

# Utah Transit Authority

## Budget Document

2026



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# Message from the Board of Trustees

The Utah Transit Authority (UTA) Board of Trustees is proud to present our approved 2026 Operating and Capital Budget. This budget aligns with UTA's strategic priorities and reflects our commitment to maximizing the value of Utahns' investment in a world-class transit system. UTA prepares an annual budget as part of a fiscally responsible approach to ensuring accountability for the use of public funds.

We believe this budget reflects a balanced approach to taking care of our current system while proactively planning for our future needs. Every dollar invested in public transportation is an investment in Utah's future. The economic return of UTA services creates jobs, provides market access, and increases tax revenue. A recent economic study found that for every \$1 invested in UTA operations and capital, Utah's economy generates \$5.11 in additional goods and services.

The board remains steadfast in its responsibility to steward public funds wisely. The 2026 budget is grounded in conservative revenue forecasts, rigorous cost controls, and data-informed planning. It positions UTA to support regional growth, access to economic opportunities, and Utah's long-term transportation vision.



Carlton Christenson  
Board Chair  
Salt Lake County



Beth Holbrook  
Trustee  
Davis, Weber, Box Elder Counties



Jeff Acerson  
Trustee  
Tooele, Utah Counties



# Message From the Executive Director



At the Utah Transit Authority, our mission is simple yet powerful: *We Move You*. Every decision we make and every dollar we invest is focused on improving mobility, supporting and generating return for Utah's growing communities, and enhancing every Utahns' quality of life.

Our 2026 Operating and Capital Budget reflects this commitment. Guided by UTA's 2030 Strategic Plan, we have developed a budget that balances fiscal responsibility with forward-looking investment. This includes \$488 million for operations, \$332 million dedicated to capital improvements, and \$189 million in debt service and reserves. Each expenditure is designed to ensure safe, reliable, and sustainable transit for decades to come.

UTA has earned well-deserved national recognition for its excellence. In 2025, we received the industry's highest honor: Outstanding Public Transportation System from the American Public Transportation Association. This award recognizes UTA as a world-class, regional transit system. Our strong performance and proven impact make us a compelling and valuable investment, both locally and nationally.

Utah's rapid growth continues to shape our priorities. Transit remains essential in addressing congestion, housing access, commute times, and air quality, issues that directly affect the daily lives of Utah residents. Our budget strategically invests in key projects such as the Midvalley Express bus rapid transit (BRT), our third BRT line, which will connect Murray Central Station with Salt Lake Community College and the Maverik Center. UTA plans to start service on this important project in April 2026, one year ahead of schedule.

The 2026 budget also includes expanding facilities like the Ogden Bus Service Unit's administration building and our TRAX Operations and Maintenance Facilities. Construction will begin on extending the S-Line. We are replacing our fare system and ensuring that our transit network maintains a state of good repair through fleet rehabilitation and replacement. In addition to these capital projects, UTA will update our Long-Range Transit Plan to identify additional investments needed in our transit system as Utah prepares to welcome the world for the 2034 Winter Olympic and Paralympic Games.

Our 2026 budget is built on collaboration and shared responsibility. Sales tax revenue continues to provide the backbone of our funding, supported by strong partnerships at the federal, state, and local levels. These partnerships embrace the larger **We** of our mission and enable us to deliver meaningful transit improvements while remaining accountable stewards of public funds. Ultimately, our 2026 budget reflects a roadmap as **We** — customers and communities, state and local leaders, and over 3,000 UTA employees — chart our public transportation success story across the Wasatch Front.

A stylized, handwritten signature in black ink, appearing to read 'J. Fox'.

Jay M. Fox  
Executive Director



# Distinguished Budget Presentation Award

Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to Utah Transit Authority, for its 2025 Budget for the fiscal year beginning January 1, 2025. To receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device.



GOVERNMENT FINANCE OFFICERS ASSOCIATION

## *Distinguished Budget Presentation Award*

PRESENTED TO

**Utah Transit Authority**

For the Fiscal Year Beginning

**January 01, 2025**

*Christopher P. Morill*

**Executive Director**

This award is valid for a period of 12 months only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.



# About the Utah Transit Authority

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

In 2026, UTA's bus services will offer regular fixed route, express, and bus rapid transit with 1.5 million scheduled service hours with an estimated 20.8 million service miles planned. The TRAX light rail system in Salt Lake County is scheduled to operate 215,200 hours providing 7.2 million service miles, and the FrontRunner commuter rail system, which runs almost 85 miles from Ogden to Provo, will operate 106,400 service hours and 1.4 million service miles. The two-mile S-Line Streetcar line connects neighborhoods in South Salt Lake and the Sugar House area in Salt Lake City. UTA On Demand Microtransit service, initially launched in November 2019, continues to emerge as a new and highly popular public transportation choice, and UTA opened its second service area in late-2021. In 2026, UTA will offer an estimated 214,400 hours of On Demand service, or about 6% over 2025 projected service hours.

Combined, UTA estimates these integrated, coordinated transit services will support an estimated 42 million riders in 2026. UTA serves the populations of Weber, Davis, Utah, Box Elder, Tooele, and Salt Lake counties. As UTA covers a large geographic region and serves 80% of the state's population, the agency works to support Utah's thriving economy by supporting the growth of the communities we serve and help people get to where they want to go when they need to be there. In recent years, UTA has renewed its emphasis on service and is committed to increase outreach to and input from customers and communities better aligning our services with community needs and increasing access to public transportation.

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

## Strategic Plan, Budget Priorities, and Budget Process

In 2022, the Board of Trustees began the process of creating a Strategic Plan to guide the Agency for the next 10 years. Working with UTA leadership throughout 2022, the Board adopted a Vision statement and objectives that articulate desired outcomes, set goals for achieving those outcomes, provide a framework to measure UTA's progress, and create new tools to communicate our progress with decision makers, taxpayers, customers, and our partners. This new Strategic Plan has guided investment decisions and provided the agency with a new strategic direction of the last few years.



# 2026 Strategic Priorities



## UTA 2026 STRATEGY

Department:

UTA Executive Team

### Our Vision

Leading Utah's mobility solutions and improving quality of life

### Our Mission

We Move You

### Our Foundation

Living and Demonstrating the UTA Way

#### BOARD STRATEGIC PRIORITIES & SUCCESS OUTCOMES

##### QUALITY OF LIFE

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

##### CUSTOMER EXPERIENCE

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

##### ORGANIZATIONAL EXCELLENCE

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

##### COMMUNITY SUPPORT

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

##### ECONOMIC RETURN

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

#### 2030 GOALS AND OBJECTIVES

- 70% within 1/2 Mile of Service
- Reduce Footprint by 25%

- Increase Net Promoter by 45%
- Improve Perceived Safety

- Recognized as Premier Workplace
- Increase Improvement Score

- 100+ Partners Telling Transit Stories
- Improve Public Satisfaction

- Communities See Economic Value
- Increase Return on Investment

#### 2026 ANNUAL TARGETS

- Increase Ridership 2%
- Maintain 54% Access to All Day Service
- Reduce Carbon Footprint 5%

- Increase Net Promoter 10%
- Increase Perceived Safety 5%
- Increase Access to All Day Frequent Service 1%
- Increase Customer Info Score 2%

- Increase Org Improvement Score 2%
- Improve OE Systems Maturity 50%
- Reduce OSHA Reportables 10%
- Improve Employee NPS 5%

- Community Benchmark 3%
- Increase Public Relations Score 8%
- Improve Community Value Metric 2%

- Achieve Budget
- Improve Perceived Economic Value Metric 3%

#### ANNUAL STRATEGIC INITIATIVES

- Update 5 Year Service Plan
- Deliver 2026 SGR Program
- Implement Phase I of Sustainability Program
- Successful Completion of Triennial

- Implement Customer Experience Improvement Strategies
- Design UTA Fare Strategy

- Mature UTA Excellence Systems
- Continue Sustainable Service Delivery System Rollout
- Deploy WorkDay & Trapeze Modules
- Implement EE Voice Action Plan
- Improve EE Safety in System

- Host APTA Mobility/Rodeo
- Design Process for Utilizing Community Voices

- Coordinate with Olympics Transportation Plan Working Group
- Transition UTA Radio System



## 2026 Budget Framework

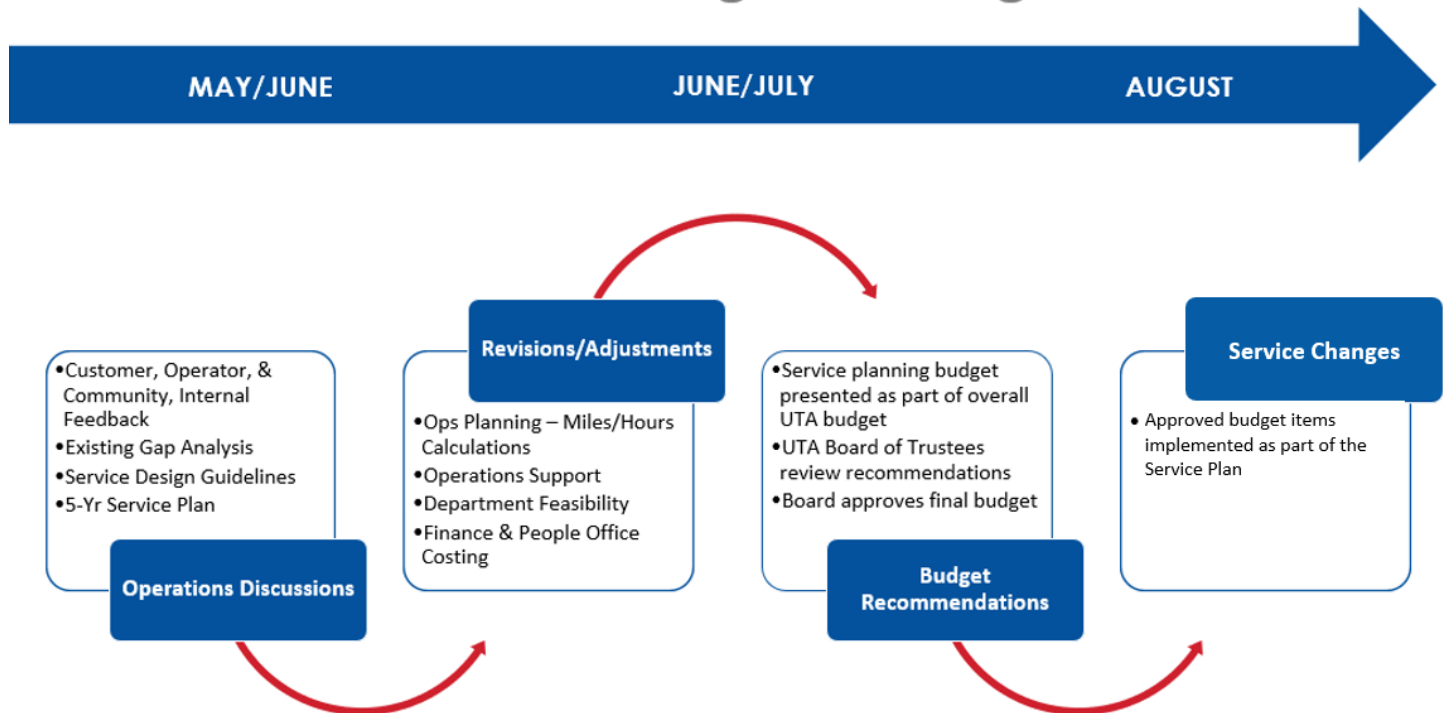
Leveraging local, regional, state and UTA planning guidance as well as UTA’s Internal Cultural Model (UTA Way), UTA developed a budget development framework for 2026 that aligns investment decisions with state, regional and local plans. That budget strategy also includes the priorities and values shown below. This framework guided development of the 2026 Budget and 5-Year plans.



## Service Strategy

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

### Annual Service Change Planning Process



This budget includes a Service Strategy supported by UTA's 2026 Annual Service Plan which:

- Begins Mid-Valley Express (MVX) Bus Rapid Transit service due to capital project completion ahead of schedule
- Local bus service changes and improvements which support MVX implementation



# Budget Summaries

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

## UTAH TRANSIT AUTHORITY 2026 OPERATING BUDGET December 3, 2025

### Exhibit A

<u>Revenue</u>	<u>2026 Budget</u>
1 Sales Tax	\$ 516,541,000
2 Federal Preventative Maintenance	96,548,000
3 Passenger Revenue	40,887,000
4 Advertising	2,172,000
5 Investment Income	14,384,000
6 Other Revenues	14,867,000
7 <b>Total Revenue</b>	<b>685,399,000</b>
<u>Operating Expense</u>	
8 Bus	163,312,000
9 Commuter Rail	36,317,000
10 Light Rail	66,854,000
11 Paratransit	33,364,000
12 Rideshare/Vanpool	4,563,000
13 Microtransit	17,968,000
14 Operations Support	75,619,000
15 Administration	66,526,000
16 Planning/Capital Support	15,063,000
17 Non-Departmental	8,997,000
18 <b>Total Operating Expense</b>	<b>488,582,000</b>
<u>Debt Service, Contribution to Reserves, and Transfer to UTA Fund</u>	
19 Principal and Interest	173,176,000
20 Bond Service Utah County for UVX BRT program	3,374,000
21 Contribution to Reserves	-
22 Transfer to/(from) UTA Fund Balance	20,267,000
23 <b>Total Debt Service, Reserves, Transfers</b>	<b>196,817,000</b>
24 <b>Total Expense</b>	<b>\$ 685,399,000</b>



**UTAH TRANSIT AUTHORITY**  
**2026 CAPITAL BUDGET**  
**December 3, 2025**

**Exhibit A-1**

<b><u>Funding Sources</u></b>		<b><u>2026 Budget</u></b>
1	UTA Current Year Funding	\$ 84,361,000
2	Grants	111,703,000
3	Local Partner Contributions	13,478,000
4	State Contribution	45,672,000
5	Leasing	36,714,000
6	Bonds	47,285,000
7	<b>Total Funding Sources</b>	<b>339,213,000</b>

<b><u>Expense</u></b>		
8	State of Good Repair	198,900,000
9	MVX BRT	31,715,000
10	S-Line Extension	30,086,000
11	FrontRunner 2X	6,856,000
12	EAM/WM/RISC (Trapeze)	5,356,000
13	HB322 Future Rail Car Purchase Payment	5,000,000
14	Other Capital Projects	61,300,000
15	<b>Total Expense</b>	<b>\$ 339,213,000</b>



**UTAH TRANSIT AUTHORITY**  
**2026 OPERATING BUDGET**  
**December 3, 2025**

**Exhibit A-2**

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

<b>Operating Expense</b>			<b>FTE</b>
9	Board of Trustees	3,794,000	16.5
10	Executive Director	7,790,000	35.7
11	Communications	5,250,000	19.0
12	Operations	356,112,000	2,456.2
13	Finance	19,976,000	119.0
14	Service Development	8,383,000	64.5
15	Planning & Engagement	29,691,000	106.1
16	Enterprise Strategy	34,596,000	132.0
17	People Office	13,994,000	105.8
18	Non-Departmental	8,997,000	-
19	<b>Total Operating</b>	<b>488,582,000</b>	<b>3,054.7</b>
20	Debt Service	176,550,000	
21	Contribution to Reserves	-	
22	Transfer to/(from) UTA Fund Balance	20,267,000	
23	<b>Total Operating Budget</b>	<b>\$ 685,399,000</b>	<b>3,054.7</b>



**UTAH TRANSIT AUTHORITY**  
**2026 OPERATING BUDGET**  
**December 3, 2025**

**Exhibit A-3**

<u>Revenue</u>		<u>2026 Budget</u>	
1	Sales Tax	\$516,541,000	
2	Federal Preventative Maintenance	96,548,000	
3	Passenger Revenue	40,887,000	
4	Advertising	2,172,000	
5	Investment Income	14,384,000	
6	Other Revenues	14,867,000	
7	<b>Total Revenue</b>	<b>685,399,000</b>	
<u>Operating Expense</u>			<u>FTE</u>
8	Bus	163,312,000	1,300.5
9	Commuter Rail	36,317,000	208.5
10	Light Rail	66,854,000	467.0
11	Paratransit	33,364,000	214.0
12	Rideshare/Vanpool	4,563,000	11.0
13	Microtransit	17,968,000	5.5
14	Operations Support	75,619,000	512.2
15	Administration	66,526,000	229.2
16	Planning/Capital Support	15,063,000	106.8
17	Non-Departmental	8,997,000	-
18	<b>Total Operating</b>	<b>488,582,000</b>	<b>3,054.7</b>
<u>Debt Service, Contribution to Reserves, and Transfer to UTA Fund</u>			
19	Principal and Interest	173,176,000	-
20	Bond Service Utah County for UVX BRT program	3,374,000	-
21	Contribution to Reserves	-	-
22	Transfer to/(from) UTA Fund Balance	20,267,000	-
23	<b>Total Debt Service, Reserves, Transfers</b>	<b>196,817,000</b>	<b>-</b>
24	<b>Total Operating Budget</b>	<b>\$685,399,000</b>	<b>3,054.7</b>



## Tentative to Final Budget Changes

### UTAH TRANSIT AUTHORITY 2026 OPERATING BUDGET December 3, 2025

#### Exhibit B

	2026 Tentative	Budget	2026 Final
<u>Revenue</u>	<u>Budget</u>	<u>Changes</u>	<u>Budget</u>
1 Sales Tax	\$ 516,541,000	\$ -	\$ 516,541,000
2 Federal Preventative Maintenance	96,548,000	-	96,548,000
3 Passenger Revenue	40,887,000	-	40,887,000
4 Advertising	2,172,000	-	2,172,000
5 Investment Income	14,384,000	-	14,384,000
6 Other Revenues	14,867,000	-	14,867,000
7 <b>Total Revenue</b>	<b>685,399,000</b>	<b>-</b>	<b>685,399,000</b>
<b><u>Operating Expense</u></b>			
8 Bus	162,892,000	420,000	163,312,000
9 Commuter Rail	36,317,000	-	36,317,000
10 Light Rail	66,015,000	839,000	66,854,000
11 Paratransit	33,364,000	-	33,364,000
12 Rideshare/Vanpool	4,563,000	-	4,563,000
13 Microtransit	17,968,000	-	17,968,000
14 Operations Support	75,498,000	121,000	75,619,000
15 Administration	66,846,000	(320,000)	66,526,000
16 Planning/Capital Support	15,063,000	-	15,063,000
17 Non-Departmental	8,997,000	-	8,997,000
18 <b>Total Operating Expense</b>	<b>487,523,000</b>	<b>1,059,000</b>	<b>488,582,000</b>
<b><u>Debt Service, Contribution to Reserves, and Transfer to UTA Fund</u></b>			
19 Principal and Interest	173,176,000	-	173,176,000
20 Bond Service Utah County for UVX BRT program	3,374,000	-	3,374,000
21 Contribution to Reserves	12,738,000	(12,738,000)	-
22 Transfer to/(from) UTA Fund Balance	8,588,000	11,679,000	20,267,000
23 <b>Total Debt Service, Reserves, Transfers</b>	<b>197,876,000</b>	<b>(1,059,000)</b>	<b>196,817,308</b>
24 <b>Total Expense</b>	<b>\$ 685,399,000</b>	<b>\$ -</b>	<b>\$ 685,399,000</b>



**UTAH TRANSIT AUTHORITY**  
**2026 CAPITAL BUDGET**  
**December 3, 2025**

**Exhibit B-1**

		2026 Tentative	Budget	2026 Final
<u>Funding Sources</u>		<u>Budget</u>	<u>Changes</u>	<u>Budget</u>
1	UTA Current Year Funding	\$ 81,846,000	\$ 2,515,000	\$ 84,361,000
2	Grants	110,743,000	960,000	111,703,000
3	Local Partner Contributions	13,478,000	-	13,478,000
4	State Contribution	41,672,000	4,000,000	45,672,000
5	Leasing	36,714,000	-	36,714,000
6	Bonds	47,285,000	-	47,285,000
7	<b>Total Funding Sources</b>	<b>331,738,000</b>	<b>7,475,000</b>	<b>339,213,000</b>
<u>Expense</u>				
8	State of Good Repair	196,425,000	2,475,000	198,900,000
9	MVX BRT	31,715,000	-	31,715,000
10	S-Line Extension	30,086,000	-	30,086,000
11	FrontRunner 2X	5,356,000	1,500,000	6,856,000
12	EAM/WM/RISC (Trapeze)	5,000,000	356,000	5,356,000
13	HB322 Future Rail Car Purchase Payment	5,000,000	-	5,000,000
14	Other Capital Projects	58,156,000	3,144,000	61,300,000
15	<b>Total Expense</b>	<b>\$ 331,738,000</b>	<b>\$ 7,475,000</b>	<b>\$ 339,213,000</b>

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



**UTAH TRANSIT AUTHORITY**  
**2026 OPERATING BUDGET**  
**December 3, 2025**

**Exhibit B-2**

		<b>2026 Tentative</b>	<b>FTE Budget</b>	<b>2026 Final</b>
	<b><u>Operating Office</u></b>	<b><u>Budget FTE</u></b>	<b><u>Changes</u></b>	<b><u>Budget FTE</u></b>
1	Board of Trustees	16.5	-	16.5
2	Executive Director	35.7	-	35.7
3	Communications	19.0	-	19.0
4	Operations	2,453.2	3.0	2,456.2
5	Finance	118.0	1.0	119.0
6	Service Development	64.5	-	64.5
7	Planning & Engagement	106.1	-	106.1
8	Enterprise Strategy	133.0	(1.0)	132.0
9	People Office	105.8	-	105.8
10	<b>Total FTE Budget</b>	<b>3,051.7</b>	<b>3.0</b>	<b>3,054.7</b>



**UTAH TRANSIT AUTHORITY**  
**2026 OPERATING BUDGET**  
**December 3, 2025**

**Exhibit B-3**

<b>Revenue</b>		<b>2026 Tentative Budget</b>		<b>Budget Changes</b>		<b>2026 Final Budget</b>	
1	Sales Tax	\$ 516,541,000		\$ -		\$ 516,541,000	
2	Federal Preventative Maintenance	96,548,000		-		96,548,000	
3	Passenger Revenue	40,887,000		-		40,887,000	
4	Advertising	2,172,000		-		2,172,000	
5	Investment Income	14,384,000		-		14,384,000	
6	Other Revenues	14,867,000		-		14,867,000	
7	<b>Total Revenue</b>	<b>\$685,399,000</b>		<b>\$ -</b>		<b>\$685,399,000</b>	
<b>Operating Expense</b>		<b>FTE</b>		<b>FTE</b>		<b>FTE</b>	
9	Board of Trustees	\$ 3,794,000	16.5	\$ -	-	\$ 3,794,000	16.5
10	Executive Director	7,790,000	35.7	-	-	7,790,000	35.7
11	Communications	5,230,000	19.0	20,000	-	5,250,000	19.0
12	Operations	355,208,000	2,453.2	904,000	3.0	356,112,000	2,456.2
13	Finance	19,636,000	118.0	340,000	1.0	19,976,000	119.0
14	Service Development	8,383,000	64.5	-	-	8,383,000	64.5
15	Planning & Engagement	29,691,000	106.1	-	-	29,691,000	106.1
16	Enterprise Strategy	34,800,000	133.0	(204,000)	(1.0)	34,596,000	132.0
17	People Office	13,994,000	105.8	-	-	13,994,000	105.8
18	Non-Departmental	8,997,000	-	-	-	8,997,000	-
19	<b>Total Operating</b>	<b>487,523,000</b>	<b>3,051.7</b>	<b>1,059,000</b>	<b>3.0</b>	<b>488,582,000</b>	<b>3,054.7</b>
20	Debt Service	176,550,000	-	-	-	176,550,000	-
21	Contribution to Reserves	12,738,000	-	(12,738,000)	-	-	-
22	Transfer to/(from) UTA Fund Balance	8,588,000	-	11,679,000	-	20,267,000	-
23	<b>Total Operating Budget</b>	<b>\$ 685,399,000</b>	<b>3,051.7</b>	<b>\$ -</b>	<b>3.0</b>	<b>\$ 685,399,000</b>	<b>3,054.7</b>

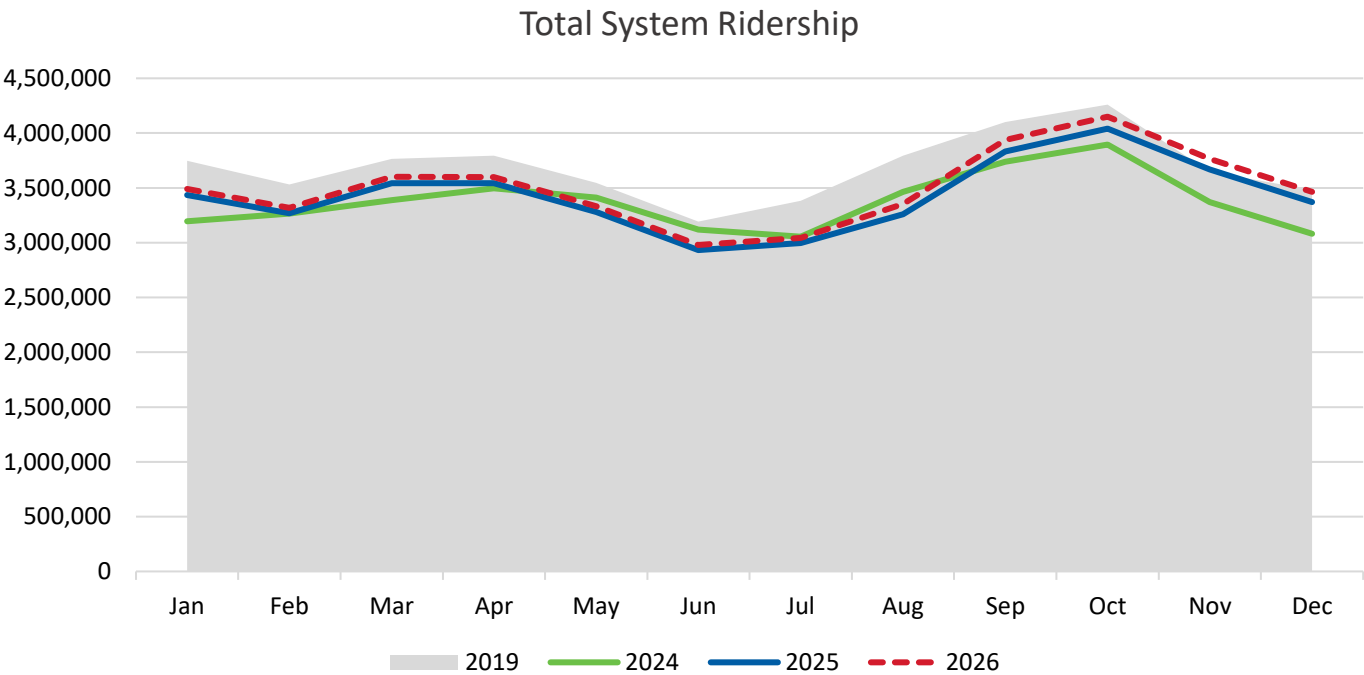


# 2026 Budget Overview

UTA’s 2026 Budget and supporting 5-Year plan were developed as the Agency was coming out of a time of economic uncertainty. Inflation reached a 40-year high, so in 2022 and 2023 the Federal Reserve started raising interest rates to cool the pandemic-spurred inflation rate. Within 2025, interest rates have remained constant since January. The first change took place in September when the Federal Reserve Effective Interest Rate decreased by 0.25%, this was followed by another 0.25% decrease in October. These decreases created the lowest borrowing costs since the end of 2022. The rationale for lowering the interest rate stems from increasing downside risks to employment in recent months along with inflation that has increased, and remains higher, when compared to earlier in the year. The national unemployment rate has remained low through August, but payroll gains have slowed sharply. Lower immigration and labor force participation significantly contribute to the decline in labor force growth. Delaying action on the reduction of interest rates amplifies the impact of tariffs and potential job losses, yet lowering interest rates too fast can lead to higher inflation which erodes the purchasing power of money and leads to a weaker economy.

Though growth has slowed compared to last year, Utah’s economy is resilient and continues to outpace national amounts. Unemployment rates in Utah were 3.3% in Q3 compared to 4.3% nationally. Job growth rates in Utah have increased 1.9% over the last 12 months, the national increase for the same period is 0.8%. Inflation and housing affordability continue to present challenges to Utah’s economy. With the slowing job growth rate, UTA is better able to retain employees, but it is still a challenge and will remain an area of focus in the 2026 budget.

## Ridership



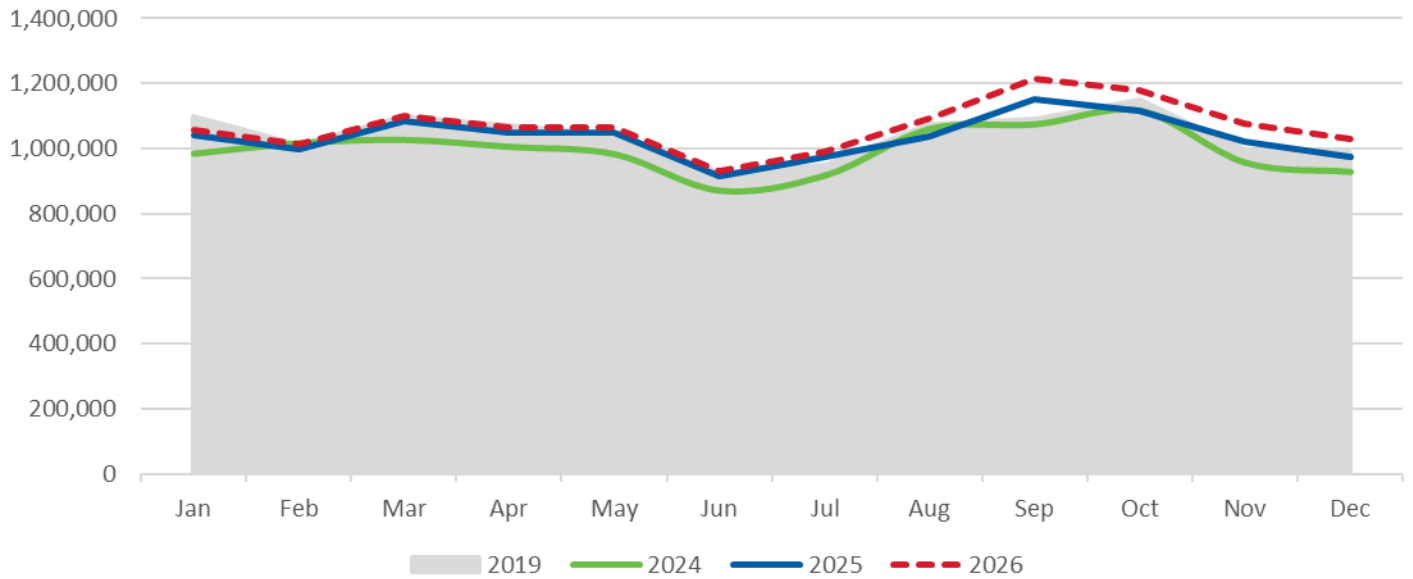
2025 actual ridership is 3.5% below forecast through September and is forecasted to end the year about even with the 2024 totals. Ridership in seven of the first nine months in 2025 was below forecast. Though monthly comparisons have varied, the 2025 year-end total should be nearly identical to 2024. Increases approaching pre-pandemic (2019) levels can be seen on the chart above.

In 2026, UTA will continue its targeted service change strategy focusing on route performance and emerging ridership trends, guided by UTA's Service Guidelines. The new service offered by UTA in 2026 will be the Midvalley Express bus rapid transit (BRT) line connecting Murray Central Station with Salt Lake Community College and the Maverik Center. This new BRT line is planned to begin service in April.

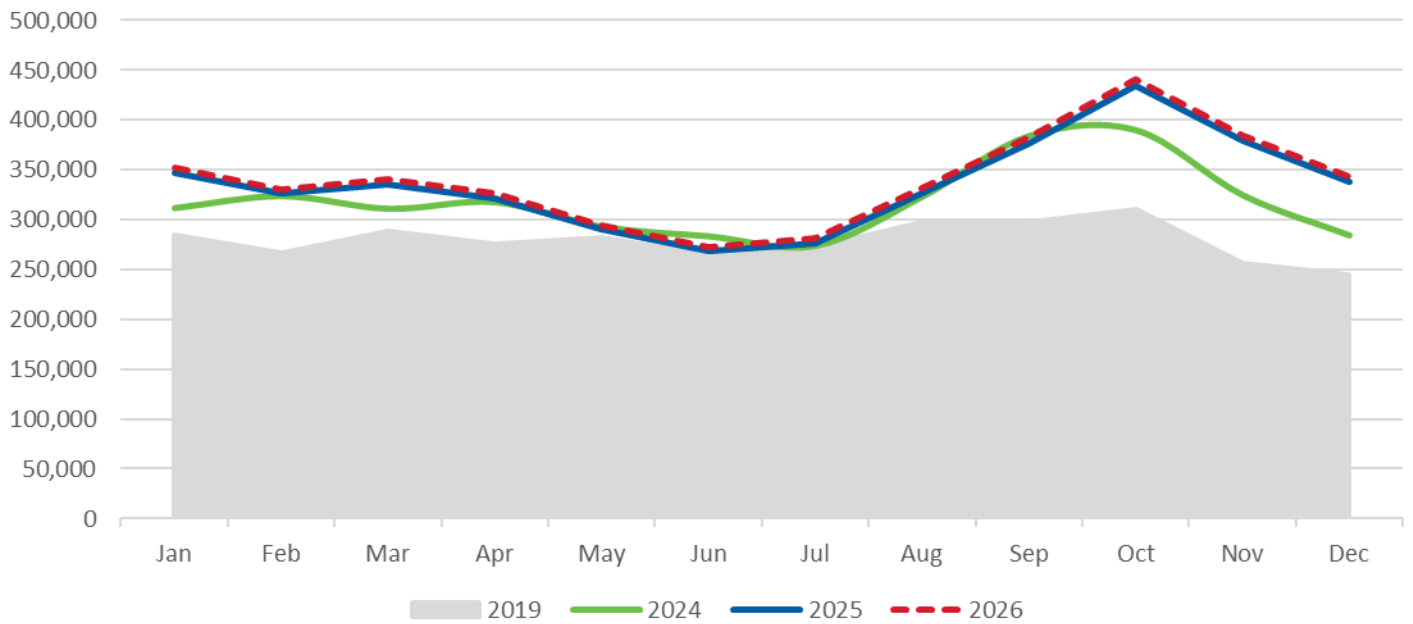
Mode	2019 Trips	2020 Trips	2023 Trips	2024 Trips	2025 FCST	2026 FCST	2025-2026	2019-2026
Bus	20,303,086	12,142,865	17,945,985	19,701,023	20,357,181	20,872,692	3%	3%
FrontRunner	5,193,880	2,024,524	3,736,620	4,128,460	4,268,632	4,332,662	1%	-17%
Light Rail	16,871,929	8,247,366	11,043,722	13,964,840	13,600,800	13,804,812	1%	-18%
Paratransit	805,121	413,600	885,665	989,147	988,624	1,003,453	2%	25%
Van Pool	1,065,208	702,087	1,032,929	1,127,566	1,274,758	1,293,880	1%	21%
Microtransit		53,053	415,010	567,908	679,222	723,371	6%	
TOTAL	44,239,223	23,583,494	35,059,931	40,478,944	41,169,217	41,169,217	0%	-7%



