signature sheet to the local district within 15 calendar days after the tentative budget was mailed, the local district shall send a written notice of the budget hearing to each constituent entity or 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 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.

[98]



Board of Trustees Policy No. 2.1

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.

[99]



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.

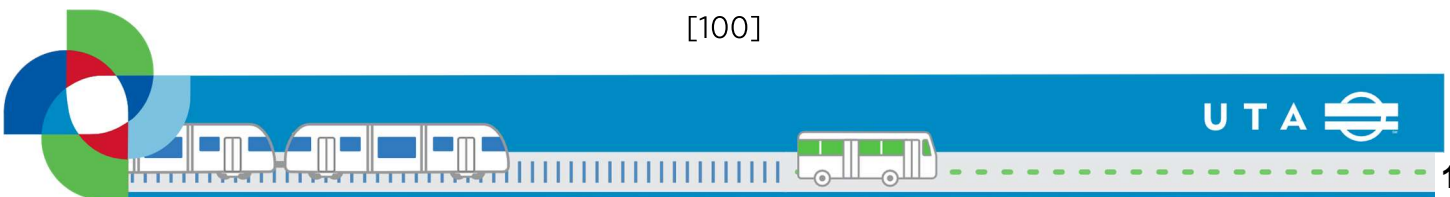
C. Budgeting

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 protect the Authority's capital investment and minimize future maintenance and replacement costs.

[100]



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 2024 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 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 annual 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.

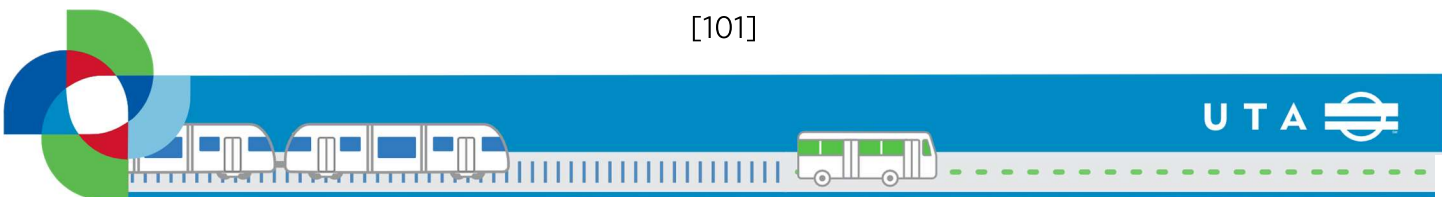
Budget Planning starts the Budget Development process. Budget Plans provide key information for UTA's decision-making process around resource allocation. They clearly articulate Office/Department objectives, business, or operating environment, change drivers, change initiatives, prioritization criteria 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 known 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, emerging factors, and are aligned with UTA's Strategic Plan. 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.

[101]



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.

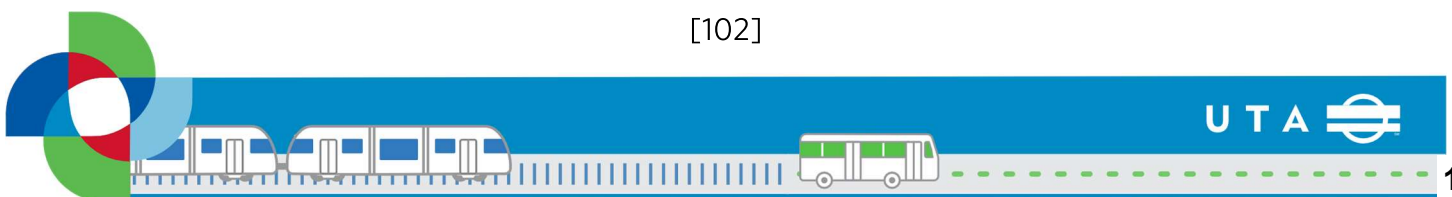
In late October or early November, the Executive Director presents the Tentative Budget to the Board of Trustees for their review and approval. Once the Tentative Budget is approved by the Board of Trustees, it is sent to the Governor's Office, State Legislature and Local Governments and a 30-day comment 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 2024 UTA Budget Preparation Schedule at the end of this section.

[102]



Annual Budget Schedule:

Task	Completion Date
Budget Office Distributes Budget Memo	Apr. 17, 2023
Executive Team Reviews & Approves Base Targets	May 30, 2023
Executive Team Reviews and Approves Draft Tentative Budget	Aug. 8, 2023
Board Budget Work Sessions	Sep. 11 to Sep. 20, 2023
Board Reviews 2024 Tentative Budget	Oct. 11, 2023
Board approves 2024 Tentative Budget and November public hearing date	Oct. 25, 2023
Budget Review and Comment Period	Nov. 1 to Dec. 1, 2023
Local Advisory Council approves 5-Year Capital Plan and Consults on 2024 Ops. Budget	Nov. 29, 2023
2024 Budget Open House/Public Hearing	Nov. 1, 2023
Board of Trustees reviews public comments, LAC input, and 2024 final budget	Dec. 6, 2023
Final Public Engagement report (including comments received after 12/1) due to board office	Dec. 8, 2023
Board of Trustees considers approval of the 2024 Final Budget and 5-Year Capital Plan	Dec. 20, 2023
Staff submits Final Budget to State Auditor	Dec. 30, 2023
Staff prepares, prints, and distributes 2024 Budget Document to the Board of Trustees, Operating Departments and interested parties	Dec. 30, 2023

[103]



Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 11/29/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Dave Hancock, Chief Capital Services Officer
PRESENTER(S): Vi Miller, Chief Financial Officer
Dan Hofer, Director of Capital Asset and Project Controls
Greg Andrews, Senior Budget Analyst

TITLE:

AR2023-11-02 - Resolution Approving the Proposed 2024-2028 Capital Plan and Recommending Approval by the Authority's Board of Trustees

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Pass Resolution AR2023-11-02 approving the 2024-2028 Capital Plan and recommending approval by the Authority's Board of Trustees

BACKGROUND:

UTA's 5-year Capital Plan is required to be updated every year, per the UTA Board of Trustees Policy 2.1 Financial Management. The 5-year Capital Plan includes all construction, capital improvements, major equipment purchases, and other projects requiring expenditures over \$25,000. This includes projects that are funded partially or fully by outside funding sources, such as grants or local partners.

The plan is required to be financially constrained and maintain assets at a state of good repair, to protect UTA's capital investments, and minimize future maintenance and replacement costs. Five-year forecasts help mitigate the challenges of applying a one-year budget to multi-year projects and support long-range financial planning and prudent management of the agency.

This proposed 5-Year Capital Plan covers the period from 2024 through 2028.

DISCUSSION:

Staff will present the final 5-year Capital Plan for 2024 through 2028 for the Local Advisory Council's approval

and recommendation. If recommended by the Local Advisory Council, the 2024-2028 Capital Plan will be brought to the Board of Trustees in December for final approval and adoption.

ALTERNATIVES:

The Local Advisory Council could recommend changes to the plan for consideration by the Board of Trustees.

FISCAL IMPACT:

The Five-Year plan details capital investments to keep the system in a state of good repair and funds improvements to support ongoing system operations. The first year of the plan (2024) is included in the 2024 Tentative Budget which the Board will consider for final adoption in December 2023.

ATTACHMENTS:

- AR2023-11-02
- 2024-2028 Capital Plan (as an exhibit to the resolution)

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPROVING THE PROPOSED
2024-2028 CAPITAL PLAN AND RECOMMENDING APPROVAL BY THE
AUTHORITY'S BOARD OF TRUSTEES**

AR2023-11-02

November 29, 2023

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Special Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Utah Public Transit District Act (UTAH CODE § 17B-2a-808) (the "Act") required creation of a Local Advisory Council to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, under the Act, the Local Advisory Council is obligated to review, approve, and recommend final adoption by the Board of Trustees of project development plans, including funding, of all new capital projects; and

WHEREAS, the Authority has developed a Five-Year Capital Plan for the years 2024 through 2028 (the "Plan") which contains a prioritized list of planned capital projects, a description of the annual prioritization process, and projected funding on an annual, cumulative and project basis; and

WHEREAS, the Authority has submitted its proposed Plan to the Local Advisory Council seeking its review, approval, and recommended adoption by the Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority's proposed Plan and believes it is in the best interest of the Authority and all constituents to approve the Five-Year Capital Plan and to forward it to the Board of Trustees with a recommendation for approval.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority

1. That the Local Advisory Council hereby approves the proposed 2024-2028 Capital Plan, attached hereto as Exhibit A.

2. That the Local Advisory Council forwards the 2024-2028 Capital Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 29th day of November 2023.

Mark Johnson, Chair
Local Advisory Council

ATTEST:

Vice-Chair or Second Vice-Chair
Local Advisory Council

Approved As To Form:

DocuSigned by:
Mike Bell
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Legal Counsel

Exhibit A
2024-2028 Capital Plan

Utah Transit Authority Five-Year Capital Plan 2024-2028



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 Agency Goals and Objectives including:

- Previous Five-Year Plan Alignment
- Legal and Safety Requirements
- Delivery Potential
- Agency Goal- Quality of Life
- Agency Goal- Customer Experience
- Agency Goal- Organizational Excellence
- Agency Goal- Community Support
- Agency Goal- Economic Return

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 2024-2028 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 the 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 plan, anticipated grant and local partner funds, and the required UTA funds for each project.

The proposed capital plan for 2024 will be incorporated into UTA's proposed 2024 annual budget. Any new, unforeseen items that come up during the year will be considered for annual budget adjustments or amendments as needed.

The capital budget and plan will be presented by each Chief Office with the corresponding project being managed out of that office.

Proposed 2024 Capital Budget Summary

Chief Office	2024 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	180,438,000	51,872,000	27,983,000	33,564,000	67,019,000
Enterprise Strategy	8,050,000	120,000	-	-	7,930,000
Executive Director (Safety)	2,448,000	-	-	-	2,448,000
Finance	28,535,000	4,951,000	1,127,000	-	22,457,000
Operations	6,277,000	277,000	-	-	6,000,000
People	1,130,000	-	-	-	1,130,000
Planning & Engagement	3,555,000	800,000	1,486,000	-	1,269,000
Grand Total	230,433,000	58,020,000	30,596,000	33,564,000	108,253,000

Proposed 2025 Capital Budget Summary

Chief Office	2025 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	275,072,000	92,226,000	52,162,000	72,118,000	58,566,000
Enterprise Strategy	14,328,000	-	-	-	14,328,000
Executive Director Safety	1,736,000	-	-	-	1,736,000
Finance	19,110,000	3,677,000	293,000	-	15,140,000
Operations	10,249,000	-	-	-	10,249,000
People	2,020,000	-	-	-	2,020,000
Planning & Engagement	3,444,000	-	603,000	-	2,841,000
Grand Total	325,959,000	95,903,000	53,058,000	72,118,000	104,880,000

Proposed 2026 Capital Budget Summary

Chief Office	2026 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	228,033,000	74,901,000	39,446,000	60,899,000	52,787,000
Enterprise Strategy	6,274,000	-	-	-	6,274,000
Executive Director (Safety)	1,725,000	-	-	-	1,725,000
Finance	18,780,000	3,456,000	-	-	15,324,000
Operations	5,685,000	-	-	-	5,685,000
People	1,180,000	-	-	-	1,180,000
Planning & Engagement	1,675,000	-	42,000	-	1,633,000
Grand Total	263,352,000	78,357,000	39,488,000	60,899,000	84,608,000

Proposed 2027 Capital Budget Summary

Chief Office	2027 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	168,750,000	40,473,000	8,185,000	79,390,000	40,702,000
Enterprise Strategy	3,398,000	-	-	-	3,398,000
Executive Director (Safety)	1,716,000	-	-	-	1,716,000
Finance	16,496,000	4,359,000	-	-	12,137,000
Operations	3,080,000	-	-	-	3,080,000
People	-	-	-	-	-
Planning & Engagement	1,149,000	-	-	-	1,149,000
Grand Total	194,589,000	44,832,000	8,185,000	79,390,000	62,182,000

Proposed 2028 Capital Budget Summary

Chief Office	2028 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	228,986,000	48,906,000	3,000,000	134,867,000	42,213,000
Enterprise Strategy	2,875,000	-	-	-	2,875,000
Executive Director (Safety)	1,229,000	-	-	-	1,229,000
Finance	20,466,000	4,089,000	-	-	16,377,000
Operations	2,860,000	-	-	-	2,860,000
People	-	-	-	-	-
Planning & Engagement	1,149,000	-	-	-	1,149,000
Grand Total	257,565,000	52,995,000	3,000,000	134,867,000	66,703,000

Proposed 5-Year Capital Plan Summary by Project Category

Chief Office	2024-2028 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	1,081,279,000	308,378,000	131,776,000	380,838,000	260,287,000
Enterprise Strategy	34,925,000	120,000	-	-	34,805,000
Executive Director (Safety)	8,854,000	-	-	-	8,854,000
Finance	103,387,000	20,532,000	1,420,000	-	81,435,000
Operations	28,151,000	277,000	-	-	27,874,000
People	4,330,000	-	-	-	4,330,000
Planning & Engagement	10,972,000	800,000	2,131,000	-	8,041,000
Grand Total	1,271,898,000	330,107,000	135,327,000	380,838,000	425,626,000

Proposed 5-Year Capital Plan Summary by Year

Year	Proposed Budget	Grants	State/Local Partners	Financing	UTA Funds
2024	230,433,000	58,020,000	31,596,000	33,564,000	107,253,000
2025	325,959,000	95,903,000	53,058,000	72,118,000	104,880,000
2026	263,352,000	78,357,000	39,488,000	60,899,000	84,608,000
2027	194,589,000	44,832,000	8,185,000	79,390,000	62,182,000
2028	257,565,000	52,995,000	3,000,000	134,867,000	66,703,000
Total	1,271,898,000	330,107,000	135,327,000	380,838,000	425,626,000

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
- Davis-Salt Lake Connector: Additional funding needs to be secured

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 move these projects forward.

The details of the UTA 2024-2028 Five-Year Capital Plan are presented in Attachment A.

Attachment A
UTA 5-Year Capital Plan - Project Detail
2024 through 2028

2024-2028 Five Year Capital Plan

Chief Office/Project Name	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2028 Total Budget	2024-2028 Total Budget
Capital Services	180,438,000	275,072,000	228,033,000	168,750,000	228,986,000	1,081,279,000
FMA516 - Corridor Fencing	60,000	60,000	60,000	60,000	60,000	300,000
FMA679 - Building Remodels/Reconfigurations	1,490,000	1,290,000	1,190,000	1,040,000	540,000	5,550,000
FMA680 - Suicide Prevention Research Project	139,000	-	-	-	-	139,000
FMA687 - Layton Station Improvements	72,000	550,000	-	-	-	622,000
FMA690 - Facility Program Development & Design	750,000	150,000	150,000	-	-	1,050,000
FMA692 - Warm Springs Upgrades	-	3,500,000	6,000,000	20,000,000	5,500,000	35,000,000
FMA693 - Meadowbrook Electrification	231,000	1,786,000	1,836,000	-	-	3,853,000
FMA694 - Electric Bus Chargers	-	500,000	2,065,000	2,065,000	2,065,000	6,695,000
FMA695 - Facility Program	-	-	-	-	-	-
MSP102 - Depot District	1,000,000	-	-	-	-	1,000,000
MSP140 - Box Elder County Corridor Preservation	550,000	2,300,000	2,300,000	2,300,000	2,300,000	9,750,000
MSP185 - Ogden/Weber State University BRT	5,600,000	-	-	-	-	5,600,000
MSP189 - Signal Pre-emption Projects w/UDOT	56,000	-	-	-	-	56,000
MSP193 - Weber County Corridor Preservation	250,000	2,700,000	2,700,000	-	-	5,650,000
MSP202 - Davis-SLC Community Connector	2,200,000	3,400,000	-	-	-	5,600,000
MSP207 - 3300/3500 South Max EXP\Optimization	2,361,000	-	-	-	-	2,361,000
MSP208 - Clearfield FR Station Trail	1,510,000	-	-	-	-	1,510,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,145,000	1,145,000	-	-	-	2,290,000
MSP216 - Point of the Mountain Transit	1,500,000	500,000	500,000	500,000	1,000,000	4,000,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	378,000	378,000	-	-	-	756,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	1,500,000	-	-	-	-	1,500,000
MSP240 - Operator Restrooms throughout System	332,000	-	-	-	-	332,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner Strategic Double Tracking Project	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
MSP253 - Mid-Valley Connector	10,000,000	45,700,000	44,987,000	-	-	100,687,000
MSP254 - TechLink	1,250,000	-	-	-	-	1,250,000
MSP255 - Central Corridor	100,000	-	-	-	-	100,000
MSP258 - Mt. Ogden Amin Bldg. Expansion	1,330,000	5,355,000	5,020,000	-	-	11,705,000
MSP259 - S-Line Extension	4,000,000	11,746,000	-	-	-	15,746,000
MSP260 - Westside Express (5600 West)	3,500,000	16,500,000	15,000,000	8,122,000	-	43,122,000
MSP262 - SLCentral HQ Office	-	-	-	-	-	-
MSP263 - TOD Working Capital	3,554,000	688,000	688,000	688,000	688,000	6,306,000
MSP264 - FrontRunner Extension to Payson	2,530,000	3,080,000	3,080,000	-	-	8,690,000
MSP265 - Program Management Support	2,000,000	3,000,000	3,000,000	3,000,000	3,000,000	14,000,000
MSP267 - New Maintenance Training Facility	3,143,000	5,229,000	714,000	-	-	9,086,000
MSP271 - MOW Training Yard	4,245,000	2,607,000	587,000	-	-	7,439,000
MSP272 - TRAX Operational Simulator	634,000	-	-	-	-	634,000
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-
MSP275 - Station Area Planning	1,239,000	-	-	-	-	1,239,000
MSP283 - ROW & Facility Property Opportunity Buy	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
MSP286 - Utah County Park & Ride Lots	1,000,000	3,585,000	-	-	-	4,585,000
MSP287 - 900 East UVX Station	3,370,000	-	-	-	-	3,370,000
MSP288 - Sustainability Project Pool	350,000	100,000	100,000	100,000	100,000	750,000
MSP289 - Historic Orchard Pathway (Box Elder County)	206,000	-	-	-	-	206,000

2024-2028 Five Year Capital Plan

Chief Office/Project Name	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2028 Total Budget	2024-2028 Total Budget
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	-	3,700,000	-	-	-	3,700,000
MSP300 - New TRAX platform in South Jordan	4,500,000	1,500,000	-	-	-	6,000,000
MSP301 - Federal Bus Stops 5339	802,000	802,000	717,000	-	-	2,321,000
MSP312 - Point of the Mountain FrontRunner Station	300,000	300,000				600,000
MSP313 - Electric Charger Program	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	6,000,000	5,000,000	3,000,000	3,000,000	3,000,000	20,000,000
REV209 - Paratransit Replacements	5,581,000	4,851,000	3,961,000	5,780,000	5,967,000	26,140,000
REV211 - Replacement Buses	100,000	30,000,000	30,000,000	30,000,000	30,000,000	120,100,000
REV212 - Park City Lo/No Grant	998,000	-	-	-	-	998,000
REV224 - Bus Overhaul	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
REV232 - Van Pool Van Replacements	2,305,000	1,716,000	1,757,000	1,800,000	1,843,000	9,421,000
REV233 - Commuter Rail Vehicle Procurement - Used	500,000	5,500,000	5,000,000	-	-	11,000,000
REV236 - VW Battery Buses	7,391,000	-	-	-	-	7,391,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	10,000,000	36,000,000	36,000,000	37,900,000	120,000,000	239,900,000
REV240 - Motor Pool Key Management System	330,000	-	-	-	-	330,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	100,000	100,000	100,000	100,000	500,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR040 - Light Rail Vehicle Rehab	9,500,000	11,000,000	9,000,000	9,000,000	9,000,000	47,500,000
SGR047 - LRT Stray Current Control	511,000	526,000	542,000	558,000	575,000	2,712,000
SGR353 - Commuter Rail Engine Overhaul	3,400,000	-	-	-	-	3,400,000
SGR359 - Bridge Rehabilitation & Maintenance	400,000	420,000	440,000	460,000	500,000	2,220,000
SGR370 - Red Signal Enforcement	3,956,000	3,409,000	2,863,000	-	-	10,228,000
SGR385 - Rail Replacement Program	6,100,000	6,200,000	2,435,000	4,500,000	3,987,000	23,222,000
SGR390 - Jordan River #2 Remodel	5,500,000	5,500,000	2,000,000	-	-	13,000,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	1,000,000	3,750,000	3,750,000	3,750,000	3,750,000	16,000,000
SGR393 - Grade Crossing Replacement Program	3,000,000	4,500,000	2,200,000	2,200,000	4,000,000	15,900,000
SGR397 - TPSS Component Replacement	16,000,000	4,300,000	-	-	-	20,300,000
SGR398 - OCS Rehab/Replace	3,400,000	5,900,000	10,000,000	10,000,000	10,000,000	39,300,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,062,000	10,900,000	9,467,000	9,900,000	10,400,000	46,729,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	7,000,000	500,000	4,500,000	1,600,000	1,400,000	15,000,000
SGR407 - Bus Stop Enhancements	750,000	1,275,000	1,275,000	1,275,000	1,275,000	5,850,000
SGR408 - Route End of Line (EOL) Enhancements	225,000	1,650,000	1,650,000	1,650,000	1,650,000	6,825,000
SGR409 - System Restrooms	2,135,000	2,245,000	1,120,000	1,120,000	-	6,620,000
SGR410 - Fiber Rehab/Replacement	3,352,000	1,519,000	679,000	682,000	686,000	6,918,000
SGR411 - Farmington Ped Bridge Repairs	65,000	560,000	-	-	-	625,000
Enterprise Strategy	8,050,000	14,328,000	6,274,000	3,398,000	2,875,000	34,925,000
ICI001 - Passenger Information	500,000	1,350,000	1,350,000	-	-	3,200,000
ICI146 - FrontRunner WiFi Enhancements	250,000	100,000	100,000	50,000	50,000	550,000
ICI173 - JDE System Enhancements	75,000	50,000	50,000	50,000	50,000	275,000
ICI179 - Network Infrastructure Equipment & Software	384,000	939,000	279,000	150,000	150,000	1,902,000
ICI185 - WFRC Grant for Passenger Info Improvements	120,000	-	-	-	-	120,000
ICI186 - In House Application Development	200,000	200,000	200,000	200,000	200,000	1,000,000
ICI191 - IT Managed Reserves	400,000	400,000	400,000	400,000	400,000	2,000,000
ICI197 - Bus Communications On-Board Technology	200,000	200,000	200,000	200,000	200,000	1,000,000