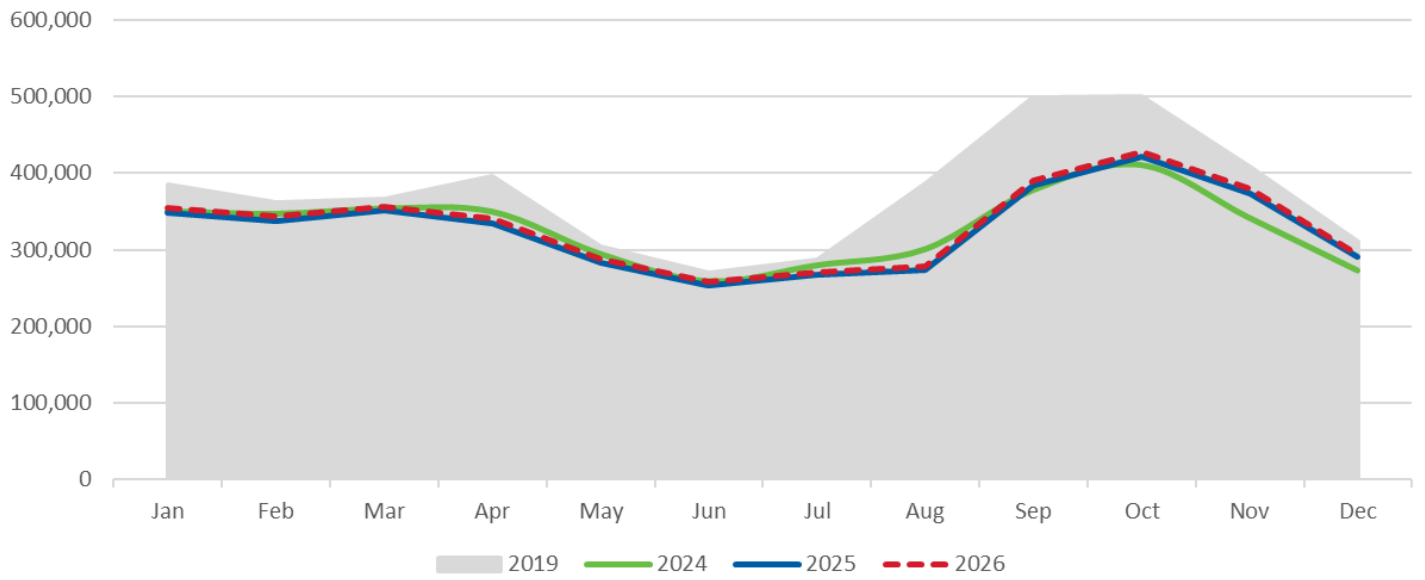
## Salt Lake Ridership



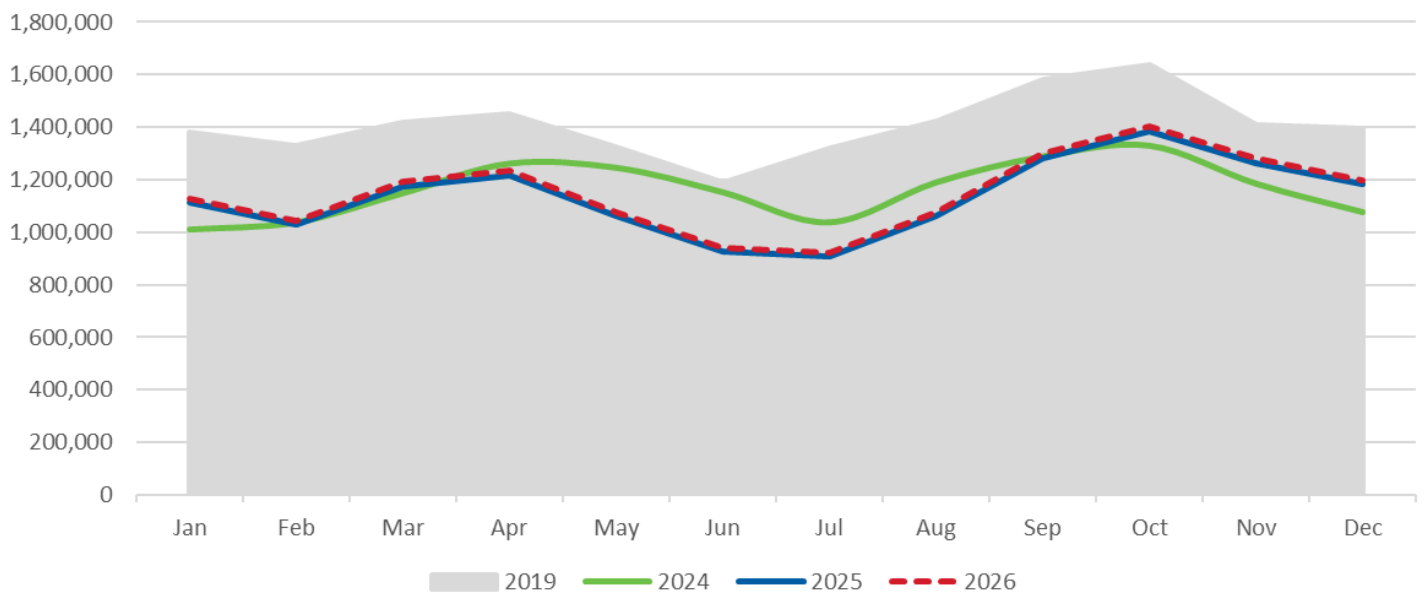
## Ogden Ridership



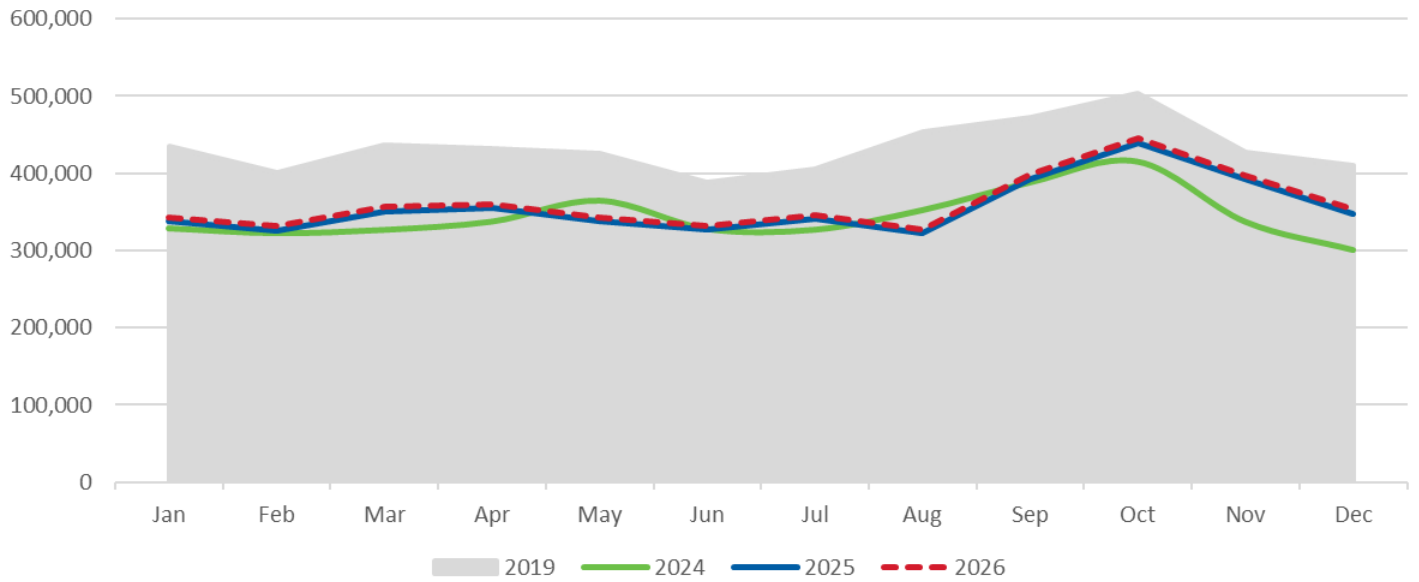
### Timpanogos Ridership



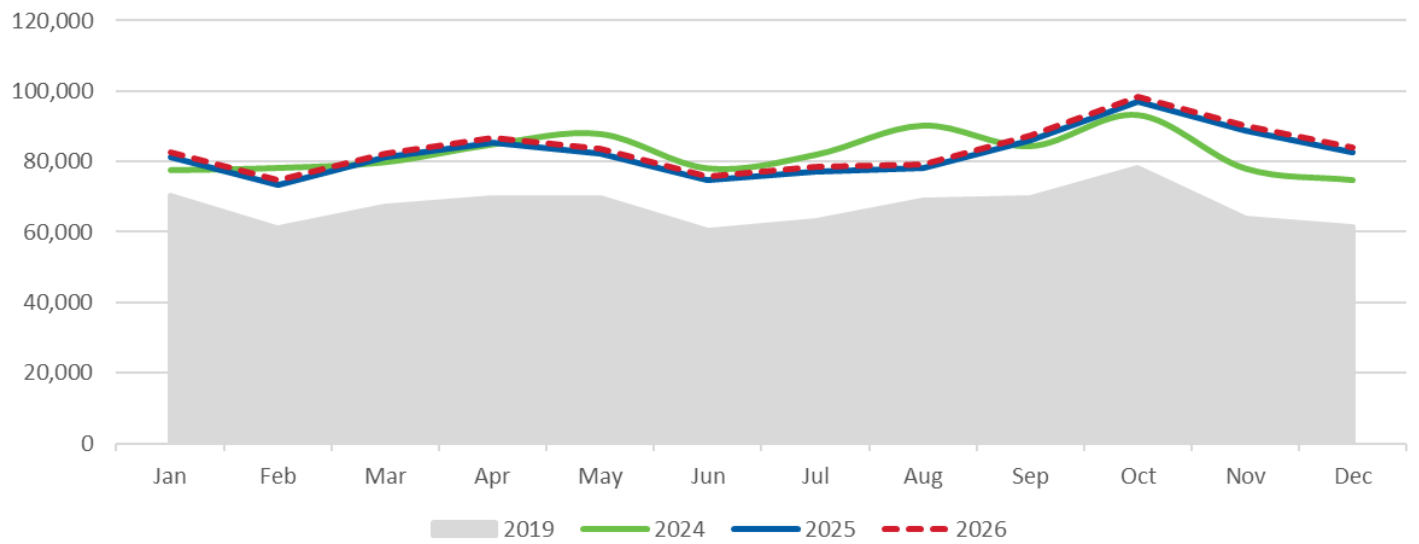
### Light Rail Ridership



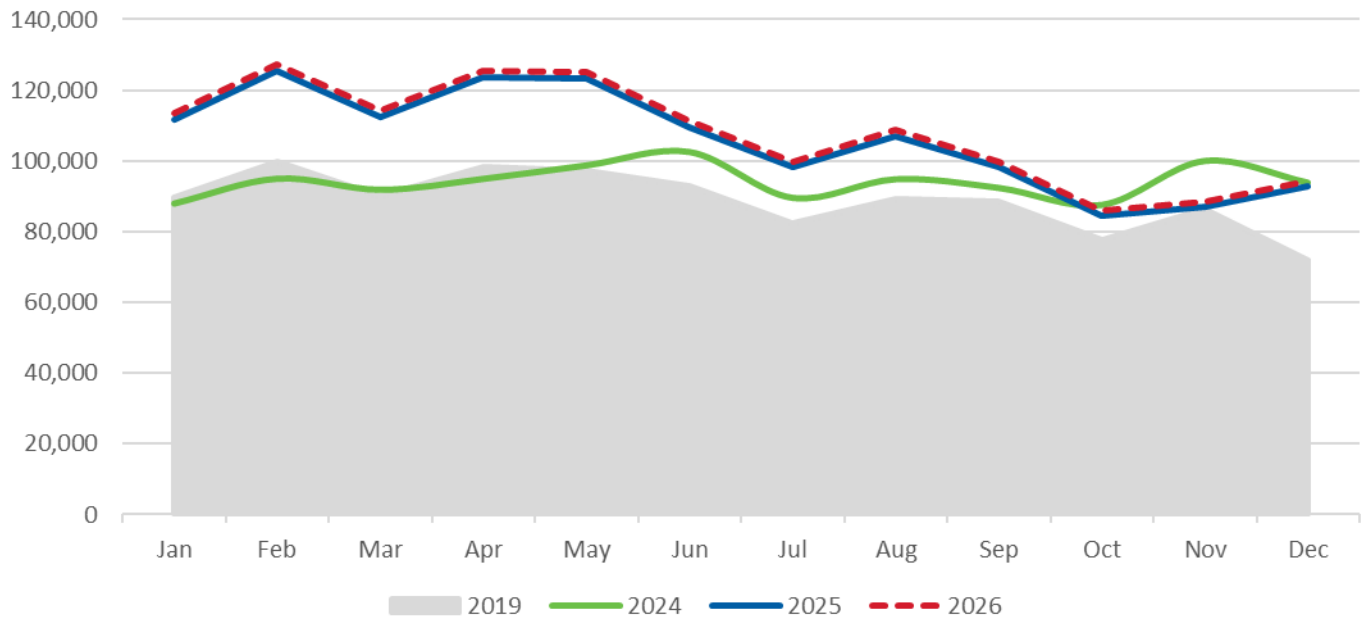
## FrontRunner Ridership



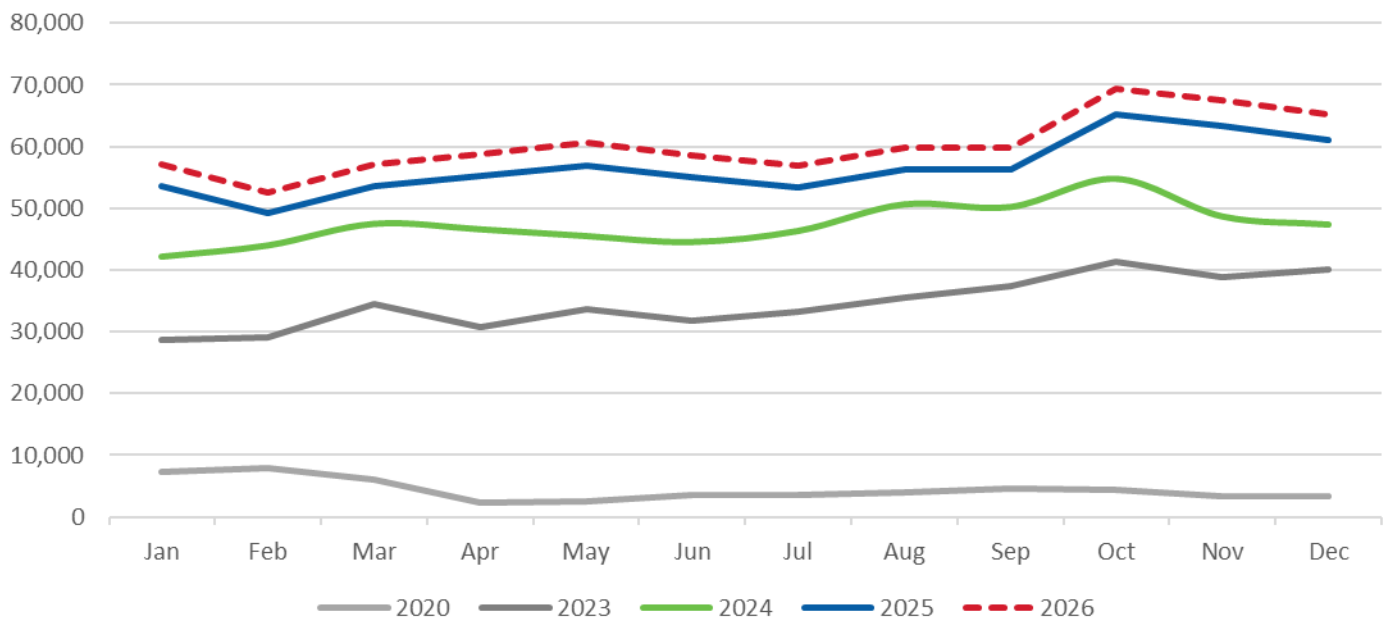
## Paratransit Ridership



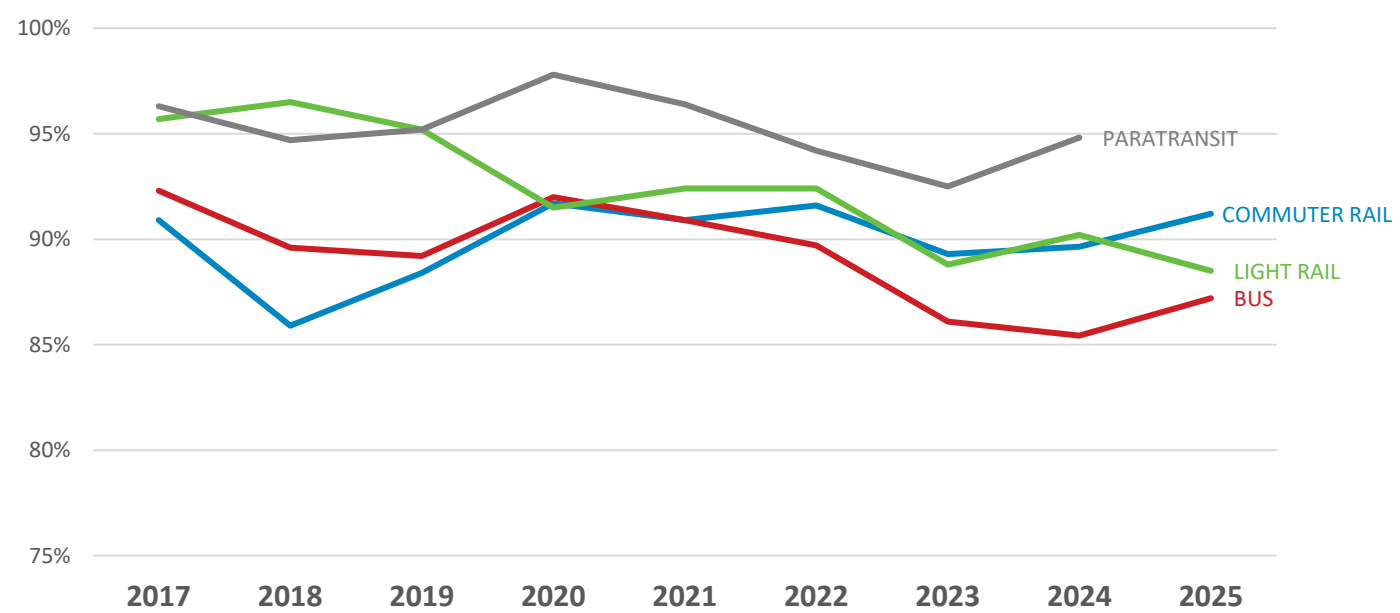
## Vanpool Ridership



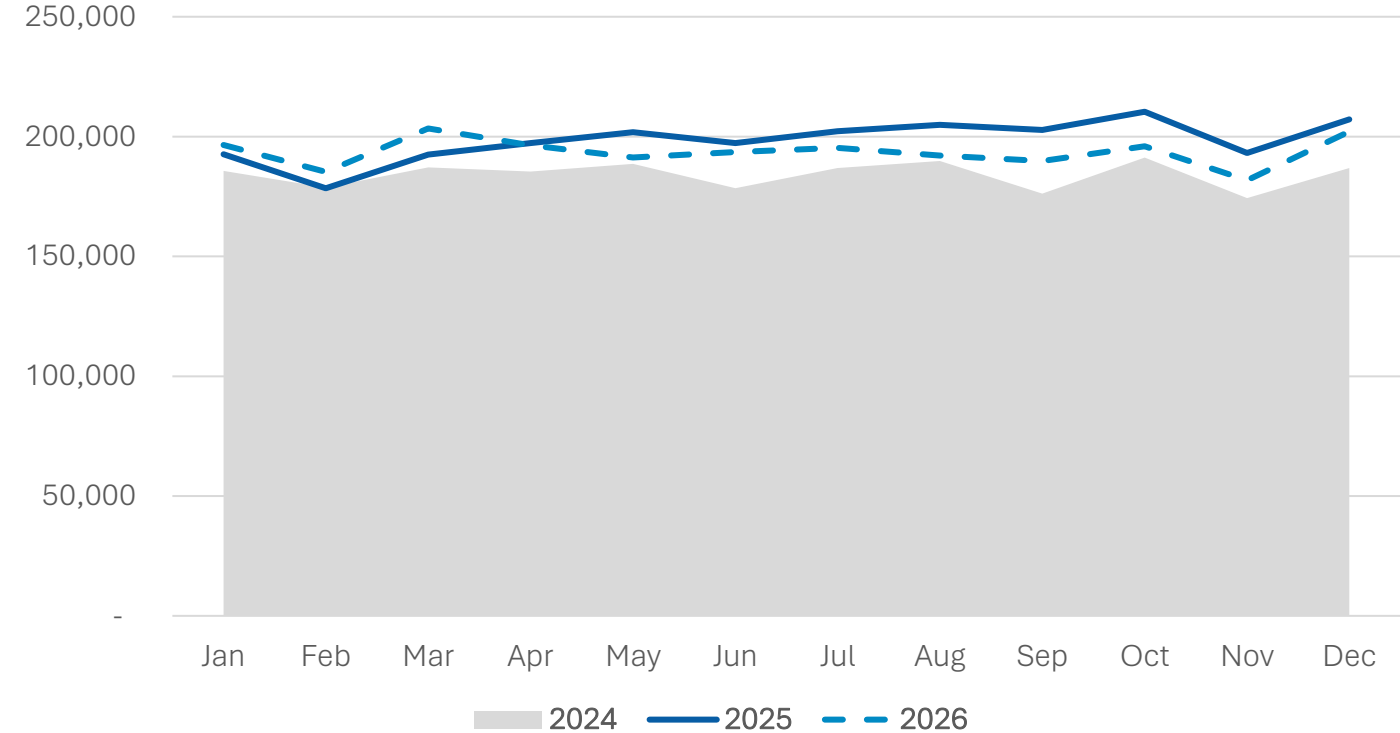
## On Demand Ridership



# On-time Performance



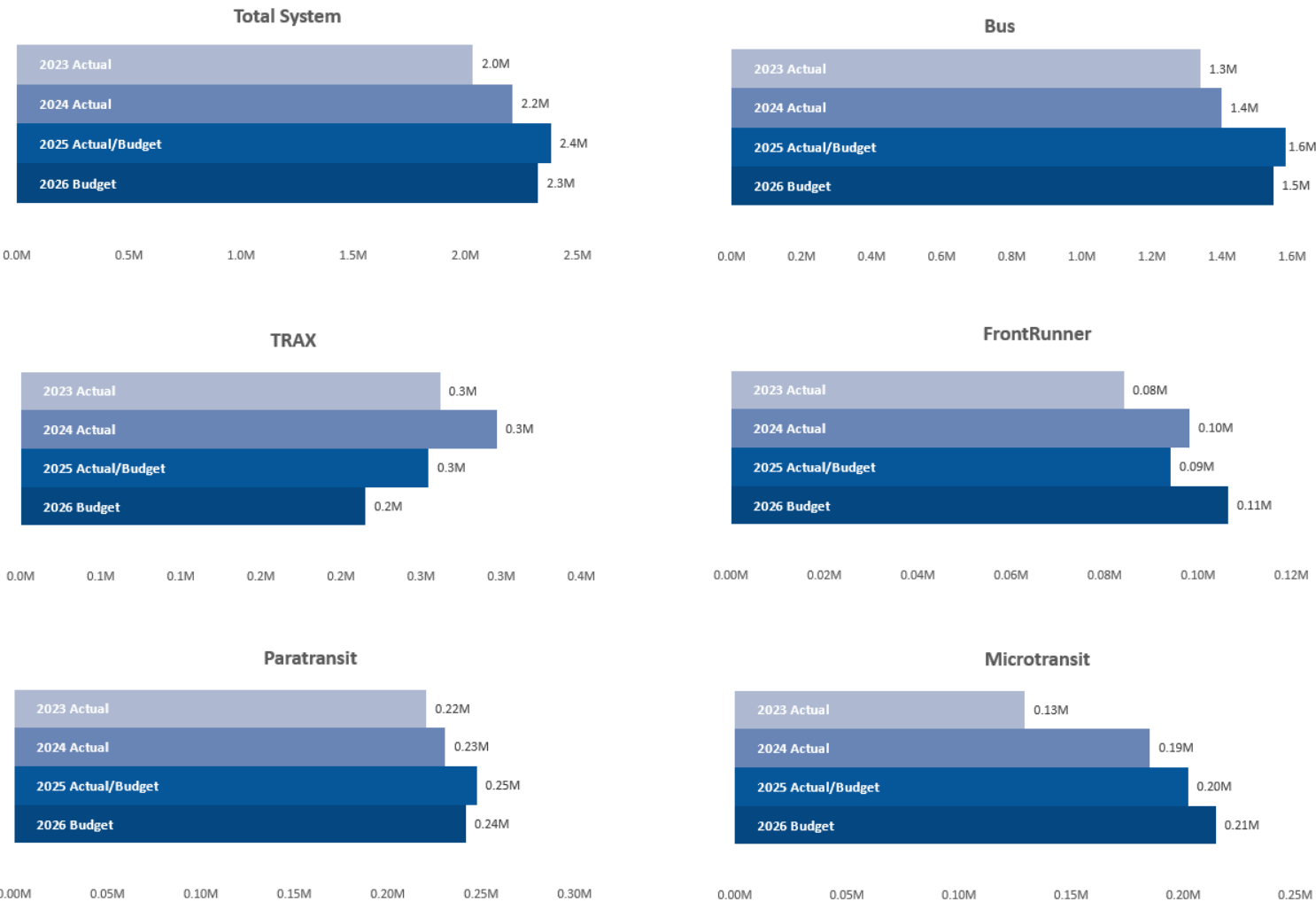
# Platform Hours\*



\* Year over year changes in methodology for light rail platform hour calculations in the 2026 Budget make annual comparisons difficult. UTA is adding service hours in 2026 overall.

# Platform Hours by Mode

The charts below show platform hours by mode over a four-year period. Platform hours for 2023 and 2024 are actual values. 2025 contains actual values through August and projected values for the remaining months of the year. 2026 shows budgeted platform hours. Year over year changes in methodology for light rail platform hour calculations in the 2026 Budget make annual comparisons difficult. UTA is adding service hours in 2026 overall.



## 2026 Statistics & Ratios

		Bus	Light Rail	Commuter Rail	Special Services	System TOTAL
Statistics	Miles*	18,060,880	7,216,039	4,336,680	11,617,186	41,230,785
	Passengers	20,872,692	13,804,812	4,332,662	3,020,704	42,030,870
	Platform Hours	1,545,518	215,169	106,404	455,977	2,323,068
	Total Active Fleet	547	113	53	831	1,544
	Rider Fare Revenue	\$ 18,436,466	\$ 8,805,898	\$ 5,867,549	\$ 7,777,087	\$ 40,887,000
	Operating Expenses	\$ 245,029,219	\$ 123,265,520	\$ 54,959,312	\$ 65,307,641	\$ 488,561,692
	Net Subsidy	\$ 226,592,753	\$ 114,459,623	\$ 49,091,762	\$ 57,530,554	\$ 447,674,692
Ratios	Cost Per Mile*	\$ 13.57	\$ 17.08	\$ 12.67	\$ 3.13	\$ 11.85
	Cost Per Rider	\$ 11.74	\$ 8.93	\$ 12.68	\$ 21.62	\$ 11.62
	Cost Per Platform Hour	\$ 159	\$ 573	\$ 517	\$ 143	\$ 210
	Cost Per Fleet Vehicle	\$ 447,951	\$ 1,090,845	\$ 1,036,968	\$ 78,589	\$ 316,426
	Subsidy Per Rider	\$ 10.86	\$ 8.29	\$ 11.33	\$ 19.05	\$ 10.65
	Average Rider Fare	\$ 0.88	\$ 0.64	\$ 1.35	\$ 2.57	\$ 0.97
	Cost Recovered from Fares	8%	7%	11%	12%	8%

\*Special Services mile stats reflect Paratransit only, and do not include On Demand or Vanpool

## 2026 UTA Fast Facts

- Total service hours: 2.3 million
- Total service miles: 41.2 million
- Total estimated passenger rides: 41.9 million
- 79% of Utah's population served
- Operations in 6 counties: Box Elder, Davis, Salt Lake, Tooele, Utah, and Weber
- Systemwide Cost Per Passenger is expected to rise 3.1% to \$11.63
- Systemwide Subsidy Per Rider is expected to rise 3.0% to \$10.66
- Systemwide Average Rider Fare is expected to rise 3.8% to \$0.97
- Systemwide Cost Recovered from Fares ratio is expected to increase from 8.4% to 8.3%



## Historical Statistics

1. Miles refers to total movement of all vehicles, including revenue miles and deadhead
2. Passengers refer to Unlinked Passenger Trips
3. Total Active Fleet refers to the National Transit Database definition
4. Rider Fare Revenue includes allocation of contract fare revenues to modes by ridership where applicable
5. Operating Expenses includes allocation of Admin and Operations Support to modes by

BUS		Actual 2023	Actual 2024	Actual/Budget 2025	Budget 2026
Statistics	Miles	19,282,717	18,509,202	17,514,037	18,060,880
	Passengers	17,945,985	19,701,023	20,357,181	20,872,692
	Platform Hours	1,337,739	1,372,636	1,493,357	1,545,518
	Total Active Fleet	517	531	536	547
	Rider Fare Revenue	\$ 14,810,226	\$ 17,701,027	\$ 17,414,247	\$ 18,436,466
	Operating Expenses	\$ 195,339,551	\$ 209,350,860	\$ 232,006,018	\$ 245,029,219
	Net Subsidy	\$ 180,529,325	\$ 191,649,833	\$ 214,591,771	\$ 226,592,753
Ratios	Cost Per Mile	\$ 10.13	\$ 11.31	\$ 13.25	\$ 13.57
	Cost Per Rider	\$ 10.88	\$ 10.63	\$ 11.40	\$ 11.74
	Cost Per Platform Hour	\$ 146	\$ 153	\$ 155	\$ 159
	Cost Per Fleet Vehicle	\$ 377,833	\$ 394,258	\$ 432,847	\$ 447,951
	Subsidy Per Rider	\$ 10.06	\$ 9.73	\$ 10.54	\$ 10.86
	Average Rider Fare	\$ 0.83	\$ 0.90	\$ 0.86	\$ 0.88
	Cost Recovered from Fares	8%	8%	8%	8%

LIGHT RAIL		Actual 2023	Actual 2024	Budget 2025	Budget 2026
Statistics	Miles	6,587,701	7,057,088	7,159,925	7,216,039
	Passengers	11,043,722	13,964,840	13,600,800	13,804,812
	Platform Hours	261,671	294,397	277,151	215,169
	Total Active Fleet	114	113	113	113
	Rider Fare Revenue	\$ 7,073,880	\$ 8,454,627	\$ 8,317,650	\$ 8,805,898
	Operating Expenses	\$ 101,726,687	\$ 105,928,101	\$ 119,645,868	\$ 123,265,520
	Net Subsidy	\$ 94,652,808	\$ 97,473,474	\$ 111,328,217	\$ 114,459,623
Ratios	Cost Per Mile	\$ 15.44	\$ 15.01	\$ 16.71	\$ 17.08
	Cost Per Rider	\$ 9.21	\$ 7.59	\$ 8.80	\$ 8.93
	Cost Per Platform Hour	\$ 389	\$ 360	\$ 432	\$ 573
	Cost Per Fleet Vehicle	\$ 892,339	\$ 937,417	\$ 1,058,813	\$ 1,090,845
	Subsidy Per Rider	\$ 8.57	\$ 6.98	\$ 8.19	\$ 8.29
	Average Rider Fare	\$ 0.64	\$ 0.61	\$ 0.61	\$ 0.64
	Cost Recovered from Fares	7%	8%	7%	7%

COMMUTER RAIL		Actual 2023	Actual 2024	Budget 2025	Budget 2026
Statistics	Miles	4,336,680	4,336,680	4,336,680	4,336,680
	Passengers	3,736,620	4,128,460	4,268,632	4,332,662
	Platform Hours	84,070	97,450	93,026	106,404
	Total Active Fleet	53	53	53	53
	Rider Fare Revenue	\$ 4,713,470	\$ 5,633,490	\$ 5,542,220	\$ 5,867,549
	Operating Expenses	\$ 47,463,176	\$ 48,377,451	\$ 53,793,971	\$ 54,959,312
	Net Subsidy	\$ 42,749,706	\$ 42,743,961	\$ 48,251,751	\$ 49,091,762
Ratios	Cost Per Mile	\$ 10.94	\$ 11.16	\$ 12.40	\$ 12.67
	Cost Per Rider	\$ 12.70	\$ 11.72	\$ 12.60	\$ 12.68
	Cost Per Platform Hour	\$ 565	\$ 496	\$ 578	\$ 517
	Cost Per Fleet Vehicle	\$ 895,532	\$ 912,782	\$ 1,014,981	\$ 1,036,968
	Subsidy Per Rider	\$ 11.44	\$ 10.35	\$ 11.30	\$ 11.33
	Average Rider Fare	\$ 1.26	\$ 1.36	\$ 1.30	\$ 1.35
	Cost Recovered from Fares	10%	12%	10%	11%

SPECIAL SERVICES		Actual 2023	Actual 2024	Budget 2025	Budget 2026
Statistics	Miles*	11,617,186	11,617,186	11,617,186	11,617,186
	Passengers	2,333,604	2,684,621	2,942,604	3,020,704
	Platform/Service Hours	349,955	425,528	426,586	455,977
	Total Active Fleet	878	831	831	831
	Rider Fare Revenue	\$ 6,247,424	\$ 7,466,856	\$ 7,345,883	\$ 7,777,087
	Operating Expenses	\$ 47,679,049	\$ 53,472,413	\$ 59,088,985	\$ 65,307,641
	Net Subsidy	\$ 41,431,625	\$ 46,005,557	\$ 51,743,103	\$ 57,530,554
Ratios	Cost Per Mile*	\$ 2.67	\$ 2.89	\$ 2.80	\$ 3.13
	Cost Per Rider	\$ 20.43	\$ 19.92	\$ 20.08	\$ 21.62
	Cost Per Platform Hour	\$ 136	\$ 126	\$ 139	\$ 143
	Cost Per Fleet Vehicle	\$ 54,304	\$ 64,347	\$ 71,106	\$ 78,589
	Subsidy Per Rider	\$ 17.75	\$ 17.14	\$ 17.58	\$ 19.05
	Average Rider Fare	\$ 2.68	\$ 2.78	\$ 2.50	\$ 2.57
	Cost Recovered from Fares	13%	14%	12%	12%

\*Only applies to Paratransit

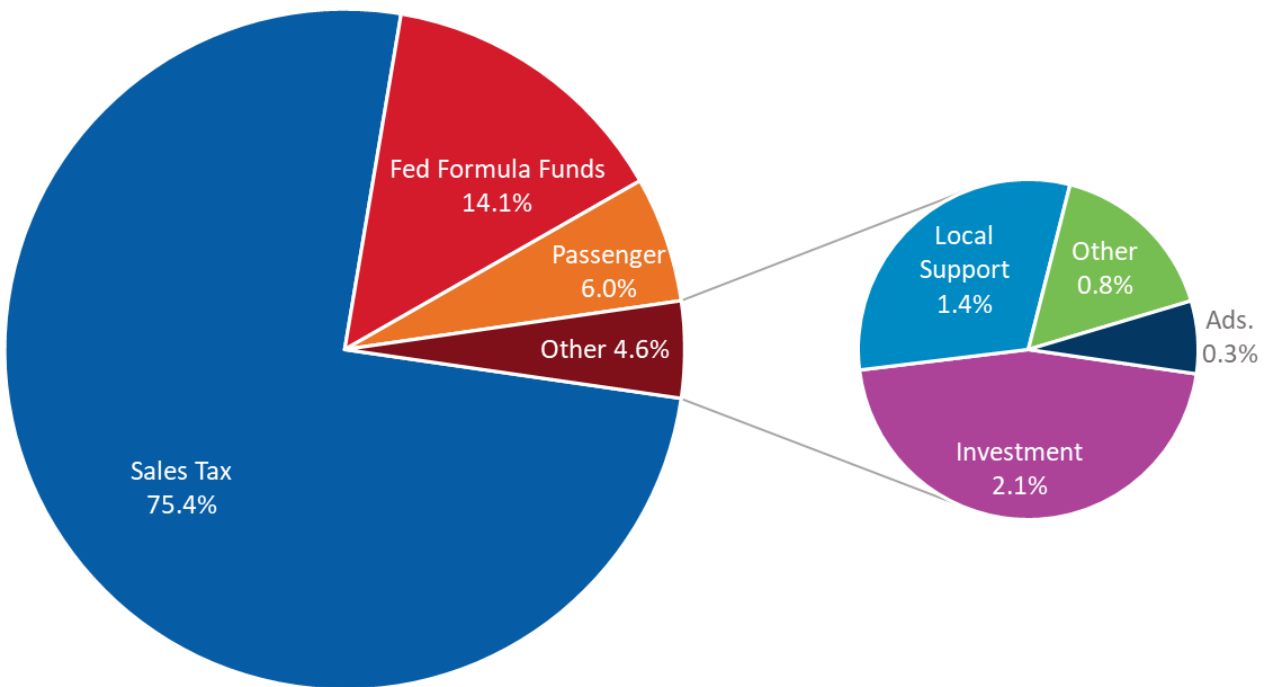


## 2026 Operating Revenue Summary

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 – operating and capital. The operating budget includes ongoing expenses related to services provided by UTA, whereas the capital budget includes one-time expenses related to building, maintaining, and investing in our system. Transfers from the enterprise fund to the Capital program are made when required to support investment in the system.

UTA receives operating revenues from multiple sources for a total revenue of \$685.4 million. Sales tax revenue at \$516.5 million (75% of total) represents the largest funding source for the 2026 budget. Federal preventive maintenance funds total \$96.5 million and passenger revenues total \$40.9 million. Other revenues include, in order of magnitude, local support, investment income, advertising, and other fees.

2026 Operating Revenue  
(\$685.4 million)

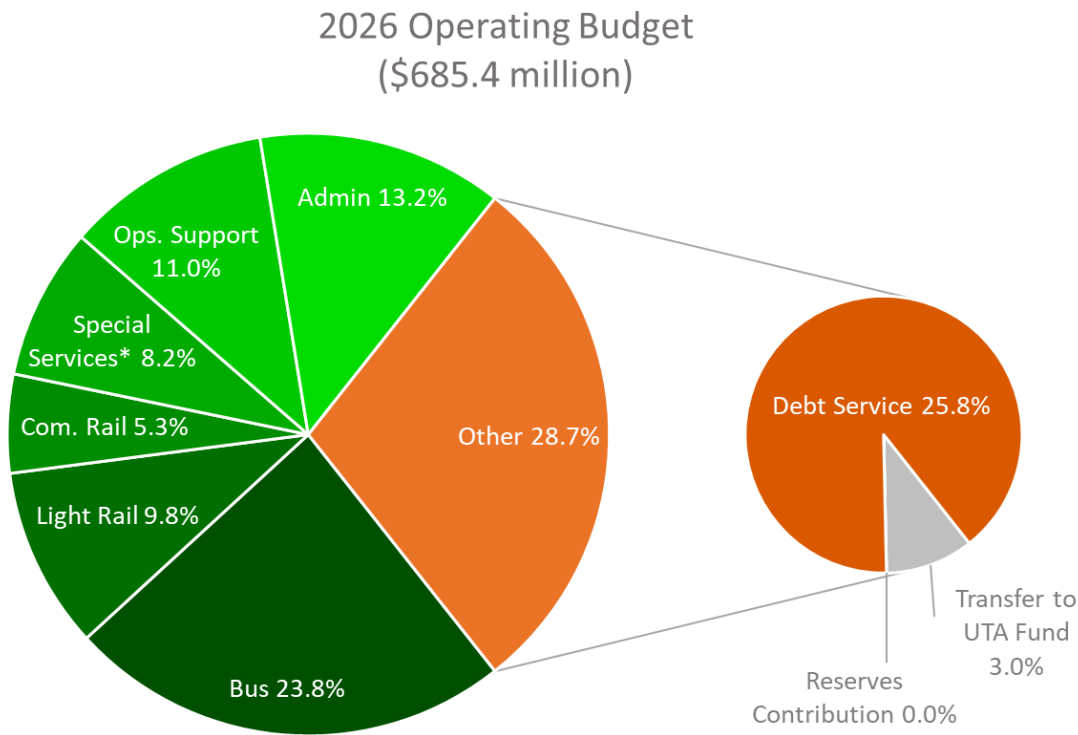


# 2026 Operating Expense Summary

The 2026 Operating Budget includes \$488.6 million (71.3% of total) for operations, maintenance, and administrative expenses. These operating expenses are represented in the green shaded segments in the graph below. The bulk of the operating expenses directly apply to the different transportation modes, and support for the modes. The “Admin” portion 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.

The \$196.8 million Other portion (orange segment comprising 28.7%) primarily consists of Debt Service, which includes bonding debt principal and interest payments and bond service in Utah County for the UVX BRT program.

The remaining Transfer to UTA Fund Balance is not an expense, but instead an explanation for the remaining Operating Revenue after Operating Expenses and Debt Service. Typically, this portion of Operative Revenue is used in support of the Capital program.