2024-2028 Five Year Capital Plan

Chief Office/Project Name	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2028 Total Budget	2024-2028 Total Budget
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	250,000	260,000	475,000	250,000	525,000	1,760,000
ICI199 - Rail Communication Onboard Tech	100,000	100,000	75,000	50,000	50,000	375,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	369,000	394,000	200,000	173,000	1,050,000	2,186,000
ICI202 - Radio Comm Infrastructure	75,000	50,000	50,000	50,000	50,000	275,000
ICI214 - APC Upgrade	300,000	850,000	750,000	600,000	-	2,500,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	170,000	-	-	-	-	170,000
ICI217 - Transit Management System	200,000	-	-	-	-	200,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	225,000	-	225,000	-	450,000
ICI226 - New Radio Communication System	2,000,000	7,000,000	500,000	150,000	150,000	9,800,000
ICI230 - Operations Systems	2,400,000	2,150,000	1,500,000	750,000	-	6,800,000
ICI231 - United Way Tablet Upgrade	57,000	-	-	-	-	57,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	60,000	145,000	100,000	-	305,000
Executive Director (Safety)	2,448,000	1,736,000	1,725,000	1,716,000	1,229,000	8,854,000
FMA604 - Safety General Projects	55,000	120,000	120,000	120,000	120,000	535,000
FMA645 - Camera Sustainability	670,000	656,000	645,000	636,000	449,000	3,056,000
FMA658 - Bus Replacement Camera System	620,000	620,000	620,000	620,000	620,000	3,100,000
FMA681 - Arc Flash Analysis	763,000	-	-	-	-	763,000
ICI140 - Next Crossing Cameras	40,000	40,000	40,000	40,000	40,000	200,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	300,000	300,000	300,000	300,000	-	1,200,000
Finance	28,535,000	19,110,000	18,780,000	16,496,000	20,466,000	103,387,000
CDA006 - 5310 Administration Funds All Years	304,000	313,000	323,000	332,000	342,000	1,614,000
FMA686 - Warehouse Equipment Managed Reserve	116,000	94,000	55,000	123,000	36,000	424,000
ICI213 - eVoucher Phase 2	324,000	50,000	-	-	-	374,000
ICI222 - ICI222- Fares Systems Replacement Program	12,141,000	4,996,000	5,269,000	2,014,000	6,341,000	30,761,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	200,000	-	-	-	-	200,000
MSP221 - FFY 2018 20-1902 Grant O/L 5310	200,000	-	-	-	-	200,000
MSP222 - FFY 2018 20-1903 P/O 5310	200,000	-	-	-	-	200,000
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	50,000	-	-	-	-	50,000
MSP276 - FFY 2022 UT 2023 SL/WV 5310	1,000,000	591,000	-	-	-	1,591,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	500,000	115,000	-	-	-	615,000
MSP278 - FFY 2022 UT02023 O/L 5310	700,000	135,000	-	-	-	835,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	300,000	125,000	-	-	-	425,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	500,000	252,000	-	-	-	752,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	200,000	89,000	-	-	-	289,000
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	50,000	-	-	-	-	50,000
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	900,000	50,000	-	-	-	950,000
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	50,000	-	-	-	-	50,000
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	500,000	50,000	-	-	-	550,000
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	300,000	50,000	-	-	-	350,000
MSP302 - FFY 2024 O/L 5310	-	-	700,000	186,000	-	886,000
MSP303 - FFY 2023 O/L 5310	-	700,000	160,000	-	-	860,000
MSP304 - FFY 2023 P/O 5310	-	500,000	134,000	-	-	634,000
MSP305 - FFY 2023 SL/WV 5310	-	1,000,000	639,000	-	-	1,639,000
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	3,423,000	3,423,000
MSP307 - FFY 2025 All UZAs 5310	-	-	-	3,000,000	324,000	3,324,000

2024-2028 Five Year Capital Plan

Chief Office/Project Name	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2028 Total Budget	2024-2028 Total Budget
MSP308 - FFY 2024 SL/WV 5310	-	-	1,000,000	688,000	-	1,688,000
MSP309 - FFY 2024 P/O 5310	-	-	500,000	153,000	-	653,000
MSP999 - Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
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
Operations	6,277,000	10,249,000	5,685,000	3,080,000	2,860,000	28,151,000
FMA543 - Police Fleet Vehicles	605,000	605,000	605,000	605,000	385,000	2,805,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	800,000	800,000	800,000	800,000	4,000,000
FMA653 - Facilities Rehab/Replacement	1,433,000	1,130,000	800,000	800,000	800,000	4,963,000
FMA672 - Park & Ride Rehab/Replacement	400,000	400,000	400,000	400,000	400,000	2,000,000
FMA673 - Stations and Platforms Rehab/Replacement	434,000	434,000	200,000	200,000	200,000	1,468,000
FMA684 - Police Managed Reserve	250,000	275,000	275,000	275,000	275,000	1,350,000
FMA685 - Wheel Truing Machine JRSC	500,000	3,500,000	2,000,000	-	-	6,000,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	250,000	-	-	-	-	250,000
FMA689 - New Bid Trailer for MB building 7	115,000	-	-	-	-	115,000
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	175,000	-	-	-	-	175,000
MSP210 - FrontRunner Bike Rack project	300,000	-	-	-	-	300,000
SGR386 - LRV repairs for 1137 and 1122	1,015,000	3,105,000	605,000	-	-	4,725,000
People	1,130,000	2,020,000	1,180,000	-	-	4,330,000
ICI228 - CPO New HRIS system application upgrade	1,000,000	1,570,000	1,180,000	-	-	3,750,000
MSP291 - CareATC Location Build Out	55,000	-	-	-	-	55,000
MSP310 - Bus Training Simulator	75,000	450,000	-	-	-	525,000
Planning & Engagement	3,555,000	3,444,000	1,675,000	1,149,000	1,149,000	10,972,000
MSP198 - Wayfinding Plan	150,000	300,000	300,000	300,000	300,000	1,350,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	815,000	1,711,000	933,000	449,000	449,000	4,357,000
MSP284 - Route Planning Restoration using Equity Index	175,000	-	-	-	-	175,000
MSP285 - Bus Speed and Reliability Program (BSRP)	-	100,000	100,000	100,000	100,000	400,000
MSP292 - AOPP: Paratransit Forward Study	214,000	-	-	-	-	214,000
MSP294 - Planning Studies Managed Reserves	350,000	605,000	300,000	300,000	300,000	1,855,000
MSP314 - One-Time UTA On Demand Funds	326,000	-	-	-	-	326,000
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	910,000	603,000	42,000	-	-	1,555,000
REV234 - Tooele County Microtransit & Vehicle Electrification	615,000	125,000	-	-	-	740,000
Grand Total	230,433,000	325,959,000	263,352,000	194,589,000	257,565,000	1,271,898,000

2024-2028 Total Budget Details

Chief Office/Project Name	2024-2028 Total Budget	2024-2028 Total Budget- Bonds	2024-2028 Total Budget- Grants Award Executed	2024-2028 Total Budget- Lease	2024-2028 Total Budget- State	2024-2028 Total Budget- Local Partner	2024-2028 Total Budget- UTA Local
Capital Services	1,081,279,000	130,352,000	308,378,000	250,486,000	123,779,000	7,997,000	260,287,000
FMA516 - Corridor Fencing	300,000	-	-	-	-	-	300,000
FMA679 - Building Remodels/Reconfigurations	5,550,000	-	-	-	-	-	5,550,000
FMA680 - Suicide Prevention Research Project	139,000	-	84,000	-	-	-	55,000
FMA687 - Layton Station Improvements2	622,000	-	-	-	-	-	622,000
FMA690 - Facility Program Development & Design	1,050,000	-	-	-	-	-	1,050,000
FMA692 - Warm Springs Upgrades	35,000,000	-	-	35,000,000	-	-	-
FMA693 - Meadowbrook Electrification	3,853,000	-	-	-	-	-	3,853,000
FMA694 - Electric Bus Chargers	6,695,000	-	-	-	-	-	6,695,000
FMA695 - Facility Program	-	-	-	-	-	-	-
MSP102 - Depot District	1,000,000	-	-	-	-	-	1,000,000
MSP140 - Box Elder County Corridor Preservation	9,750,000	-	-	-	-	-	9,750,000
MSP185 - Ogden/Weber State University BRT	5,600,000	-	4,935,000	-	-	140,000	525,000
MSP189 - Signal Pre-emption Projects w/UDOT	56,000	-	-	-	56,000	-	-
MSP193 - Weber County Corridor Preservation	5,650,000	-	1,500,000	-	-	-	4,150,000
MSP202 - Davis-SLC Community Connector	5,600,000	-	1,455,000	-	4,100,000	-	45,000
MSP207 - 3300/3500 South Max EXP\Optimization	2,361,000	-	2,196,000	-	-	-	165,000
MSP208 - Clearfield FR Station Trail	1,510,000	-	1,404,000	-	-	106,000	-
MSP215 - Sharp/Tintic Rail Corridor Connection	2,290,000	-	-	-	2,000,000	-	290,000
MSP216 - Point of the Mountain Transit	4,000,000	-	2,000,000	-	2,000,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	756,000	-	706,000	-	-	-	50,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	1,500,000	-	-	-	-	-	1,500,000
MSP240 - Operator Restrooms throughout System	332,000	-	179,000	-	-	-	153,000
MSP248 - Planning & Environmental Analysis	1,500,000	-	-	-	-	-	1,500,000
MSP252 - FrontRunner Strategic Double Tracking Project	10,000,000	-	-	-	10,000,000	-	-
MSP253 - Mid-Valley Connector	100,687,000	-	64,776,000	-	34,911,000	-	1,000,000
MSP254 - TechLink	1,250,000	-	950,000	-	-	-	300,000
MSP255 - Central Corridor	100,000	-	-	-	-	-	100,000
MSP258 - Mt. Ogden Amin Bldg. Expansion	11,705,000	11,705,000	-	-	-	-	-
MSP259 - S-Line Extension	15,746,000	-	-	-	12,000,000	-	3,746,000
MSP260 - Westside Express (5600 West)	43,122,000	-	22,600,000	-	20,522,000	-	-
MSP262 - SLCentral HQ Office	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	6,306,000	-	-	-	-	-	6,306,000
MSP264 - FrontRunner Extension to Payson	8,690,000	-	-	-	7,590,000	-	1,100,000
MSP265 - Program Management Support	14,000,000	-	-	-	-	-	14,000,000
MSP267 - New Maintenance Training Facility	9,086,000	-	-	9,086,000	-	-	-
MSP271 - MOW Training Yard	7,439,000	-	-	7,439,000	-	-	-
MSP272 - TRAX Operational Simulator	634,000	-	-	-	-	-	634,000
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-
MSP275 - Station Area Planning	1,239,000	-	991,000	-	-	128,000	120,000
MSP283 - ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	5,000,000
MSP286 - Utah County Park & Ride Lots	4,585,000	-	4,264,000	-	-	-	321,000
MSP287 - 900 East UVX Station	3,370,000	-	3,134,000	-	-	-	236,000
MSP288 - Sustainability Project Pool	750,000	-	-	-	-	-	750,000
MSP289 - Historic Orchard Pathway (Box Elder County)	206,000	-	187,000	-	-	-	19,000
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	3,700,000	-	-	-	-	-	3,700,000
MSP300 - New TRAX platform in South Jordan	6,000,000	-	-	-	-	6,000,000	-
MSP301 - Federal Bus Stops 53392	2,321,000	-	1,855,000	-	-	-	466,000
MSP312 - Point of the Mountain FrontRunner Station	600,000	-	-	-	600,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	20,000,000	-	-	20,000,000	-	-	-
REV209 - Paratransit Replacements	26,140,000	-	-	25,940,000	-	-	200,000