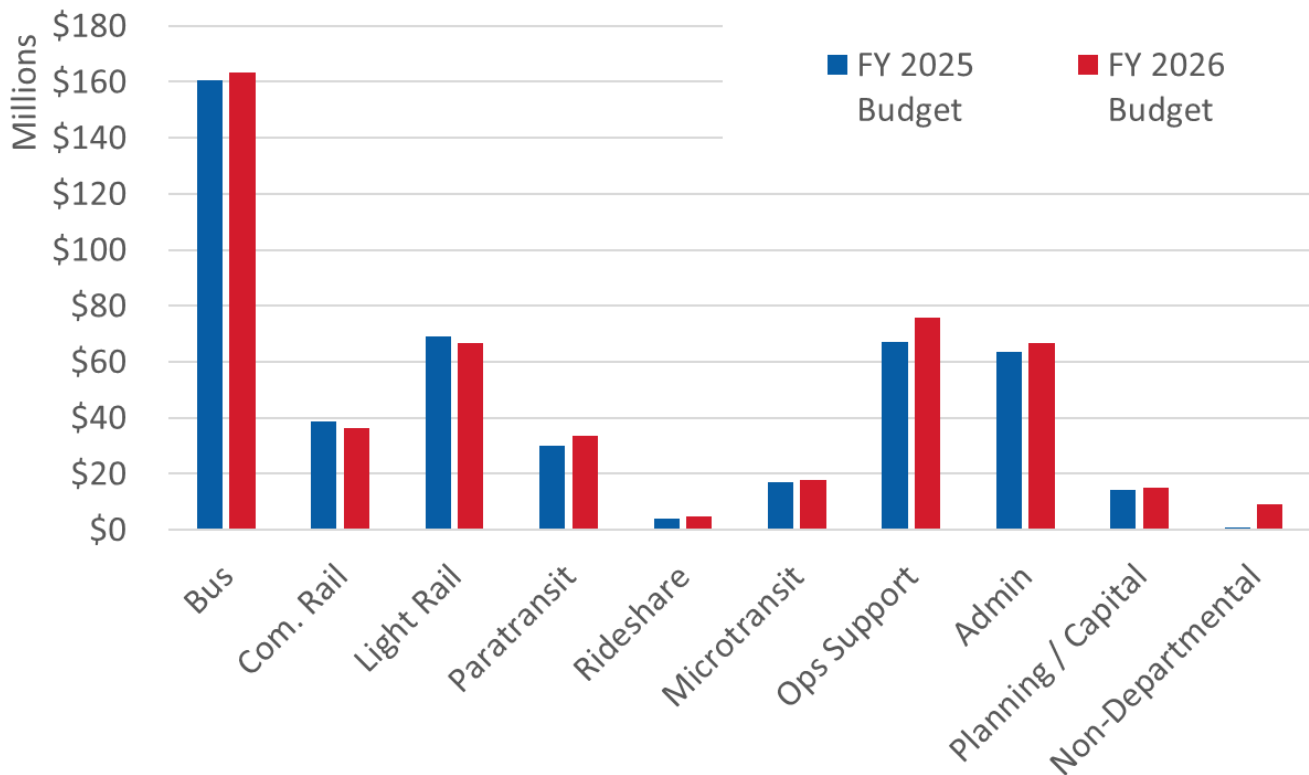


The following summaries focus exclusively on the Operating Expense portion of the budget, as represented in green above.

## 2026 Operating Expense Budget

### Summary by Mode

Mode	FY 2025 Adj. Budget	FY 2026 Budget	Change	% Change
Bus	\$160,507,000	\$163,312,000	\$2,805,000	1.7%
Commuter Rail	38,543,000	36,317,000	(2,226,000)	-5.8%
Light Rail	69,095,000	66,854,000	(2,241,000)	-3.2%
Paratransit	29,991,000	33,364,000	3,373,000	11.2%
Rideshare/Vanpool	4,034,000	4,563,000	529,000	13.1%
Microtransit	16,811,000	17,968,000	1,157,000	6.9%
Operations Support	66,950,000	75,619,000	8,669,000	12.9%
Administration	63,428,000	66,526,000	3,098,000	4.9%
Planning/Capital Support	14,292,000	15,063,000	771,000	5.4%
Non-Departmental	858,000	8,997,000	8,139,000	948.6%
<b>Total Division</b>	<b>\$464,509,000</b>	<b>\$488,582,000</b>	<b>\$24,073,000</b>	<b>5.2%</b>



## Summary by Office

Office	FY 2025 Adj. Budget	FY 2026 Budget	Change	% Change
Board	\$3,769,000	\$3,794,000	\$25,000	0.7%
Executive Director	7,539,000	7,790,000	251,000	3.3%
Operations	347,709,000	356,112,000	8,403,000	2.4%
Finance	19,076,000	19,976,000	900,000	4.7%
Capital Services	8,183,000	8,383,000	200,000	2.4%
Planning & Engagement	27,397,000	29,691,000	2,294,000	8.4%
Enterprise Strategy	31,267,000	34,596,000	3,329,000	10.6%
People	13,868,000	13,994,000	126,000	0.9%
Communication	4,842,000	5,250,000	408,000	8.4%
Non-Departmental	858,000	8,997,000	8,139,000	948.6%
<b>Total Division</b>	<b>\$464,509,000</b>	<b>\$488,582,000</b>	<b>\$24,073,000</b>	<b>5.2%</b>

## Summary by Expense Category

Category	FY 2025 Adj. Budget	FY 2026 Budget	Change	% Change
Wages	\$218,672,000	\$234,454,000	\$15,781,000	7.2%
Fringe	110,005,000	117,031,000	7,027,000	6.4%
Services	56,044,000	58,596,000	2,553,000	4.6%
Fuel/Power	34,821,000	36,604,000	1,783,000	5.1%
Parts	29,548,000	25,891,000	(3,657,000)	-12.4%
Utilities	8,011,000	7,325,000	(686,000)	-8.6%
Other O&M	23,777,000	24,727,000	950,000	4.0%
Capitalized Costs	(16,368,000)	(16,046,000)	322,000	-2.0%
<b>Total Budget</b>	<b>\$464,509,000</b>	<b>\$488,582,000</b>	<b>\$24,073,000</b>	<b>5.2%</b>



## FTE Summary by Office

Office	FY 2025 Adj. Budget	FY 2026 Budget	Change	% Change
Board	16.0	16.5	0.5	3.1%
Executive Director	32.5	35.7	3.2	9.7%
Operations	2,389.7	2,456.2	66.5	2.8%
Finance	117.0	119.0	2.0	1.7%
Capital Services	64.0	64.5	0.5	0.8%
Planning & Engagement	100.6	106.1	5.5	5.5%
Enterprise Strategy	131.0	132.0	1.0	0.8%
Communications	19.0	19.0	-	0.0%
People	105.8	105.8	-	0.0%
<b>Total FTE</b>	<b>2,975.6</b>	<b>3,054.7</b>	<b>79.2</b>	<b>2.7%</b>

## FTE Summary by Mode

Mode	FY 2025 Adj. Budget	FY 2026 Budget	Change	% Change
Bus	1,271.0	1,300.5	29.5	2.3%
Commuter Rail	207.5	208.5	1.0	0.5%
Light Rail	459.0	467.0	8.0	1.7%
Paratransit	203.0	214.0	11.0	5.4%
Rideshare/Vanpool	11.0	11.0	-	0.0%
Microtransit	6.0	5.5	(0.5)	-8.3%
Operations Support	483.2	512.2	29.0	6.0%
Administration	229.5	229.2	(0.3)	-0.2%
Planning/Capital Support	105.3	106.8	1.5	1.4%
Non-Departmental	-	-	-	-
<b>Total Division</b>	<b>2,975.6</b>	<b>3,054.7</b>	<b>79.2</b>	<b>2.7%</b>



## Key Assumptions & Requests

UTA contracts with the Economic Development Unit at the University of Utah to generate sales tax forecasts. The 2026 Budget was developed during a time of steady ridership, increased inflation, and low unemployment. Consumer spending is seen as moderating and shifting away from discretionary spending.

This Budget and 5-year plan include assumptions from the University's September 2025 forecast.

The key assumptions in the 2026 budget are provided below.

### Operating Expenses:

- Labor 3%
- Fringe 5% Bargaining, 9% Admin
- Parts – 2.5%
- Fuel:
  - Diesel – \$3.45
  - Gasoline – \$3.15
  - CNG DGE\* – \$2.15
  - Propulsion Power
    - TRAX – \$1.05
    - Bus – \$0.90
- Other Expense – 2.1%

### Revenues:

- Sales Tax – 2.96%
- Passenger – \$40.9 million

\*Compressed Natural Gas Diesel Gallon Equivalent



## Budget Requests

This \$1.1 million package of initiatives includes funding to continue the development of the 2027-2054 Long Range Transit plan, consulting for the Strategic Plan, and funds to match UDOT funded research.

In total, the agency is adding 4.5 initiative-related new FTEs to the overall budget.

Quality of Life

Customer  
Experience

Organizational  
Excellence

Community  
Support

Economic  
Return

2026 Budget Requests		Expenses	FTEs
<b>BOARD OF TRUSTEES</b>		<b>\$55,600</b>	<b>-</b>
	Government Relations Manager Travel, Conferences and Meetings	6,500	-
	Local Advisory Council Member Compensation	4,500	-
	Local/State Government Engagement	10,500	-
	Political Consultants Renewal	15,800	-
	Travel - escalating costs	18,300	-
<b>COMMUNICATIONS</b>		<b>20,000</b>	<b>-</b>
	Community memberships adjustments	20,000	-
<b>CAPITAL SERVICES</b>		<b>44,000</b>	<b>0.5</b>
	Part-time Environmental Compliance Admin position for regulatory oversight	44,000	0.5
<b>EXECUTIVE DIRECTOR</b>		<b>497,250</b>	<b>3.0</b>
	2 New Roadway Worker Protection Specialists	185,000	2.0
	Add consulting services including Strategic Plan and other needs	150,000	-
	Compliance Manager Position	162,000	1.0
<b>PEOPLE</b>		<b>86,000</b>	<b>1.0</b>
	Addition of FTE for Drug & Alcohol Specialist position	86,000	1.0
<b>PLANNING &amp; ENGAGEMENT</b>		<b>440,000</b>	<b>-</b>
	Added matching funds for UDOT funded research.	40,000	-
	Funding to complete the majority of the 2027-2054 Long Range Transit plan	400,000	-
<b>Grand Total</b>		<b>\$1,142,850</b>	<b>4.5</b>



# Sources and Uses

## 5-Year Sources & Uses Outlook

UTA develops a long-term (3 years or longer) financial plan incorporating the Board of Trustees' strategic plan. It identifies the Authority's long-term financial challenges and proposes solutions based upon reasonable projections of revenue and expenses. The plan includes 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 current long-range financial plan reflects and supports the current Board of Trustees' strategic plan (key elements highlighted below) as follows:

- **Quality of Life:** Plan reflects investment by UTA in developing and maintaining sustainable service connections across the Wasatch Front.
- **Customer Experience:** Plan reflects investments in increased customer service initiatives, such as Transit Ambassadors, to improve customer experience.
- **Organizational Excellence:** Plan reflects increases investment in the work life experience for groups, such as operators, that have had more challenging work life and enhance employee retention.
- **Community Support:** Plan reflects investment in community outreach to support community needs, ask for their input in future transit changes and gain additional support for transit in the community.
- **Economic Return:** Plan reflects an effort to balance available resources with community needs. Identifying the best return on investment of limited resources to help buoy the statewide economy by helping transport our riders to work and meet their other transit needs.



USD \$ Millions		Actual	Forecast	Budget	Projected	Projected	Projected
Sources		2024	2025	2026	2027	2028	2029
A	Beginning Balance	\$ 373.4	\$ 229.6	\$ 210.9	\$ 146.9	\$ 75.0	\$ 5.6
	Sales Tax	\$ 492.4	\$ 505.2	\$ 516.5	\$ 532.0	\$ 546.9	\$ 561.8
	PM Funds (FTA)	32.7	120.0	96.5	73.7	74.6	75.4
	Passenger Funds	39.3	38.6	40.9	41.6	42.6	46.6
B	Capital Sources	64.0	284.5	254.9	188.9	159.4	120.7
	Bonding	-	55.5	47.3	24.9	52.1	40.7
	Leasing	24.1	32.7	36.7	37.4	25.5	29.6
	Grants	10.6	69.95	81.5	42.9	22.9	1.3
	Formula Funds	18.9	53.03	30.2	42.2	49.2	43.2
	State	7.4	34.8	14.6	8.9	3.1	3.4
	TTIF	-	29.6	31.1	23.4	3.5	1.0
	Local Revenues	3.0	5.0	13.5	9.3	3.0	1.5
	Other	-	4.0	-	-	-	-
	Other Sources	53.1	22.1	31.4	24.8	25.2	88.8
C	Total Sources	\$ 681.5	\$ 970.4	\$ 940.3	\$ 861.0	\$ 848.7	\$ 893.2
<b>Uses</b>							
D	Operating Expense	\$ 417.1	\$ 464.5	\$ 488.6	\$ 504.4	\$ 520.8	\$ 537.8
E	Capital Expense	181.2	363.2	339.2	250.2	207.9	167.5
F	Debt Service	145.9	161.3	176.5	178.2	189.3	193.5
G	Total Uses	\$ 744.2	\$ 989.0	\$1,004.3	\$ 932.9	\$ 918.1	\$ 898.8
H	Net Change	\$ (62.7)	\$ (18.7)	\$ (64.1)	\$ (71.9)	\$ (69.4)	\$ (5.6)
I	Contribution to Reserves	9.1	-	-	-	-	-
J	Cash Amended	(72.0)	-	-	-	-	-
K	Ending Balance	\$ 229.6	\$ 210.9	\$ 146.9	\$ 75.0	\$ 5.6	\$ (0.0)
L	Reserves	209.5	219.2	227.8	234.5	189.4	192.4

H = C - G

K = A + H + I + J



## Summary – 2026 Sources

Operating sources of funds total \$685 million, a flat change of less than \$500k from current 2025 forecast revenues. The primary sources and changes are detailed below:

- Sales Tax revenues of \$517 million are up \$11 million over 2025. This assumes a 1.7% growth in sales tax over projected 2025 sales tax collections, which reflects an ongoing softening of growth projections from prior expectations in accordance with the September 2025 forecasts provided by the University of Utah. These funds are used for operations and maintenance, other agency support costs, debt service, reserves, and capital program support.
- Delayed Federal Preventative Maintenance funds inflating the 2025 forecast extend to 2026 with a mildly elevated budget of \$97 million. This revenue stream is expected to normalize in 2027 at about \$74 million.
- Passenger revenue is forecast at \$40.1 million, up \$2.3 million over 2025. This modest growth in passenger revenues, despite a projected growth in ridership, is driven by lower pass revenues and increased subsidies for low-income riders.
- Investment revenue is expected to be more than double next year, with a budgeted increase of \$9.3 million to \$14.4 million.
- Other revenues for 2026, totaling about \$17 million, are forecast with little to no change from projected 2025 closing amounts.

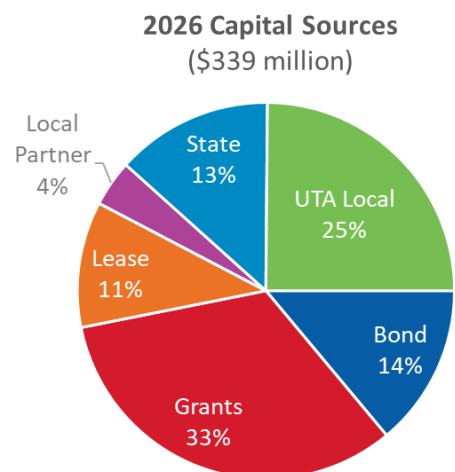
	2024 Actuals	2025 Forecast	2026 Budget	2025 – 2026 Change
Sales Tax	\$492.4	\$505.2	\$516.5	\$11.3
Federal PM Funds	32.7	120.0	96.5	(23.4)
Passenger	39.3	38.6	40.9	2.3
Salt Lake City	9.5	9.6	9.7	0.1
Investment	25.3	5.1	14.4	9.3
Advertising	2.1	2.2	2.2	0.0
Other	16.1	5.2	5.2	(0.1)
Total Revenue (Millions)	\$617.4	\$685.8	\$685.4	(\$0.4)

Capital sources of funds for 2026 are distributed between bond revenue, federal grants, leasing, and state & local partner funding.

Key capital fund sources for 2026 include:

- \$44 million in bond funds for replacement light rail vehicles on the blue line
- \$32 million in federal and state grant funds for the Midvalley Express Bus Rapid Transit route
- \$26 million in state and local partner funds for the S-Line extension into the heart of Sugarhouse
- \$33 million of lease-style financing for replacement bus and paratransit vehicles

Capital Source details are given in the 2026 Capital Budget section.



## Summary – 2026 Uses

Operating funding is budgeted at \$489 million, an increase of \$24 million or 5% over the FY 2025 adjusted budget. The primary uses are detailed below:

- Total employee compensation increased \$16 million or 7%, and benefits increased \$7 million or 6%, compared to the FY 2025 adjusted budget. These increases are due to staffing level increases, pay rate increases, increased benefits and improved working conditions.
- Fuel/Power costs are budgeted at an overall increase of 5%. The FY 2026 budget assumes \$3.45 per gallon for diesel, \$3.15 per gallon for gasoline, and \$2.15 CNG DGE for natural gas vehicles, compared to \$3.60 per gallon for diesel and \$2.10 per gallon for gasoline in FY 2025. Propulsion power budget has increased to \$1.05 for TRAX and \$0.90 for Bus. This increase is due to a projected increase in electrical costs due to a Rocky Mountain Power (RMP) increase, and AI data center electric usage.
- Utilities costs are projected to decrease by 9%. This change is driven by lower expectations with regard to cost trends in Facilities and Maintenance of Way.
- Parts represent a 14% decrease. FY 2025 had \$10 million of projected overhaul and SGR costs in Light Rail. Even with the overall Parts decrease, Light Rail parts cost per mile and Freight Charges are up.

Capital uses of funds are \$339.2 million; this represents a decrease of about \$24 million over 2025 projected capital expenses. The primary uses and changes are detailed below:

- Capital's main accomplishments in 2025 include: continuation of construction on the Mid-Valley Express bus route, securing a contractor for the 2026 construction of the S-Line extension, the UDOT selection of a contractor for FrontRunner 2X project, the construction of the downtown South Jordan TRAX station that opened March 2025 just in time for baseball's opening day, the design completion of the 5600 West Bus project, five new Operator restrooms were placed in service, and the beginning of the replacement of our original TRAX rail fleet from 1998 by Stadler US Rail.
- Major capital projects such as: \$32 million for the Mid-Valley Connector (BRT) in Salt Lake, \$3 million for the 5600 West Express bus, \$30 million for the S-Line Extension, and almost \$5 million for the Davis-SLC Community Connector.
- UTA has allocated \$199 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.

Debt service is cash required to cover the repayment of interest and principal on the debt related to UTA's outstanding bonds and vehicle leasing program. Total combined debt service for FY 2025 is \$165 million, which includes Leasing debt of \$27 million.



# Operating Sources – 2026 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. UTA’s sales tax is applied by each jurisdiction within the service area to gross taxable sales within the service district.

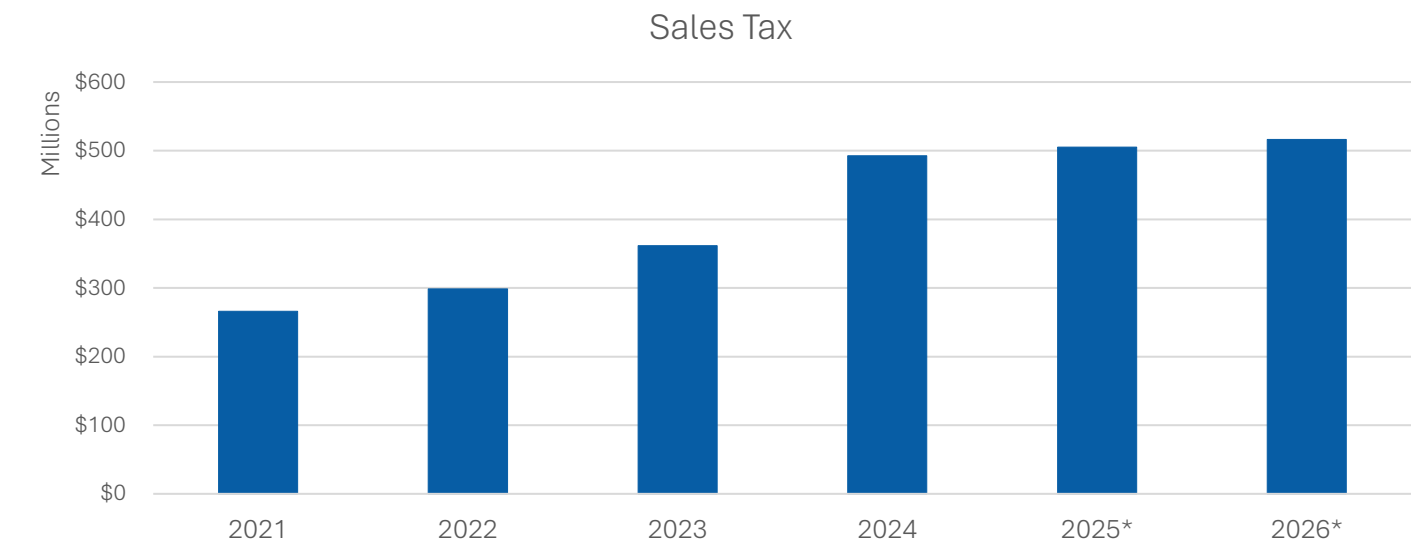
Sales tax forecasting is a priority for UTA, and in 2021 UTA engaged Dr. Stephen C. Bannister, PH.D. Associate Director of Economics at the University of Utah to provide more accurate sales tax revenue forecasts. From 2013 through 2022, UTA’s sales tax revenue grew an average of 9.4%, however since then growth expectations have slowed somewhat and we anticipate the growth rate to be lower in future years.

### 2026 Sales Tax Revenues - \$517 million:

The 2026 Budget assumes a 2.2% increase over 2025 projected sales tax collections. The estimate is based on the University’s Economic Development Unit (EDU) model’s projected sales tax growth rates applied to an adjusted 2025 projection using actuals reported through July 2025.

Year	2021	2022	2023	2024	2025*	2026*
Sales Tax	\$265,770,000	\$298,640,000	\$361,591,000	\$492,425,000	\$505,193,000	\$516,541,000

\*Budget/Projected



# Federal Preventative Maintenance Funds

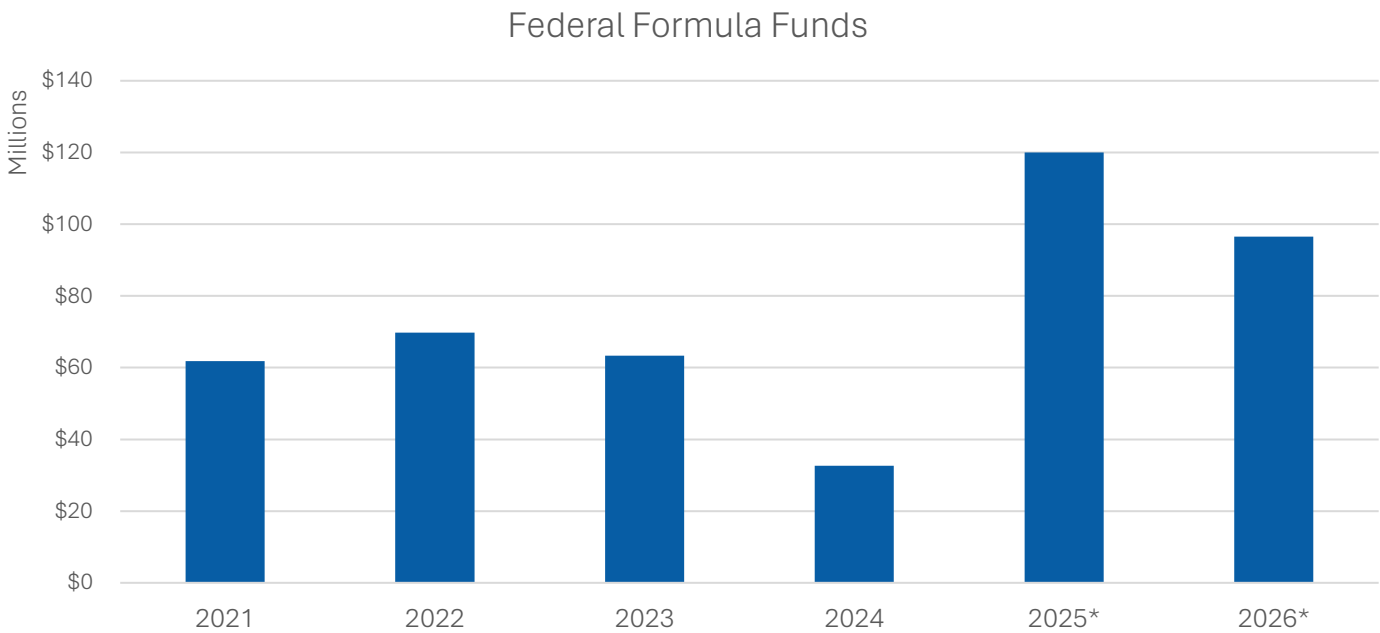
In 2016 the Transportation Bill, Fixing America’s Surface Transportation (FAST) was approved by Congress. Since that time, the Authority has been able to use formula funds for preventive maintenance. These formula funds may be used to cover up to 80% of preventive maintenance costs. After operating additional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

## 2026 Federal Formula Funds – \$97 million

The financial plan assumes \$96.5 million in FTA formula funds to support the operating program (preventive maintenance and paratransit). Although this appears to be a decrease from 2025, the change is instead due to grant award delays for 2024 expenses that added to the 2025 revenue forecast. Inconsistency in UTA’s budgeted formula funds revenue started in 2021, when federal COVID-19 relief first complicated drawdown of these funds. However, actual awarded amounts have grown steadily each year.

Year	2021	2022	2023	2024	2025*	2026*
Operating Grants	\$61,821,000	\$69,746,000	\$63,351,000	\$32,689,000	\$119,969,000	\$96,548,000

\* Budget/Projected



# Passenger Revenue

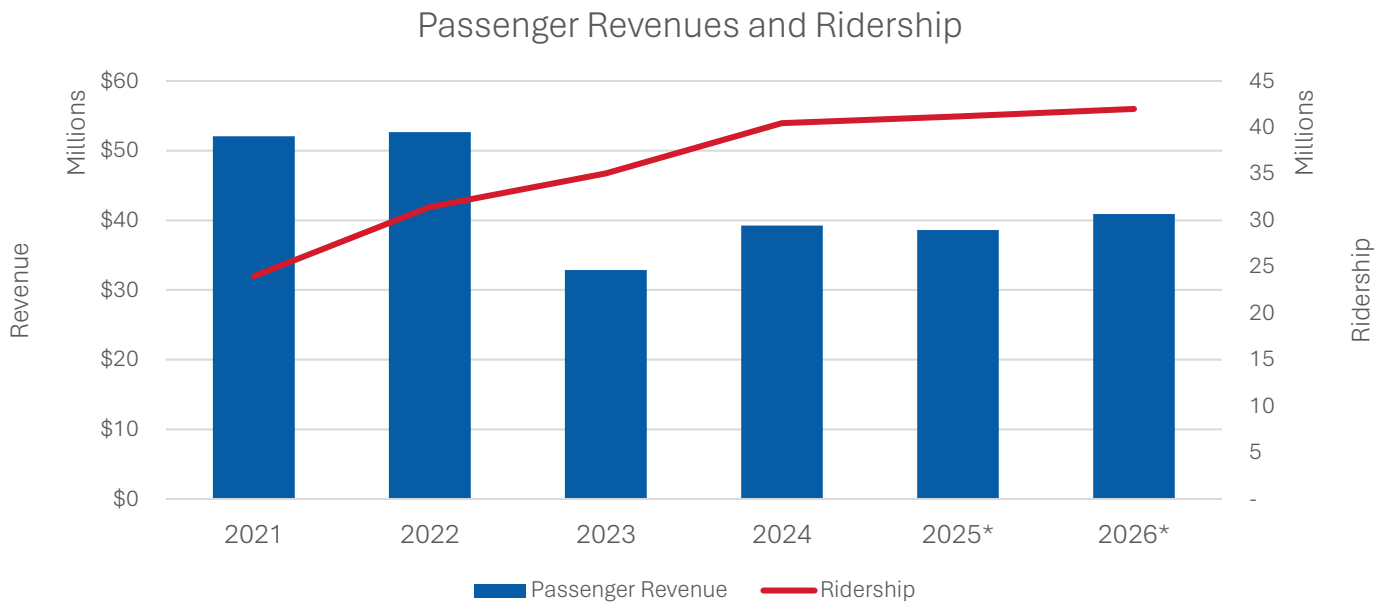
Since 2013, the Authority’s base fare has been \$2.50. Fares range from \$1.25 for senior citizens to \$5.50 for premium express service. Low-income citizens and social service agencies receive discounts of up to 75% of the base fares. Service increases planned in 2026, and continued population and employment growth will all contribute to an increase in passenger revenues.

## 2026 Passenger Revenue – \$41 million:

Ridership and fares recovered roughly as projected in the 2024 budget. The 2025 budget assumes a 4.5% increase in passenger revenues, driven by continued recovery growth in ridership.

Year	2021	2022	2023	2024	2025*	2026*
Passenger Revenue	\$52,052,000	\$52,649,000	\$32,845,000	\$39,256,000	\$38,620,000	\$40,887,000
Ridership	23,993,000	31,440,000	35,060,000	40,479,000	40,625,000	42,031,000

\* Budget/Projected



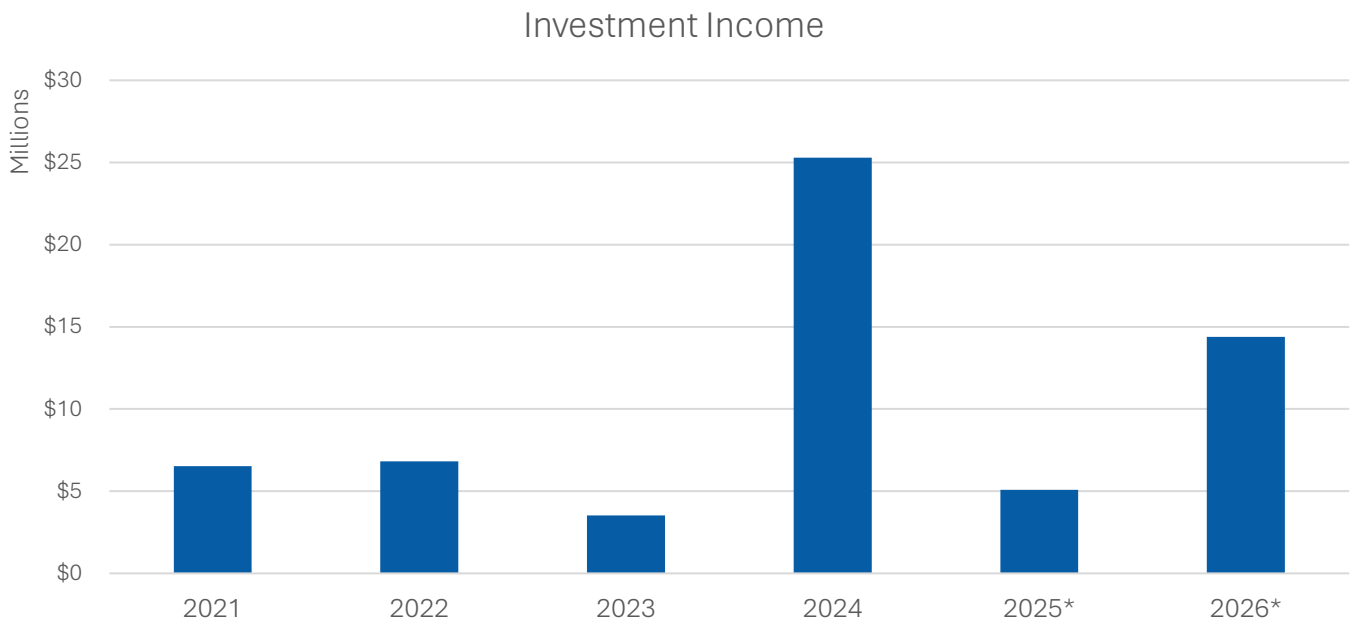
# Investment Income

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 Act<sup>1</sup>. These investments may yield 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 2025 investment revenues are \$5.1 million with the possibility of ending the year markedly higher, but 2025 returns remain projected at \$14.4 million due to market volatility.

Year	2021	2022	2023	2024	2025*	2026*
Investment Income	\$6,526,000	\$6,822,000	\$3,526,000	\$25,295,000	\$5,085,000	\$14,384,000

\* Budget/Projected



<sup>1</sup> [Utah Code Chapter 51-7](#)



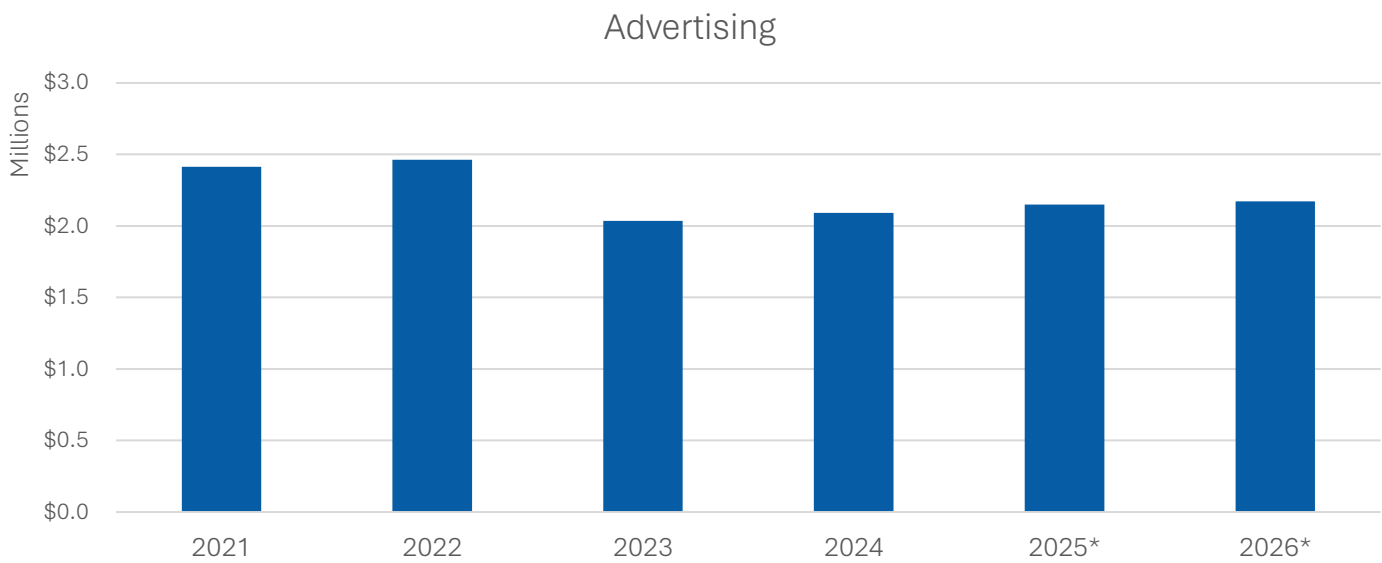
# Advertising

Advertising revenues for the Authority come from the lease of exterior space on the sides and rear of buses, light rail vehicles, and the signage inside commuter rail cars. The annual growth rate for advertising is leveling off.

## 2026 Advertising Revenue - \$2 million:

Year	2021	2022	2023	2024	2025*	2026*
Advertising	\$2,413,000	\$2,463,000	\$2,035,000	\$2,092,000	\$2,150,000	\$2,172,000

\* Budget/Projected

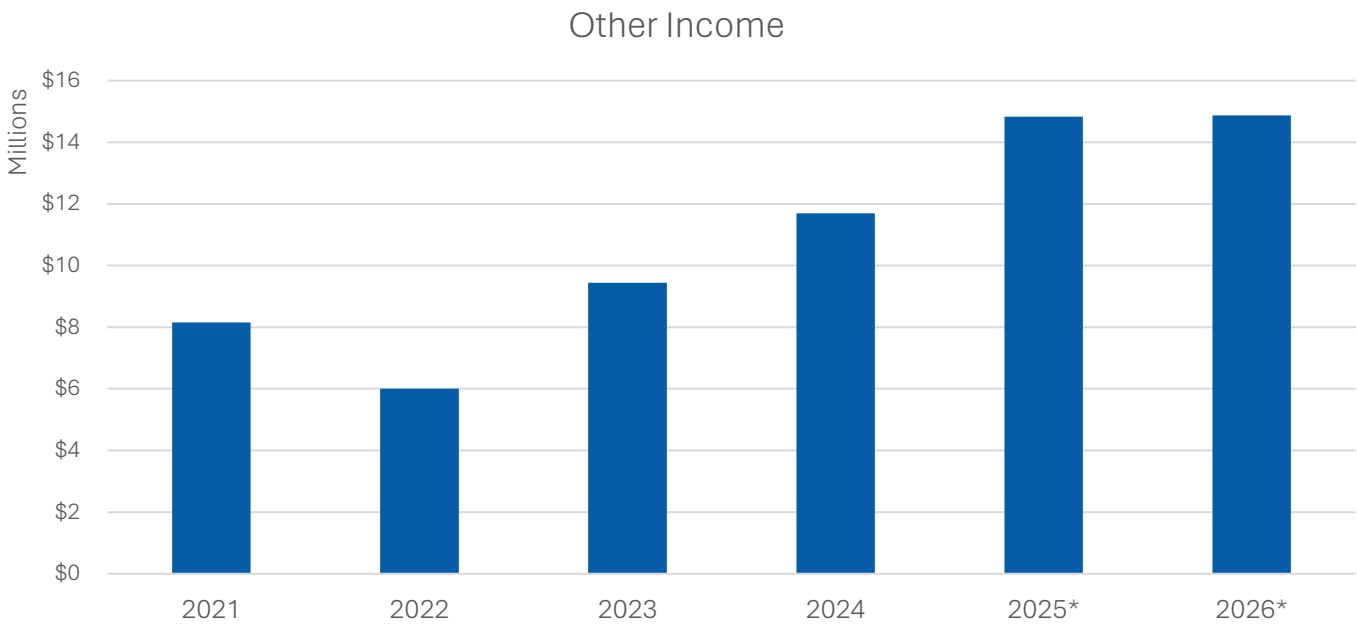


# Other Income

Other income for 2026 consists of \$9.7 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, and \$3.1 million from transit-oriented development revenues.

Year	2021	2022	2023	2024	2025*	2026*
Other Income	\$8,156,000	\$6,001,000	\$9,443,000	\$11,692,000	\$14,826,000	\$14,867,000

\* Budget/Projected



## Operating Uses – 2026 Detail

### Employee Compensation and Benefits - \$351.5 million:

The 2026 budget reflects a 6.9% increase over the 2025 budget. These increases are due to staff and pay rate increases. The 2026 budget also reflects headcount increases in Capital Services, Executive Director, and the People Office.

### Utilities - \$7.3 million:

Includes electricity (excluding propulsion power), heat, light, data charges and other utilities. Costs are expected to decrease 8.6% in 2026. This change is driven by lower expectations with regard to cost trends in Facilities and Maintenance of Way.

### Parts - \$25.9 million:

This 2026 budget reflects a \$3.7 million (12.4%) decrease compared to the 2025 adjusted budget. FY 2025 had \$10 million of projected overhaul and SGR costs in Light Rail. Even with the overall Parts decrease, Light Rail parts cost per mile and Freight Charges are up.

### Services - \$58.6 million:

This 2026 budget reflects a \$2.6 million (4.6%) increase over the 2025 adjusted budget. \$5 million increase in IT Director, which has a total of 160 contracts. \$1 million increase in Innovative Mobility Solutions (IMS), primarily for West Provo and South Davis County. \$487,000 increase in MV Transit in Special Services.