2024-2028 Total Budget Details

Chief Office/Project Name	2024-2028 Total Budget	2024-2028 Total Budget- Bonds	2024-2028 Total Budget- Grants Award Executed	2024-2028 Total Budget- Lease	2024-2028 Total Budget- State	2024-2028 Total Budget- Local Partner	2024-2028 Total Budget- UTA Local
REV211 - Replacement Buses	120,100,000	-	-	119,600,000	-	-	500,000
REV212 - Park City Lo/No Grant	998,000	-	-	-	-	998,000	-
REV224 - Bus Overhaul	7,500,000	-	-	-	-	-	7,500,000
REV232 - Van Pool Van Replacements	9,421,000	-	-	9,421,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	11,000,000	-	-	11,000,000	-	-	-
REV236 - VW Battery Buses	7,391,000	-	3,268,000	-	-	625,000	3,498,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	239,900,000	118,647,000	91,253,000	-	30,000,000	-	-
REV240 - Motor Pool Key Management System2	330,000	-	-	-	-	-	330,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)2	500,000	-	-	-	-	-	500,000
REV242 - Replacement Non-rev equipment/special vehicles	2,500,000	-	-	-	-	-	2,500,000
SGR040 - Light Rail Vehicle Rehab	47,500,000	-	30,400,000	-	-	-	17,100,000
SGR047 - LRT Stray Current Control	2,712,000	-	-	-	-	-	2,712,000
SGR353 - Commuter Rail Engine Overhaul	3,400,000	-	-	-	-	-	3,400,000
SGR359 - Bridge Rehabilitation & Maintenance	2,220,000	-	-	-	-	-	2,220,000
SGR370 - Red Signal Enforcement	10,228,000	-	-	-	-	-	10,228,000
SGR385 - Rail Replacement Program	23,222,000	-	18,577,000	-	-	-	4,645,000
SGR390 - Jordan River #2 Remodel	13,000,000	-	-	13,000,000	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	16,000,000	-	-	-	-	-	16,000,000
SGR393 - Grade Crossing Replacement Program	15,900,000	-	12,720,000	-	-	-	3,180,000
SGR397 - TPSS Component Replacement	20,300,000	-	16,240,000	-	-	-	4,060,000
SGR398 - OCS Rehab/Replace	39,300,000	-	22,704,000	-	-	-	16,596,000
SGR401 - Ballast and Tie replacement	1,500,000	-	-	-	-	-	1,500,000
SGR403 - Train Control Rehab & Replacement	46,729,000	-	-	-	-	-	46,729,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	15,000,000	-	-	-	-	-	15,000,000
SGR407 - Bus Stop Enhancements	5,850,000	-	-	-	-	-	5,850,000
SGR408 - Route End of Line (EOL) Enhancements	6,825,000	-	-	-	-	-	6,825,000
SGR409 - System Restrooms	6,620,000	-	-	-	-	-	6,620,000
SGR410 - Fiber Rehab/Replacement	6,918,000	-	-	-	-	-	6,918,000
SGR411 - Farmington Ped Bridge Repairs2	625,000	-	-	-	-	-	625,000
Enterprise Strategy	34,925,000	-	120,000	-	-	-	34,805,000
ICI001 - Passenger Information	3,200,000	-	-	-	-	-	3,200,000
ICI146 - FrontRunner WiFi Enhancements	550,000	-	-	-	-	-	550,000
ICI173 - JDE System Enhancements	275,000	-	-	-	-	-	275,000
ICI179 - Network Infrastructure Equipment & Software	1,902,000	-	-	-	-	-	1,902,000
ICI185 - WFRC Grant for Passenger Info Improvements	120,000	-	120,000	-	-	-	-
ICI186 - In House Application Development	1,000,000	-	-	-	-	-	1,000,000
ICI191 - IT Managed Reserves	2,000,000	-	-	-	-	-	2,000,000
ICI197 - Bus Communications On-Board Technology	1,000,000	-	-	-	-	-	1,000,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	1,760,000	-	-	-	-	-	1,760,000
ICI199 - Rail Communication Onboard Tech	375,000	-	-	-	-	-	375,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	2,186,000	-	-	-	-	-	2,186,000
ICI202 - Radio Comm Infrastructure	275,000	-	-	-	-	-	275,000
ICI214 - APC Upgrade	2,500,000	-	-	-	-	-	2,500,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	170,000	-	-	-	-	-	170,000
ICI217 - Transit Management System	200,000	-	-	-	-	-	200,000
ICI224 - JDE 9.2 Applications Upgrade UNx	450,000	-	-	-	-	-	450,000
ICI226 - New Radio Communication System	9,800,000	-	-	-	-	-	9,800,000
ICI230 - Operations Systems	6,800,000	-	-	-	-	-	6,800,000
ICI231 - United Way Tablet Upgrade2	57,000	-	-	-	-	-	57,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	305,000	-	-	-	-	-	305,000
Executive Director (Safety)	8,854,000	-	-	-	-	-	8,854,000
FMA604 - Safety General Projects	535,000	-	-	-	-	-	535,000

2024-2028 Total Budget Details

Chief Office/Project Name	2024-2028 Total Budget	2024-2028 Total Budget- Bonds	2024-2028 Total Budget- Grants Award Executed	2024-2028 Total Budget- Lease	2024-2028 Total Budget- State	2024-2028 Total Budget- Local Partner	2024-2028 Total Budget- UTA Local
FMA645 - Camera Sustainability	3,056,000	-	-	-	-	-	3,056,000
FMA658 - Bus Replacement Camera System	3,100,000	-	-	-	-	-	3,100,000
FMA681 - Arc Flash Analysis	763,000	-	-	-	-	-	763,000
ICI140 - Next Crossing Cameras	200,000	-	-	-	-	-	200,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	1,200,000	-	-	-	-	-	1,200,000
Finance	103,387,000	-	20,532,000	-	-	1,420,000	81,435,000
CDA006 - 5310 Administration Funds All Years	1,614,000	-	1,614,000	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	424,000	-	-	-	-	-	424,000
ICI213 - eVoucher Phase 2	374,000	-	124,000	-	-	-	250,000
ICI222 - ICI222- Fares Systems Replacement Program	30,761,000	-	-	-	-	-	30,761,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 53102	200,000	-	180,000	-	-	20,000	-
MSP221 - FFY 2018 20-1902 Grant O/L 53102	200,000	-	180,000	-	-	20,000	-
MSP222 - FFY 2018 20-1903 P/O 53102	200,000	-	180,000	-	-	20,000	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	50,000	-	50,000	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 53102	1,591,000	-	1,094,000	-	-	497,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	615,000	-	385,000	-	-	230,000	-
MSP278 - FFY 2022 UT02023 O/L 5310	835,000	-	572,000	-	-	263,000	-
MSP279 - FFY 2021 UT-2023-013 O/L 53102	425,000	-	425,000	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 53102	752,000	-	752,000	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 53102	289,000	-	289,000	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	50,000	-	50,000	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	950,000	-	760,000	-	-	190,000	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	50,000	-	50,000	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	550,000	-	440,000	-	-	110,000	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 53102	350,000	-	280,000	-	-	70,000	-
MSP302 - FFY 2024 O/L 5310	886,000	-	886,000	-	-	-	-
MSP303 - FFY 2023 O/L 5310	860,000	-	860,000	-	-	-	-
MSP304 - FFY 2023 P/O 5310	634,000	-	634,000	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	1,639,000	-	1,639,000	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	3,423,000	-	3,423,000	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	3,324,000	-	3,324,000	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	1,688,000	-	1,688,000	-	-	-	-
MSP309 - FFY 2024 P/O 5310	653,000	-	653,000	-	-	-	-
MSP999 - Capital Contingency	25,000,000	-	-	-	-	-	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	25,000,000
Operations	28,151,000	-	277,000	-	-	-	27,874,000
FMA543 - Police Fleet Vehicles	2,805,000	-	-	-	-	-	2,805,000
FMA652 - Facilities, Equipment Managed Reserve	4,000,000	-	-	-	-	-	4,000,000
FMA653 - Facilities Rehab/Replacement	4,963,000	-	-	-	-	-	4,963,000
FMA672 - Park & Ride Rehab/Replacement	2,000,000	-	-	-	-	-	2,000,000
FMA673 - Stations and Platforms Rehab/Replacement	1,468,000	-	-	-	-	-	1,468,000
FMA684 - Police Managed Reserve	1,350,000	-	-	-	-	-	1,350,000
FMA685 - Wheel Truing Machine JRSC	6,000,000	-	-	-	-	-	6,000,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot2	250,000	-	-	-	-	-	250,000
FMA689 - New Bid Trailer for MB building 72	115,000	-	-	-	-	-	115,000
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	175,000	-	-	-	-	-	175,000
MSP210 - FrontRunner Bike Rack project	300,000	-	277,000	-	-	-	23,000
SGR386 - LRV repairs for 1137 and 1122	4,725,000	-	-	-	-	-	4,725,000
People	4,330,000	-	-	-	-	-	4,330,000
ICI228 - CPO New HRIS system application upgrade	3,750,000	-	-	-	-	-	3,750,000
MSP291 - CareATC Location Build Out	55,000	-	-	-	-	-	55,000
MSP310 - Bus Training Simulator	525,000	-	-	-	-	-	525,000

2024-2028 Total Budget Details

Chief Office/Project Name	2024-2028 Total Budget	2024-2028 Total Budget- Bonds	2024-2028 Total Budget- Grants Award Executed	2024-2028 Total Budget- Lease	2024-2028 Total Budget- State	2024-2028 Total Budget- Local Partner	2024-2028 Total Budget- UTA Local
Planning & Engagement	10,972,000	-	800,000	-	287,000	1,844,000	8,041,000
MSP198 - Wayfinding Plan	1,350,000	-	-	-	-	-	1,350,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	4,357,000	-	-	-	287,000	-	4,070,000
MSP284 - Route Planning Restoration using Equity Index	175,000	-	175,000	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	400,000	-	-	-	-	-	400,000
MSP292 - AOPP: Paratransit Forward Study	214,000	-	182,000	-	-	32,000	-
MSP294 - Planning Studies Managed Reserves	1,855,000	-	-	-	-	150,000	1,705,000
MSP314 - One-Time UTA On Demand Funds	326,000	-	-	-	-	-	326,000
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	1,555,000	-	-	-	-	1,555,000	-
REV234 - Tooele County Microtransit & Vehicle Electrification	740,000	-	443,000	-	-	107,000	190,000
Grand Total	1,271,898,000	130,352,000	330,107,000	250,486,000	124,066,000	11,261,000	425,626,000

2024 Capital Budget Details

Chief Office/Project Name	2024 Total Budget	2024 Total Budget- Bonds	2024 Total Budget- Grants Award Executed	2024 Total Budget- Lease	2024 Total Budget- State	2024 Total Budget- Local Partner	2024 Total Budget- UTA Funds
Capital Services	180,438,000	6,330,000	51,872,000	27,234,000	22,486,000	6,497,000	66,019,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,490,000	-	-	-	-	-	1,490,000
FMA680 - Suicide Prevention Research Project	139,000	-	84,000	-	-	-	55,000
FMA687 - Layton Station Improvements	72,000	-	-	-	-	-	72,000
FMA690 - Facility Program Development & Design	750,000	-	-	-	-	-	750,000
FMA692 - Warm Springs Upgrades	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	231,000	-	-	-	-	-	231,000
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-
MSP102 - Depot District	1,000,000	-	-	-	-	-	1,000,000
MSP140 - Box Elder County Corridor Preservation	550,000	-	-	-	-	-	550,000
MSP185 - Ogden/Weber State University BRT	5,600,000	-	4,935,000	-	-	140,000	525,000
MSP189 - Signal Pre-emption Projects w/UDOT	56,000	-	-	-	56,000	-	-
MSP193 - Weber County Corridor Preservation	250,000	-	250,000	-	-	-	-
MSP202 - Davis-SLC Community Connector	2,200,000	-	970,000	-	1,200,000	-	30,000
MSP207 - 3300/3500 South Max EXP\Optimization	2,361,000	-	2,196,000	-	-	-	165,000
MSP208 - Clearfield FR Station Trail	1,510,000	-	1,404,000	-	-	106,000	-
MSP215 - Sharp/Tintic Rail Corridor Connection	1,145,000	-	-	-	1,000,000	-	145,000
MSP216 - Point of the Mountain Transit	1,500,000	-	1,500,000	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	378,000	-	353,000	-	-	-	25,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	1,500,000	-	-	-	-	-	1,500,000
MSP240 - Operator Restrooms throughout System	332,000	-	179,000	-	-	-	153,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	300,000
MSP252 - FrontRunner Strategic Double Tracking Project	2,000,000	-	-	-	2,000,000	-	-
MSP253 - Mid-Valley Connector	10,000,000	-	-	-	10,000,000	-	-
MSP254 - TechLink	1,250,000	-	950,000	-	-	-	300,000
MSP255 - Central Corridor	100,000	-	-	-	-	-	100,000
MSP258 - Mt. Ogden Amin Bldg. Expansion	1,330,000	1,330,000	-	-	-	-	-
MSP259 - S-Line Extension	4,000,000	-	-	-	4,000,000	-	-
MSP260 - Westside Express (5600 West)	3,500,000	-	2,100,000	-	1,400,000	-	-
MSP262 - SLCentral HQ Office	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	3,554,000	-	-	-	-	-	3,554,000
MSP264 - FrontRunner Extension to Payson	2,530,000	-	-	-	2,530,000	-	-
MSP265 - Program Management Support	2,000,000	-	-	-	-	-	2,000,000
MSP267 - New Maintenance Training Facility	3,143,000	-	-	3,143,000	-	-	-
MSP271 - MOW Training Yard	4,245,000	-	-	4,245,000	-	-	-
MSP272 - TRAX Operational Simulator	634,000	-	-	-	-	-	634,000
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-
MSP275 - Station Area Planning	1,239,000	-	991,000	-	-	128,000	120,000
MSP283 - ROW & Facility Property Opportunity Buy	1,000,000	-	-	-	-	-	1,000,000
MSP286 - Utah County Park & Ride Lots	1,000,000	-	930,000	-	-	-	70,000
MSP287 - 900 East UVX Station	3,370,000	-	3,134,000	-	-	-	236,000
MSP288 - Sustainability Project Pool	350,000	-	-	-	-	-	350,000
MSP289 - Historic Orchard Pathway (Box Elder County)	206,000	-	187,000	-	-	-	19,000
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Trackin	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	4,500,000	-	-	-	-	4,500,000	-

2024 Capital Budget Details

Chief Office/Project Name	2024 Total Budget	2024 Total Budget- Bonds	2024 Total Budget- Grants Award Executed	2024 Total Budget- Lease	2024 Total Budget- State	2024 Total Budget- Local Partner	2024 Total Budget- UTA Funds
MSP301 - Federal Bus Stops 5339	802,000	-	641,000	-	-	-	161,000
MSP312 - Point of the Mountain FrontRunner Station	300,000	-	-	-	300,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	6,000,000	-	-	6,000,000	-	-	-
REV209 - Paratransit Replacements	5,581,000	-	-	5,541,000	-	-	40,000
REV211 - Replacement Buses	100,000	-	-	-	-	-	100,000
REV212 - Park City Lo/No Grant	998,000	-	-	-	-	998,000	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	2,305,000	-	-	2,305,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	500,000	-	-	500,000	-	-	-
REV236 - VW Battery Buses	7,391,000	-	3,268,000	-	-	625,000	3,498,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	10,000,000	5,000,000	5,000,000	-	-	-	-
REV240 - Motor Pool Key Management System	330,000	-	-	-	-	-	330,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	9,500,000	-	-	-	-	-	9,500,000
SGR047 - LRT Stray Current Control	511,000	-	-	-	-	-	511,000
SGR353 - Commuter Rail Engine Overhaul	3,400,000	-	-	-	-	-	3,400,000
SGR359 - Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	400,000
SGR370 - Red Signal Enforcement	3,956,000	-	-	-	-	-	3,956,000
SGR385 - Rail Replacement Program	6,100,000	-	4,880,000	-	-	-	1,220,000
SGR390 - Jordan River #2 Remodel	5,500,000	-	-	5,500,000	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	1,000,000	-	-	-	-	-	1,000,000
SGR393 - Grade Crossing Replacement Program	3,000,000	-	2,400,000	-	-	-	600,000
SGR397 - TPSS Component Replacement	16,000,000	-	12,800,000	-	-	-	3,200,000
SGR398 - OCS Rehab/Replace	3,400,000	-	2,720,000	-	-	-	680,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,062,000	-	-	-	-	-	6,062,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	7,000,000	-	-	-	-	-	7,000,000
SGR407 - Bus Stop Enhancements	750,000	-	-	-	-	-	750,000
SGR408 - Route End of Line (EOL) Enhancements	225,000	-	-	-	-	-	225,000
SGR409 - System Restrooms	2,135,000	-	-	-	-	-	2,135,000
SGR410 - Fiber Rehab/Replacement	3,352,000	-	-	-	-	-	3,352,000
SGR411 - Farmington Ped Bridge Repairs	65,000	-	-	-	-	-	65,000
Enterprise Strategy	8,050,000	-	120,000	-	-	-	7,930,000
ICI001 - Passenger Information	500,000	-	-	-	-	-	500,000
ICI146 - FrontRunner WiFi Enhancements	250,000	-	-	-	-	-	250,000
ICI173 - JDE System Enhancements	75,000	-	-	-	-	-	75,000
ICI179 - Network Infrastructure Equipment & Software	384,000	-	-	-	-	-	384,000
ICI185 - WFRC Grant for Passenger Info Improvements	120,000	-	120,000	-	-	-	-
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 (Cybersecurity, NIST & PCI Compliance)	250,000	-	-	-	-	-	250,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	369,000	-	-	-	-	-	369,000
ICI202 - Radio Comm Infrastructure	75,000	-	-	-	-	-	75,000

2024 Capital Budget Details

Chief Office/Project Name	2024 Total Budget	2024 Total Budget- Bonds	2024 Total Budget- Grants Award Executed	2024 Total Budget- Lease	2024 Total Budget- State	2024 Total Budget- Local Partner	2024 Total Budget- UTA Funds
ICI214 - APC Upgrade	300,000	-	-	-	-	-	300,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	170,000	-	-	-	-	-	170,000
ICI217 - Transit Management System	200,000	-	-	-	-	-	200,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-
ICI226 - New Radio Communication System	2,000,000	-	-	-	-	-	2,000,000
ICI230 - Operations Systems	2,400,000	-	-	-	-	-	2,400,000
ICI231 - United Way Tablet Upgrade	57,000	-	-	-	-	-	57,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-
Executive Director (Safety)	2,448,000	-	-	-	-	-	2,448,000
FMA604 - Safety General Projects	55,000	-	-	-	-	-	55,000
FMA645 - Camera Sustainability	670,000	-	-	-	-	-	670,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	763,000	-	-	-	-	-	763,000
ICI140 - Next Crossing Cameras	40,000	-	-	-	-	-	40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	300,000	-	-	-	-	-	300,000
Finance	28,535,000	-	4,951,000	-	-	1,127,000	22,457,000
CDA006 - 5310 Administration Funds All Years	304,000	-	304,000	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	116,000	-	-	-	-	-	116,000
ICI213 - eVoucher Phase 2	324,000	-	124,000	-	-	-	200,000
ICI222 - ICI222- Fares Systems Replacement Program	12,141,000	-	-	-	-	-	12,141,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	200,000	-	180,000	-	-	20,000	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	200,000	-	180,000	-	-	20,000	-
MSP222 - FFY 2018 20-1903 P/O 5310	200,000	-	180,000	-	-	20,000	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	50,000	-	50,000	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	1,000,000	-	687,000	-	-	313,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	500,000	-	306,000	-	-	194,000	-
MSP278 - FFY 2022 UT02023 O/L 5310	700,000	-	480,000	-	-	220,000	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	300,000	-	300,000	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	500,000	-	500,000	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	200,000	-	200,000	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	50,000	-	50,000	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	900,000	-	720,000	-	-	180,000	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	50,000	-	50,000	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	500,000	-	400,000	-	-	100,000	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	300,000	-	240,000	-	-	60,000	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	5,000,000
Operations	6,277,000	-	277,000	-	-	-	6,000,000
FMA543 - Police Fleet Vehicles	605,000	-	-	-	-	-	605,000

2024 Capital Budget Details

Chief Office/Project Name	2024 Total Budget	2024 Total Budget- Bonds	2024 Total Budget- Grants Award Executed	2024 Total Budget- Lease	2024 Total Budget- State	2024 Total Budget- Local Partner	2024 Total Budget- UTA Funds
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	1,433,000	-	-	-	-	-	1,433,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	434,000	-	-	-	-	-	434,000
FMA684 - Police Managed Reserve	250,000	-	-	-	-	-	250,000
FMA685 - Wheel Truing Machine JRSC	500,000	-	-	-	-	-	500,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	250,000	-	-	-	-	-	250,000
FMA689 - New Bid Trailer for MB building 7	115,000	-	-	-	-	-	115,000
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	175,000	-	-	-	-	-	175,000
MSP210 - FrontRunner Bike Rack project	300,000	-	277,000	-	-	-	23,000
SGR386 - LRV repairs for 1137 and 1122	1,015,000	-	-	-	-	-	1,015,000
People	1,130,000	-	-	-	-	-	1,130,000
ICI228 - CPO New HRIS system application upgrade	1,000,000	-	-	-	-	-	1,000,000
MSP291 - CareATC Location Build Out	55,000	-	-	-	-	-	55,000
MSP310 - Bus Training Simulator	75,000	-	-	-	-	-	75,000
Planning & Engagement	3,555,000	-	800,000	-	287,000	1,199,000	1,269,000
MSP198 - Wayfinding Plan	150,000	-	-	-	-	-	150,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	815,000	-	-	-	287,000	-	528,000
MSP284 - Route Planning Restoration using Equity Index	175,000	-	175,000	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	-	-	-	-	-	-	-
MSP292 - AOPP: Paratransit Forward Study	214,000	-	182,000	-	-	32,000	-
MSP294 - Planning Studies Managed Reserves	350,000	-	-	-	-	150,000	200,000
MSP314 - One-Time UTA On Demand Funds	326,000	-	-	-	-	-	326,000
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	910,000	-	-	-	-	910,000	-
REV234 - Tooele County Microtransit & Vehicle Electrification	615,000	-	443,000	-	-	107,000	65,000
Grand Total	230,433,000	6,330,000	58,020,000	27,234,000	22,773,000	8,823,000	107,253,000

2025 Capital Budget Details

Chief Office/Project Name	2025 Total Budget	2025 Total Budget- Bonds	2025 Total Budget- Grants Award Executed	2025 Total Budget- Lease	2025 Total Budget- State	2025 Total Budget- Local Partner	2025 Total Budget- UTA Funds
Capital Services	\$ 275,072,000	\$ 8,355,000	\$ 92,226,000	\$ 63,763,000	\$ 50,662,000	\$ 1,500,000	\$ 58,566,000
FMA516 - Corridor Fencing	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000
FMA679 - Building Remodels/Reconfigurations	\$ 1,290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,290,000
FMA680 - Suicide Prevention Research Project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FMA687 - Layton Station Improvements	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,000
FMA690 - Facility Program Development & Design	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
FMA692 - Warm Springs Upgrades	\$ 3,500,000	\$ -	\$ -	\$ 3,500,000	\$ -	\$ -	\$ -
FMA693 - Meadowbrook Electrification	\$ 1,786,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,786,000
FMA694 - Electric Bus Chargers	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
FMA695 - Facility Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP102 - Depot District	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP140 - Box Elder County Corridor Preservation	\$ 2,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,300,000
MSP185 - Ogden/Weber State University BRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP189 - Signal Pre-emption Projects w/UDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP193 - Weber County Corridor Preservation	\$ 2,700,000	\$ -	\$ 625,000	\$ -	\$ -	\$ -	\$ 2,075,000
MSP202 - Davis-SLC Community Connector	\$ 3,400,000	\$ -	\$ 485,000	\$ -	\$ 2,900,000	\$ -	\$ 15,000
MSP207 - 3300/3500 South Max EXP\Optimization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP208 - Clearfield FR Station Trail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP215 - Sharp/Tintic Rail Corridor Connection	\$ 1,145,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 145,000
MSP216 - Point of the Mountain Transit	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
MSP224 - UTA ADA Bus Stop Improvements UTCO	\$ 378,000	\$ -	\$ 353,000	\$ -	\$ -	\$ -	\$ 25,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP240 - Operator Restrooms throughout System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP248 - Planning & Environmental Analysis	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
MSP252 - FrontRunner Strategic Double Tracking Project	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -
MSP253 - Mid-Valley Connector	\$ 45,700,000	\$ -	\$ 33,705,000	\$ -	\$ 11,495,000	\$ -	\$ 500,000
MSP254 - TechLink	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP255 - Central Corridor	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP258 - Mt. Ogden Amin Bldg. Expansion	\$ 5,355,000	\$ 5,355,000	\$ -	\$ -	\$ -	\$ -	\$ -
MSP259 - S-Line Extension	\$ 11,746,000	\$ -	\$ -	\$ -	\$ 8,000,000	\$ -	\$ 3,746,000
MSP260 - Westside Express (5600 West)	\$ 16,500,000	\$ -	\$ 9,063,000	\$ -	\$ 7,437,000	\$ -	\$ -
MSP262 - SLCentral HQ Office	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP263 - TOD Working Capital	\$ 688,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 688,000
MSP264 - FrontRunner Extension to Payson	\$ 3,080,000	\$ -	\$ -	\$ -	\$ 2,530,000	\$ -	\$ 550,000
MSP265 - Program Management Support	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
MSP267 - New Maintenance Training Facility	\$ 5,229,000	\$ -	\$ -	\$ 5,229,000	\$ -	\$ -	\$ -
MSP271 - MOW Training Yard	\$ 2,607,000	\$ -	\$ -	\$ 2,607,000	\$ -	\$ -	\$ -
MSP272 - TRAX Operational Simulator	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP274 - Historic Utah Southern Rail Trail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP275 - Station Area Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP283 - ROW & Facility Property Opportunity Buy	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
MSP286 - Utah County Park & Ride Lots	\$ 3,585,000	\$ -	\$ 3,334,000	\$ -	\$ -	\$ -	\$ 251,000
MSP287 - 900 East UVX Station	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP288 - Sustainability Project Pool	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	\$ 3,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,700,000
MSP300 - New TRAX platform in South Jordan	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -
MSP301 - Federal Bus Stops 5339	\$ 802,000	\$ -	\$ 641,000	\$ -	\$ -	\$ -	\$ 161,000
MSP312 - Point of the Mountain FrontRunner Station	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -