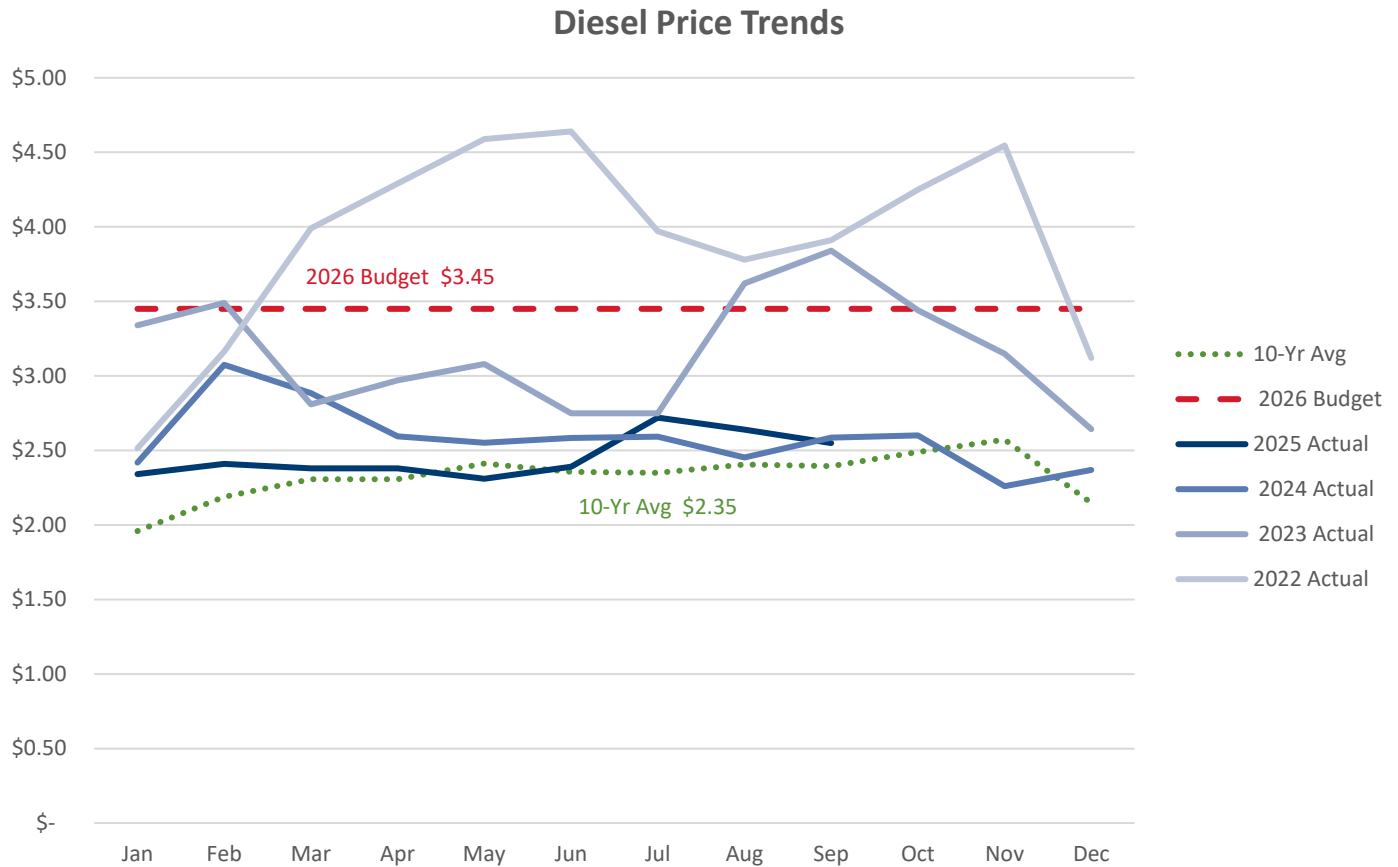
### Other O&M Costs - \$24.7 million:

This 2026 budget reflects a \$904,000 (3.8%) increase over the 2025 adjusted budget. \$398,000 increase in Insurance, \$296,000 increase in Recruitment, and \$214,000 increase in Media Expense.



### Fuel and Propulsion Power - \$36.6 million:

This 2026 fuel budget reflects a \$1.8 million (5.1%) increase from the 2025 adjusted budget. This increase is predominantly due to increased usage of diesel driven by service in Commuter Rail, Ogden and Timpanogos service units. Higher projected expenses for propulsion power are also expected.

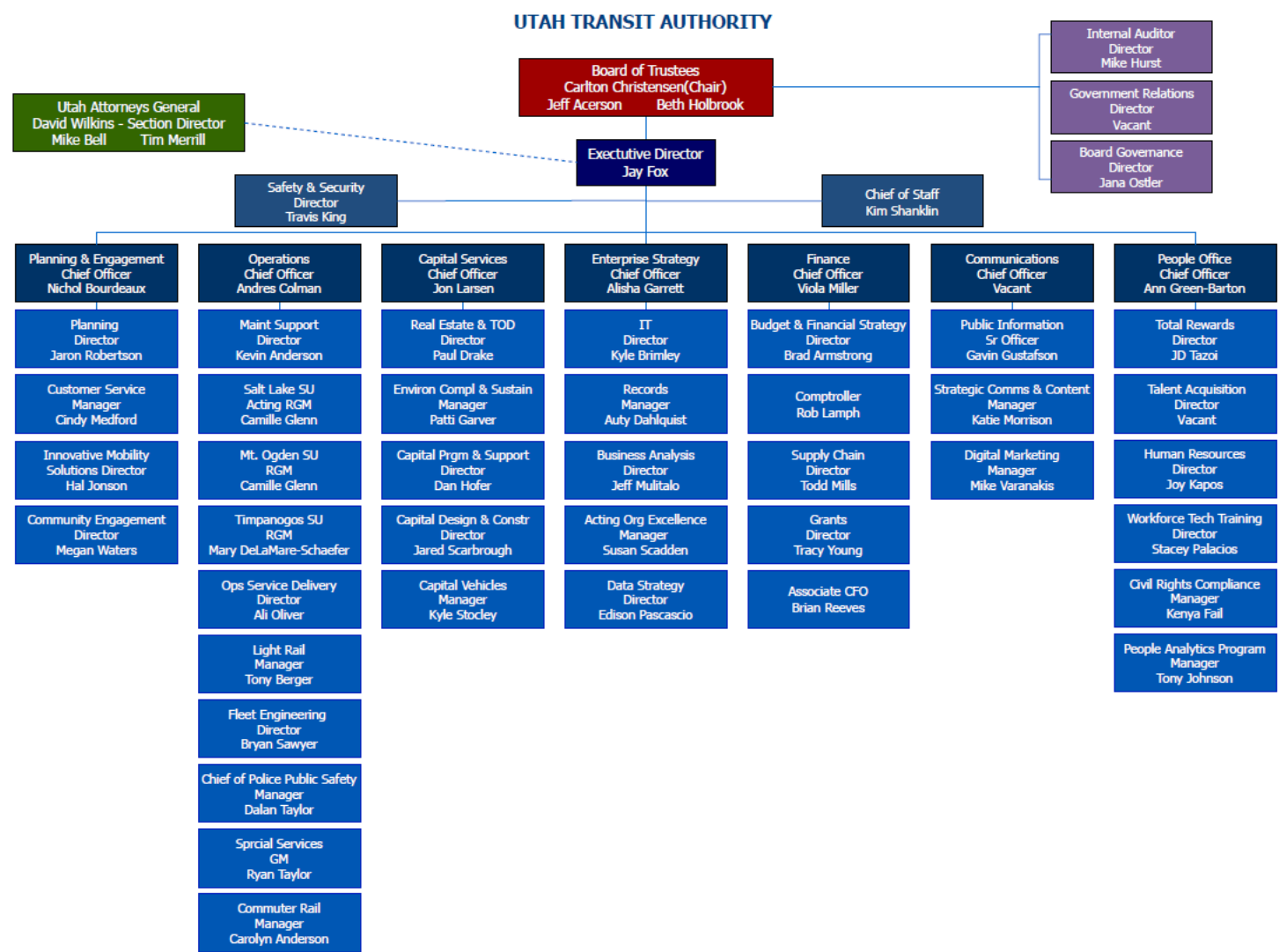


### Capitalized Costs – minus \$16.1 million:

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 \$16.1 million credit is the estimated cost of UTA operating costs being charged to the capital program and the Rail overhaul program.

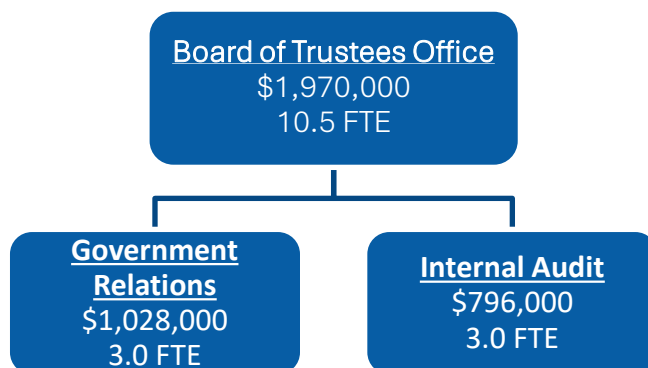


# Org Chart – 2026



# 2026 Operating Expense 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.



## 2026 Board of Trustees Operating Budget: Expenses by Department

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Board of Trustees	\$1,933,000	\$1,970,000	\$37,000
Government Relations	1,023,000	1,028,000	5,000
Internal Audit	813,000	796,000	(17,000)
<b>Totals</b>	<b>\$3,769,000</b>	<b>\$3,794,000</b>	<b>\$25,000</b>

## 2026 Board of Trustees Operating Budget: Expenses by Category

Category	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Wages	\$1,871,000	\$1,928,000	3.0%
Fringe	812,000	788,000	-3.0%
Services	830,000	805,000	-3.0%
Fuel/Power	-	-	0.0%
Utilities	8,000	8,000	0.0%
Parts	-	-	0.0%
Other O&M	249,000	265,000	6.4%
Capitalized Costs	-	-	0.0%
<b>Totals</b>	<b>\$3,769,000</b>	<b>\$3,794,000</b>	<b>0.7%</b>

## Board of Trustees FTE Summary: 2025 Budget and 2026 Budget

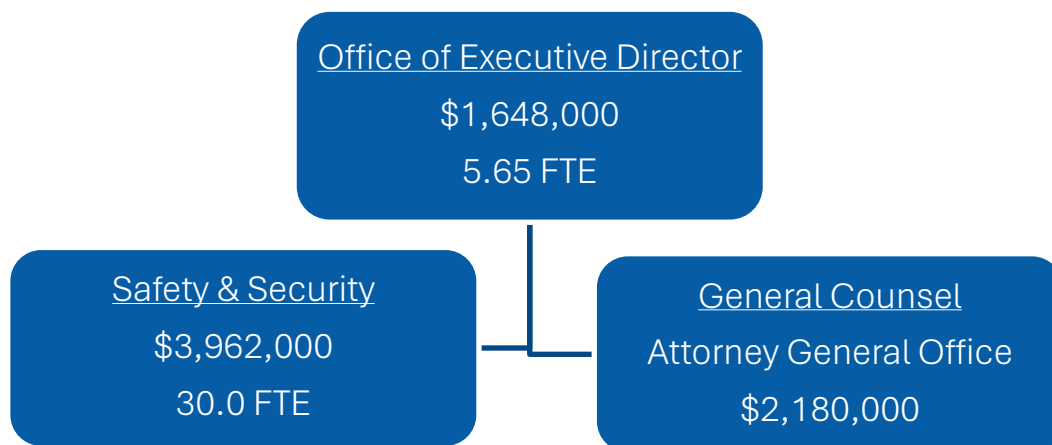
Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Board of Trustees	9.0	10.5	1.5
Government Relations	4.0	3.0	(1.0)
Internal Audit	3.0	3.0	-
<b>Totals</b>	<b>16.0</b>	<b>16.5</b>	<b>0.5</b>



2026 Budget Requests

2026 Budget Requests		Expenses	FTEs
BOARD OF TRUSTEES		\$55,600	-
	Government Relations Manager Travel, Conferences and Meetings	6,500	-
	Local Advisory Council Member Compensation	4,500	-
	Local/State Government Engagement	10,500	-
	Political Consultants Renewal	15,800	-
	Travel - escalating costs	18,300	-

## Executive Director



The Executive Director's Office focuses internally on running the day-to-day functions of the organization, ensuring alignment with the Board's priorities using the Agency's long-term strategic plan. 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.
- *General Counsel*. Works directly with our in-house representation from the Attorney General's Office.



## 2026 Office of Executive Director Operating Budget: Expenses by Division

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Executive Director	\$1,638,000	\$1,648,000	\$10,000
General Counsel	2,124,000	2,180,000	56,000
Safety & Security	3,777,000	3,962,000	185,000
Contingency	858,000	8,997,000	8,139,000
<b>Totals</b>	<b>\$7,539,000</b>	<b>\$7,790,000</b>	<b>\$251,000</b>

## 2026 Office of Executive Director Operating Budget: Expenses by Category




Category	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Wages	\$2,414,000	\$2,678,000	10.9%
Fringe	1,111,000	1,310,000	17.9%
Services	3,691,000	3,466,000	-6.1%
Fuel/Power	16,000	16,000	0.0%
Utilities	16,000	14,000	-12.5%
Parts	6,000	6,000	0.0%
Other O&M	286,000	299,000	4.5%
Capitalized Costs	-	-	0.0%
<b>Totals</b>	<b>\$7,539,000</b>	<b>\$7,790,000</b>	<b>3.3%</b>

## Office of Executive Director FTE Summary: 2025 Budget and 2026 Budget

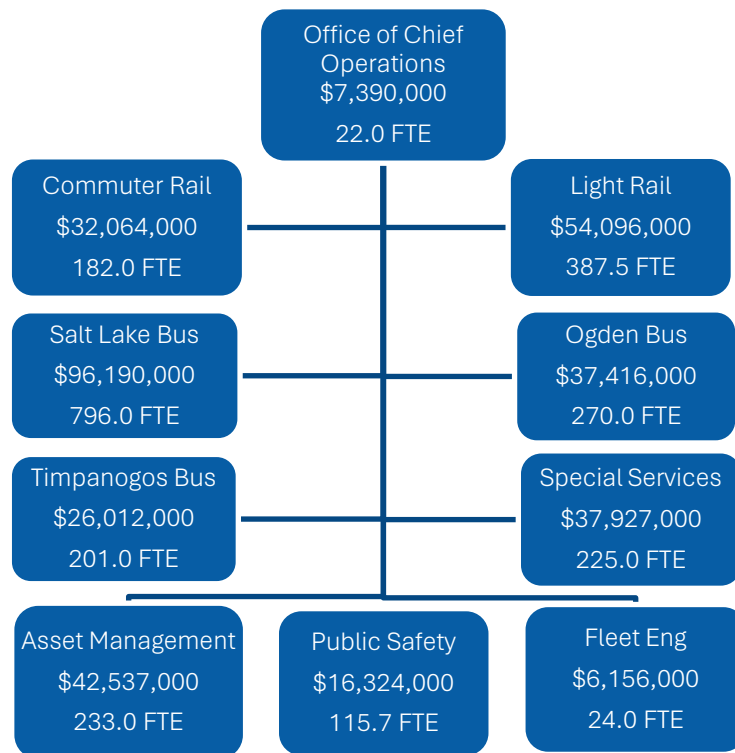
Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Executive Director	4.50	5.65	1.2
General Counsel	-	-	-
Safety & Security	28.00	30.00	2.0
Contingency	-	-	-
<b>Totals</b>	<b>32.5</b>	<b>35.7</b>	<b>3.2</b>



2026 Budget Requests

2026 Budget Requests		Expenses	FTEs
EXECUTIVE DIRECTOR		497,250	3
	2 New Roadway Worker Protection Specialists	185,000	2
	Add consulting services including Strategic Plan and other needs	150,000	-
	Compliance Manager Position	162,250	1

# Operations



The Operations organization is comprised of nine service units, covering UTA's service modes 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 service units), light rail, commuter rail, vanpool, and special services across the UTA service area in a safe and efficient manner.
- *Asset 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.



## 2026 Operations Budget Expenses by Department

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
COO Office	\$6,125,000	\$7,390,000	\$1,265,000
Public Safety	16,036,000	16,324,000	288,000
Fleet Engineering	2,548,000	6,156,000	3,608,000
Asset Management	47,466,000	42,537,000	(4,929,000)
Salt Lake Bus	96,722,000	96,190,000	(532,000)
Mt. Ogden Bus	34,237,000	37,416,000	3,179,000
Timpanogos Bus	26,106,000	26,012,000	(94,000)
Special Services	34,025,000	37,927,000	3,902,000
Light Rail	51,700,000	54,096,000	2,396,000
Commuter Rail	32,745,000	32,064,000	(681,000)
<b>Totals</b>	<b>\$347,709,000</b>	<b>\$356,112,000</b>	<b>\$8,403,000</b>

## 2026 Operations Budget Expenses by Category

Category	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Wages	\$170,279,000	\$178,771,000	5.0%
Fringe	88,296,000	92,127,000	4.3%
Services	18,270,000	16,723,000	-8.5%
Fuel/Power	34,214,000	35,972,000	5.1%
Parts	29,380,000	25,638,000	-12.7%
Utilities	6,454,000	5,670,000	-12.1%
Non-Departmental	0	0	0.0%
Other O&M	12,346,000	12,647,000	2.4%
Capitalized Costs	(11,530,000)	(11,434,000)	-0.8%
<b>Totals</b>	<b>\$347,709,000</b>	<b>\$356,112,000</b>	<b>2.4%</b>

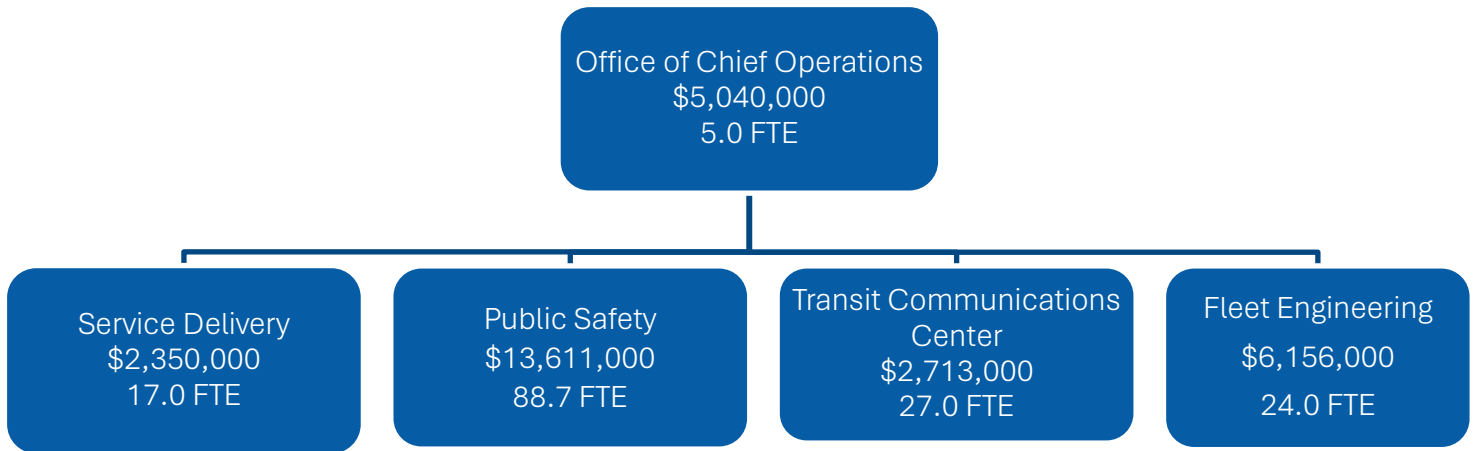


## Operations FTE Summary: 2026 Budget

Department	FY 2025 Adj. Budget	FY 2026 Budget	Change
COO Office	7.0	22.0	15.0
Public Safety	114.7	115.7	1.0
Fleet Engineering	24.0	24.0	0.0
Asset Management	231.0	233.0	2.0
Salt Lake Bus	774.0	796.0	22.0
Mt. Ogden Bus	268.5	270.0	1.5
Timpanogos Bus	196.0	201.0	5.0
Special Services	214.0	225.0	11.0
Light Rail	379.5	387.5	8.0
Commuter Rail	181.0	182.0	1.0
<b>Totals</b>	<b>2,389.7</b>	<b>2,456.2</b>	<b>66.5</b>



## COO Office



### 2026 COO Operating Budget: Expenses by Department

Department	FY 2025 Adj. Budget	FY 2026 Budget	Change
COO Office	\$6,125,000	\$5,040,000	(\$1,085,000)
Transit Comms Center	2,514,000	2,713,000	199,000
Public Safety	13,522,000	13,611,000	89,000
Fleet Engineering	2,548,000	6,156,000	3,608,000
Service Delivery	-	2,350,000	2,350,000
<b>Totals</b>	<b>\$24,709,000</b>	<b>\$29,870,000</b>	<b>\$5,161,000</b>

### 2026 COO Operating Budget: Expenses by Category

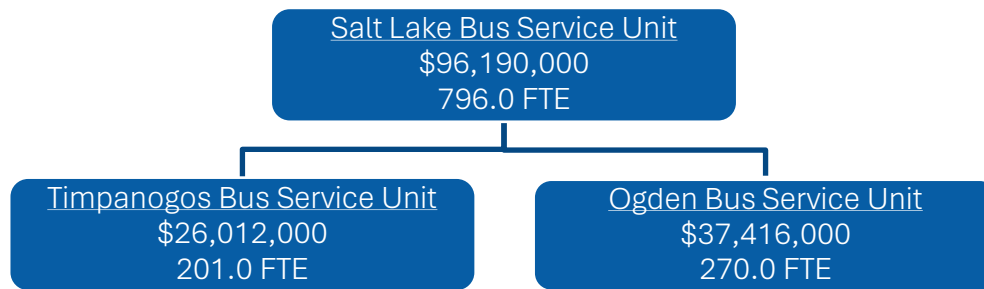
Category	FY 2025 Adj. Budget	FY 2026 Budget	Change
Wages	\$12,843,000	\$14,612,000	13.8%
Fringe	6,199,000	7,012,000	13.1%
Services	2,266,000	1,560,000	-31.2%
Fuel/Power	251,000	253,000	0.8%
Utilities	162,000	222,000	37.0%
Parts	1,000	3,100,000	309900.0%
Other O&M	3,923,000	3,642,000	-7.2%
Capitalized Costs	(937,000)	(531,000)	-43.3%
<b>Totals</b>	<b>\$24,709,000</b>	<b>\$29,870,000</b>	<b>20.9%</b>



COO FTE Summary: 2026 Budget

Department	FY 2025 Adj. Budget	FY 2026 Budget	Change
COO Office	7.0	5.0	(2.0)
Transit Comms Center	26.0	27.0	1.0
Public Safety	88.7	88.7	-
Fleet Engineering	24.0	24.0	-
Service Delivery	-	17.0	17.0
Totals	145.7	161.7	16.0

## Bus Service



### 2026 Bus Service Operating Budget: Expenses by Department

Department	FY 2025 Adj. Budget	FY 2026 Budget	Change
Administration	\$3,359,000	\$3,118,000	(\$241,000)
Operations	104,478,000	106,393,000	1,915,000
Maintenance	49,228,000	50,108,000	880,000
<b>Totals</b>	<b>\$157,065,000</b>	<b>\$159,618,000</b>	<b>\$2,553,000</b>

### 2026 Bus Service Operating Budget: Expenses by Category

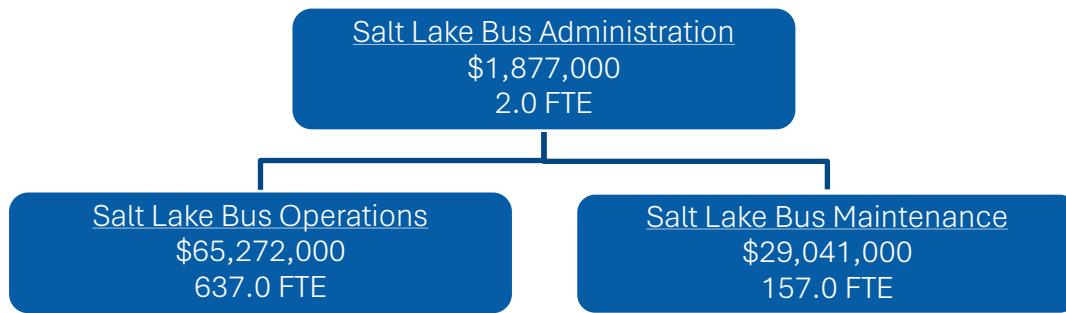
Category	FY 2025 Adj. Budget	FY 2026 Budget	Change
Wages	\$ 84,909,000	\$ 88,730,000	4.5%
Fringe	44,897,000	46,662,000	3.9%
Services	3,371,000	566,000	-83.2%
Fuel/Power	14,133,000	15,315,000	8.4%
Utilities	519,000	99,000	-80.9%
Parts	6,714,000	5,488,000	-18.3%
Other O&M	2,522,000	2,762,000	9.5%
<b>Totals</b>	<b>\$157,065,000</b>	<b>\$159,618,000</b>	<b>1.6%</b>



## Bus Service FTE Summary: 2026 Budget

Department	FY 2025 Adj. Budget	FY 2026 Budget	Change
Administration	12.0	6.0	(6.0)
Operations	983.5	1,009.0	25.5
Maintenance	243.0	252.0	9.0
<b>Totals</b>	<b>1,238.5</b>	<b>1,267.0</b>	<b>28.5</b>

## Salt Lake Service Unit



## 2026 Salt Lake Operating Budget: Expenses by Department

Department	FY 2025 Adj. Budget	FY 2026 Budget	Change
Salt Lake Administration	\$1,893,000	\$1,877,000	(\$16,000)
Salt Lake Operations	66,182,000	65,272,000	-910,000
Salt Lake Maintenance	28,648,000	29,041,000	393,000
<b>Totals</b>	<b>\$96,722,000</b>	<b>\$96,190,000</b>	<b>(\$532,000)</b>



## 2026 Salt Lake Operating Budget: Expenses by Category

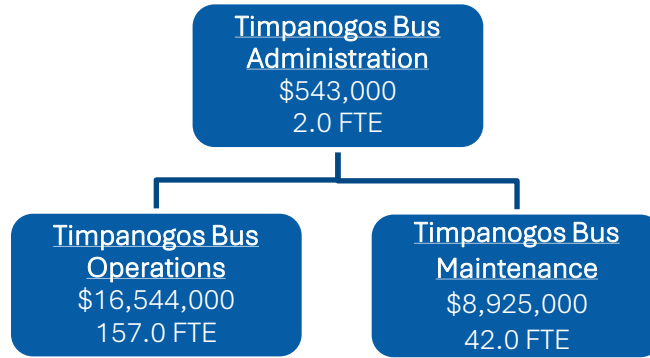
Category	FY 2025		FY 2026		Change
		Adj. Budget		Budget	
Wages	\$	53,210,000	\$	54,602,000	2.6%
Fringe		28,058,000		28,581,000	1.9%
Services		2,143,000		390,000	-81.8%
Fuel/Power		7,364,000		7,503,000	1.9%
Utilities		484,000		73,000	-84.9%
Parts		3,735,000		3,373,000	-9.7%
Other O&M		1,728,000		1,671,000	-3.3%
<b>Totals</b>		<b>\$96,722,000</b>		<b>\$96,190,000</b>	<b>-0.6%</b>

## Salt Lake FTE Summary: 2026 Budget

Department	FY 2025		FY 2026		Change
		Adj. Budget		Budget	
Salt Lake Administration		5.0		2.0	(3.0)
Salt Lake Operations		621.0		637.0	16.0
Salt Lake Maintenance		148.0		157.0	9.0
<b>Totals</b>		<b>774.0</b>		<b>796.0</b>	<b>22.0</b>



## Timpanogos Service Unit



### 2026 Timpanogos Operating Budget: Expenses by Department

	FY 2025	FY 2026	
Department	Adj. Budget	Budget	Change
Timp Administration	\$595,000	\$543,000	(\$52,000)
Timp Operations	17,016,000	16,544,000	-472,000
Timp Maintenance	8,495,000	8,925,000	430,000
<b>Totals</b>	<b>\$26,106,000</b>	<b>\$26,012,000</b>	<b>(\$94,000)</b>

### 2026 Timpanogos Operating Budget: Expenses by Category

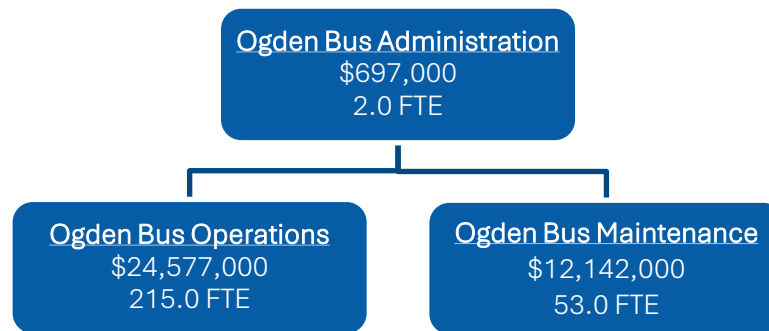
	FY 2025	FY 2026	
Category	Adj. Budget	Budget	Change
Wages	\$13,596,000	\$13,970,000	2.8%
Fringe	7,107,000	7,425,000	4.5%
Services	1,301,000	50,000	-96.2%
Fuel/Power	2,747,000	3,292,000	19.8%
Utilities	14,000	15,000	7.1%
Parts	1,072,000	858,000	-20.0%
Other O&M	269,000	401,000	49.1%
Capitalized Costs	-	-	-
<b>Totals</b>	<b>\$26,106,000</b>	<b>\$26,012,000</b>	<b>-0.4%</b>



Timpanogos FTE Summary: 2026 Budget

Department	FY 2025 Adj. Budget	FY 2026 Budget	Change
Timp Administration	3.0	2.0	(1.0)
Timp Operations	151.0	157.0	6.0
Timp Maintenance	42.0	42.0	-
Totals	196.0	201.0	5.0

## Mt. Ogden Service Unit



### 2026 Mt. Ogden Operating Budget: Expenses by Department

	FY 2025	FY 2026	
Department	Adj. Budget	Budget	Change
Ogden Administration	\$871,000	\$697,000	(\$174,000)
Ogden Operations	21,281,000	24,577,000	3,296,000
Ogden Maintenance	12,085,000	12,142,000	57,000
<b>Totals</b>	<b>\$34,237,000</b>	<b>\$37,416,000</b>	<b>\$3,179,000</b>

### 2026 Mt. Ogden Operating Budget: Expenses by Category

	FY 2025	FY 2026	
Category	Adj. Budget	Budget	Change
Wages	\$18,103,000	\$20,158,000	11.4%
Fringe	9,732,000	10,655,000	9.5%
Services	-73,000	126,000	-272.6%
Fuel/Power	4,022,000	4,519,000	12.4%
Utilities	20,000	11,000	-45.0%
Parts	1,907,000	1,257,000	-34.1%
Other O&M	525,000	690,000	31.4%
<b>Totals</b>	<b>\$34,237,000</b>	<b>\$37,416,000</b>	<b>9.3%</b>

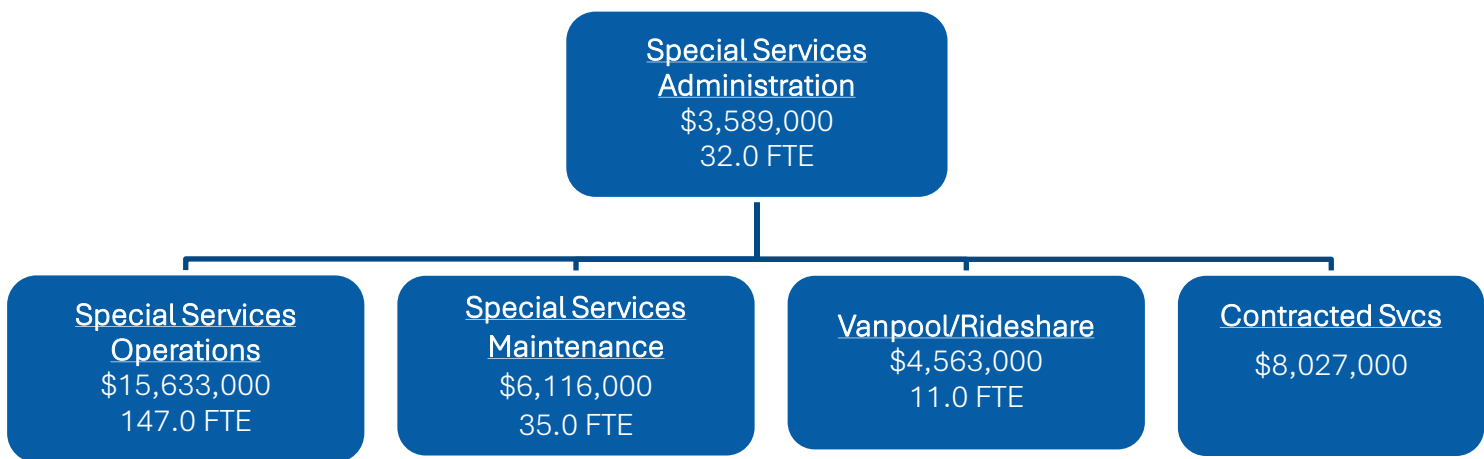


## Mt. Ogden FTE Summary: 2026 Budget

Department	FY 2025 Adj. Budget	FY 2026 Budget	Change
Ogden Administration	4.0	2.0	(2.0)
Ogden Operations	211.5	215.0	3.5
Ogden Maintenance	53.0	53.0	-
<b>Totals</b>	<b>268.5</b>	<b>270.0</b>	<b>1.5</b>



# Special Services Service Unit



## 2026 Special Services Operating Budget: Expenses by Department

	FY 2025	FY 2026	
Department	Adj. Budget	Budget	Change
Special Svcs Administration	\$3,531,000	\$3,589,000	\$58,000
Special Svcs Operations	13,367,000	15,633,000	2,266,000
Special Svcs Maintenance	5,857,000	6,116,000	259,000
Vanpool/Rideshare	4,034,000	4,563,000	529,000
Contracted Services	7,236,000	8,027,000	791,000
Totals	\$34,025,000	\$37,927,000	\$3,902,000

## 2026 Special Services Operating Budget: Expenses by Category

Category	FY 2025 Adj. Budget	FY 2026 Budget	Change
Wages	\$14,068,000	\$15,477,000	10.0%
Fringe	7,563,000	8,413,000	11.2%
Services	7,424,000	8,549,000	15.2%
Fuel/Power	2,918,000	3,321,000	13.8%
Utilities	29,000	27,000	-6.9%
Parts	523,000	471,000	-9.9%
Other O&M	1,499,000	1,668,000	11.3%
<b>Totals</b>	<b>\$34,025,000</b>	<b>\$37,927,000</b>	<b>11.5%</b>

### Special Services FTE Summary: 2026 Budget

Department	FY 2025 Adj. Budget	FY 2026 Budget	Change
Special Svcs Administration	33.0	32.0	(1.0)
Special Svcs Operations	135.0	147.0	12.0
Special Svcs Maintenance	35.0	35.0	-
Vanpool/Rideshare	11.0	11.0	-
Contracted Services	-	-	-
<b>Totals</b>	<b>214.0</b>	<b>225.0</b>	<b>11.0</b>



## Rail Service

### Light Rail Service Unit

\$54,096,000

387.5 FTE

### Commuter Rail Service Unit

\$32,064,000

182.0 FTE

## 2026 Rail Service Operating Budget: Expenses by Department

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Administration	2,150,000	1,789,000	(\$361,000)
Operations	33,958,000	33,768,000	(190,000)
Maintenance	48,337,000	50,604,000	2,267,000
<b>Totals</b>	<b>\$84,445,000</b>	<b>\$86,160,000</b>	<b>\$1,715,000</b>

## 2026 Rail Service Operating Budget: Expenses by Category

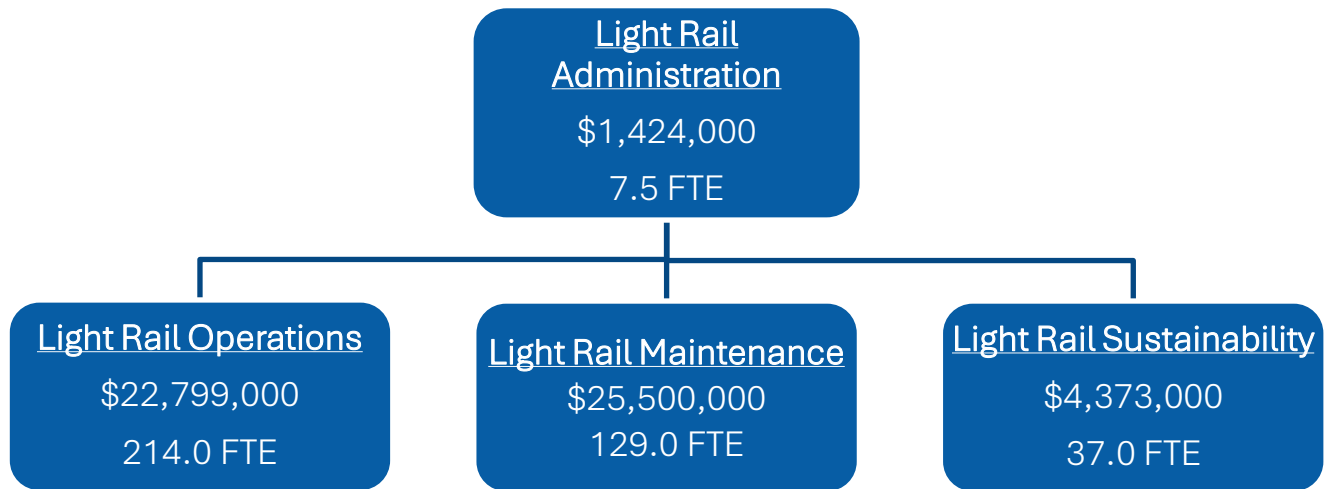
Category	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Wages	41,198,000	41,143,000	-0.1%
Fringe	20,478,000	20,317,000	-0.8%
Services	1,673,000	1,993,000	19.1%
Fuel/Power	8,510,000	16,703,000	96.3%
Utilities	357,000	328,000	-8.1%
Parts	20,278,000	14,021,000	-30.9%
Other O&M	2,443,000	2,436,000	-0.3%
<b>Totals</b>	<b>\$84,445,000</b>	<b>\$86,161,000</b>	<b>2.0%</b>

## Rail Service FTE Summary: 2026 Budget

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Administration	9.5	7.5	(2.0)
Operations	314.0	326.0	12.0
Maintenance	237.0	236.0	(1.0)
<b>Totals</b>	<b>560.5</b>	<b>569.5</b>	<b>9.0</b>



## Light Rail Service Unit



### 2026 Light Rail Operating Budget: Expenses by Department

Department	Adj. Budget	Budget	Change
Light Rail Administration	\$1,530,000	\$1,424,000	(\$106,000)
Light Rail Operations	22,955,000	22,799,000	(156,000)
Light Rail Maintenance	22,826,000	25,500,000	2,674,000
Light Rail Sustainability	4,388,000	4,373,000	(15,000)
<b>Totals</b>	<b>\$51,700,000</b>	<b>\$54,096,000</b>	<b>\$2,396,000</b>