2025 Capital Budget Details

Chief Office/Project Name	2025 Total Budget	2025 Total Budget- Bonds	2025 Total Budget- Grants Award Executed	2025 Total Budget- Lease	2025 Total Budget- State	2025 Total Budget- Local Partner	2025 Total Budget- UTA Funds
MSP313 - Electric Charger Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REV205 - Replacement Non-Revenue Support Vehicles	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -
REV209 - Paratransit Replacements	\$ 4,851,000	\$ -	\$ -	\$ 4,811,000	\$ -	\$ -	\$ 40,000
REV211 - Replacement Buses	\$ 30,000,000	\$ -	\$ -	\$ 29,900,000	\$ -	\$ -	\$ 100,000
REV212 - Park City Lo/No Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REV224 - Bus Overhaul	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
REV232 - Van Pool Van Replacements	\$ 1,716,000	\$ -	\$ -	\$ 1,716,000	\$ -	\$ -	\$ -
REV233 - Commuter Rail Vehicle Procurement - Used	\$ 5,500,000	\$ -	\$ -	\$ 5,500,000	\$ -	\$ -	\$ -
REV236 - VW Battery Buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REV238 - SD100/SD160 Light Rail Vehicle Replacement	\$ 36,000,000	\$ 3,000,000	\$ 18,000,000	\$ -	\$ 15,000,000	\$ -	\$ -
REV240 - Motor Pool Key Management System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REV241 - NRV Ancillary Equipment (Trailers, etc.)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
REV242 - Replacement Non-rev equipment/special vehicles	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
SGR040 - Light Rail Vehicle Rehab	\$ 11,000,000	\$ -	\$ 8,800,000	\$ -	\$ -	\$ -	\$ 2,200,000
SGR047 - LRT Stray Current Control	\$ 526,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 526,000
SGR353 - Commuter Rail Engine Overhaul	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SGR359 - Bridge Rehabilitation & Maintenance	\$ 420,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,000
SGR370 - Red Signal Enforcement	\$ 3,409,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,409,000
SGR385 - Rail Replacement Program	\$ 6,200,000	\$ -	\$ 4,960,000	\$ -	\$ -	\$ -	\$ 1,240,000
SGR390 - Jordan River #2 Remodel	\$ 5,500,000	\$ -	\$ -	\$ 5,500,000	\$ -	\$ -	\$ -
SGR391 - Commuter Rail Vehicle Rehab and Replacement	\$ 3,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,750,000
SGR393 - Grade Crossing Replacement Program	\$ 4,500,000	\$ -	\$ 3,600,000	\$ -	\$ -	\$ -	\$ 900,000
SGR397 - TPSS Component Replacement	\$ 4,300,000	\$ -	\$ 3,440,000	\$ -	\$ -	\$ -	\$ 860,000
SGR398 - OCS Rehab/Replace	\$ 5,900,000	\$ -	\$ 4,720,000	\$ -	\$ -	\$ -	\$ 1,180,000
SGR401 - Ballast and Tie replacement	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
SGR403 - Train Control Rehab & Replacement	\$ 10,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,900,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
SGR407 - Bus Stop Enhancements	\$ 1,275,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,275,000
SGR408 - Route End of Line (EOL) Enhancements	\$ 1,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,650,000
SGR409 - System Restrooms	\$ 2,245,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,245,000
SGR410 - Fiber Rehab/Replacement	\$ 1,519,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,519,000
SGR411 - Farmington Ped Bridge Repairs	\$ 560,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 560,000
Enterprise Strategy	\$ 14,328,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,328,000
ICI001 - Passenger Information	\$ 1,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,350,000
ICI146 - FrontRunner WiFi Enhancements	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
ICI173 - JDE System Enhancements	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
ICI179 - Network Infrastructure Equipment & Software	\$ 939,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 939,000
ICI185 - WFRC Grant for Passenger Info Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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 (Cybersecurity, NIST & PCI Compliance)	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 260,000
ICI199 - Rail Communication Onboard Tech	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	\$ 394,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 394,000
ICI202 - Radio Comm Infrastructure	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
ICI214 - APC Upgrade	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 850,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ICI217 - Transit Management System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ICI224 - JDE 9.2 Applications Upgrade UNx	\$ 225,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225,000

2025 Capital Budget Details

Chief Office/Project Name	2025 Total Budget	2025 Total Budget- Bonds	2025 Total Budget- Grants Award Executed	2025 Total Budget- Lease	2025 Total Budget- State	2025 Total Budget- Local Partner	2025 Total Budget- UTA Funds
ICI226 - New Radio Communication System	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000,000
ICI230 - Operations Systems	\$ 2,150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,150,000
ICI231 - United Way Tablet Upgrade	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000
Executive Director (Safety)	\$ 1,736,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,736,000
FMA604 - Safety General Projects	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000
FMA645 - Camera Sustainability	\$ 656,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 656,000
FMA658 - Bus Replacement Camera System	\$ 620,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 620,000
FMA681 - Arc Flash Analysis	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ICI140 - Next Crossing Cameras	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Finance	\$ 19,110,000	\$ -	\$ 3,677,000	\$ -	\$ -	\$ 293,000	\$ 15,140,000
CDA006 - 5310 Administration Funds All Years	\$ 313,000	\$ -	\$ 313,000	\$ -	\$ -	\$ -	\$ -
FMA686 - Warehouse Equipment Managed Reserve	\$ 94,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,000
ICI213 - eVoucher Phase 2	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
ICI222 - ICI222- Fares Systems Replacement Program	\$ 4,996,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,996,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP221 - FFY 2018 20-1902 Grant O/L 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP222 - FFY 2018 20-1903 P/O 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP276 - FFY 2022 UT 2023 SL/WV 5310	\$ 591,000	\$ -	\$ 407,000	\$ -	\$ -	\$ 184,000	\$ -
MSP277 - FFY 2022 UT-2023-024 P/O 5310	\$ 115,000	\$ -	\$ 79,000	\$ -	\$ -	\$ 36,000	\$ -
MSP278 - FFY 2022 UT02023 O/L 5310	\$ 135,000	\$ -	\$ 92,000	\$ -	\$ -	\$ 43,000	\$ -
MSP279 - FFY 2021 UT-2023-013 O/L 5310	\$ 125,000	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	\$ 252,000	\$ -	\$ 252,000	\$ -	\$ -	\$ -	\$ -
MSP281 - FFY 2021 UT-2023-023 P/O 5310	\$ 89,000	\$ -	\$ 89,000	\$ -	\$ -	\$ -	\$ -
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	\$ 50,000	\$ -	\$ 40,000	\$ -	\$ -	\$ 10,000	\$ -
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	\$ 50,000	\$ -	\$ 40,000	\$ -	\$ -	\$ 10,000	\$ -
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	\$ 50,000	\$ -	\$ 40,000	\$ -	\$ -	\$ 10,000	\$ -
MSP302 - FFY 2024 O/L 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP303 - FFY 2023 O/L 5310	\$ 700,000	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -
MSP304 - FFY 2023 P/O 5310	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
MSP305 - FFY 2023 SL/WV 5310	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
MSP306 - FFY 2026 All UZAs 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP307 - FFY 2025 All UZAs 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP308 - FFY 2024 SL/WV 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP309 - FFY 2024 P/O 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP999 - Capital Contingency	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
Operations	\$ 10,249,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,249,000
FMA543 - Police Fleet Vehicles	\$ 605,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 605,000
FMA652 - Facilities, Equipment Managed Reserve	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000
FMA653 - Facilities Rehab/Replacement	\$ 1,130,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,130,000
FMA672 - Park & Ride Rehab/Replacement	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
FMA673 - Stations and Platforms Rehab/Replacement	\$ 434,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 434,000
FMA684 - Police Managed Reserve	\$ 275,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 275,000
FMA685 - Wheel Truing Machine JRSC	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000

2025 Capital Budget Details

Chief Office/Project Name	2025 Total Budget	2025 Total Budget- Bonds	2025 Total Budget- Grants Award Executed	2025 Total Budget- Lease	2025 Total Budget- State	2025 Total Budget- Local Partner	2025 Total Budget- UTA Funds
FMA688 - Lab Building FLHQ Demolition/Parking Lot	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FMA689 - New Bid Trailer for MB building 7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP210 - FrontRunner Bike Rack project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SGR386 - LRV repairs for 1137 and 1122	\$ 3,105,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,105,000
People	\$ 2,020,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,020,000
ICI228 - CPO New HRIS system application upgrade	\$ 1,570,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,570,000
MSP291 - CareATC Location Build Out	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP310 - Bus Training Simulator	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000
Planning & Engagement	\$ 3,444,000	\$ -	\$ -	\$ -	\$ -	\$ 603,000	\$ 2,841,000
MSP198 - Wayfinding Plan	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	\$ 1,711,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,711,000
MSP284 - Route Planning Restoration using Equity Index	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP285 - Bus Speed and Reliability Program (BSRP)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
MSP292 - AOPP: Paratransit Forward Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP294 - Planning Studies Managed Reserves	\$ 605,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 605,000
MSP314 - One-Time UTA On Demand Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	\$ 603,000	\$ -	\$ -	\$ -	\$ -	\$ 603,000	\$ -
REV234 - Tooele County Microtransit & Vehicle Electrification	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000
Grand Total	\$ 325,959,000	\$ 8,355,000	\$ 95,903,000	\$ 63,763,000	\$ 50,662,000	\$ 2,396,000	#####

2026 Capital Budget Details

Chief Office/Project Name	2026 Total Budget	2026 Total Budget- Bonds	2026 Total Budget- Grants Award Executed	2026 Total Budget- Lease	2026 Total Budget- State	2026 Total Budget- Local Partner	2026 Total Budget- UTA Funds
Capital Services	\$ 228,033,000	\$ 8,020,000	\$ 74,901,000	\$ 52,879,000	\$ 39,446,000	\$ -	\$ 52,787,000
FMA516 - Corridor Fencing	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000
FMA679 - Building Remodels/Reconfigurations	\$ 1,190,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,190,000
FMA680 - Suicide Prevention Research Project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FMA687 - Layton Station Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FMA690 - Facility Program Development & Design	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
FMA692 - Warm Springs Upgrades	\$ 6,000,000	\$ -	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -
FMA693 - Meadowbrook Electrification	\$ 1,836,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,836,000
FMA694 - Electric Bus Chargers	\$ 2,065,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,065,000
FMA695 - Facility Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP102 - Depot District	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP140 - Box Elder County Corridor Preservation	\$ 2,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,300,000
MSP185 - Ogden/Weber State University BRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP189 - Signal Pre-emption Projects w/UDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP193 - Weber County Corridor Preservation	\$ 2,700,000	\$ -	\$ 625,000	\$ -	\$ -	\$ -	\$ 2,075,000
MSP202 - Davis-SLC Community Connector	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP207 - 3300/3500 South Max EXP\Optimization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP208 - Clearfield FR Station Trail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP215 - Sharp/Tintic Rail Corridor Connection	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP216 - Point of the Mountain Transit	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -
MSP224 - UTA ADA Bus Stop Improvements UTCO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP240 - Operator Restrooms throughout System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP248 - Planning & Environmental Analysis	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
MSP252 - FrontRunner Strategic Double Tracking Project	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -
MSP253 - Mid-Valley Connector	\$ 44,987,000	\$ -	\$ 31,071,000	\$ -	\$ 13,416,000	\$ -	\$ 500,000
MSP254 - TechLink	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP255 - Central Corridor	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP258 - Mt. Ogden Amin Bldg. Expansion	\$ 5,020,000	\$ 5,020,000	\$ -	\$ -	\$ -	\$ -	\$ -
MSP259 - S-Line Extension	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP260 - Westside Express (5600 West)	\$ 15,000,000	\$ -	\$ 9,000,000	\$ -	\$ 6,000,000	\$ -	\$ -
MSP262 - SLCentral HQ Office	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP263 - TOD Working Capital	\$ 688,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 688,000
MSP264 - FrontRunner Extension to Payson	\$ 3,080,000	\$ -	\$ -	\$ -	\$ 2,530,000	\$ -	\$ 550,000
MSP265 - Program Management Support	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
MSP267 - New Maintenance Training Facility	\$ 714,000	\$ -	\$ -	\$ 714,000	\$ -	\$ -	\$ -
MSP271 - MOW Training Yard	\$ 587,000	\$ -	\$ -	\$ 587,000	\$ -	\$ -	\$ -
MSP272 - TRAX Operational Simulator	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP274 - Historic Utah Southern Rail Trail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP275 - Station Area Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP283 - ROW & Facility Property Opportunity Buy	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
MSP286 - Utah County Park & Ride Lots	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP287 - 900 East UVX Station	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP288 - Sustainability Project Pool	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP300 - New TRAX platform in South Jordan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP301 - Federal Bus Stops 5339	\$ 717,000	\$ -	\$ 573,000	\$ -	\$ -	\$ -	\$ 144,000
MSP313 - Electric Charger Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REV205 - Replacement Non-Revenue Support Vehicles	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -
REV209 - Paratransit Replacements	\$ 3,961,000	\$ -	\$ -	\$ 3,921,000	\$ -	\$ -	\$ 40,000
REV211 - Replacement Buses	\$ 30,000,000	\$ -	\$ -	\$ 29,900,000	\$ -	\$ -	\$ 100,000