### 2026 Light Rail Operating Budget: Expenses by Category

	FY 2025	FY 2026	
Category	Adj. Budget	Budget	Change
Wages	\$28,363,000	\$28,587,000	0.8%
Fringe	14,297,000	14,023,000	-1.9%
Services	950,000	1,162,000	22.3%
Fuel/Power	158,000	7,714,000	4782.3%
Utilities	42,000	30,000	-28.6%
Parts	16,176,000	11,220,000	-30.6%
Other O&M	1,586,000	1,520,000	-4.2%
Capitalized Costs	(9,873,000)	(10,160,000)	2.9%
<b>Totals</b>	<b>\$51,699,000</b>	<b>\$54,096,000</b>	<b>4.6%</b>

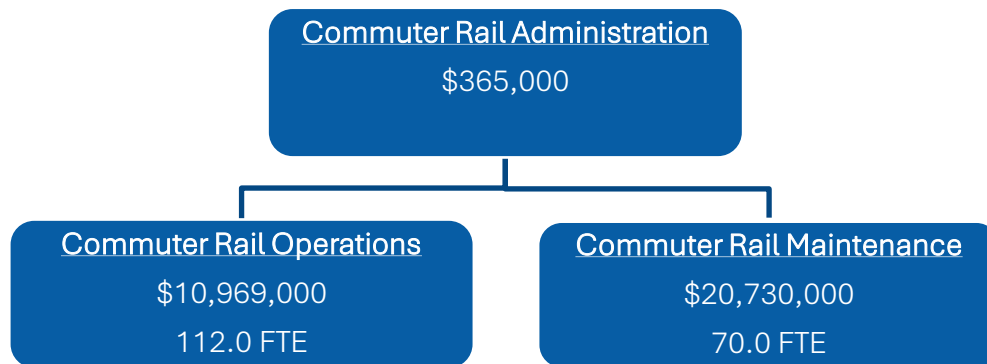


Light Rail FTE Summary: 2026 Budget

Department	FY 2025 Adj. Budget	FY 2026 Budget	Change
Light Rail Administration	7.5	7.5	-
Light Rail Operations	205.0	214.0	9.0
Light Rail Maintenance	130.0	129.0	(1.0)
Light Rail Sustainability	37.0	37.0	-
Totals	379.5	387.5	8.0



## Commuter Rail Service Unit



### 2026 Commuter Rail Operating Budget: Expenses by Department

	FY 2025	FY 2026	
Department	Adj. Budget	Budget	Change
Com. Rail Administration	\$620,000	\$365,000	(\$255,000)
Com. Rail Operations	11,003,000	10,969,000	(34,000)
Com. Rail Maintenance	21,122,000	20,730,000	(392,000)
<b>Totals</b>	<b>\$32,744,000</b>	<b>\$32,064,000</b>	<b>(\$680,000)</b>

### 2026 Commuter Rail Operating Budget: Expenses by Category

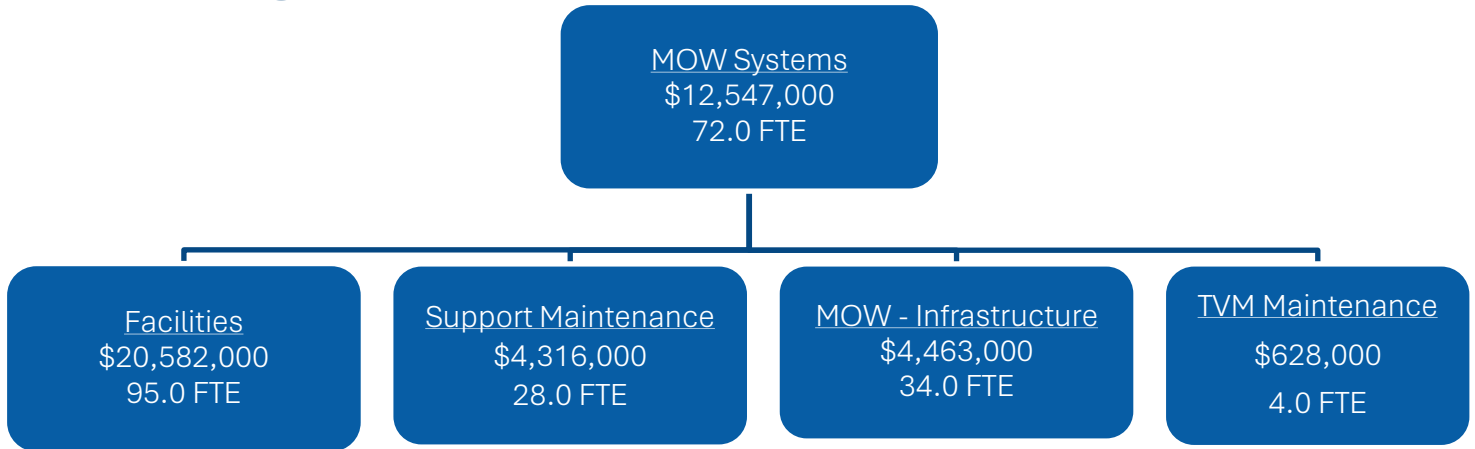
	FY 2025	FY 2026	
Category	Adj. Budget	Budget	Change
Wages	\$12,835,000	\$12,556,000	-2.2%
Fringe	6,182,000	6,294,000	1.8%
Services	723,000	831,000	14.9%
Fuel/Power	8,351,000	8,989,000	7.6%
Utilities	315,000	297,000	-5.7%
Parts	4,102,000	2,801,000	-31.7%
Other O&M	857,000	916,000	6.9%
Capitalized Costs	(620,000)	(620,000)	0.0%
<b>Totals</b>	<b>\$32,744,000</b>	<b>\$32,064,000</b>	<b>-2.1%</b>



Commuter Rail FTE Summary: 2026 Budget

Department	FY 2025 Adj. Budget	FY 2026 Budget	Change
Com. Rail Administration	2.0	-	(2.0)
Com. Rail Operations	109.0	112.0	3.0
Com. Rail Maintenance	70.0	70.0	-
Totals	181.0	182.0	1.0

## Asset Management Service Unit



### 2026 Asset Management Operating Budget: Expenses by Department

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Support Maintenance	\$4,389,000	\$4,316,000	(\$73,000)
Facilities	19,291,000	20,582,000	1,291,000
MOW - Systems	19,095,000	12,547,000	(6,548,000)
MOW - Infrastructure	4,098,000	4,463,000	365,000
TVM Maintenance	592,000	628,000	36,000
<b>Totals</b>	<b>\$47,466,000</b>	<b>\$42,537,000</b>	<b>(\$4,929,000)</b>

### 2026 Asset Management Operating Budget: Expenses by Category

Category	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Wages	\$17,261,000	\$18,809,000	9.0%
Fringe	9,159,000	9,723,000	6.2%
Services	3,535,000	4,055,000	14.7%
Fuel/Power	8,402,000	380,000	-95.5%
Utilities	5,387,000	4,994,000	-7.3%
Parts	1,864,000	2,557,000	37.2%
Other O&M	1,958,000	2,139,000	9.2%
Capitalized Costs	(100,000)	(120,000)	20.0%
<b>Totals</b>	<b>\$47,466,000</b>	<b>\$42,537,000</b>	<b>-10.4%</b>



Asset Management FTE Summary: 2026 Budget

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Support Maintenance	28.0	28.0	-
Facilities	93.0	95.0	2.0
MOW - Systems	72.0	72.0	-
MOW - Infrastructure	34.0	34.0	-
TVM Maintenance	4.0	4.0	-
Totals	231.0	233.0	2.0

# Communications

## Communications

\$5,250,000

19 FTE

The Communications Office 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.

## 2026 Communications Operating Budget: Expenses by Division

Department	FY 2025 Adj. Budget	FY 2026 Budget	Change
Office of Communications	\$4,842,000	\$5,250,000	\$408,000
<b>Totals</b>	<b>\$4,842,000</b>	<b>\$5,250,000</b>	<b>\$408,000</b>



## 2026 Communications Operating Budget: Expenses by Category

Category	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Wages	\$1,626,000	\$1,603,000	\$ (23,000)
Fringe	716,000	842,000	126,000
Services	1,056,000	952,000	(104,000)
Fuel/Power	1,000	-	(1,000)
Utilities	8,000	8,000	-
Parts	-	-	-
Other O&M	1,434,000	1,845,000	411,000
Capitalized Costs	-	-	-
<b>Totals</b>	<b>\$4,842,000</b>	<b>\$5,250,000</b>	<b>\$408,000</b>

## Communications FTE Summary: 2025 Budget and 2026 Budget

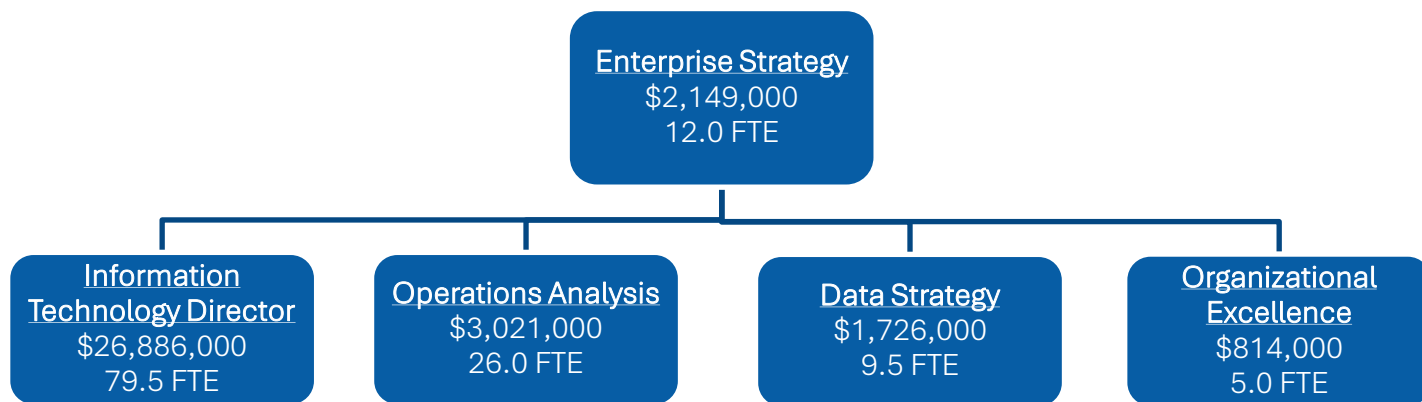
Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Office of Communications	19.0	19.0	-
<b>Totals</b>	<b>19.0</b>	<b>19.0</b>	<b>0.0</b>

## 2026 Budget Requests

2026 Budget Requests		Expenses	FTEs
<b>Communications</b>		<b>\$20,000</b>	<b>-</b>
Community memberships adjustments		20,000	-



# 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 Director*: Provides ongoing support for improvements to applications, data network needs, telephone communication, on-board technologies, radio communication, passenger information, and administrative systems.
- *Operations Analysis (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 ensures 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.



## 2026 Enterprise Strategy Operating Budget: Expenses by Department

	FY 2025	FY 2026	
Department	Adj. Budget	Budget	Change
Enterprise Strategy	\$2,144,000	\$2,149,000	\$5,000
IT Director	23,482,000	26,886,000	3,404,000
Ops Analysis	3,007,000	3,021,000	14,000
Data Strategy	1,567,000	1,726,000	159,000
Organizational Excellence	1,068,000	814,000	(254,000)
<b>Totals</b>	<b>\$31,267,000</b>	<b>\$34,596,000</b>	<b>\$3,329,000</b>

## 2026 Enterprise Strategy Operating Budget: Expenses by Category

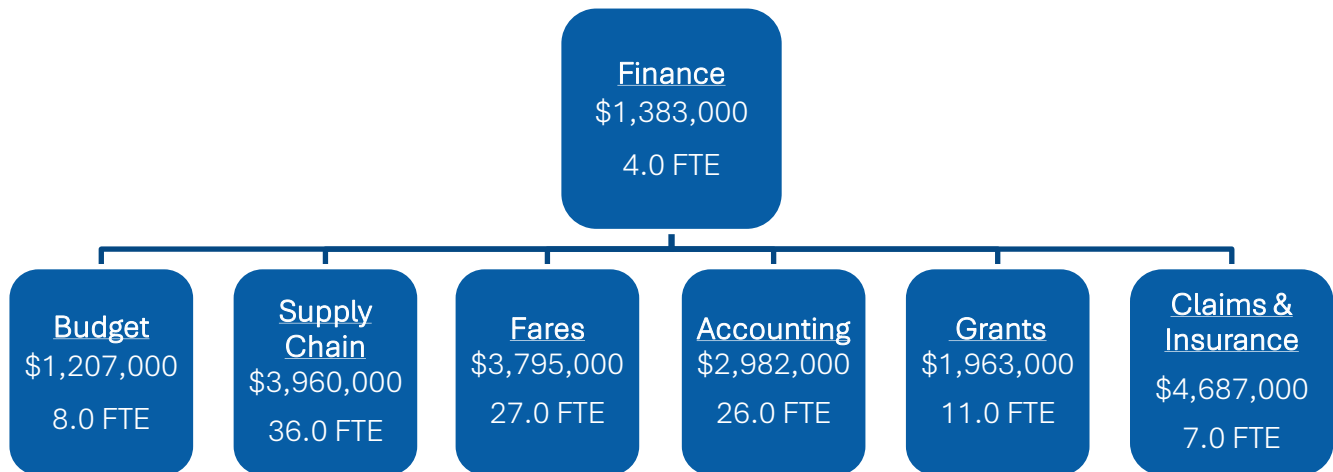
	FY 2025	FY 2026	
Category	Adj. Budget	Budget	Change
Wages	\$12,266,000	\$12,413,000	1.2%
Fringe	5,421,000	5,606,000	3.4%
Services	10,948,000	14,163,000	29.4%
Fuel/Power	16,000	15,000	-6.3%
Utilities	1,302,000	1,353,000	3.9%
Parts	23,000	23,000	0.0%
Other O&M	1,293,000	1,411,000	9.1%
Capitalized Costs	-	(387,000)	0.0%
<b>Totals</b>	<b>\$31,267,000</b>	<b>\$34,596,000</b>	<b>10.6%</b>

## Enterprise Strategy FTE Summary: 2025 Budget and 2026 Budget

	FY 2025	FY 2026	
Department	Adj. Budget	Budget	Change
Enterprise Strategy	12.0	12.0	-
IT Director	79.5	79.5	-
Ops Analysis	24.0	26.0	2.0
Data Strategy	9.5	9.5	-
Organizational Excellence	6.0	5.0	(1.0)
<b>Totals</b>	<b>131.0</b>	<b>132.0</b>	<b>1.0</b>



## 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, financial audit management, revenue collection, investments, financial contract relationships, and debt management. Finance also provides financial administrative support to the pension fund.

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*. Responsible for grant strategy, acquisition, management, and administration.
- *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.



## 2026 Finance Operating Budget: Expenses by Department

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Accounting	\$2,980,000	\$2,982,000	\$2,000
Budget	854,000	1,207,000	353,000
Fares	3,694,000	3,795,000	101,000
Finance	1,365,000	1,383,000	18,000
Grants	1,913,000	1,963,000	50,000
Claims & Insurance	4,265,000	4,687,000	422,000
Supply Chain	4,004,000	3,960,000	(44,000)
<b>Totals</b>	<b>\$19,076,000</b>	<b>\$19,976,000</b>	<b>\$900,000</b>

## 2026 Finance Operating Budget: Expenses by Category

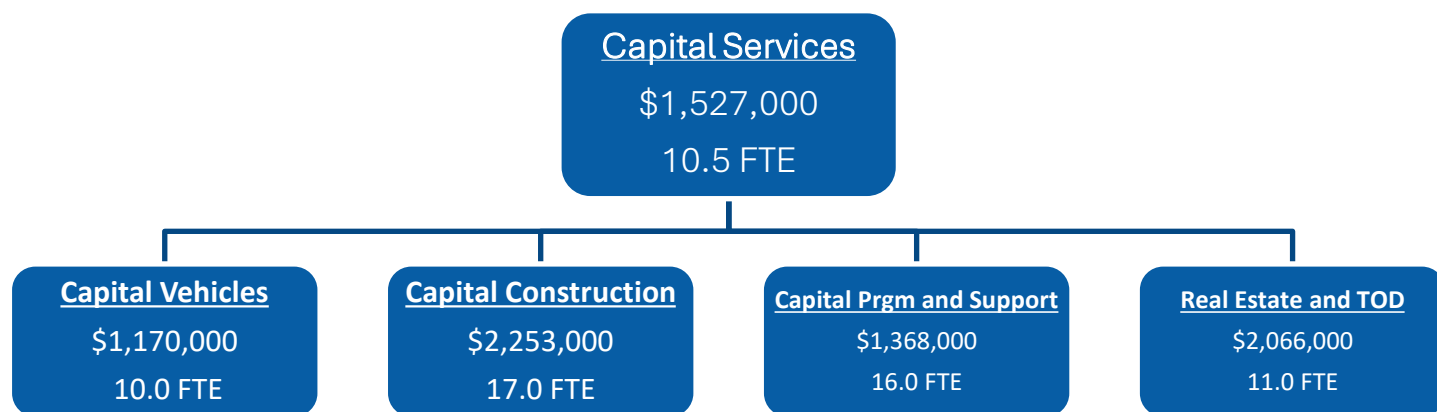
Category	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Wages	\$9,352,000	\$9,644,000	3.1%
Fringe	4,340,000	4,690,000	8.1%
Services	1,540,000	1,571,000	2.0%
Fuel/Power	31,000	28,000	-9.7%
Utilities	69,000	80,000	15.9%
Parts	138,000	219,000	58.7%
Other O&M	4,494,000	4,786,000	6.5%
Capitalized Costs	(888,000)	(1,042,000)	17.3%
<b>Totals</b>	<b>\$19,076,000</b>	<b>\$19,976,000</b>	<b>4.7%</b>



Finance FTE Summary: 2025 Budget and 2026 Budget

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Accounting	26.0	26.0	-
Budget	7.0	8.0	1.0
Fares	27.0	27.0	-
Finance	4.0	4.0	-
Grants	11.0	11.0	-
Claims & Insurance	7.0	7.0	-
Supply Chain	35.0	36.0	1.0
Totals	117.0	119.0	2.0

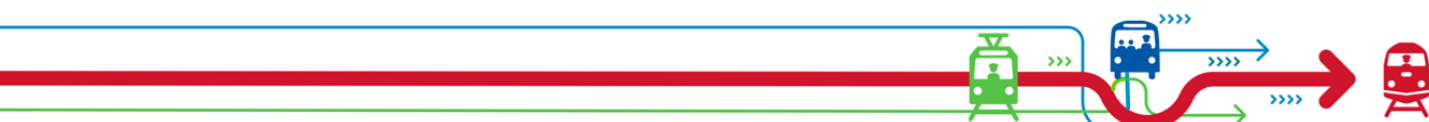
# Capital Services



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

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

- *Capital Vehicles*. Manages and ensures compliance for the FTA fleet, revenue and support vehicle procurements, overhaul programs and administers the support fleet.
- *Capital Design and Construction*. Responsible for project design, design review, and project construction management.
- *Capital Program and Support*. 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.



## 2026 Capital Services Operating Budget: Expenses by Department

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Capital Vehicles	\$409,000	\$1,170,000	\$761,000
Design & Construction	2,253,000	2,253,000	0
Capital Programming & Support	2,258,000	1,368,000	(890,000)
Capital Services	1,297,000	1,527,000	230,000
Real Estate & TOD	1,967,000	2,066,000	99,000
<b>Totals</b>	<b>\$8,183,000</b>	<b>\$8,383,000</b>	<b>\$200,000</b>


## 2026 Capital Services Operating Budget: Expenses by Category

Category	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Wages	\$6,650,000	\$6,726,000	1.1%
Fringe	3,085,000	3,220,000	4.4%
Services	1,776,000	1,343,000	-24.4%
Fuel/Power	48,000	19,000	-60.4%
Utilities	97,000	117,000	20.6%
Parts	1,000	5,000	400.0%
Other O&M	437,000	18,000	-95.9%
Capitalized Costs	(3,910,000)	(3,064,000)	-21.6%
<b>Totals</b>	<b>\$8,183,000</b>	<b>\$8,383,000</b>	<b>2.4%</b>

## Capital Services FTE Summary: 2025 Budget and 2026 Budget

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Capital Vehicles	5.0	10.0	5.0
Design & Construction	18.0	17.0	(1.0)
Capital Programming & Support	21.0	16.0	(5.0)
Capital Services	9.0	10.5	1.5
Real Estate & TOD	11.0	11.0	-
<b>Totals</b>	<b>64.0</b>	<b>64.5</b>	<b>0.5</b>

## 2026 Budget Requests

2026 Budget Requests		Expenses	FTEs
<b>CAPITAL SERVICES</b>		<b>44,000</b>	<b>0.5</b>
	Part-time Environmental Compliance Admin position for regulatory oversight	44,000	0.5



## 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 Agency's 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 and 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 and 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 using data, best practices, and benchmarking to ensure UTA has competitive and fair pay practices and using data to continuously improve compensation practices and impact across the Agency.



## 2026 People Office Operating Budget: Expenses by Department

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Chief People Officer	\$2,353,000	\$2,120,000	(\$233,000)
Talent Acquisition	1,898,000	1,872,000	(26,000)
Talent Development	1,111,000	678,000	(433,000)
HR Business Partner	991,000	1,264,000	273,000
Workforce Technical Training	4,804,000	5,444,000	640,000
Civil Rights	608,000	586,000	(22,000)
Total Rewards	2,104,000	2,028,000	(76,000)
<b>Totals</b>	<b>\$13,868,000</b>	<b>\$13,994,000</b>	<b>\$126,000</b>

## 2026 People Office Operating Budget: Expenses by Category

Category	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Wages	\$7,776,000	\$7,507,000	-3.5%
Fringe	3,301,000	3,573,000	8.2%
Services	1,140,000	1,041,000	-8.7%
Fuel/Power	3,000	7,000	133.3%
Utilities	26,000	37,000	42.3%
Other O&M	1,622,000	1,829,000	12.8%
<b>Totals</b>	<b>\$13,868,000</b>	<b>\$13,994,000</b>	<b>0.9%</b>

## People FTE Summary: 2025 Budget and 2026 Budget

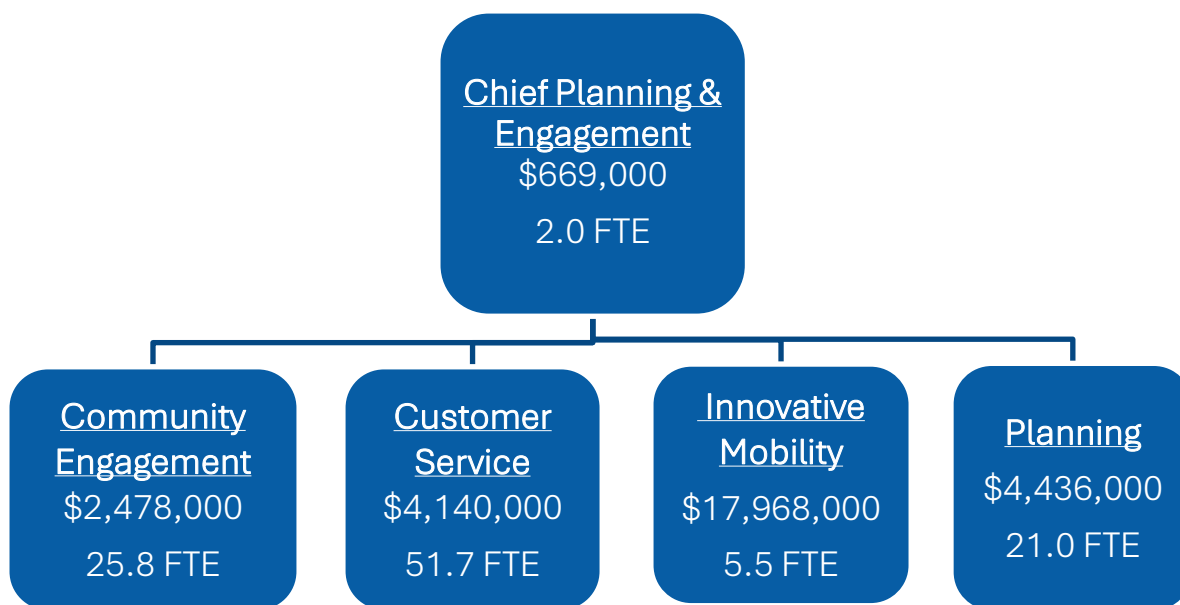
Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Chief People Officer	9.0	8.0	(1.0)
Talent Acquisition	11.0	11.0	-
Talent Development	8.0	4.0	(4.0)
HR Business Partner	7.0	9.0	2.0
Workforce Technical Training	56.8	59.8	3.0
Civil Rights	4.0	4.0	-
Total Rewards	10.0	10.0	-
<b>Totals</b>	<b>105.8</b>	<b>105.8</b>	<b>-</b>



2026 Budget Requests

2026 Budget Requests		Expenses	FTEs
PEOPLE		86,000	1
<div></div>	Addition of FTE for Drug & Alcohol Specialist position	86,000	1

## 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 team'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. This team analyzes and optimizes specific routes, and coordinates with Operations to determine the miles and hours added to each mode during change day.
- *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. They also evaluate UTA's system focused on the impact ease of the customer journey and partners with service units to ensure consistency across the service area, optimizing customer experience.
- *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.
- *Innovative Mobility*. Manages the On Demand program for UTA and identifies opportunities and tests new ideas that can improve transit service.



## 2026 Planning & Engagement Operating Budget: Expenses by Department

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Chief Planning & Engagement	\$810,000	\$669,000	(\$141,000)
Community Engagement	2,268,000	2,478,000	210,000
Customer Service	3,626,000	4,140,000	514,000
Innovative Mobility	16,811,000	17,968,000	1,157,000
Planning	3,882,000	4,436,000	554,000
<b>Totals</b>	<b>\$27,397,000</b>	<b>\$29,691,000</b>	<b>\$2,294,000</b>

## 2026 Planning & Engagement Operating Budget: Expenses by Category

Category	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Wages	\$6,439,000	\$6,728,000	4.5%
Fringe	2,923,000	3,335,000	14.1%
Services	16,793,000	18,533,000	10.4%
Fuel/Power	493,000	548,000	11.2%
Utilities	32,000	38,000	18.8%
Parts	0	0	0.0%
Other O&M	757,000	626,000	-17.3%
Capitalized Costs	(41,000)	(117,000)	185.4%
<b>Totals</b>	<b>\$27,397,000</b>	<b>\$29,691,000</b>	<b>8.4%</b>

## Planning & Engagement FTE Summary: 2025 Budget and 2026 Budget

Department	FY 2025	FY 2026	Change
	Adj. Budget	Budget	
Chief Planning & Engagement	2.0	2.0	-
Community Engagement	24.8	25.8	1.0
Customer Service	46.7	51.7	5.0
Innovative Mobility	6.0	5.5	(0.5)
Planning	21.0	21.0	-
<b>Totals</b>	<b>100.6</b>	<b>106.1</b>	<b>5.5</b>



# 2026 Budget Request

2026 Budget Requests		Expenses	FTEs
PLANNING & ENGAGEMENT		440,000	-
<div></div>	Added matching funds for UDOT funded research.	40,000	-
<div></div>	Funding to complete the majority of the 2027-2054 Long Range Transit plan	400,000	-

# 2026 Capital Budget and 5-Year Plan

## UTA's \$1.1 billion 5-Year Capital Plan:

Provides funding for State of Good Repair (SGR) projects aligned with UTA's Transit Asset Management Plan to ensure the continued safe operation of the transit system. Over \$791 million of this \$1.1 billion investment is targeted to asset management or safety and security. These high priority investments in UTA's existing infrastructure, equipment, and rolling stock ensure that the needed maintenance and replacement are programmed to occur at the optimal time to control costs and keep the system in a state of good repair.

Provides funding for expansion projects that are consistent with the regional long-range plan and UTA's future service needs. UTA is continually looking to invest, upgrade, and modernize the system including providing improved bus stops and end-of-line additions. It also invests in UTA's facility infrastructure including the Mount Ogden Administration building expansion, Jordan River building remodel, and the new Maintenance Training facility across the street from UTA's Jordan River Rail Service Center. The Bipartisan Infrastructure Law passed in 2021 significantly increased federal transportation and transit funding. UTA has been active and has several large grants currently pending with FTA and plans to submit others as the Notice of Funding Opportunities (NOFO) are published. The plan also includes \$119.1 million in secured funding from State and local partners and \$436.1 million in UTA funding and leases to demonstrate UTA's commitment and financial capacity to deliver these projects and enhance UTA's applications. The UTA funds will be reallocated and repurposed if the grant funds are not secured. UTA funds pooled with Federal, State, and Local partner funds are used to maximize resources and capacity.

Additionally, this capital plan funds major capacity improvement projects including the Midvalley Connector bus rapid transit project, the Westside Express project, and others. This budget also provides funding for studies and seed money for projects across the system. The 5-Year Capital Plan is fiscally constrained and focused on project delivery. The plan emphasizes the delivery of capital projects and will focus on updating and standardizing processes and procedures to maximize available capital funds over the forecasted 5-year period. Regular reporting on schedule and budget will be done to ensure consistent project delivery, transparency, and accountability.

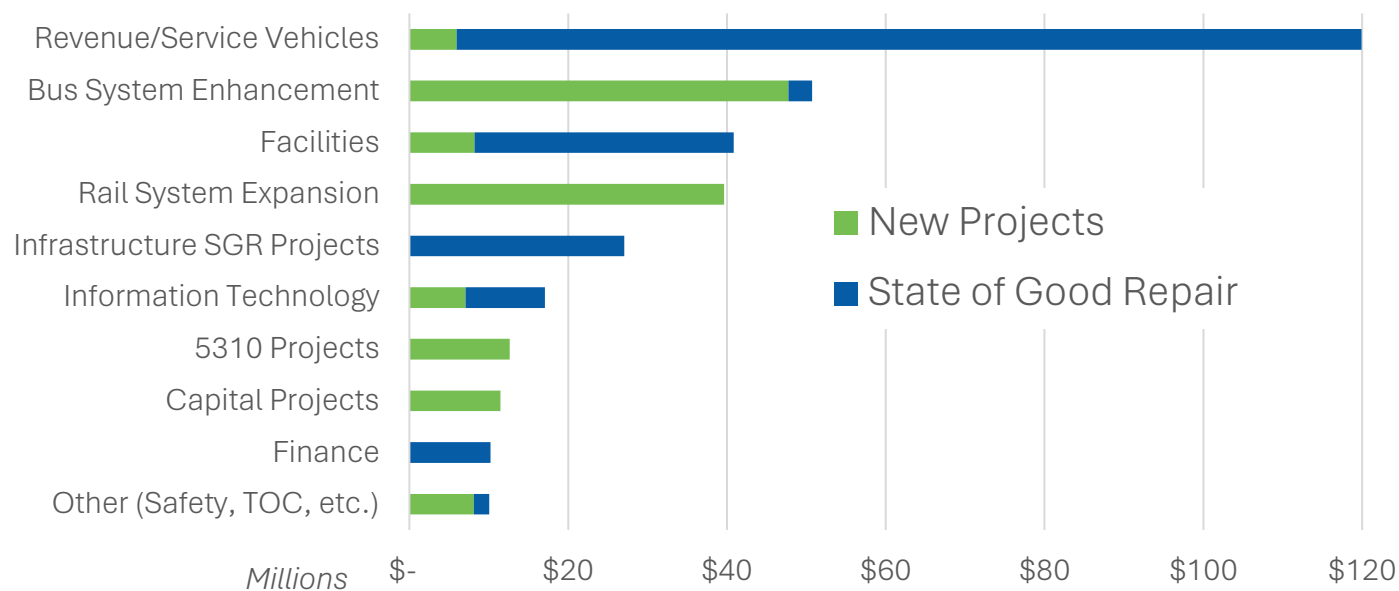
The following tables are based on the 5-Year Capital Plan prepared by the Capital Program and Support team within the Capital Services Office. The capital revenue in this section is listed on an accrual basis such that projects balance in each year of work. Note that the capital revenues listed in financials 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 the years prior to their actual usage.



# 2026 Capital Budget

## Summary by Reporting Group & Funding Source

Category	2026 Total Budget	2026 Grants	2026 State & Local	2026 UTA & Lease	2026 Bonds
Revenue/Service Vehicles	\$119,950,000	\$23,715,000	\$0	\$52,224,000	\$44,011,000
Bus System Enhancement	50,741,000	27,377,000	17,007,000	6,357,000	-
Facilities	40,846,000	17,442,000	-	20,130,000	3,274,000
Rail System Expansion	39,642,000	-	35,886,000	3,756,000	-
Infrastructure SGR Projects	27,082,000	20,330,000	300,000	6,452,000	-
Information Technology	17,086,000	4,160,000	-	12,926,000	-
5310 Projects	12,372,000	8,422,000	3,826,000	124,000	-
Capital Projects	11,481,000	-	231,000	11,250,000	-
Finance	10,209,000	8,167,000	-	2,042,000	-
Safety and Security	3,103,000	1,250,000	-	1,853,000	-
Property/TOC	3,025,000	840,000	1,900,000	285,000	-
Charging Infrastructure	2,365,000	-	-	2,365,000	-
Planning	1,311,000	-	-	1,311,000	-
<b>Grand Total</b>	<b>\$339,213,000</b>	<b>\$111,703,000</b>	<b>\$59,150,000</b>	<b>\$121,075,000</b>	<b>\$47,285,000</b>



## 2026 State of Good Repair Summary

Highlighted Projects (\$ Thousands)	2026 Total Budget	2026 Grants	2026 State & Local	2026 UTA & Lease	2026 Bonds
<b>Revenue/Service Vehicles</b>	<b>\$ 114,017</b>	<b>\$23,715</b>	<b>\$ -</b>	<b>\$ 46,291</b>	<b>\$44,011</b>
Light Rail Vehicle Replacement	54,322	10,311	-	-	44,011
Paratransit Bus Replacement	16,634	-	-	16,634	-
Replace Non-Rev Support Vehicles	16,580	-	-	16,580	-
Light Rail Vehicle Overhaul Program	10,500	8,400	-	2,100	-
Commuter Rail Vehicle Rehab	3,000	2,400	-	600	-
Other Revenue/Service Vehicles	12,981	2,604	-	10,377	-
<b>Infrastructure SGR Projects</b>	<b>\$ 27,082</b>	<b>\$20,330</b>	<b>\$ 300</b>	<b>\$ 6,452</b>	<b>\$ -</b>
Train Control Rehab & Replacement	6,500	5,200	-	1,300	-
Rail Replacement Program	6,250	5,000	-	1,250	-
Overhead Catenary System Rehab and Replacement	4,462	3,570	-	892	-
Rail Switches & Trackwork Controls Rehab/Replacement	2,500	2,000	-	500	-
Grade Crossing Replacement Program	2,000	1,600	-	400	-
Other Infrastructure SGR Projects	5,370	2,960	300	2,110	-
<b>Facilities</b>	<b>\$ 32,664</b>	<b>\$14,251</b>	<b>\$ -</b>	<b>\$ 15,139</b>	<b>\$ 3,274</b>
Mt Ogden Administration Building	11,062	7,788	-	-	3,274
New Maintenance Training Facility	7,250	-	-	7,250	-
Ogden Fueling System Replacement	2,010	1,540	-	470	-
Facilities Equipment Replacement	2,000	1,600	-	400	-
UTA Operator Restrooms	1,555	-	-	1,555	-
Other Facilities	8,787	3,323	-	5,464	-
<b>Information Technology</b>	<b>\$ 10,000</b>	<b>\$ 4,160</b>	<b>\$ -</b>	<b>\$ 5,840</b>	<b>\$ -</b>
Radio Communication System	5,200	4,160	-	1,040	-
Rail Car Automatic Passenger Counter Replacement	1,750	-	-	1,750	-
Network Infrastructure Equipment & Software	1,200	-	-	1,200	-
Electronic Communication Rehab/Replacement	700	-	-	700	-
Server, Storage Infrastructure Equipment & Software	500	-	-	500	-
Other Information Technology	650	-	-	650	-
<b>Other</b>	<b>\$ 15,137</b>	<b>\$ 9,197</b>	<b>\$ -</b>	<b>\$ 5,940</b>	<b>\$ -</b>
Fares Systems Replacement Program	10,209	8,167	-	2,042	-
Bus Stop Enhancements for ADA-compliance	2,590	-	-	2,590	-
Police Vehicle Replacement/Expansion	1,138	910	-	228	-
<i>Other SGR projects</i>	1,200	120	-	1,080	-
<b>Grand Total</b>	<b>\$ 198,900</b>	<b>\$71,653</b>	<b>\$ 300</b>	<b>\$ 79,662</b>	<b>\$47,285</b>



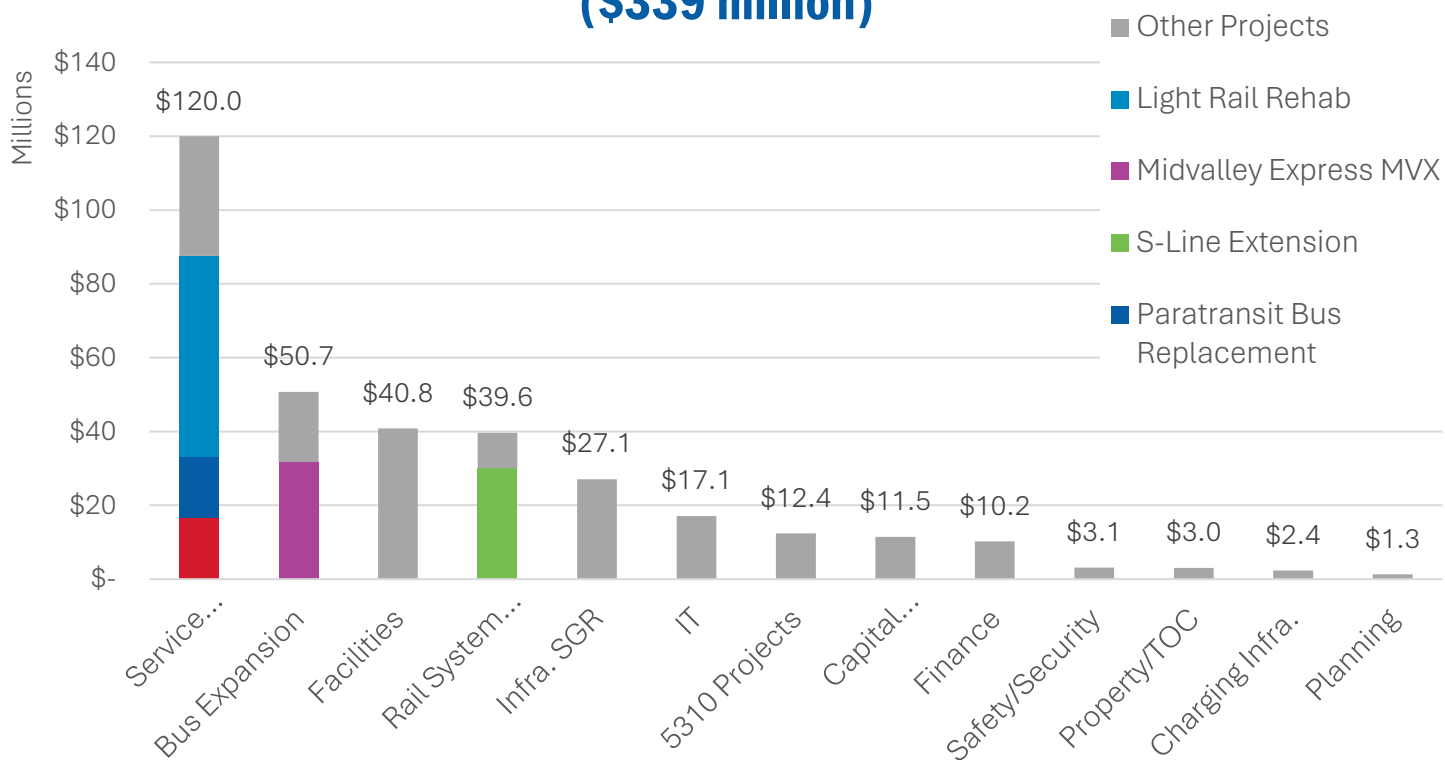
## 2026 Major Project Summary

Non-SGR projects with the top 10 highest 2026 budgets:

Highlighted Projects	2026 Total Budget	2026 Grants	2026 State & Local	2026 UTA & Lease
MVX BRT	\$ 31,715,000	\$ 21,292,000	\$ 10,423,000	\$ -
S-Line Extension	30,086,000	-	26,330,000	3,756,000
FrontRunner 2X	6,856,000	-	6,856,000	-
EAM/WM/RISC (Trapeze)	5,356,000	-	-	5,356,000
HB322 Future Rail Car Purchase Payment	5,000,000	-	-	5,000,000
Capital Contingency	5,000,000	-	-	5,000,000
(Grant Dependent) Davis-SLC Community Connector	5,000,000	464,000	4,465,000	71,000
Program Management Support	4,000,000	-	-	4,000,000
OGX BRT	3,500,000	3,255,000	-	245,000
Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	2,179,000	1,181,000	-
<b>Grand Total</b>	<b>\$ 99,873,000</b>	<b>\$ 27,190,000</b>	<b>\$ 49,255,000</b>	<b>\$ 23,428,000</b>

No Bonding for major non-SGR projects in 2026.

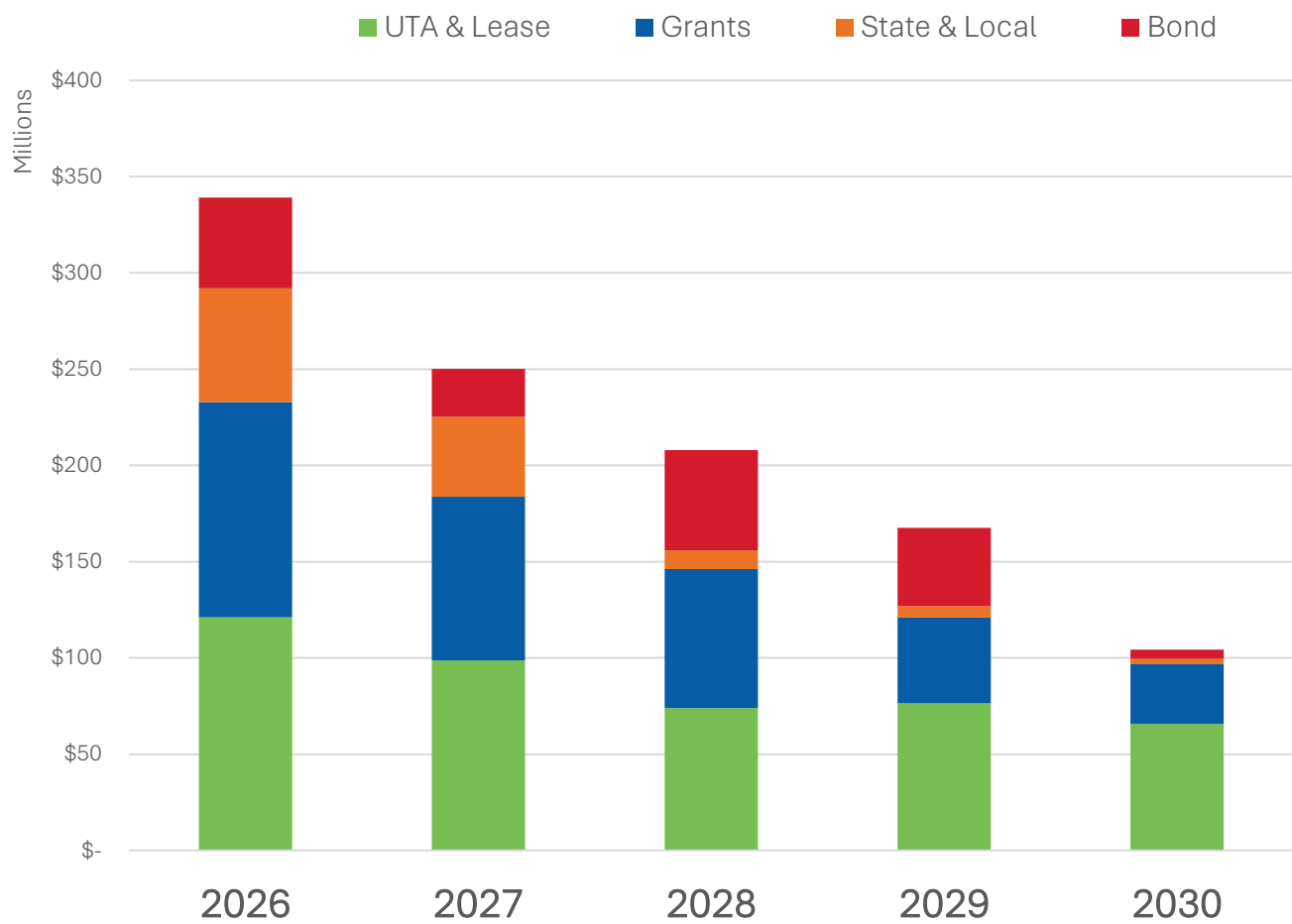
## 2026 Capital Expenses (\$339 million)



# 5-Year Plan: 2026-2030

Year	Total Budget	Grants	State & Local	UTA & Lease	Bonds
2026	\$ 339,213,000	\$ 111,703,000	\$ 59,150,000	\$ 121,075,000	\$ 47,285,000
2027	250,224,000	85,090,000	41,536,000	98,683,000	24,915,000
2028	207,932,000	72,102,000	9,651,000	74,062,000	52,117,000
2029	167,506,000	44,456,000	5,888,000	76,465,000	40,697,000
2030	104,254,000	30,911,000	2,872,000	65,781,000	4,690,000
Grant Total	\$ 1,069,129,000	\$ 344,262,000	\$ 119,097,000	\$ 436,066,000	\$ 169,704,000

## Capital Sources



## Capital Sources & Uses

Sources	2026	2027	2028	2029	2030	Total	%
UTA Local	\$84,361	\$58,127	\$48,534	\$46,825	\$39,420	\$277,267	26%
Grants	111,703	85,090	72,102	44,456	30,911	344,262	32%
Lease	36,714	40,556	25,528	29,640	26,361	158,799	15%
Bond	47,285	24,915	52,117	40,697	4,690	169,704	16%
State	45,672	32,236	6,618	4,367	2,851	91,744	9%
Local Partner	13,478	9,300	3,033	1,521	21	27,353	3%
<b>TOTAL (in \$USD Thousands)</b>	<b>\$339,213</b>	<b>\$250,224</b>	<b>\$207,932</b>	<b>\$167,506</b>	<b>\$104,254</b>	<b>\$1,069,129</b>	<b>100%</b>

Uses	2026	2027	2028	2029	2030	Total	%
LR Vehicle Replacement	\$54,322	\$18,830	\$68,153	\$40,697	\$4,690	\$186,692	17%
Replacement Buses	16,580	24,857	13,888	25,640	22,861	103,826	10%
Commuter Rail Rehab/Replace	3,000	8,500	20,000	15,000	15,000	61,500	6%
Midvalley Connector	31,715	3,681	-	-	-	35,396	3%
Paratransit Replacements	16,634	9,002	8,140	-	-	33,776	3%
Revenue/Service Vehicles	29,414	45,723	20,142	19,712	14,145	129,136	12%
Bus System Enhancement	19,026	46,674	8,780	3,000	1,932	79,412	7%
Facilities	40,846	36,285	14,124	7,640	6,098	104,993	10%
Rail System Expansion	39,642	10,141	3,093	3,393	400	56,669	5%
Infrastructure SGR Projects	27,082	23,392	27,455	29,610	17,890	125,429	12%
Information Technology	17,086	2,590	3,470	2,910	3,185	29,241	3%
5310 Projects	12,372	395	405	415	370	13,957	1%
Capital Projects	11,481	9,500	9,500	9,430	11,332	51,243	5%
Finance	10,209	-	-	-	-	10,209	1%
Safety and Security	3,103	7,290	8,007	7,837	5,170	31,407	3%
Property/TOC	3,025	2,200	1,700	1,200	-	8,125	1%
Charging Infrastructure	2,365	100	-	22	181	2,668	0%
Planning	1,311	1,064	1,075	1,000	1,000	5,450	1%
<b>TOTAL (in \$USD Thousands)</b>	<b>\$339,213</b>	<b>\$250,224</b>	<b>\$207,932</b>	<b>\$167,506</b>	<b>\$104,254</b>	<b>\$1,069,129</b>	<b>100%</b>

## Capital Budget Acronyms & Terms

- APC: Automatic Passenger Counter
- CR: Commuter Rail
- LR: Light Rail
- OCS: Overhead Catenary System
- SGR: State of Good Repair
- TOC: Transit Oriented Communities
- TPSS: Traction Power Substation
- 5310: Projects focused on community development of specialized transportation using pass-through 5310 grant funds



# Major Capital Projects

## MSP202: Davis-Salt Lake City Community Connector

UTA proposes to implement a 26-mile bus rapid transit project to connect communities in southern Davis County to northern Salt Lake County.

The new route will include 18 stations, transit signal priority, an end-of-line facility with electric bus charging infrastructure and operator amenities, and 18 battery electric buses. Building on the success of Routes 455 and 470, the Davis-Salt Lake City Community Connector will revitalize neighborhoods through better access to employment, entertainment, and recreation hubs. This project improves mobility within the corridor, aligning with broader transportation plans for the area.

### GOALS

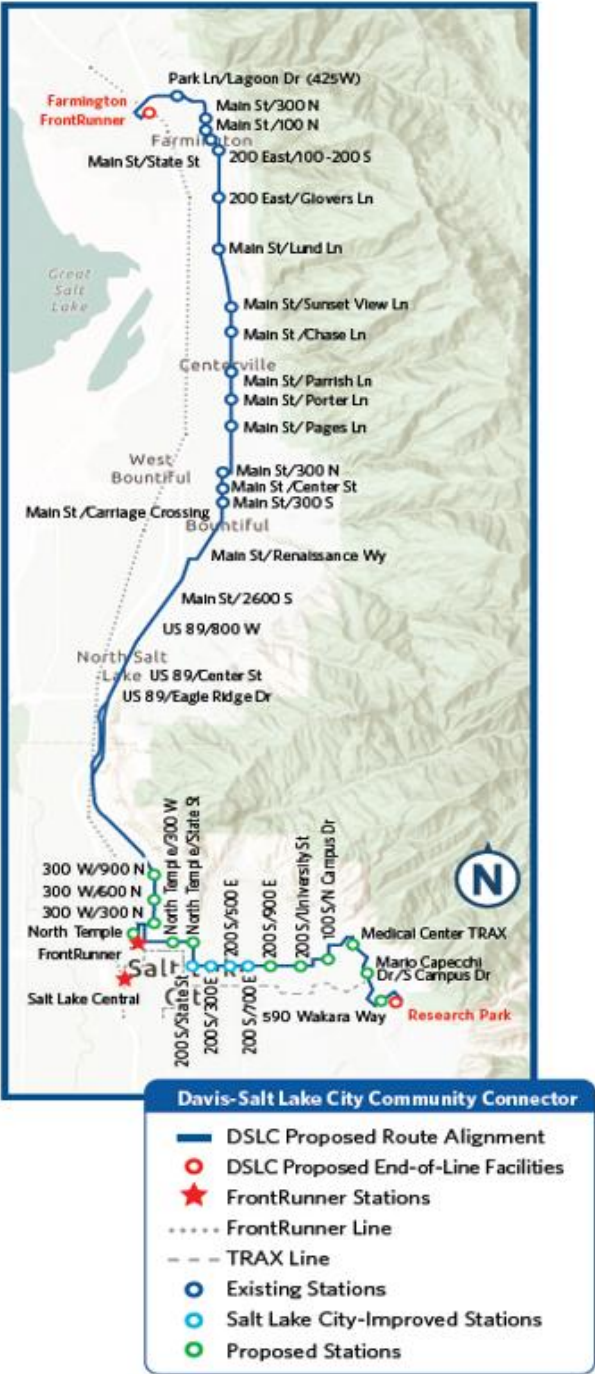
- Provide mobility to under-served markets and increase ridership to meet projected growth needs
- Improve speed, reliability, and bus frequency
- Revitalize neighborhoods along the corridor and improve air quality

### SCHEDULE

Environmental and Preliminary Design Complete, FTA Small Starts Grant Submitted	2025
Construction	2026-2028
Route in Service	2029

### 5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP202 Davis-SLC Connector	\$5M	\$21.6M	\$4.9M	\$1.4M	\$94K	\$33M



# MSP252: FrontRunner 2X

UTA and UDOT are expanding commuter rail service along the Wasatch Front to increase capacity and meet the growing transit demands.

This project will implement double tracking in 11 strategic locations, add one new station, realign track in one location, and add 10 new train sets along the FrontRunner line. These upgrades will cut wait times in half, and by 2050, travel times for FrontRunner are expected to outperform I-15 travel times. FrontRunner 2X is one of many projects in UTA's 10-Year Capital Plan to expand public transportation throughout its service area.

## GOALS

- **Increase frequency** of service to every 15 minutes during peak hours and 30 minutes during non-peak hours
- **Enhance reliability** through greater train frequency
- **Improve mobility** by providing more transit options, reducing vehicle congestion


Project is managed by UDOT with support by UTA

[frontrunner2x.utah.gov](http://frontrunner2x.utah.gov)

## SCHEDULE

Environmental Study, Design Selection, & Start of Preconstruction	2023-2024
Design, Preconstruction, Procurement, & Grant Approval	2025-2026
Construction, Manufacturing, & Delivery	2026-2029
Operation with 15-Minute Peak Service	2030

## 5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP252 FrontRunner 2X*	\$6.9M	\$8.2M	\$2.7M	\$2.7M	-	\$20.4M

\*Total may not add up precisely due to rounding.



# BUS STOP PROGRAM

As part of UTA Capital Plan’s Customer Experience projects, UTA is beginning work to implement bus stop improvements at select stops across our service area.

The purpose of these improvements is to make stops accessible to all riders, including people with limited mobility. Enhancements will vary by location but typically include replacement of sidewalk panels and new concrete pads with the addition of shelters, benches, trash cans, bike racks, and lighting. Through bus stop improvements, UTA is investing in improving the riding experience systemwide, aligning with its Five-Year Service Plan.

## GOALS

- **Improve accessibility** for people with disabilities using public transit
- **Provide optimal access** to destinations and neighborhoods along the bus routes
- **Optimize travel time** on the route by preventing excessive stopping

## SCHEDULE

59 Bus Stops Constructed	2024
31 to Be Constructed (NP002), 43 to Be Constructed (SGR407)	2025
60 to Be Constructed (MSP301)	2026

## 5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP301 Federal Bus Stops 5339	\$2.4M	-	-	-	-	\$2.4M
MSP324 Bus Stop Amenities	\$400K	\$1.6M	\$410K	\$10K	\$10K	\$2.4M
SGR407 Bus Stop Enhancements*	\$2.6M	\$3.2M	\$1.6M	\$1.6M	\$1.8M	\$10.7M

\*Totals may not add up precisely due to rounding.



# MSP253: Midvalley Connector (MVX)

UTA is developing the Midvalley Express (MVX), a bus rapid transit (BRT) route that will enhance east-west connection across communities in Murray, Taylorsville, and West Valley City.

The route is currently under construction and will be the third BRT route in UTA's system. The route will feature a designated bus lane on 4500/4700 South from Atherton Drive to Redwood Road, new sheltered bus stops, a fleet of 10 new electric buses, and 15-minute service. MVX will improve transit accessibility and frequency, connecting riders to their local destinations.

## GOALS

- **Provide efficient and frequent transit** to destinations between Murray Central Station and West Valley Central Station
- **Strengthen local communities** by connecting riders to regional destinations and improving air quality
- **Satisfy transit demands** with rising populations and Salt Lake Community College student enrollment



## SCHEDULE

Construction Starts	Spring 2024
Construction Ends	Fall 2026
Route in Service	2027



Project is managed by UDOT with support by UTA  
[rideuta.com/Current-Projects](https://rideuta.com/Current-Projects)

## 5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	TOTAL
MSP253 Midvalley Connector	\$31.7M	\$3.7M	-	-	\$35.4M

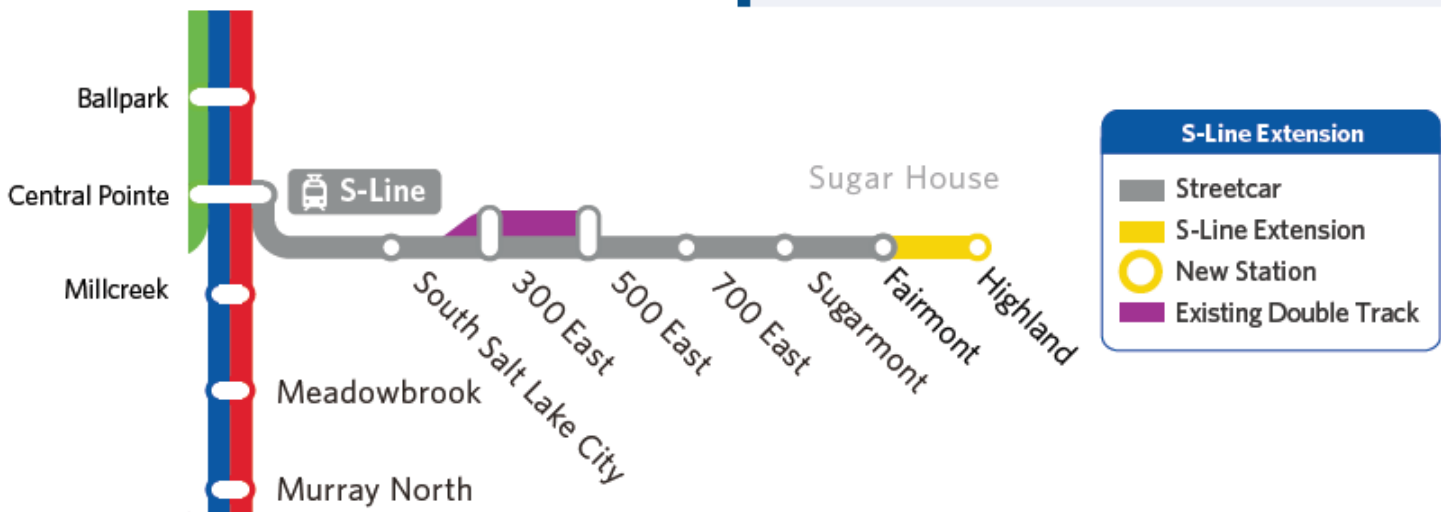


# MSP259: S-Line Extension

UTA, in collaboration with Salt Lake City and UDOT, is extending the S-Line from the end of the line at Fairmont Station to the heart of the Sugar House business district at Highland Drive.

This project will also add double tracking to the S-Line to help maintain reliability and operational performance. Service is expected to begin summer 2026.

- GOALS
- **Support economic development** and serve the growing population
  - **Enhance reliable transportation** to the Sugar House business district
  - **Provide an alternative to vehicle traffic**
  - **Improve connection to Sugar House**



SCHEDULE

Final Design of Extension	Spring 2025
Construction	Summer 2025 to Spring 2026
Service Begins	Summer 2026

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	TOTAL
MSP259 S-Line Extension	\$30.1M	\$1.3M	\$31.4M



Project is in collaboration with Salt Lake City and UDOT

[rideuta.com/Current-Projects](https://rideuta.com/Current-Projects)

# MSP260: 5600 West Bus Route

UTA, in partnership with UDOT, has initiated an expansion of bus service in the west side of Salt Lake County, covering the cities of Salt Lake, West Valley, West Jordan, and Kearns.

The state population is projected to double by 2050, with current and future growth occurring on the west side of the county. This project is the selected transit alternative for UDOT’s Mountain View Corridor project and has been identified in the UTA Five-Year Service Plan to address the future growth of west Salt Lake County.

### GOALS

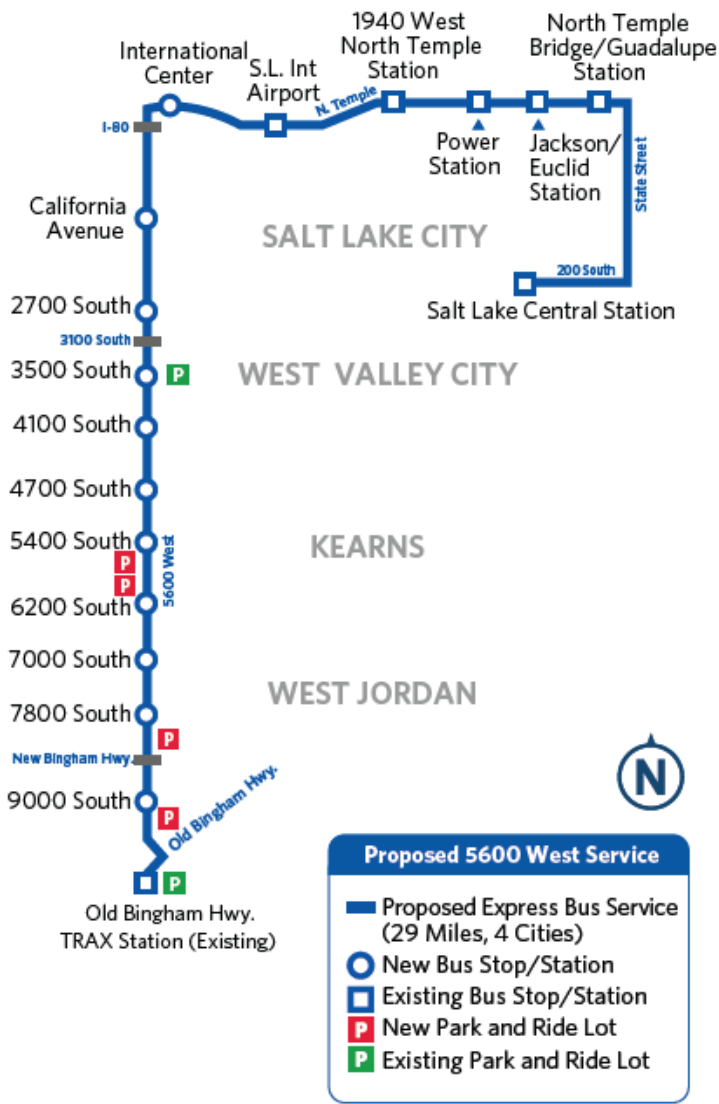
- **Increase UTA services** for the growing population of west Salt Lake County
- **Improve regional mobility** by reducing roadway congestion and supporting increased transit availability
- **Connect west Salt Lake County** with more access to major employment centers

### SCHEDULE

Environmental/Preliminary Design	Fall 2023-Spring 2024
Final Design	Fall 2024-Fall 2025
Construction	Winter 2026-Fall 2027
Revenue Service – Scheduled Completion	Spring 2028

### 5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	TOTAL
MSP260 5600 West Bus Route	\$3.2M	\$17M	\$1.5M	\$21.7M



Project is managed by UDOT with support by UTA  
[rideuta.com/Current-Projects](https://rideuta.com/Current-Projects)

# BUS PROCUREMENT AND REPLACEMENT PROGRAM

UTA is undertaking a comprehensive, ongoing initiative to modernize its public transit fleet, including both standard buses and on-demand paratransit vehicles.

Each year, a set number of aging buses are retired and replaced with newer, more efficient models to ensure that transit services remain reliable, safe, environmentally responsible, and comfortable for passengers. As part of this broader effort, the Paratransit Vehicle Replacement Project focuses on enhancing accessibility and the rider experience for individuals who rely on specialized transit services. This project introduces modern, low-floor paratransit vehicles that eliminate the need for traditional lifts, making boarding faster, safer, and more convenient for passengers with mobility challenges.



Model 1 ABROC vehicle



New Gillig 40' Battery-Electric Bus

## GOALS

- Reinforce UTA’s commitment to providing inclusive and accessible transportation for all riders
- Modernize vehicles, reducing maintenance costs, improving fuel efficiency, and increasing safety
- Transition to low-floor vehicles to improve accessibility and convenience for riders
- Incorporate emissions control technologies to reduce the environmental impacts of UTA vehicles

## SCHEDULE

Paratransit Replacements	2026
Bus Procurement and Replacement	On-going Initiative

## 5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
REV209 Paratransit Replacements*	\$16.6M	\$9M	\$8.1M	-	-	\$33.8M
REV211 Replacement Buses*	\$16.6M	\$24.9M	\$13.9M	\$25.6M	\$22.9M	\$103.8M

\*Totals may not add up precisely due to rounding.

# REV238: Light Rail Vehicle Replacement

UTA's TRAX system has operated Siemens SD100 and SD160 light rail vehicles (LRV) since 1999 and 2001, respectively, but is now overhauling and replacing them with new Stadler CITYLINK light rail trainsets.

The SD100 and SD160 LRVs had high floors, requiring passengers to climb steep steps or use long switchback wheelchair ramps in order to enter. The new vehicles feature low-floor boarding, while also being compatible with existing track and station infrastructure. By eliminating the need for steps and ramps, the new LRVs make boarding safer, faster, and more inclusive. These efforts help advance UTA's goals of comfort, reliability, and accessibility for all passengers.

## GOALS

- **Improve accessibility** by eliminating high block loading platforms, enabling operation of new/existing fleet
- **Ensure safety** of TRAX passengers by replacing critical vehicle components
- **Provide a comfortable and reliable experience for all riders**



## SCHEDULE

Production	2025-2026
LRV Delivery - Scheduled Completion	2027
Revenue Service - Scheduled Completion	2028

## 5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
REV238 SD100/SD160 Light Rail Vehicle Replacement	\$54.3M	\$18.8M	\$68.2M	\$40.7M	\$4.7M	\$186.7M

# SGR391: Commuter Rail Vehicle Rehab and Replacement

In order to support the transit needs of rapidly expanding communities along the Wasatch Front, UTA is overhauling its FrontRunner commuter rail vehicles.

This project will overhaul the interior and mechanical components of UTA's 38 bi-level passenger cars and 18 locomotives, upgrading aging parts with improved components. The overhauled trains will ensure passenger comfort, accessibility, reliability, and safety

## GOALS

- **Reduce train maintenance and fuel costs** by replacing aging vehicles with modern alternatives
- **Improve reliability** through avoiding maintenance-related delays
- **Enhance passenger comfort** with new interior train designs



## SCHEDULE

Train Procurement	2025-2026
Manufacturing, Delivery, and Testing	2026-2029
Operations Begin	2030



Project is managed by UDOT with support by UTA  
[frontrunner2x.utah.gov](http://frontrunner2x.utah.gov)

## 5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
SGR391 Commuter Rail Vehicle Rehab and Replacement	\$3M	\$8.5M	\$20M	\$15M	\$15M	\$61.5M



# ICI222: Fare System Replacement

UTA Fares Systems Replacement Program aims to simplify payment for all riders by updating existing hardware used to validate transit fares.

This project will also streamline and integrate all independent fare systems into one intuitive and innovative platform. Ticket vending machines are already installed, while ticket validators will be operational by the end of 2025, and planning for future features, such as open payment and mobile fare options, is currently in early stages.

## GOALS

- Retire old, less efficient ticketing systems
- Take advantage of new technology by updating UTA ticketing
- Simplify fare payment for all riders



New Ticket Vending Machines



New Validators



Handheld Inspection Devices



Simplified Fare Payment



Improved Efficiency



Enhanced Existing Service



## SCHEDULE

Replace all Ticket Vending Machines	August-November 2024 (Complete)
Replace the Validators on Buses and at Rail Stations	Fall 2024-July 2025
Replace the Multi-Platform Systems with one Integrated Fare Payment Platform	Fall 2024-December 2025
Complete all the System Integration Activities leading to Final System Acceptance	Early 2025-July 2025

## 5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
ICI222 Fares Systems Replacement Program	\$10.2M	-	-	-	-	\$10.2M

## Measuring the State of Good Repair (SGR)

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

Published in July 2016, the rule:

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

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

UTA staff participated in the development of TAM and contributed to the Transit Asset Management Systems Handbook<sup>2</sup>. Using the guiding principles and TAM framework, UTA implemented an integrated program of preventive maintenance, capital repairs, and asset replacement to achieve the lowest life cycle costs and keep the system in a state of good repair.

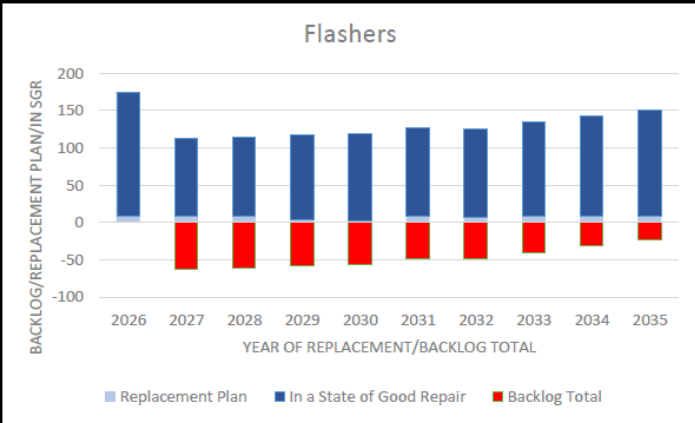
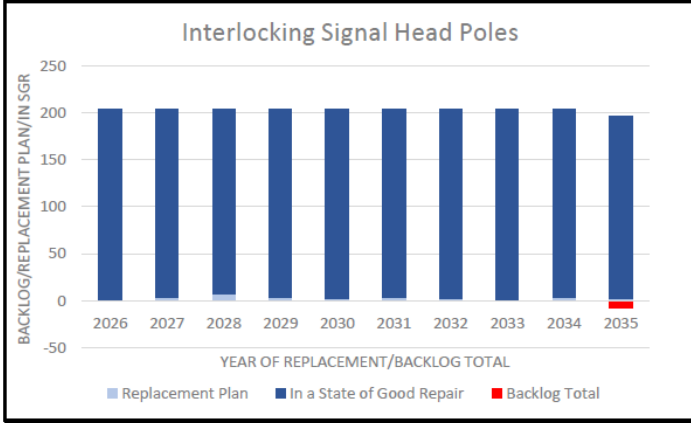
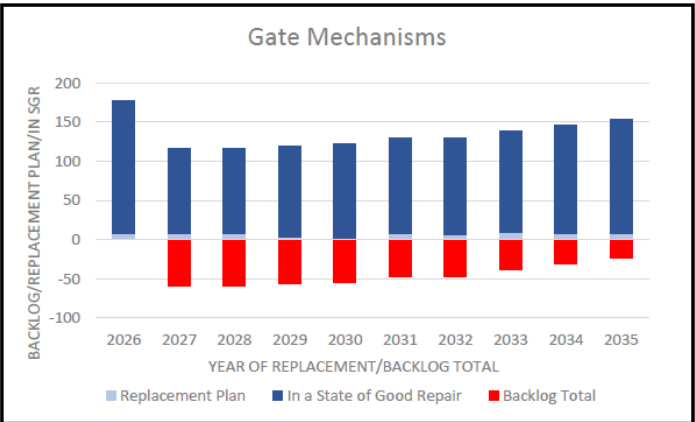
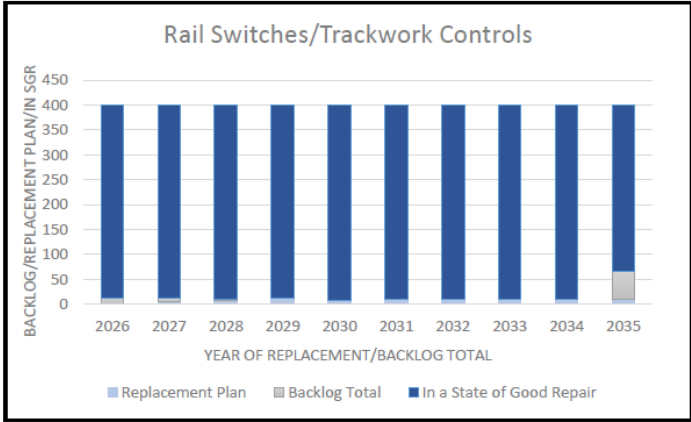
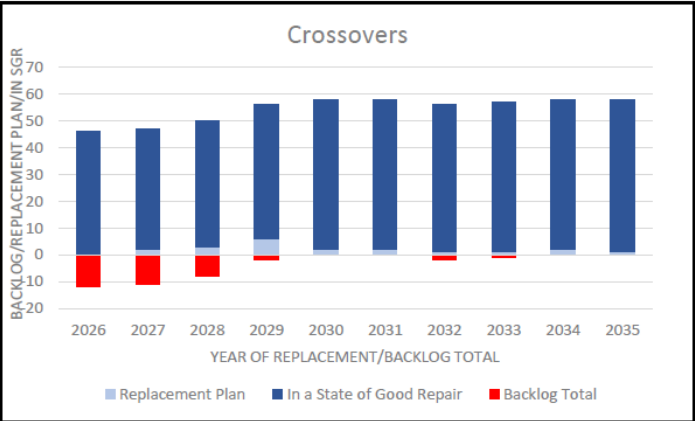
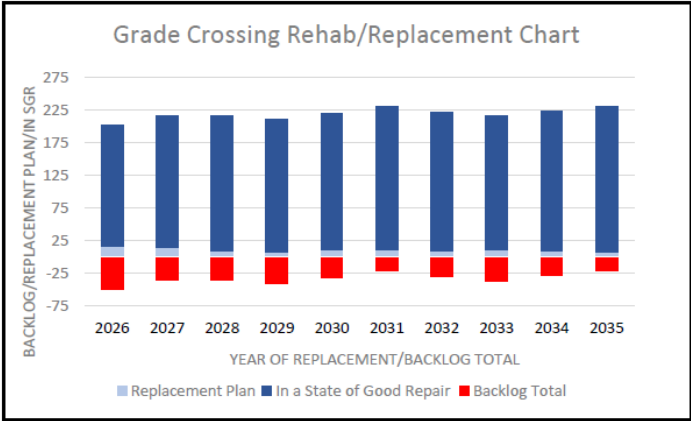
The metrics on the following pages provide information about the number of assets in each asset class, assets operating within their useful life by year, the annual workplan, and the effect of the annual workplan on the number of assets operating in a state of good repair.