2026 Capital Budget Details

Chief Office/Project Name	2026 Total Budget	2026 Total Budget- Bonds	2026 Total Budget- Grants Award Executed	2026 Total Budget- Lease	2026 Total Budget- State	2026 Total Budget- Local Partner	2026 Total Budget- UTA Funds
REV212 - Park City Lo/No Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REV224 - Bus Overhaul	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
REV232 - Van Pool Van Replacements	\$ 1,757,000	\$ -	\$ -	\$ 1,757,000	\$ -	\$ -	\$ -
REV233 - Commuter Rail Vehicle Procurement - Used	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -
REV236 - VW Battery Buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REV238 - SD100/SD160 Light Rail Vehicle Replacement	\$ 36,000,000	\$ 3,000,000	\$ 18,000,000	\$ -	\$ 15,000,000	\$ -	\$ -
REV240 - Motor Pool Key Management System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REV241 - NRV Ancillary Equipment (Trailers, etc.)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
REV242 - Replacement Non-rev equipment/special vehicles	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
SGR040 - Light Rail Vehicle Rehab	\$ 9,000,000	\$ -	\$ 7,200,000	\$ -	\$ -	\$ -	\$ 1,800,000
SGR047 - LRT Stray Current Control	\$ 542,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 542,000
SGR353 - Commuter Rail Engine Overhaul	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SGR359 - Bridge Rehabilitation & Maintenance	\$ 440,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 440,000
SGR370 - Red Signal Enforcement	\$ 2,863,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,863,000
SGR385 - Rail Replacement Program	\$ 2,435,000	\$ -	\$ 1,948,000	\$ -	\$ -	\$ -	\$ 487,000
SGR390 - Jordan River #2 Remodel	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -
SGR391 - Commuter Rail Vehicle Rehab and Replacement	\$ 3,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,750,000
SGR393 - Grade Crossing Replacement Program	\$ 2,200,000	\$ -	\$ 1,760,000	\$ -	\$ -	\$ -	\$ 440,000
SGR397 - TPSS Component Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SGR398 - OCS Rehab/Replace	\$ 10,000,000	\$ -	\$ 4,724,000	\$ -	\$ -	\$ -	\$ 5,276,000
SGR401 - Ballast and Tie replacement	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
SGR403 - Train Control Rehab & Replacement	\$ 9,467,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,467,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000
SGR407 - Bus Stop Enhancements	\$ 1,275,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,275,000
SGR408 - Route End of Line (EOL) Enhancements	\$ 1,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,650,000
SGR409 - System Restrooms	\$ 1,120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,120,000
SGR410 - Fiber Rehab/Replacement	\$ 679,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 679,000
SGR411 - Farmington Ped Bridge Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Enterprise Strategy	\$ 6,274,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,274,000
ICI001 - Passenger Information	\$ 1,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,350,000
ICI146 - FrontRunner WiFi Enhancements	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
ICI173 - JDE System Enhancements	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
ICI179 - Network Infrastructure Equipment & Software	\$ 279,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 279,000
ICI185 - WFRC Grant for Passenger Info Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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 (Cybersecurity, NIST & PCI Compliance)	\$ 475,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 475,000
ICI199 - Rail Communication Onboard Tech	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
ICI202 - Radio Comm Infrastructure	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
ICI214 - APC Upgrade	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ICI217 - Transit Management System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ICI224 - JDE 9.2 Applications Upgrade UNx	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ICI226 - New Radio Communication System	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
ICI230 - Operations Systems	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
ICI231 - United Way Tablet Upgrade	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,000
Executive Director (Safety)	\$ 1,725,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,725,000
FMA604 - Safety General Projects	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000
FMA645 - Camera Sustainability	\$ 645,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 645,000

2026 Capital Budget Details

Chief Office/Project Name	2026 Total Budget	2026 Total Budget- Bonds	2026 Total Budget- Grants Award Executed	2026 Total Budget- Lease	2026 Total Budget- State	2026 Total Budget- Local Partner	2026 Total Budget- UTA Funds
FMA658 - Bus Replacement Camera System	\$ 620,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 620,000
FMA681 - Arc Flash Analysis	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ICI140 - Next Crossing Cameras	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Finance	\$ 18,780,000	\$ -	\$ 3,456,000	\$ -	\$ -	\$ -	\$ 15,324,000
CDA006 - 5310 Administration Funds All Years	\$ 323,000	\$ -	\$ 323,000	\$ -	\$ -	\$ -	\$ -
FMA686 - Warehouse Equipment Managed Reserve	\$ 55,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000
ICI213 - eVoucher Phase 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ICI222 - ICI222- Fares Systems Replacement Program	\$ 5,269,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,269,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP221 - FFY 2018 20-1902 Grant O/L 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP222 - FFY 2018 20-1903 P/O 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP276 - FFY 2022 UT 2023 SL/WV 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP277 - FFY 2022 UT-2023-024 P/O 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP278 - FFY 2022 UT02023 O/L 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP279 - FFY 2021 UT-2023-013 O/L 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP281 - FFY 2021 UT-2023-023 P/O 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP302 - FFY 2024 O/L 5310	\$ 700,000	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -
MSP303 - FFY 2023 O/L 5310	\$ 160,000	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -
MSP304 - FFY 2023 P/O 5310	\$ 134,000	\$ -	\$ 134,000	\$ -	\$ -	\$ -	\$ -
MSP305 - FFY 2023 SL/WV 5310	\$ 639,000	\$ -	\$ 639,000	\$ -	\$ -	\$ -	\$ -
MSP306 - FFY 2026 All UZAs 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP307 - FFY 2025 All UZAs 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP308 - FFY 2024 SL/WV 5310	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
MSP309 - FFY 2024 P/O 5310	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
MSP999 - Capital Contingency	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
Operations	\$ 5,685,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,685,000
FMA543 - Police Fleet Vehicles	\$ 605,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 605,000
FMA652 - Facilities, Equipment Managed Reserve	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000
FMA653 - Facilities Rehab/Replacement	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000
FMA672 - Park & Ride Rehab/Replacement	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
FMA673 - Stations and Platforms Rehab/Replacement	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
FMA684 - Police Managed Reserve	\$ 275,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 275,000
FMA685 - Wheel Truing Machine JRSC	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FMA689 - New Bid Trailer for MB building 7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP210 - FrontRunner Bike Rack project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SGR386 - LRV repairs for 1137 and 1122	\$ 605,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 605,000
People	\$ 1,180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,180,000
ICI228 - CPO New HRIS system application upgrade	\$ 1,180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,180,000
MSP291 - CareATC Location Build Out	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP310 - Bus Training Simulator	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planning & Engagement	\$ 1,675,000	\$ -	\$ -	\$ -	\$ -	\$ 42,000	\$ 1,633,000

2026 Capital Budget Details

Chief Office/Project Name	2026 Total Budget	2026 Total Budget- Bonds	2026 Total Budget- Grants Award Executed	2026 Total Budget- Lease	2026 Total Budget- State	2026 Total Budget- Local Partner	2026 Total Budget- UTA Funds
MSP198 - Wayfinding Plan	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	\$ 933,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 933,000
MSP284 - Route Planning Restoration using Equity Index	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP285 - Bus Speed and Reliability Program (BSRP)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
MSP292 - AOPP: Paratransit Forward Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP294 - Planning Studies Managed Reserves	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
MSP314 - One-Time UTA On Demand Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ 42,000	\$ -
REV234 - Tooele County Microtransit & Vehicle Electrification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grand Total	\$ 263,352,000	\$ 8,020,000	\$ 78,357,000	\$ 52,879,000	\$ 39,446,000	\$ 42,000	\$ 84,608,000

2027 Capital Budget Details

Chief Office/Project Name	2027 Total Budget	2027 Total Budget- Bonds	2027 Total Budget- Grants Award Executed	2027 Total Budget- Lease	2027 Total Budget- State	2027 Total Budget- Local Partner	2027 Total Budget- UTA Funds
Capital Services	168,750,000	18,950,000	40,473,000	60,440,000	8,185,000	-	40,702,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,040,000	-	-	-	-	-	1,040,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-
FMA692 - Warm Springs Upgrades	20,000,000	-	-	20,000,000	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	2,065,000	-	-	-	-	-	2,065,000
FMA695 - Facility Program	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-
MSP140 - Box Elder County Corridor Preservation	2,300,000	-	-	-	-	-	2,300,000
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	-	-	-	-	-	-	-
MSP202 - Davis-SLC Community Connector	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	500,000	-	-	-	500,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	300,000
MSP252 - FrontRunner Strategic Double Tracking Project	2,000,000	-	-	-	2,000,000	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-
MSP254 - TechLink	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Amin Bldg. Expansion	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	8,122,000	-	2,437,000	-	5,685,000	-	-
MSP262 - SLCentral HQ Office	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	688,000
MSP264 - FrontRunner Extension to Payson	-	-	-	-	-	-	-
MSP265 - Program Management Support	3,000,000	-	-	-	-	-	3,000,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-
MSP283 - ROW & Facility Property Opportunity Buy	1,000,000	-	-	-	-	-	1,000,000
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-

2027 Capital Budget Details

Chief Office/Project Name	2027 Total Budget	2027 Total Budget- Bonds	2027 Total Budget- Grants Award Executed	2027 Total Budget- Lease	2027 Total Budget- State	2027 Total Budget- Local Partner	2027 Total Budget- UTA Funds
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	5,780,000	-	-	5,740,000	-	-	40,000
REV211 - Replacement Buses	30,000,000	-	-	29,900,000	-	-	100,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,800,000	-	-	1,800,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	37,900,000	18,950,000	18,950,000	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	9,000,000	-	7,200,000	-	-	-	1,800,000
SGR047 - LRT Stray Current Control	558,000	-	-	-	-	-	558,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	460,000	-	-	-	-	-	460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	4,500,000	-	3,600,000	-	-	-	900,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	3,750,000
SGR393 - Grade Crossing Replacement Program	2,200,000	-	1,760,000	-	-	-	440,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	6,526,000	-	-	-	3,474,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	9,900,000	-	-	-	-	-	9,900,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,600,000	-	-	-	-	-	1,600,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	1,650,000	-	-	-	-	-	1,650,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	682,000	-	-	-	-	-	682,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-
Enterprise Strategy	3,398,000	-	-	-	-	-	3,398,000
ICI001 - Passenger Information	-	-	-	-	-	-	-
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
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-
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 (Cybersecurity, NIST & PCI Compliance)	250,000	-	-	-	-	-	250,000
ICI199 - Rail Communication Onboard Tech	50,000	-	-	-	-	-	50,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	173,000	-	-	-	-	-	173,000
ICI202 - Radio Comm Infrastructure	50,000	-	-	-	-	-	50,000
ICI214 - APC Upgrade	600,000	-	-	-	-	-	600,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	225,000	-	-	-	-	-	225,000
ICI226 - New Radio Communication System	150,000	-	-	-	-	-	150,000