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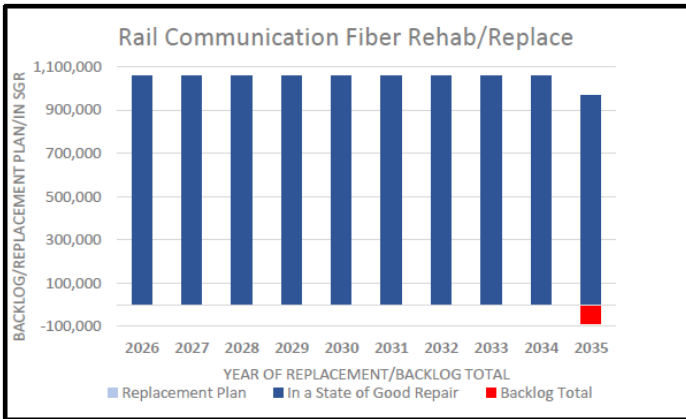
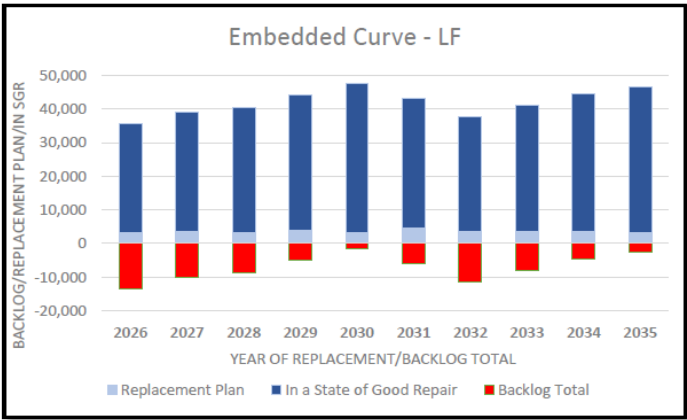
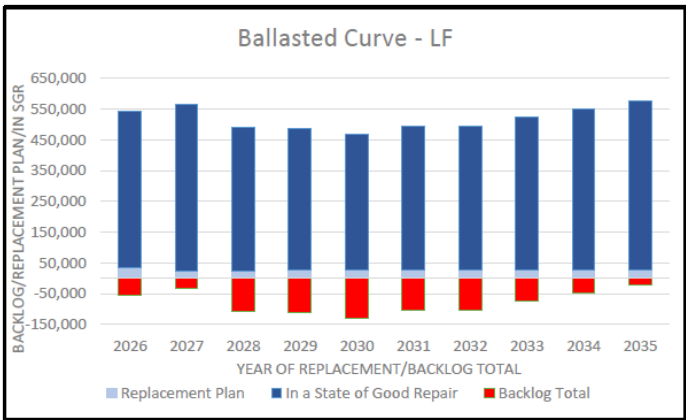
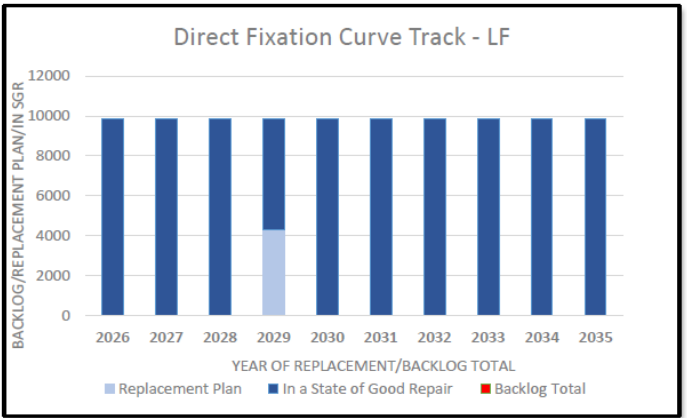
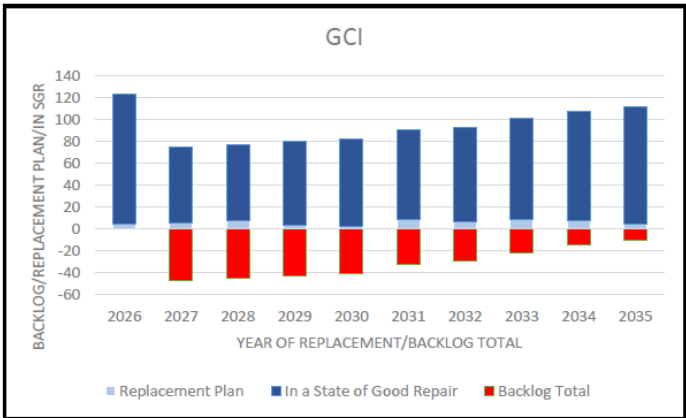
<sup>2</sup> [Transit Asset Management Systems Handbook: Focusing on the Management of Our Transit Investments \(dot.gov\)](#)



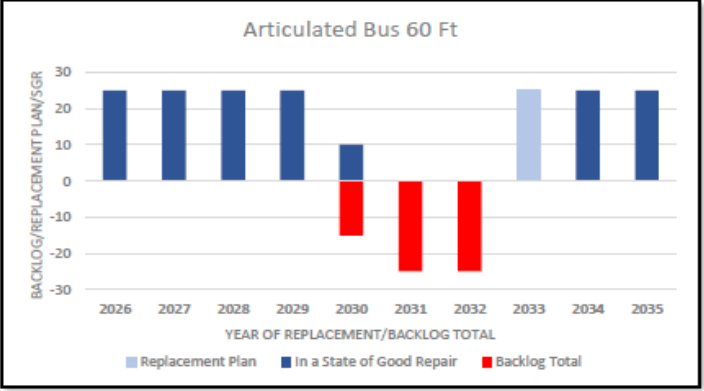
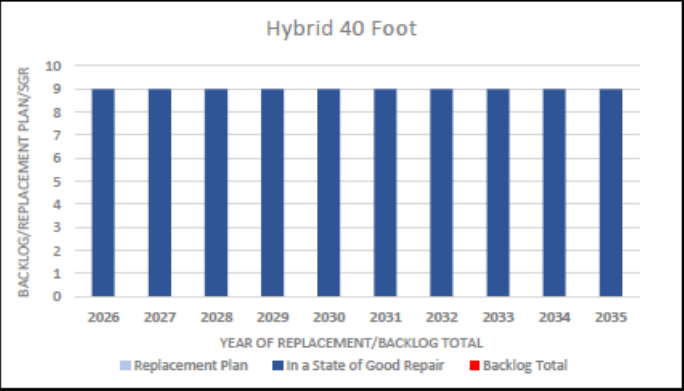
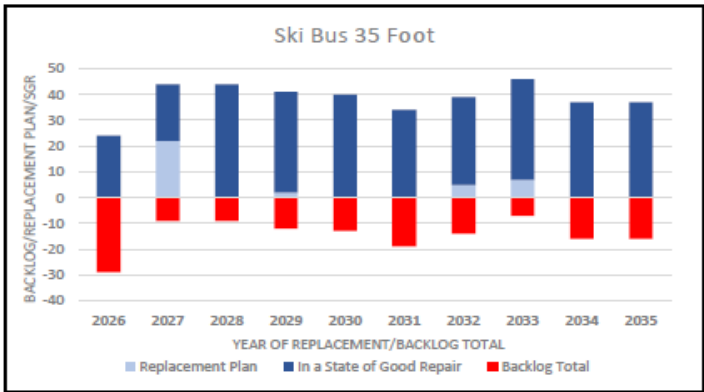
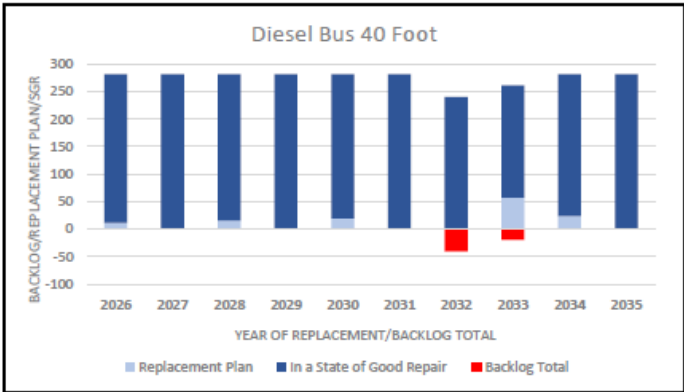
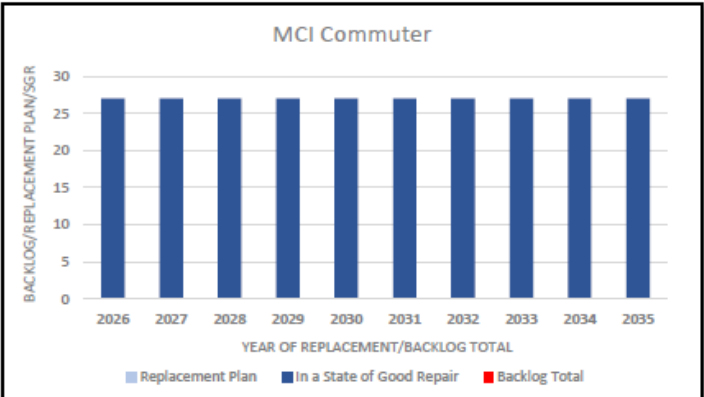
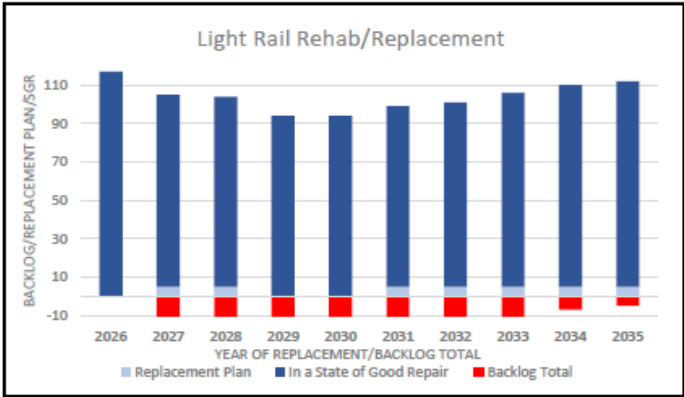
# Track and Structures



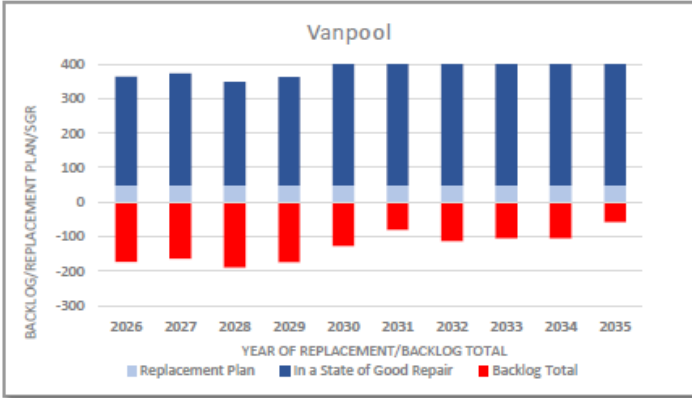
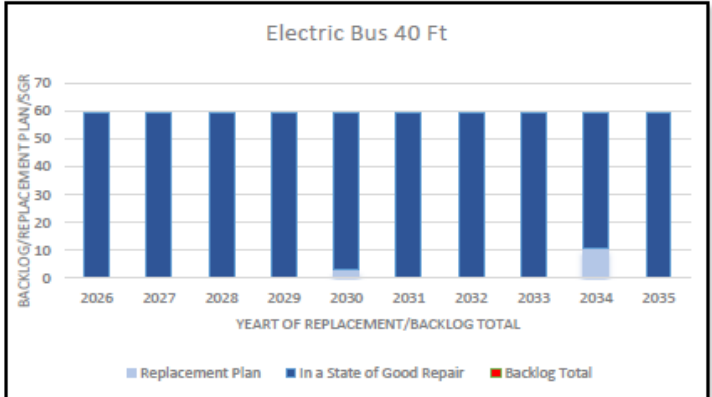
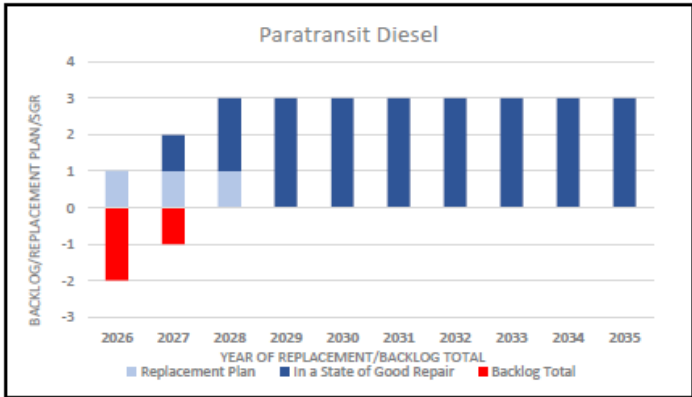
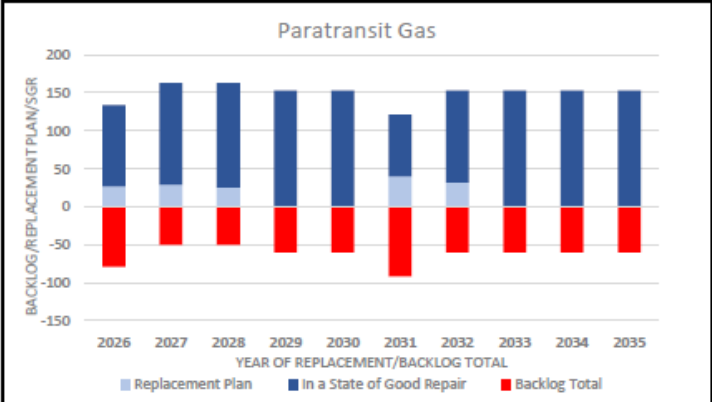
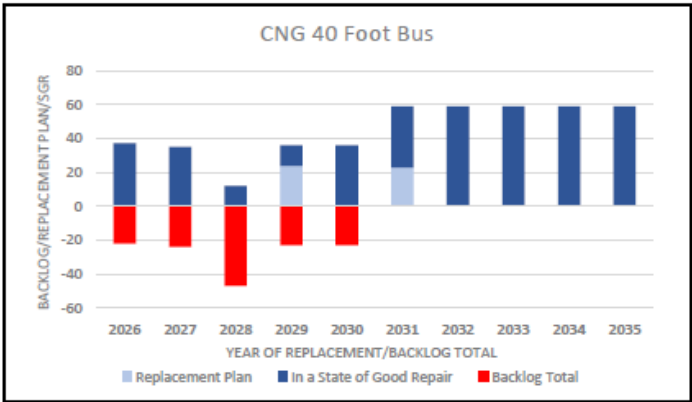
Track & Structures (Continued)



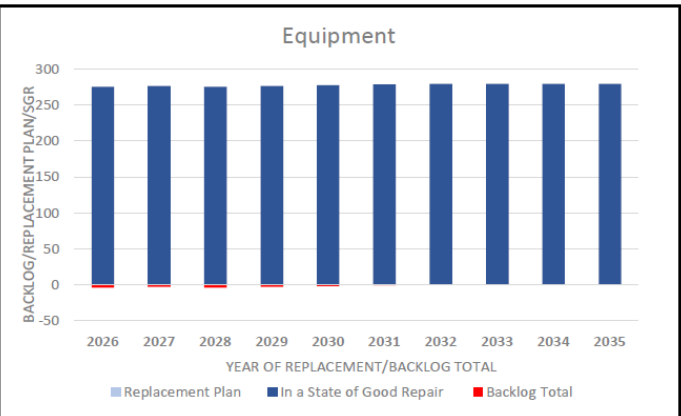
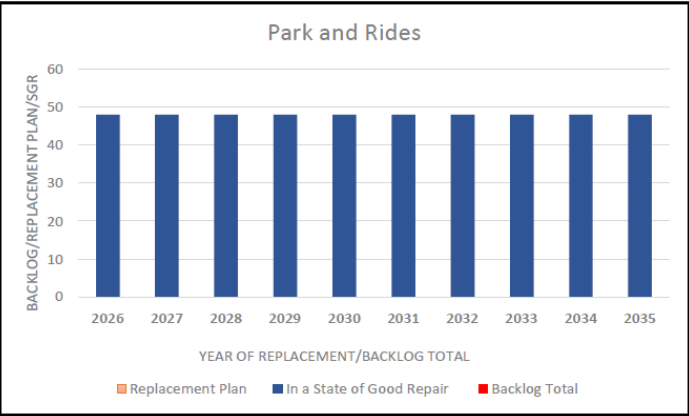
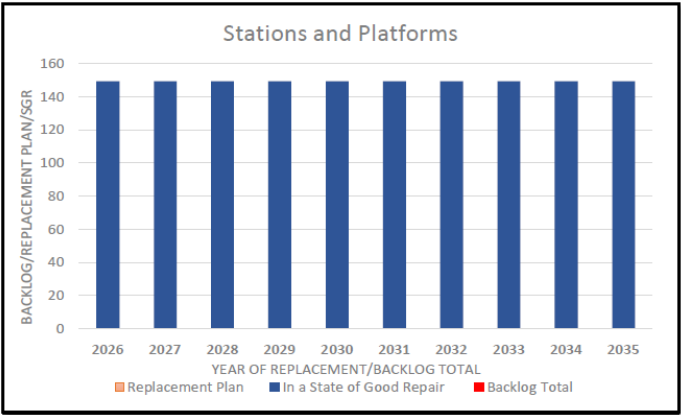
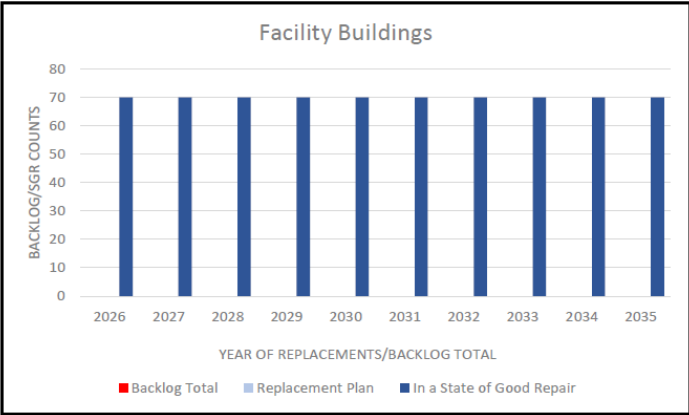
# Revenue Fleet



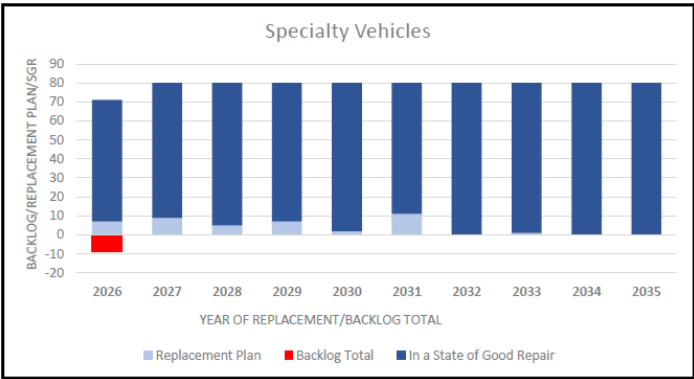
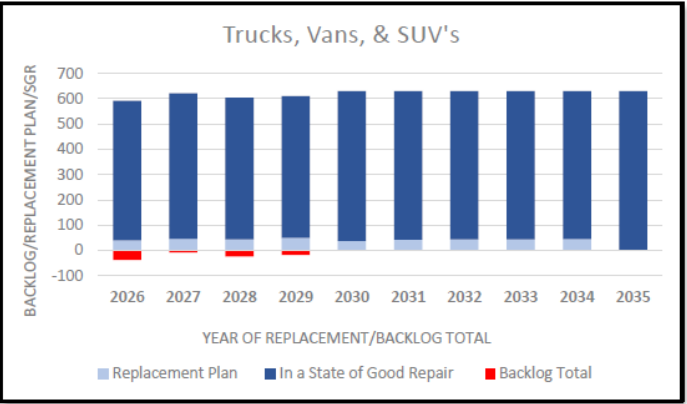
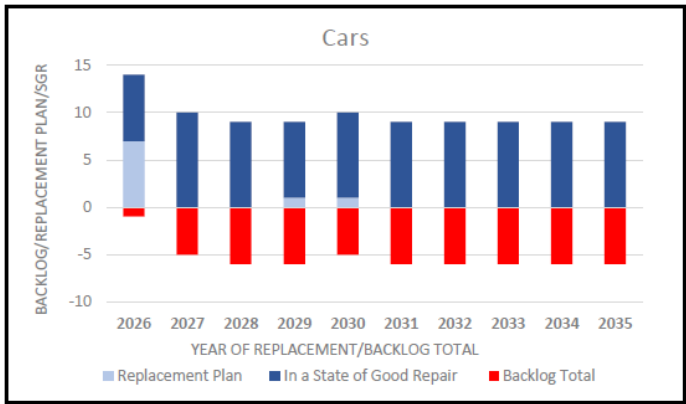
Revenue Fleet (Continued)



Facilities



# Non-Revenue Fleet



# Debt

UTA uses debt financing to strategically manage its financial responsibilities and deliver on its mission. These financial instruments enable UTA to optimize its liabilities and secure assets to deliver an enhanced transit experience. Under the Five-Year Capital Plan, UTA forecasts additional debt issuance in 2025 and 2028.

## Capacity

General Obligations bonds, according to Utah State code (Title 17B Part 11, Special District Bonds, 17B-1-1101, Section 4(a)), cannot exceed 3% of the fair market valuation for property located within UTA’s regional transit authority’s district. UTA has no General Obligations bonds outstanding.

Sales Tax Revenue bonds do not have any statutory limits on amounts issued. They are constrained by UTA’s ability to repay its principal and interest annually with pledged Sales Tax revenue. A key metric, Debt Service Coverage Ratio (DSCR), measures UTA’s forecasted Sales Tax revenue annually in relation to its annual debt service due, including principal and interest. These ratios are analyzed based on Senior lien liabilities only and all liens inclusive of Subordinate lien liabilities.

All bonds issued by UTA are under the Amended and Restated General Indenture of Trust, dated September 1, 2002 (“General Indenture”). The DSCR serves as an ongoing measure for the Additional Bonds Test (ABT) which forecasts UTA’s financing capacity for additional debt issuance while satisfying minimum DSCR requirements. For Senior Liens, as part of the General Indenture, provides that additional bonds can be issued so long as the forecasted DSCR is at least 2.0x annually. For Subordinated Liens, as part of the General Indenture, no additional indebtedness (including Subordinated Indebtedness) may be incurred unless satisfaction of at least 1.5x DSCR.

Debt Service Coverage Ratio (DSCR)	Policy Minimum DSCR Requirements	Lowest DSCR Forecasted	Year of Lowest
Senior Lien	2.0x	4.10x	2026
Subordinate Lien	1.5x	3.18x	2027

UTA's Senior Lien DSCR is expected to be at its lowest rate of 3.84 in 2026 and is projected to increase steadily through 2032 before dropping back to 4.28 then continuing to increase over the life of the existing debt portfolio. UTA's Total DSCR is expected to be at its lowest rate of 3.05 in 2027 and is projected to follow a similar trajectory thereafter. Details regarding adherence to a minimum DSCR specific to the lien are detailed on the table below.

Year	Projected Pledged Sales Taxes	Senior Lien Debt Payments	Senior Lien Projected DSCR	Sub. Lien Debt Payments	Total Debt Payments	Total Projected DSCR
2025	438,093,761	101,676,801	4.31	37,179,062	138,855,863	3.16
2026	455,091,799	118,540,996	3.84	30,462,997	149,003,993	3.05
2027	472,112,233	106,414,653	4.44	40,319,765	146,734,418	3.22
2028	489,108,273	106,408,109	4.60	40,309,741	146,717,850	3.33
2029	506,129,241	106,492,571	4.75	46,488,127	152,980,698	3.31
2030	523,742,538	113,043,459	4.63	48,868,027	161,911,486	3.23
2031	541,968,779	114,418,740	4.74	48,548,327	162,967,067	3.33
2032	560,829,292	112,159,846	5.00	50,887,583	163,047,429	3.44
2033	580,346,152	135,630,496	4.28	31,734,958	167,365,454	3.47
2034	600,542,198	136,822,246	4.39	31,734,408	168,556,654	3.56
2035	624,924,211	137,235,023	4.55	31,815,114	169,050,137	3.70
2036	650,296,134	144,334,636	4.51	23,499,323	167,833,959	3.87
2037	676,698,157	139,285,323	4.86	31,174,622	170,459,945	3.97
2038	704,172,102	137,325,914	5.13	33,862,220	171,188,134	4.11
2039	732,761,490	132,542,905	5.53	38,397,370	170,940,275	4.29
2040	762,511,606	128,648,733	5.93	41,980,152	170,628,885	4.47
2041	793,469,577	119,640,308	6.63	46,360,402	166,000,710	4.78
2042	825,684,442	142,996,855	5.77	15,048,964	158,045,819	5.22
2043	859,207,230	60,783,000	14.14	0	60,783,000	14.14
2044	894,091,044	60,782,300	14.71	0	60,782,300	14.71



# Performance and ratings

UTA’s financing performance is evaluated by the credit rating agencies and sufficient debt service coverage ratios. The rating agencies’ current ratings are reported as follows:

Credit Rating Agency	Senior Lien	Subordinate Lien
Moody’s Investors Service	Aa2	Aa3
	Outlook: Stable Date: June 27, 2025	Outlook: Stable Date: June 25, 2025
S&P Global Ratings	AA+	AA
	Outlook: Stable Date: June 26, 2025	Outlook: Stable Date: June 26, 2025
Fitch Ratings	AA	AA
	Outlook: Stable Date: June 27, 2025	Outlook: Stable Date: June 27, 2025

## 2025 Debt Service Detail

2026 Debt Service (000's)	
Revenue Bonds	Cash Basis
Principal on Bonds	64,070
Interest on Bonds	85,289
<b>Bond Principal and Interest</b>	<b>149,359</b>
 <b>2016 UT County Debt</b>	
Principal on Debt	1,750
Interest on Debt	1,624
<b>UT County Principal and Interest</b>	<b>3,374</b>
 <b>Equipment Financing (Leases)</b>	
Principal on Financings	13,631
Interest on Financings	3,012
<b>Total Principal and Interest</b>	<b>16,643</b>
 <b>Total 2026 Debt Service</b>	<b>169,376</b>

UTA continues to look for opportunities to refund/tender bonds when possible. In July 2025, UTA completed a bond issuance for new money, refunding and tendering thereby creating a net present value savings of \$18.2 million on the refinanced portion and borrowed an additional \$128 million for new capital projects.



## Debt Uses

Utah Transit Authority has the following senior and subordinate sale tax revenue bonds projected outstanding as of December 31, 2025. The purposes of each debt category are described in the tables below.

### Senior Debt

Series	Purpose	Original Principal Amount	Final Maturity	Projected Principal Outstanding
2025	System Projects	\$492,520,000	December 15, 2044	\$492,520,000
2024	Refunding	\$419,365,000	June 15, 2042	\$419,365,000
2023	Refunding	\$77,600,000	December 15, 2042	\$77,600,000
2021	Refunding	\$431,625,000	December 15, 2036	\$118,055,000
2020	Refunding	\$216,650,000	December 15, 2038	\$78,720,000
2020B	Refunding	\$74,750,000	December 15, 2039	\$57,835,000
2019A	Systems Projects	\$61,830,000	December 15, 2044	\$52,550,000
2019B	Refunding	\$188,810,000	December 15, 2042	\$87,750,000
2018	Systems Projects	\$82,265,000	December 15, 2036	\$62,275,000
2015A	Refunding	\$668,655,000	June 15, 2025	\$0
2006C	Refunding	\$134,650,000	June 15, 2032	\$63,650,000

### Subordinate Debt

Series	Purpose	Original Principal Amount	Final Maturity	Projected Principal Outstanding
2024	Refunding	\$120,975,000	June 15, 2040	\$120,975,000
2021	Refunding	\$16,220,000	December 15, 2037	\$14,705,000
2019	Refunding	\$59,070,000	December 15, 2042	\$28,720,000
2018	Refunding	\$115,540,000	December 15, 2041	\$78,095,000
2016	Refunding	\$145,691,498	December 15, 2032	\$114,086,498
2015A	Refunding	\$192,005,000	June 15, 2026	\$7,995,000
2007A	System Projects/Refund	\$261,124,109	June 15, 2035	\$78,610,000



# 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 (LR)	Commuter Rail (CR)	Paratransit	Rideshare/Vanpool
Ogden Operations	LR Operations	Commuter Rail Op	Para Ops	Van Pool
Ogden Maint	LR Maint	CR Maint	Para Maint	Rideshare Admin
Ogden Admin	LR Jordan River Maint	CR Admin	Spec Serv Admin	
Timpanogos Ops	LR Admin			
Timpanogos Maint	Rail Fleet Sustainability			
Timpanogos Admin				
Meadowbrook Ops				
Meadowbrook Maint				
Meadowbrook Admin				
Central Maint				
Central Operations				
Service Delivery				
Transit Comm Center				

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

## Operations Support

- Bus Communications
- Customer Service
- Data Quality & Ridership
- Facilities
- Fare Strategy & Operations
- Farebox Service
- Fleet Engineering
- Information Security
- Ops Analysis & Solutions
- Public Safety
- Purchasing
- Radio & Rail Comm
- Safety & Security
- Support Maintenance
- Talent Development
- Training and Dev
- Ticket Vend Machine Maint
- Warehouse

## Misc

- Innovative Mobility Solutions
- Maintenance of Way Infrastructure
- Maintenance of Way Systems

## Administrative

- Accounting
- Application Development
- Asset Management
- Board of Trustees
- Capital Programming and Support
- Capital Services
- Capital Vehicles
- Civil Rights
- Community Engagement
- Customer Experience
- Data Strategy
- Design and Construction
- Enterprise Strategy
- Enterprise Systems
- Executive Director
- Fares Director
- Finance
- General Counsel
- Government Relations
- Grants Management
- HR Services and Labor Relations
- Internal Audit
- IT Director
- IT Project Management Office
- Network Support
- Ogden Intermodal Hub
- Operations
- Organizational Excellence
- People
- Planning
- Planning & Engagement
- Product Development & Sales
- Public Relations & Marketing
- Quality Assurance
- Real Estate
- Risk Management
- SLC Intermodal Hub
- Strategic Think Tank
- Talent Acquisition
- Total Rewards
- Transit Oriented Development

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. Details about capital investments are provided in the Capital and Debt section.



# Basis of Budgeting

Budgeting is based upon the accrual basis with these exceptions:

- UTA budgets capital expense rather than depreciation expense
- UTA does not budget for change in actuarial estimates for the pension
- In addition to bond interest expense, UTA budgets annual bond principal payments
- The annual budget excludes amortization of bond issuance premiums and 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 revenue is accrued as a revenue and receivable for the month in which the sales take place. The Authority does not have taxing authority in any jurisdiction; therefore, this revenue is considered a contribution from another government.

### **Approved Local Option Sales Tax:**

Salt Lake County	0.7875%
Davis County	0.6500%
Weber County	0.6500%
Box Elder County*	0.3000%
Utah County	0.6260%
Tooele County	0.6500%

These represent 2026 budgeted values.

\*This represents Brigham City's rate. Perry and Willard rates are yet to be finalized.

### **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, actuarial pension 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

Every formal action by the Board of Trustees and Local Advisory Council shall be taken by the passage of a resolution, order, ordinance, or motion by the Board of Trustees or Local 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 Local 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 resolution or ordinance is presented for adoption. All resolutions and ordinances passed by the Board of Trustees and Local 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 Local Advisory Council Second Vice-Chair and kept in the official records of the Authority. A record of meetings of the Board of Trustees and Local 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 resolution and an affirmative vote by a majority of the Board of Trustees.

### Section 3 Fiscal Year

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

### Section 4 Principal Place of Business

The principal place of business for the Authority, and the location of all offices and departments, shall be determined from time to time by the Board of Trustees. The Authority 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 Executive Director of 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 Local 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 Local 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. With Local Advisory Council approval, the Executive Director may request that the Board of Trustees direct the Internal Auditor to conduct an audit of an internal issue.



## 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. “Budget Amendment” means an adjustment that increases the appropriation authority of the Annual Budget.
  - C. “Budget Authority” means the authorization provided by the Board to expend funds allocated in an approved budget.
  - D. “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 and security, state of good repair (preservation of the transit infrastructure), expansion of and improvements to the system, and information technology.
  - E. “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.
  - F. “Constituent Entity” means any county, city, or town that levies taxes for transit within the geographic boundaries of the Authority’s transit district.
  - G. “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.
  - H. “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.
  - I. “Fiscal Year” means January 1 through December 31 of each calendar year, as defined in the Authority’s Bylaws.



- J. “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.
- K. “Fund Balance” means the definition given under generally accepted accounting principles as reflected in the Uniform Accounting Manual for Special Districts.
- L. “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.
- M. “Operating Budget” means the budget that tracks operating expenses by Mode, direct operations support, general management and support, administration, and 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.
- N. “Public Engagement Report” means a document comprising all public comments received during the public comment period for the Authority’s annual budget.
- O. “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.
- P. “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 Executive Director of the Authority will prepare an Annual Budget which includes consultation with the Local Advisory Council. 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 5-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.
- 6. The Authority will develop a Standard Operating Procedure (SOP) to be approved by the Board that guides the execution of the annual budget process. The SOP should define procedures that ensure transparency to the public, stakeholder engagement, and clarity of administrative and governing duties to create and approve the Authority's annual budget in compliance with statute, Authority Bylaws and Board Policy.

#### 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 customer and Constituent Entities as required in Chapter 1, Part 7 of the Special Districts Act.
  - b. The Authority will conduct a public comment period of at least 30 calendar days and ensure the comments are included in a Public Engagement Report for Board review.
  - c. The Executive Director will present the Tentative Budget at a public meeting of the Local Advisory Council for their consultation and advice to the Board.
  - d. 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-days before the Board adopts a Final Budget.
  - e. The Authority may initiate recruitment for new employee positions or begin procurement processes to solicit bids for goods or services that are accounted for in the Tentative Budget if the following criteria are met:
    - i. The Board has authorized the initiation of recruitment and/or procurement in their resolution adopting the Tentative Budget. The Board's



authorization will be dependent on the Tentative Budget's alignment with Board objectives and strategies.

- ii. Commitments through obligation, contract, offer or any other means are not allowed until the Final Budget is adopted by the Board.
  - iii. Expenditures are not allowed until the budget year begins.
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 of the Board 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 budget adoption as follows:
  - a. Technical Budget Adjustment – the Authority may request Board 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 Board action by acclamation.
    - i. Contingency and Unallocated Resources in the Annual Budget require Board approval through a Technical Budget Adjustment to provide appropriation authority for those funds.
    - ii. A Technical Budget Adjustment cannot impact the Authority's Fund Balance over the life of the 5-Year Capital Plan.
  - b. 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.



- 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 in a public Board meeting prior to 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.

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

Approved the 28th day of May 2025.



# Board of Trustees Policy No. 2.1

Application: Board of Trustees and Local Advisory Council

- I. Purpose: The purpose of this policy is to provide financial oversight of the Authority; plan for its long-term financial needs; maintain and protect Authority assets and infrastructure; and develop, communicate, and implement appropriate internal controls regarding financial and risk management.
- II. Policy:
  - 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 nonoperating 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 non-operating 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 prior approval in a public board meeting 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 prior approval in a public board meeting 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 Annual Comprehensive Financial Report (ACFR) to be used for capital repair or replacement costs due to extraordinary circumstances. The Board of Trustees must give prior approval in a public board meeting 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 in coordination with 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 in a public board meeting by the Board of Trustees, this fund may be used to supplement the general operating reserve.



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

#### B. Investments

1. The Board of Trustees will control investment of all Authority funds and funds held as part of the Authority's retirement system, and employee deferred compensation 457 plans.
2. The Authority's Pension Committee will manage the investment of the Authority's retirement system funds pursuant to the Pension Committee's Investment Policy, which shall be reviewed and approved by the Board of Trustees in a public board meeting prior to adoption.
3. The Treasurer will manage the investment of all non-retirement Authority funds in compliance with applicable laws.

#### C. Debt

1. The Board of Trustees will, after consultation with the Local Advisory Council and with the approval of the State Financial Review Commission, approve all bond issuances by resolution.
2. The Board of Trustees will approve contracts for bond counsel, financial advisors, and bond underwriters.
3. The Board of Trustees will approve the method of sale and parameters for each bond issuance by resolution.
4. The Board of Trustees will, after consultation with the Local Advisory Council, approve the issuance of all other financial instruments.
5. The Executive Director will manage the debt and other financial instruments issuance processes.
6. All approvals by the Board of Trustees will be in a public meeting compliant with Utah's Open and Public Meetings Act (OPMA).

#### D. Financial Reporting

1. The Authority's financial records and accounts will be maintained with generally accepted accounting principles set by the Governmental Accounting Standards Board for governmental enterprise funds.
2. The Chief Financial Officer or designee will prepare and present to the Board, in a public board meeting, a summary of investments, investment activity, and investment performance compared to benchmarks as soon as practical after the end of each calendar quarter.



3. The Chief Financial Officer or designee will present monthly financial statements, in a public board meeting, stating the Authority's financial position, revenues, and expenses to the Board of Trustees as soon as practical. Monthly and year-to-date budget versus actual reports will be included in the monthly financial report to the Board.
4. Any other required financial reports, including the National Transit Database and State Transparency, will be prepared in accordance with federal and state reporting requirements and made on a timely basis.

#### E. Financial Risk Management

1. The Executive Director will submit an annual report to the Board of Trustees on the status of the Authority's financial risk management program including upcoming insurance renewals.
2. The Authority will maintain Public Officials Errors and Omissions Insurance in an amount determined to adequately protect the Authority.
3. The Executive Director will, as necessary, procure other insurance to compensate for losses that would adversely affect the Authority.

#### F. Internal and External Controls

1. The Authority will maintain a system of internal controls to safeguard assets against loss, check the accuracy and reliability of accounting data, and promote operational efficiency.
2. The Director of Internal Audit will develop and maintain an internal audit program that complies with the Global Internal Audit Standards established by the Institute of Internal Auditors.
3. The Treasurer is responsible for the opening and closing of bank accounts and ensuring that only authorized users are provided access to bank accounts.
4. As provided for in the Authority Bylaws, the Board of Trustees will select a qualified independent auditing firm to conduct an annual financial audit. The auditing firm will present the results of its annual audit to the Authority's Audit Committee and the Board of Trustees.

#### G. Long-term Financial Planning

1. The Executive Director will develop a long-term (5 years or longer) financial plan incorporating the Authority's 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 annually and annually present the plan to the Board in a public meeting for review
2. The Board of Trustees will review the long-term financial plan annually and report the plan annually to the State Financial Review Commission.



## H. Budgeting

1. As provided for in Authority Bylaws and Board Policy 2.3, the Executive Director of the Authority will prepare an annual budget which includes consultation with the Local Advisory Council. After consultation with the Local Advisory Council, the Executive Director will present the annual budget to the Board of Trustees for their review and approval.
2. The Authority will develop, propose and amend the budget as defined in Board Policy 2.3.

## I. Capital Planning

1. The Executive Director will develop a 5-Year Capital Plan to be approved by the Board of Trustees annually after consultation with the Local Advisory Council. The plan will be updated every year for inclusion in the annual budget process discussions and approvals. The 5-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.

## J. Travel

1. The Board of Trustees will approve work-related international travel, excluding Canada, for the Authority's employees in a public meeting.

III. Cross Reference: Utah Public District Transit Act, Utah Code §17B-2a-804 and 808.1; Utah State Money Management Act, Utah Code §51-7-1 et. seq.; Audit Committee Charter.

Approved the 28th day of May 2025



# Utah's Provisions Applicable to All Local Districts

*Effective 2/27/2023*

## **17B-1-702. Special districts to submit budgets.**

- (1) (a) Except as provided in Subsection [\(1\)\(b\)](#), 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 special 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:
    - (i) each of its constituent entities that has in writing requested a copy; and
    - (ii) to each of its customer agencies that has in writing requested a copy.
  - (b) 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:
    - (i) each of its constituent entities;
    - (ii) each of its customer agencies that has in writing requested a copy;
    - (iii) the governor; and
    - (iv) the Legislature.
  - (c) The special district shall include with the tentative budget a signature sheet that includes:
    - (i) language that the constituent entity or customer agency received the tentative budget and has no objection to it; and
    - (ii) a place for the chairperson or other designee of the constituent entity or customer agency to sign.
- (2) Each constituent entity and each customer agency that receives the tentative budget shall review the tentative budget submitted by the district and either:
    - (a) sign the signature sheet and return it to the district; or
    - (b) attend the budget hearing or other meeting scheduled by the district to discuss the objections to the proposed budget.
  - (3) (a) If any constituent entity or customer agency that received the tentative budget has not returned the signature sheet to the special district within 15 calendar days after the tentative budget was mailed, the special 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.
  - (b) If requested to do so by any constituent entity or customer agency, the special district shall schedule a meeting to discuss the budget with the constituent entities and customer agencies.
  - (c) At the budget hearing, the special district board shall:
    - (i) explain its budget and answer any questions about it;
    - (ii) specifically address any questions or objections raised by the constituent entity, customer agency, or those attending the meeting; and
    - (iii) seek to resolve the objections.



- (4) Nothing in this part prevents a special district board from approving or implementing a budget over any or all constituent entity's or customer agency's protests, objections, or failure to respond.

Amended by Chapter [15](#), 2023 General Session

***Effective 3/25/2025***

**17B-1-1102. General obligation bonds.**

- (1) Except as provided in Subsections [\(3\)](#) and [\(7\)](#), if a district intends to issue general obligation bonds, the district shall first obtain the approval of district voters for issuance of the bonds at an election held for that purpose as provided in [Title 11, Chapter 14, Local Government Bonding Act](#).
- (2) General obligation bonds shall be secured by a pledge of the full faith and credit of the district, subject to, for a water conservancy district, the property tax levy limits of Section [17B-2a-1006](#).
- (3) A district may issue refunding general obligation bonds, as provided in [Title 11, Chapter 27, Utah Refunding Bond Act](#), without obtaining voter approval.
- (4) (a) A special district may not issue general obligation bonds if the issuance of the bonds will cause the outstanding principal amount of all of the district's general obligation bonds to exceed the amount that results from multiplying the fair market value of the taxable property within the district, as determined under Subsection [11-14-301\(3\)\(b\)](#), by a number that is:
- (i) .05, for a basic special district, except as provided in Subsection [\(7\)](#);
  - (ii) .004, for a cemetery maintenance district;
  - (iii) .002, for a drainage district;
  - (iv) .004, for a fire protection district;
  - (v) .024, for an improvement district;
  - (vi) .1, for an irrigation district;
  - (vii) .1, for a metropolitan water district;
  - (viii) .0004, for a mosquito abatement district;
  - (ix) .03, for a public transit district;
  - (x) .12, for a service area; or
  - (xi) .05 for a municipal services district.
- (b) Bonds or other obligations of a special district that are not general obligation bonds are not included in the limit stated in Subsection [\(4\)\(a\)](#).
- (5) A district may not be considered to be a municipal corporation for purposes of the debt limitation of the Utah Constitution, Article XIV, Section 4.
- (6) Bonds issued by an administrative or legal entity created under [Title 11, Chapter 13, Interlocal Cooperation Act](#), may not be considered to be bonds of a special district that participates in the agreement creating the administrative or legal entity.