2027 Capital Budget Details

Chief Office/Project Name	2027 Total Budget	2027 Total Budget- Bonds	2027 Total Budget- Grants Award Executed	2027 Total Budget- Lease	2027 Total Budget- State	2027 Total Budget- Local Partner	2027 Total Budget- UTA Funds
ICI230 - Operations Systems	750,000	-	-	-	-	-	750,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	100,000	-	-	-	-	-	100,000
Executive Director (Safety)	1,716,000	-	-	-	-	-	1,716,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	636,000	-	-	-	-	-	636,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	40,000	-	-	-	-	-	40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	300,000	-	-	-	-	-	300,000
Finance	16,496,000	-	4,359,000	-	-	-	12,137,000
CDA006 - 5310 Administration Funds All Years	332,000	-	332,000	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	123,000	-	-	-	-	-	123,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-
ICI222 - ICI222- Fares Systems Replacement Program	2,014,000	-	-	-	-	-	2,014,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	186,000	-	186,000	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	3,000,000	-	3,000,000	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	688,000	-	688,000	-	-	-	-
MSP309 - FFY 2024 P/O 5310	153,000	-	153,000	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	5,000,000
Operations	3,080,000	-	-	-	-	-	3,080,000
FMA543 - Police Fleet Vehicles	605,000	-	-	-	-	-	605,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-

2027 Capital Budget Details

Chief Office/Project Name	2027 Total Budget	2027 Total Budget- Bonds	2027 Total Budget- Grants Award Executed	2027 Total Budget- Lease	2027 Total Budget- State	2027 Total Budget- Local Partner	2027 Total Budget- UTA Funds
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-
Planning & Engagement	1,149,000	-	-	-	-	-	1,149,000
MSP198 - Wayfinding Plan	300,000	-	-	-	-	-	300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-
MSP294 - Planning Studies Managed Reserves	300,000	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-
Grand Total	194,589,000	18,950,000	44,832,000	60,440,000	8,185,000	-	62,182,000

2028 Capital Budget Details

Chief Office/Project Name	2028 Total Budget	2028 Total Budget- Bonds	2028 Total Budget- Grants Award Executed	2028 Total Budget- Lease	2028 Total Budget- State	2028 Total Budget- Local Partner	2028 Total Budget- UTA Funds
Capital Services	228,986,000	88,697,000	48,906,000	46,170,000	3,000,000	-	42,213,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	540,000	-	-	-	-	-	540,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-
FMA692 - Warm Springs Upgrades	5,500,000	-	-	5,500,000	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	2,065,000	-	-	-	-	-	2,065,000
FMA695 - Facility Program	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-
MSP140 - Box Elder County Corridor Preservation	2,300,000	-	-	-	-	-	2,300,000
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	-	-	-	-	-	-	-
MSP202 - Davis-SLC Community Connector	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	1,000,000	-	-	-	1,000,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	300,000
MSP252 - FrontRunner Strategic Double Tracking Project	2,000,000	-	-	-	2,000,000	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-
MSP254 - TechLink	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Amin Bldg. Expansion	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	-	-	-	-	-	-	-
MSP262 - SLCentral HQ Office	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	688,000
MSP264 - FrontRunner Extension to Payson	-	-	-	-	-	-	-
MSP265 - Program Management Support	3,000,000	-	-	-	-	-	3,000,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-
MSP283 - ROW & Facility Property Opportunity Buy	1,000,000	-	-	-	-	-	1,000,000
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	5,967,000	-	-	5,927,000	-	-	40,000
REV211 - Replacement Buses	30,000,000	-	-	29,900,000	-	-	100,000

2028 Capital Budget Details

Chief Office/Project Name	2028 Total Budget	2028 Total Budget- Bonds	2028 Total Budget- Grants Award Executed	2028 Total Budget- Lease	2028 Total Budget- State	2028 Total Budget- Local Partner	2028 Total Budget- UTA Funds
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,843,000	-	-	1,843,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	120,000,000	88,697,000	31,303,000	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	9,000,000	-	7,200,000	-	-	-	1,800,000
SGR047 - LRT Stray Current Control	575,000	-	-	-	-	-	575,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	500,000	-	-	-	-	-	500,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	3,987,000	-	3,189,000	-	-	-	798,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	3,750,000
SGR393 - Grade Crossing Replacement Program	4,000,000	-	3,200,000	-	-	-	800,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	4,014,000	-	-	-	5,986,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	10,400,000	-	-	-	-	-	10,400,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,400,000	-	-	-	-	-	1,400,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	1,650,000	-	-	-	-	-	1,650,000
SGR409 - System Restrooms	-	-	-	-	-	-	-
SGR410 - Fiber Rehab/Replacement	686,000	-	-	-	-	-	686,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-
Enterprise Strategy	2,875,000	-	-	-	-	-	2,875,000
ICI001 - Passenger Information	-	-	-	-	-	-	-
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
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-
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 (Cybersecurity, NIST & PCI Compliance)	525,000	-	-	-	-	-	525,000
ICI199 - Rail Communication Onboard Tech	50,000	-	-	-	-	-	50,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	1,050,000	-	-	-	-	-	1,050,000
ICI202 - Radio Comm Infrastructure	50,000	-	-	-	-	-	50,000
ICI214 - APC Upgrade	-	-	-	-	-	-	-
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-
ICI226 - New Radio Communication System	150,000	-	-	-	-	-	150,000
ICI230 - Operations Systems	-	-	-	-	-	-	-
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-
Executive Director (Safety)	1,229,000	-	-	-	-	-	1,229,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	449,000	-	-	-	-	-	449,000

2028 Capital Budget Details

Chief Office/Project Name	2028 Total Budget	2028 Total Budget- Bonds	2028 Total Budget- Grants Award Executed	2028 Total Budget- Lease	2028 Total Budget- State	2028 Total Budget- Local Partner	2028 Total Budget- UTA Funds
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	40,000	-	-	-	-	-	40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	-	-	-	-	-	-	-
Finance	20,466,000	-	4,089,000	-	-	-	16,377,000
CDA006 - 5310 Administration Funds All Years	342,000	-	342,000	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	36,000	-	-	-	-	-	36,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-
ICI222 - ICI222- Fares Systems Replacement Program	6,341,000	-	-	-	-	-	6,341,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	3,423,000	-	3,423,000	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	324,000	-	324,000	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	5,000,000
Operations	2,860,000	-	-	-	-	-	2,860,000
FMA543 - Police Fleet Vehicles	385,000	-	-	-	-	-	385,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-
Planning & Engagement	1,149,000	-	-	-	-	-	1,149,000

2028 Capital Budget Details

Chief Office/Project Name	2028 Total Budget	2028 Total Budget- Bonds	2028 Total Budget- Grants Award Executed	2028 Total Budget- Lease	2028 Total Budget- State	2028 Total Budget- Local Partner	2028 Total Budget- UTA Funds
MSP198 - Wayfinding Plan	300,000	-	-	-	-	-	300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-
MSP294 - Planning Studies Managed Reserves	300,000	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-
Grand Total	257,565,000	88,697,000	52,995,000	46,170,000	3,000,000	-	66,703,000



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/29/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning & Engagement Officer
PRESENTER(S): Megan Waters, Community Engagement Director
Doraleen Taulanga, Community Outreach Manager

TITLE:

Travel Training Program

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion

BACKGROUND:

Travel training is the professional practice of teaching people to travel independently on public transportation. Travel training can build a variety of skills that help address specific needs in different communities and for individuals. UTA's Travel Training Program was established in 2012 and was housed with Special Services until 2022 when it was organized under the Community Engagement Department.

DISCUSSION:

UTA's Community Engagement Department will share updates on the Travel Training program, including an overview of the program and offerings, and key areas for growth and development of the service.

The UTA Travel Training program focuses on accessible transportation, tailored education, and mobility independence to improve the quality of life for people and communities. The program is open to all and focuses on working with state, city, and community organizations and schools that serve people with disabilities, aging populations, students, English language learners, New Americans, and displaced groups. UTA's team of four offers a wide variety of education opportunities, including individual, group, community, and train the trainer classes. In addition, Travel Training administers a Training Pass Program to provide training passes at low cost to community organizations training their communities on UTA's public transit system. Travel trainers not only bring valuable education and information to the community but are uniquely positioned to share back valuable community feedback and perspectives to UTA.

ALTERNATIVES:

N/A

FISCAL IMPACT:

The Travel Training program is a service offered by the Community Engagement Department as part of its operating budget.

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/29/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bordeaux, Chief Planning and Engagement Officer
PRESENTER(S): Russ Fox, Director of Planning, Utah Transit Authority
Andrew Gruber, Executive Director, Wasatch Front Regional Council
LaNiece Davenport, Planning & Policy Director, Mountainland
Association of Governments

TITLE:

Wasatch Choice Vision

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion

BACKGROUND:

Our future quality of life depends on the choices we make today. Wasatch Choice Vision is our communities' shared vision for coordinated transportation investments, development patterns, and economic opportunities. The Wasatch Choice Vision map and key strategies show how advancing the Vision can enhance quality of life even as we grow.

Wasatch Choice Vision key strategies for a thriving region and communities:

- **Transportation Choices:** Provide people with real choices in how they get around - by driving, transit, biking and walking - so people can easily reach their destinations.
- **Housing Options:** Support housing types and locations that meet the needs of all residents.
- **Parks & Public Spaces:** Ensure ample and convenient parks, public spaces, and open land for gathering and recreating.
- **City & Town Centers:** Create and enhance city and town centers as the hearts of our communities - walkable areas where activity is focused, with places to live, work and play.

DISCUSSION:

Wasatch Choice Vision has been a shared regional vision for the Wasatch Front for well over a decade and has established strong cooperative relationships. Building on community values through an extensive public input process, Wasatch Choice Vision established a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for Utahns living across the Wasatch Front. Wasatch Choice Vision will articulate a new, voluntarily implemented regional vision of how changes should occur between now and 2050. It will also articulate key steps to achieve the vision.

The Wasatch Choice Vision coordinates the planning of transportation, land use, economic opportunity, and parks and public spaces to maintain and enhance our quality of life.

The Wasatch Choice Vision builds on community values through an expansive public input process from our partners and community leaders to establish a blueprint for growth.

The following resources have been created by the partners of the Wasatch Choice Vision to help us all as we implement our shared vision. Resources include a variety of tools, maps, technical assistance, and data.

WFRC, MAG, and UTA are all partners in developing the Wasatch Choice Vision. Partners will walk through <https://wasatchchoice.org/> and explain the features and vision.

ALTERNATIVES:

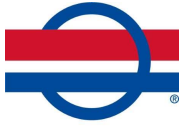
N/A

FISCAL IMPACT:

N/A

ATTACHMENTS:

None



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Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 11/29/2023

TO: Local Advisory Council
PRESENTER(S): Chair Mark Johnson
Chair Carlton Christensen

TITLE:

Open Dialogue with the Board of Trustees

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational discussion with UTA Board of Trustees

DISCUSSION:

The Local Advisory Council and Board of Trustees will engage in discussion on topics concerning the Utah Transit Authority. No action will be taken.

ATTACHMENTS:

None



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Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 11/29/2023

TO: Local Advisory Council
FROM: Jay Fox, Executive Director
PRESENTER(S): Jay Fox, Executive Director

TITLE:

Executive Director Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

Jay Fox, Executive Director, will report on recent activities of the agency and other items of interest including:

- New Chief Communications Officer



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/29/2023

TO: Local Advisory Council
FROM: Utah Transit Authority Audit Committee
PRESENTER(S): Mark Johnson, Chair Local Advisory Council
Troy Walker, Vice-Chair Local Advisory Council

TITLE:

Audit Committee Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

The UTA Audit Committee met on October 16, 2023 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Audit Committee Members Carlton Christensen, Jeff Acerson, Beth Holbrook, Mark Johnson, and Troy Walker participated in the meeting.

DISCUSSION:

Chair Johnson will give a report on the activities of the UTA Audit Committee.

ATTACHMENTS:

None