- (7) (a) As used in this Subsection (7), "property owner district" means a special district whose board members are elected by property owners, as provided in Subsection 17B-1-1402(1)(b).
- (b) A property owner district may issue a general obligation bond with the consent of:
- (i) the owners of all property within the district; and
  - (ii) all registered voters, if any, within the boundary of the district.
- (c) A property owner district may use proceeds from a bond issued under this Subsection (7) to fund:
- (i) the acquisition and construction of a system or improvement authorized in:
    - (A) the district's creation resolution; or
    - (B) Part 14, Basic Special District; and
  - (ii) a connection outside the boundary of the district between systems or improvements within the boundary of the district.
- (d) (i) The consent under Subsection (7)(b) is sufficient for any requirement necessary for the issuance of a general obligation bond.
- (ii) Beginning on the effective date of this bill, once consent is obtained under Subsection (7)(b), the consent is valid for a period of 10 years.
- (e) A general obligation bond issued under this Subsection (7):
- (i) shall mature no later than 40 years after the date of issuance; and
  - (ii) is not subject to the limit under Subsection (4)(a)(i).
- (f) (i) A property owner district may not issue a general obligation bond under this Subsection (7) if the issuance will cause the outstanding principal amount of all the district's general obligation bonds to exceed one-half of the market value of all real property within the district.
- (ii) Market value under Subsection (7)(f)(i) shall:
- (A) be based on the value that the real property will have after all improvements financed by the general obligation bonds are constructed; and
  - (B) be determined by appraisal by an appraiser who is a member of the Appraisal Institute.
- (g) With respect to a general obligation bond issued under this Subsection (7), the board of a property owner district may approve or, by resolution, delegate to one or more officers of the district, the authority to:
- (i) approve the final interest rate, price, principal amount, maturity, redemption features, and other terms of the bond;
  - (ii) approve and execute a document relating to the issuance of the bond; and
  - (iii) approve a contract, including a contract with a property owner within the district, related to the acquisition and construction of an improvement, facility, or property to be financed with proceeds from the bond.
- (h) (i) A person may commence a lawsuit or other proceeding to contest the legality of the issuance of a general obligation bond issued under this Subsection (7) or any provision relating to the security or



payment of the bond if the lawsuit or other proceeding is commenced within 30 days after the publication of:

- (A) the resolution authorizing the issuance of the general obligation bond; or
- (B) a notice of the bond issuance containing substantially the items required under Subsection [11-14-316\(2\)](#).

(ii) Following the period described in Subsection [\(7\)\(h\)\(i\)](#), no person may bring a lawsuit or other proceeding to contest for any reason the regularity, formality, or legality of a general obligation bond issued under this Subsection [\(7\)](#).

(i) A property owner district that charges and collects an impact fee or other fee on real property may pledge all or a portion of the revenue collected from the impact fee or other fee toward payment of a general obligation bond issued under this Subsection [\(7\)](#).

(j) If a property owner fails to pay a property tax that the property owner district imposes in connection with a general obligation bond issued under this Subsection [\(7\)](#), the district may impose a property tax penalty at an annual rate of .07, in addition to any other penalty allowed by law.

Amended by Chapter [347](#), 2025 General Session



# Budget Process

This section describes the process for preparing, reviewing, and adopting the budget for the upcoming 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 2026 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.

A five-year draft of the capital plan is completed and reviewed with the Board of Trustees and the Local Advisory Council in August. 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 August. Any modifications to the budget are completed by early September.

In September, 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 December, the Executive Director presents the Final Budget to the Board of Trustees for its review and then for the Boards 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 UTA Budget Preparation Schedule at the end of this section.



# Annual Budget Schedule

Task	Completion Date
Budget Office Distributes Budget Memo	Mar. 3, 2025
Executive Team Reviews & Approves Base Targets	May 23, 2025
Executive Team Reviews and Approves Draft Tentative Budget	Jul. 8, 2025
Board Budget Work Sessions	Aug. 11 to Aug. 15, 2025
Board Reviews Tentative Budget	Sep. 24, 2025
Board approves Tentative Budget and public hearing date	Oct. 8, 2025
Budget Review and Comment Period	Oct. 8 to Nov. 7, 2025
2026 Budget Open House/Public Hearing	Oct. 30, 2025
Board of Trustees reviews public comments, LAC input, and final budget Local Advisory Council update on final 5-Year Capital Plan, Consults on Ops. Budget	Nov. 5, 2025
Final Public Engagement report presented to Board of Trustees	Dec. 3, 2025
Board of Trustees considers approval of the Final Budget and 5-Year Capital Plan	Dec. 17, 2025
Staff prepares, prints, and distributes Budget Document to the Board of Trustees, Operating Departments, and State Auditor, and other interested parties	Dec. 31, 2025



# Community Profile

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

**Salt Lake County** - Salt Lake County comprises an area of 764 square miles and accounts for approximately 46% of the population and approximately 57% of the private sector employment of the Service Area. The principal cities include Salt Lake City, West Valley City, and Sandy City. Salt Lake City is the capital and largest city in the State. Due to continuous economic and population growth, most of the cities in Salt Lake County have grown into a single large metropolitan area with Salt Lake City as its commercial center. The county's population increased approximately 15% from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, manufacturing, professional, scientific, and technical services. For Fiscal Year 2024, approximately 60% of UTA total Sales and Use Taxes were collected within Salt Lake County boundaries<sup>3</sup>.

**Utah County** - Utah County comprises an area of 1,998 square miles and accounts for approximately 25% of the population and approximately 22% of the private sector employment of the Service Area. The principal cities include Provo City and Orem City. The county's population increased approximately 28% from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, education services and construction. For Fiscal Year 2024, approximately 20% of total UTA Sales and Use Taxes were collected within Utah County boundaries.

**Davis County** - Davis County comprises an area of 268 square miles and accounts for approximately 14% of the population and approximately 10% of the private sector employment of the Service Area. The principal cities include Bountiful, Clearfield, Clinton, Kaysville, Layton, and Syracuse. The county's population increased approximately 18% from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, manufacturing, and local government. For Fiscal Year 2024, approximately 10% of total UTA Sales and Use Taxes were collected within Davis County boundaries.

**Weber County** - Weber County comprises an area of 531 square miles and accounts for approximately 10% of the population and approximately 8% of the private sector employment of the Service Area. The principal city is Ogden City. The county's population increased approximately 13% from 2010 to 2020. The largest employment sectors are manufacturing, health care and social assistance, retail trade and local government. For Fiscal Year 2024, approximately 8% of total UTA Sales and Use Taxes were collected within Weber County boundaries.

**Tooele County** - The portion of Tooele County served by UTA includes the cities of Tooele and Grantsville and some unincorporated areas. Tooele County comprises an area of 6,923 square miles (the second largest county in the State) and accounts for approximately 3% of the population and approximately 1% of the private sector employment of the Service Area. The principal cities include Tooele City and Grantsville City. The

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<sup>3</sup> Sales tax data reported though October 31, 2021.



county's population increased approximately 25% from 2010 to 2020. The largest employment sectors are local government, retail trade and transportation and warehousing. For Fiscal Year 2024, approximately 1% of total Sales and UTA Use Taxes were collected within Tooele County boundaries.

**Box Elder County** - The portion of Box Elder County served by UTA includes the cities of Brigham, Perry and Willard and some unincorporated areas. Box Elder County comprises an area of 5,627 square miles (the fourth largest county in the State) and accounts for approximately 2% of the population and approximately 2% of the private sector employment of the Service Area. The principal city is Brigham City. The county's population increased approximately 15% from 2010 to 2020. The largest employment sectors are manufacturing, local government, retail trade, and health care and social assistance. For Fiscal Year 2024, approximately 0.004% of total UTA Sales and Use Taxes were collected within Box Elder County boundaries.

# Glossary

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

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

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

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

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

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

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

**ATU** - Amalgamated Transit Union.

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

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

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

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



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

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

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

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

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

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

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

**Deadhead** - When a vehicle in the transit industry is operated without passengers. Reasons for deadheading are repositioning the vehicle for its next scheduled service, crew positioning, maintenance purposes, leaving or returning to the vehicle yard, and driving to a break spot/end of line (EOL).

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

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

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



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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

**Goal** - A statement of broad direction, purpose, or intent.

**GCI or Grade Crossing Indicator** – A sign or warning device at a highway-railroad intersection, where both tracks and roads are at the same level.

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

**HVAC** – Heating, ventilation, and air conditioning.

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

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

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

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

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

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



**LF or Linear Foot** – A measurement of length along a single dimension, essentially a regular foot measured in a straight line.

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

**RFP** - Request for proposal.

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

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

**Sales Tax** - This tax is levied by the various municipalities within the service district for the agency.

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



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

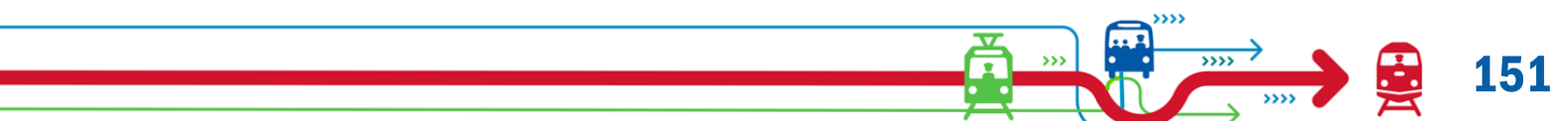
**Strategic Plan** - UTA's long-term plan for providing transit services to the communities served by the agency. Identifies key elements and strategies to be used in providing such services.

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

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

**UDOT** - Utah Department of Transportation

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



# Attachment 1: Capital Plan Detail

## 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 help 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 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 improvements
- Real estate acquisition or leasing
- Vehicles
- HVAC or reroofing projects
- Telecommunication and Information Technology systems (hardware and software)
- New or replacement equipment or furniture

## 2 Five-Year Capital Plan Development Process

The annual capital planning process results in a selection 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

Project development was performed this year using a base budget approach where the capital budget development team met with project managers on an individual basis to understand their projects, their current status, and future financial needs. Only currently active projects were used during this initial base budget approach. Once this was complete, additional project requests could be submitted. These additional project requests were required for new projects or for existing projects where a core piece of the existing project may have changed.

New project requests were submitted for funding consideration. Proposed projects should meet a specific objective such as a mobility need or a State of Good Repair need or requirement and should be consistent with UTA's overall strategic plan and goals.

Project requests must include the overall project costs, 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, prioritized, and discussed by Executives based on UTA's Strategic Goal and Objective outlined below:

- Previous Five-Year Plan alignment
- Legal and safety requirements
- Delivery potential
- Agency Goal: Moving Utahns to a Better Quality of Life
- Agency Goal: Exceeding Customer Expectations
- Agency Goal: Achieving Organizational Excellence
- Agency Goal: Building Community Support
- Agency Goal: Generating Critical Economic Return

The Executive team reviews the requests and weighs them against these agency priorities. Projects with lower priority may be reduced in scope or deferred to future years as needed. Once the project list is finalized, a draft five-year plan is submitted to the Executive team for review. Requests are trimmed as necessary to align with anticipated five-year funding resources, which are based on committed or reasonably foreseeable funding sources.

## 3 Proposed Capital Plan

### Overview

The 2026-2030 capital requests have been compiled into a new Five-Year Capital Plan. The plan includes year-by-year tables in year-of-expenditure dollars, along with five-year summaries by project type and funding source.

Attachment A provides the detailed list of projects proposed to be funded, including the annual and five-year



budget, anticipated funding contributions, and the required UTA funds for each project.

The proposed 2026 capital budget will be incorporated into UTA's overall 2026 annual budget. Any new or unforeseen needs that arise during the year will be addressed through budget adjustments or amendments as appropriate.

The capital plan and budget are organized and presented by the respective Chief Office, with projects grouped under the office responsible for their management.

#### Proposed 2026 Capital Plan Summary

<u>Chief Office</u>	<u>2026 Total Budget</u>	<u>Grants</u>	<u>State/Local Partners</u>	<u>Financing</u>	<u>UTA Funds</u>
Capital Services	\$ 276,763,000	\$ 88,086,000	\$ 55,324,000	\$ 83,999,000	\$ 49,354,000
Enterprise Strategy	17,051,000	4,160,000	-	-	12,891,000
Executive Director (Safety)	1,485,000	-	-	-	1,485,000
Finance	32,646,000	16,589,000	3,826,000	-	12,231,000
Operations	8,974,000	2,868,000	-	-	6,106,000
People	50,000	-	-	-	50,000
Planning & Engagement	2,244,000	-	-	-	2,244,000
<b>Grand Total</b>	<b>\$ 339,213,000</b>	<b>\$ 111,703,000</b>	<b>\$ 59,150,000</b>	<b>\$ 83,999,000</b>	<b>\$ 84,361,000</b>

#### Proposed 2027 Capital Plan Summary

<u>Chief Office</u>	<u>2027 Total Budget</u>	<u>Grants</u>	<u>State/Local Partners</u>	<u>Financing</u>	<u>UTA Funds</u>
Capital Services	\$ 219,471,000	\$ 78,076,000	\$ 41,536,000	\$ 65,471,000	\$ 34,388,000
Enterprise Strategy	2,555,000	-	-	-	2,555,000
Executive Director (Safety)	843,000	-	-	-	843,000
Finance	10,518,000	395,000	-	-	10,123,000
Operations	15,328,000	6,619,000	-	-	8,709,000
People	-	-	-	-	-
Planning & Engagement	1,509,000	-	-	-	1,509,000
<b>Grand Total</b>	<b>\$ 250,224,000</b>	<b>\$ 85,090,000</b>	<b>\$ 41,536,000</b>	<b>\$ 65,471,000</b>	<b>\$ 58,127,000</b>



## Proposed 2028 Capital Plan Summary

<u>Chief Office</u>	<u>2028 Total</u>	<u>State/Local</u>			
	<u>Budget</u>	<u>Grants</u>	<u>Partners</u>	<u>Financing</u>	<u>UTA Funds</u>
Capital Services	\$ 180,425,000	\$ 64,457,000	\$ 9,651,000	\$ 77,645,000	\$ 28,672,000
Enterprise Strategy	3,435,000	-	-	-	3,435,000
Executive Director (Safety)	907,000	-	-	-	907,000
Finance	10,445,000	405,000	-	-	10,040,000
Operations	11,200,000	7,240,000	-	-	3,960,000
People	-	-	-	-	-
Planning & Engagement	1,520,000	-	-	-	1,520,000
<b>Grand Total</b>	<b>\$ 207,932,000</b>	<b>\$ 72,102,000</b>	<b>\$ 9,651,000</b>	<b>\$ 77,645,000</b>	<b>\$ 48,534,000</b>

## Proposed 2029 Capital Plan Summary

<u>Chief Office</u>	<u>2029 Total</u>	<u>State/Local</u>			
	<u>Budget</u>	<u>Grants</u>	<u>Partners</u>	<u>Financing</u>	<u>UTA Funds</u>
Capital Services	\$ 142,615,000	\$ 38,617,000	\$ 5,888,000	\$ 70,337,000	\$ 27,773,000
Enterprise Strategy	2,875,000	-	-	-	2,875,000
Executive Director (Safety)	1,007,000	-	-	-	1,007,000
Finance	10,484,000	415,000	-	-	10,069,000
Operations	9,080,000	5,424,000	-	-	3,656,000
People	-	-	-	-	-
Planning & Engagement	1,445,000	-	-	-	1,445,000
<b>Grand Total</b>	<b>\$ 167,506,000</b>	<b>\$ 44,456,000</b>	<b>\$ 5,888,000</b>	<b>\$ 70,337,000</b>	<b>\$ 46,825,000</b>



## Proposed 2030 Capital Plan Summary

<u>Chief Office</u>	<u>2030 Total</u> <u>Budget</u>	<u>Grants</u>	<u>State/Local</u> <u>Partners</u>	<u>Financing</u>	<u>UTA Funds</u>
Capital Services	\$ 81,694,000	\$ 27,061,000	\$ 2,872,000	\$ 31,051,000	\$ 20,710,000
Enterprise Strategy	3,150,000	-	-	-	3,150,000
Executive Director (Safety)	770,000	-	-	-	770,000
Finance	10,395,000	370,000	-	-	10,025,000
Operations	6,800,000	3,480,000	-	-	3,320,000
People	-	-	-	-	-
Planning & Engagement	1,445,000	-	-	-	1,445,000
<b>Grand Total</b>	<b>\$ 104,254,000</b>	<b>\$ 30,911,000</b>	<b>\$ 2,872,000</b>	<b>\$ 31,051,000</b>	<b>\$ 39,420,000</b>

## Proposed Five-Year Capital Plan Summary by Program Category

<u>Chief Office</u>	<u>2026-2030 Total</u> <u>Budget</u>	<u>Grants</u>	<u>State/Local</u> <u>Partners</u>	<u>Financing</u>	<u>UTA Funds</u>
Capital Services	\$ 900,968,000	\$ 296,297,000	\$ 115,271,000	\$ 328,503,000	\$ 160,897,000
Enterprise Strategy	29,066,000	4,160,000	-	-	24,906,000
Executive Director (Safety)	5,012,000	-	-	-	5,012,000
Finance	74,488,000	18,174,000	3,826,000	-	52,488,000
Operations	51,382,000	25,631,000	-	-	25,751,000
People	50,000	-	-	-	50,000
Planning & Engagement	8,163,000	-	-	-	8,163,000
<b>Grand Total</b>	<b>\$ 1,069,129,000</b>	<b>\$ 344,262,000</b>	<b>\$ 119,097,000</b>	<b>\$ 328,503,000</b>	<b>\$ 277,267,000</b>



## Proposed Five-Year Capital Plan Summary by Year

Year	Total Budget	Grants	State/Local		UTA Funds
			Partners	Financing	
2026	\$ 339,213,000	\$ 111,703,000	\$ 59,150,000	\$ 83,999,000	\$ 84,361,000
2027	250,224,000	85,090,000	41,536,000	65,471,000	58,127,000
2028	207,932,000	72,102,000	9,651,000	77,645,000	48,534,000
2029	167,506,000	44,456,000	5,888,000	70,337,000	46,825,000
2030	104,254,000	30,911,000	2,872,000	31,051,000	39,420,000
<b>Total</b>	<b>\$ 1,069,129,000</b>	<b>\$ 344,262,000</b>	<b>\$ 119,097,000</b>	<b>\$ 328,503,000</b>	<b>\$ 277,267,000</b>

### 4 Five-Year Capital 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 the 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 years 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 five-year capital plan will authorize the Agency to enter into contracts for those projects that are multi-year in nature.

This five-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 UTA/UDOT Coordination

The Utah Legislature has taken significant steps to strengthen the State's role in delivering major transit investments. In 2022, House Bill 322 designated the Utah Department of Transportation (UDOT) as the lead agency for delivering fixed guideway projects using state funds. This partnership was further reinforced in 2025 with the passage of Senate Bill 174, which designated UDOT as the lead agency for delivering fixed guideway projects regardless of funding source. UTA and UDOT continue to collaborate closely on high-impact projects, as demonstrated in the list of projects below.

- 1) FrontRunner 2X
  - a. Double tracking of UTA's FrontRunner system to increase overall capacity and frequency of this service
- 2) Point of Mountain Improvements
  - a. Tied to FrontRunner 2X; includes a new station and double tracking in the Bluffdale area
- 3) S-Line Extension
  - a. Extension of the Sugarhouse Streetcar line going up to Highland Drive



- 4) Mid-Valley Connector (Midvalley Express, MVX)
  - a. Service route going from Murray Central Station to West Valley Central Station
- 5) FrontRunner South Extension
  - a. Early efforts relating to a FrontRunner extension going from Provo to Payson
- 6) Sharpe/Tintic Rail Corridor Connection
  - a. Connection between two existing rail corridors that would facilitate a future FrontRunner extension from Provo to Payson
- 7) TechLink
  - a. Future light rail system improvements around downtown Salt Lake City and University of Utah area

## Conclusion

The details of the UTA 2026-2030 Five-Year Capital Plan are presented in the attached tables.

## 2026-2030 Five Year Capital Plan

Sum of Total Budget- Rounded Office/Projects	Column Labels					
	2026	2027	2028	2029	2030	Grand Total
Capital Services	276,763,000	219,471,000	180,425,000	142,615,000	81,694,000	900,968,000
FMA516 - Corridor Fencing	50,000	50,000	50,000	50,000	50,000	250,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	1,040,000	540,000	500,000	500,000	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	-	-	-	2,010,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	589,000	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
FMA700 - Elevator Replacements- Farmington Station	-	50,000	600,000	-	-	650,000
FMA701 - Escalators Replacement- North Temple Station	400,000	4,250,000	-	-	-	4,650,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
MSP132 - Internal Project Control System Tech Support	35,000	35,000	35,000	35,000	35,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	500,000	-	-	2,500,000
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	-	-	-	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	-	4,800,000
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	21,618,000	4,860,000	1,415,000	94,000	32,987,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	70,000	70,000	-	-	1,640,000
MSP216 - Point of the Mountain Transit	231,000	200,000	200,000	200,000	2,102,000	2,933,000
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	511,000	10,000	10,000	10,000	1,052,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	6,856,000	8,156,000	2,693,000	2,693,000	-	20,398,000
MSP253 - MVX BRT	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	11,062,000	15,500,000	2,738,000	-	-	29,300,000
MSP259 - S-Line Extension	30,086,000	1,285,000	-	-	-	31,371,000
MSP260 - 5600 West Bus Route	3,200,000	17,000,000	1,500,000	-	-	21,700,000
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	1,662,000	688,000	688,000	688,000	688,000	4,414,000
MSP264 - FrontRunner South Extension	2,300,000	300,000	300,000	300,000	-	3,200,000
MSP265 - Program Management Support	4,000,000	3,730,000	3,730,000	3,730,000	3,730,000	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	7,250,000

## 2026-2030 Five Year Capital Plan

Sum of Total Budget- Rounded Office/Projects	Column Labels					
	2026	2027	2028	2029	2030	Grand Total
MSP271 - Maintenance of Way Department Training Yard	2,500,000	-	-	-	-	2,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	-	-	-	-	3,200,000
MSP287 - UVX BRT 900 East Station	212,000	-	-	-	-	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	-	-	-	-	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	300,000	300,000	-	300,000	300,000	1,200,000
MSP320 - TRAX Forward	100,000	100,000	100,000	100,000	100,000	500,000
MSP324 - Bus Stop Amenities	400,000	1,600,000	410,000	10,000	10,000	2,430,000
MSP325 - 200 South-Phase III-Transit Signal Priority	1,285,000	2,785,000	428,000	-	-	4,498,000
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900 S	-	-	-	11,000	87,000	98,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	11,000	94,000	105,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	9,000	100,000	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	2,000,000	2,000,000	2,500,000	2,000,000	10,500,000
REV209 - Paratransit Bus Replacement	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Revenue Bus Replacement	16,580,000	24,857,000	13,888,000	25,640,000	22,861,000	103,826,000
REV224 - Bus Overhaul	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	18,830,000	68,153,000	40,697,000	4,690,000	186,692,000
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Non-Revenue Specialty Vehicle Replacement	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
REV243 - Low/No CNG Bus Procurement	1,000	21,309,000	-	-	-	21,310,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	1,000	3,406,000	-	3,407,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,050,000	1,200,000	1,050,000	-	-	3,300,000
SGR040 - Light Rail Vehicle Overhaul Program	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - Light Rail Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Locomotive Engine Overhaul	2,800,000	-	-	-	-	2,800,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	460,000	500,000	520,000	540,000	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	2,250,000	3,250,000	5,100,000	1,250,000	18,100,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab	3,000,000	8,500,000	20,000,000	15,000,000	15,000,000	61,500,000
SGR393 - Grade Crossing Replacement Program	2,000,000	2,500,000	2,500,000	2,500,000	2,500,000	12,000,000
SGR397 - Traction Power Substation Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - Overhead Catenary System Rehab and Replacement	4,462,000	2,000,000	3,625,000	5,000,000	2,500,000	17,587,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,500,000	6,500,000	6,500,000	6,500,000	6,000,000	32,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	5,600,000	6,700,000	6,900,000	3,300,000	25,000,000
SGR407 - Bus Stop Enhancements for ADA-compliance	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - UTA End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000

## 2026-2030 Five Year Capital Plan

Sum of Total Budget- Rounded Office/Projects	Column Labels					
	2026	2027	2028	2029	2030	Grand Total
SGR409 - UTA Operator Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Wayside Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	1,900,000	-	-	-	-	1,900,000
SGR413 - Traction Power Substation Building Rehab	100,000	1,000,000	-	-	-	1,100,000
SGR414 - Rail Grinding	-	1,300,000	2,600,000	1,300,000	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	130,000
Enterprise Strategy	17,051,000	2,555,000	3,435,000	2,875,000	3,150,000	29,066,000
ICI001 - Passenger Station Information Sign Replacement	1,350,000	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	50,000	50,000	-	-	150,000
ICI179 - Network Infrastructure Equipment & Software	1,200,000	800,000	500,000	500,000	500,000	3,500,000
ICI186 - In-House Application Development	150,000	150,000	150,000	150,000	150,000	750,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	475,000	150,000	260,000	495,000	550,000	1,930,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	300,000	1,600,000	880,000	1,100,000	4,380,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	-	-	-	-	1,750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-
ICI226 - Radio Communication System	5,200,000	-	-	-	-	5,200,000
ICI230 - EAM/WM/RISC (Trapeze)	5,356,000	180,000	-	-	-	5,536,000
ICI232 - Trapeze PassWeb for Special Services	145,000	100,000	-	-	-	245,000
ICI233 - Technology Systems- State of Good Repair	175,000	125,000	175,000	150,000	150,000	775,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	700,000	700,000	700,000	700,000	3,500,000
Executive Director (Safety)	1,485,000	843,000	907,000	1,007,000	770,000	5,012,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - Security Camera Sustainability	645,000	636,000	500,000	600,000	650,000	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	-	87,000	287,000	287,000	-	661,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	100,000	-	-	-	-	100,000
Finance	32,646,000	10,518,000	10,445,000	10,484,000	10,395,000	74,488,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	322,000	332,000	342,000	352,000	370,000	1,718,000
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	123,000	40,000	69,000	25,000	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	-	-	-	10,209,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	-	252,000
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022 UT-20	100,000	-	-	-	-	100,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-026	275,000	-	-	-	-	275,000
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	175,000	-	-	-	-	175,000
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	20,000	-	-	-	-	20,000

## 2026-2030 Five Year Capital Plan

Sum of Total Budget- Rounded Office/Projects	Column Labels					
	2026	2027	2028	2029	2030	Grand Total
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021 UT-20	105,000	-	-	-	-	105,000
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	5,000	-	-	-	-	5,000
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	15,000	-	-	-	-	15,000
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-004	900,000	-	-	-	-	900,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-018	320,000	-	-	-	-	320,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	450,000	-	-	-	-	450,000
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	1,303,000	-	-	-	-	1,303,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	-	-	-	-	3,360,000
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	3,262,000	-	-	-	-	3,262,000
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	1,054,000	-	-	-	-	1,054,000
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	643,000	-	-	-	-	643,000
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	8,974,000	15,328,000	11,200,000	9,080,000	6,800,000	51,382,000
FMA543 - Police Vehicle Replacement/Expansion	1,138,000	1,172,000	725,000	730,000	1,000,000	4,765,000
FMA652 - Facilities Equipment Replacement	2,000,000	2,000,000	2,000,000	800,000	800,000	7,600,000
FMA653 - Facilities Rehab/Replacement	1,253,000	890,000	1,025,000	720,000	670,000	4,558,000
FMA672 - Park & Ride Rehab/Replacement	480,000	480,000	480,000	480,000	480,000	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	495,000	500,000	300,000	500,000	2,355,000
FMA684 - Police Equipment	275,000	275,000	475,000	350,000	350,000	1,725,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	233,000	1,977,000	-	-	-	2,210,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System Repl	5,000	2,100,000	-	-	-	2,105,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	939,000	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	1,600,000	600,000	-	-	-	2,200,000
SGR416 - Light Rail Vehicle Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	1,280,000	1,550,000	145,000	-	-	2,975,000
People	50,000	-	-	-	-	50,000
FMA705 - HEP Training Engine Power Bank for Maintenance Training	50,000	-	-	-	-	50,000
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-
Planning & Engagement	2,244,000	1,509,000	1,520,000	1,445,000	1,445,000	8,163,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	445,000	445,000	445,000	445,000	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000
MSP294 - Planning Studies	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - 2026 Microtransit Vehicle Upfitting	300,000	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-

2026-2030 Five Year Capital Plan

Sum of Total Budget- Rounded Office/Projects	Column Labels					Grand Total
	2026	2027	2028	2029	2030	
Grand Total	339,213,000	250,224,000	207,932,000	167,506,000	104,254,000	1,069,129,000

## UTA 2026-2030 Five Year Plan - Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	900,968,000	169,704,000	296,297,000	158,799,000	30,664,000	61,080,000	23,527,000	160,897,000
FMA516 - Corridor Fencing	250,000	-	-	-	-	-	-	250,000
FMA679 - Building Remodels/Reconfigurations	3,770,000	-	-	-	-	-	-	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	1,540,000	-	-	-	-	470,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	240,000
FMA698 - Midvale RSC Operations work space and amenity remodel	589,000	-	-	-	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	9,024,000	-	7,218,000	-	-	-	-	1,806,000
FMA700 - Elevator Replacements- Farmington Station	650,000	-	520,000	-	-	-	-	130,000
FMA701 - Escalators Replacement- North Temple Station	4,650,000	-	900,000	-	-	-	-	3,750,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - Internal Project Control System Tech Support	175,000	-	-	-	-	-	-	175,000
MSP140 - Box Elder County Corridor Preservation	2,500,000	-	-	-	-	-	2,500,000	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	-	-	100,000
MSP185 - OGD BRT	3,500,000	-	3,255,000	-	-	-	-	245,000
MSP189 - Signal Pre-emption Projects w/UDOT	1,500,000	-	-	-	1,500,000	-	-	-
MSP193 - Weber County Corridor Preservation	4,800,000	-	1,200,000	-	-	-	3,600,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	32,987,000	-	6,500,000	-	-	18,000,000	7,498,000	989,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,640,000	-	-	-	-	-	-	1,640,000
MSP216 - Point of the Mountain Transit	2,933,000	-	-	-	-	2,933,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	1,052,000	-	-	-	-	-	-	1,052,000
MSP248 - Planning & Environmental Analysis	1,500,000	-	-	-	-	-	-	1,500,000
MSP252 - FrontRunner 2X	20,398,000	-	-	-	20,398,000	-	-	-
MSP253 - MVX BRT	35,396,000	-	21,292,000	-	3,615,000	10,489,000	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	500,000	-	-	-	500,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	29,300,000	21,512,000	7,788,000	-	-	-	-	-
MSP259 - S-Line Extension	31,371,000	-	-	-	3,451,000	18,133,000	6,031,000	3,756,000
MSP260 - 5600 West Bus Route	21,700,000	-	11,975,000	-	-	9,725,000	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	4,414,000	-	-	-	-	-	-	4,414,000
MSP264 - FrontRunner South Extension	3,200,000	-	-	-	-	1,800,000	1,400,000	-
MSP265 - Program Management Support	18,920,000	-	-	-	-	-	-	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	-	-	7,250,000
MSP271 - Maintenance of Way Department Training Yard	2,500,000	-	-	-	-	-	-	2,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	-	2,976,000	-	-	-	-	224,000
MSP287 - UVX BRT 900 East Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	500,000	-	-	-	-	-	-	500,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-

## UTA 2026-2030 Five Year Plan - Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	-	-	-	-	-	-	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	1,200,000	-	-	-	1,200,000	-	-	-
MSP320 - TRAX Forward	500,000	-	-	-	-	-	-	500,000
MSP324 - Bus Stop Amenities	2,430,000	-	-	-	-	-	-	2,430,000
MSP325 - 200 South-Phase III-Transit Signal Priority	4,498,000	-	2,000,000	-	-	-	2,498,000	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	98,000	-	-	-	-	-	-	98,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	105,000	-	-	-	-	-	-	105,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	109,000	-	-	-	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	10,500,000	-	-	10,500,000	-	-	-	-
REV209 - Paratransit Bus Replacement	33,776,000	-	-	33,776,000	-	-	-	-
REV211 - Revenue Bus Replacement	103,826,000	-	-	103,326,000	-	-	-	500,000
REV224 - Bus Overhaul	10,000,000	-	-	-	-	-	-	10,000,000
REV232 - Van Pool Vehicle Replacements	8,000,000	-	-	8,000,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	186,692,000	148,192,000	38,500,000	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	550,000	-	-	-	-	-	-	550,000
REV242 - Non-Revenue Specialty Vehicle Replacement	4,500,000	-	-	-	-	-	-	4,500,000
REV243 - Low/No CNG Bus Procurement	21,310,000	-	18,112,000	3,197,000	-	-	-	1,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	3,407,000	-	-	-	-	-	-	3,407,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	3,300,000	-	-	-	-	-	-	3,300,000
SGR040 - Light Rail Vehicle Overhaul Program	31,881,000	-	25,505,000	-	-	-	-	6,376,000
SGR047 - Light Rail Stray Current Control	2,500,000	-	-	-	-	-	-	2,500,000
SGR353 - Locomotive Engine Overhaul	2,800,000	-	2,604,000	-	-	-	-	196,000
SGR359 - Bridge Rehabilitation & Maintenance	2,460,000	-	-	-	-	-	-	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	18,100,000	-	14,480,000	-	-	-	-	3,620,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab	61,500,000	-	49,200,000	-	-	-	-	12,300,000
SGR393 - Grade Crossing Replacement Program	12,000,000	-	9,600,000	-	-	-	-	2,400,000
SGR397 - Traction Power Substation Component Replacement	1,000,000	-	800,000	-	-	-	-	200,000
SGR398 - Overhead Catenary System Rehab and Replacement	17,587,000	-	14,070,000	-	-	-	-	3,517,000
SGR401 - Ballast and Tie replacement	1,500,000	-	-	-	-	-	-	1,500,000
SGR403 - Train Control Rehab & Replacement	32,000,000	-	25,600,000	-	-	-	-	6,400,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	25,000,000	-	20,000,000	-	-	-	-	5,000,000
SGR407 - Bus Stop Enhancements for ADA-compliance	10,705,000	-	-	-	-	-	-	10,705,000
SGR408 - UTA End of Line (EOL) Enhancements	4,435,000	-	3,548,000	-	-	-	-	887,000
SGR409 - UTA Operator Restrooms	9,901,000	-	-	-	-	-	-	9,901,000
SGR410 - Wayside Fiber Rehab/Replacement	3,452,000	-	2,762,000	-	-	-	-	690,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	1,900,000	-	1,520,000	-	-	-	-	380,000
SGR413 - Traction Power Substation Building Rehab	1,100,000	-	880,000	-	-	-	-	220,000
SGR414 - Rail Grinding	5,200,000	-	-	-	-	-	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	-	-	130,000
Enterprise Strategy	29,066,000	-	4,160,000	-	-	-	-	24,906,000
ICI001 - Passenger Station Information Sign Replacement	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	150,000	-	-	-	-	-	-	150,000
ICI179 - Network Infrastructure Equipment & Software	3,500,000	-	-	-	-	-	-	3,500,000
ICI186 - In-House Application Development	750,000	-	-	-	-	-	-	750,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	1,930,000	-	-	-	-	-	-	1,930,000

## UTA 2026-2030 Five Year Plan - Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	4,380,000	-	-	-	-	-	-	4,380,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	-	-	-	-	-	-	1,750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	5,200,000	-	4,160,000	-	-	-	-	1,040,000
ICI230 - EAM/WM/RISC (Trapeze)	5,536,000	-	-	-	-	-	-	5,536,000
ICI232 - Trapeze PassWeb for Special Services	245,000	-	-	-	-	-	-	245,000
ICI233 - Technology Systems- State of Good Repair	775,000	-	-	-	-	-	-	775,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	3,500,000	-	-	-	-	-	-	3,500,000
<b>Executive Director (Safety)</b>	<b>5,012,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,012,000</b>
FMA604 - Safety General Projects	600,000	-	-	-	-	-	-	600,000
FMA645 - Security Camera Sustainability	3,031,000	-	-	-	-	-	-	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	661,000	-	-	-	-	-	-	661,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	100,000	-	-	-	-	-	-	100,000
<b>Finance</b>	<b>74,488,000</b>	<b>-</b>	<b>18,174,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,826,000</b>	<b>52,488,000</b>
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	1,718,000	-	1,718,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	322,000	-	-	-	-	-	-	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	8,167,000	-	-	-	-	2,042,000
ICI234 - Coordinated Mobility IT Support	252,000	-	252,000	-	-	-	-	-
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	100,000	-	69,000	-	-	-	25,000	6,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	275,000	-	200,000	-	-	-	72,000	3,000
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	175,000	-	128,000	-	-	-	44,000	3,000
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-01	20,000	-	20,000	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	105,000	-	105,000	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	5,000	-	5,000	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	15,000	-	12,000	-	-	-	3,000	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	900,000	-	611,000	-	-	-	240,000	49,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	320,000	-	223,000	-	-	-	95,000	2,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	450,000	-	332,000	-	-	-	90,000	28,000
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	1,303,000	-	885,000	-	-	-	415,000	3,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	-	2,179,000	-	-	-	1,181,000	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	3,262,000	-	2,116,000	-	-	-	1,146,000	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	1,054,000	-	732,000	-	-	-	322,000	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	643,000	-	420,000	-	-	-	193,000	30,000
MSP999 - Capital Contingency	25,000,000	-	-	-	-	-	-	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	-	25,000,000
<b>Operations</b>	<b>51,382,000</b>	<b>-</b>	<b>25,631,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25,751,000</b>
FMA543 - Police Vehicle Replacement/Expansion	4,765,000	-	3,811,000	-	-	-	-	954,000
FMA652 - Facilities Equipment Replacement	7,600,000	-	4,800,000	-	-	-	-	2,800,000
FMA653 - Facilities Rehab/Replacement	4,558,000	-	-	-	-	-	-	4,558,000
FMA672 - Park & Ride Rehab/Replacement	2,400,000	-	-	-	-	-	-	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	2,355,000	-	-	-	-	-	-	2,355,000
FMA684 - Police Equipment	1,725,000	-	1,380,000	-	-	-	-	345,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	2,210,000	-	1,600,000	-	-	-	-	610,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	2,105,000	-	-	-	-	-	-	2,105,000

## UTA 2026-2030 Five Year Plan - Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
FMA704 - Mt Ogden Maintenance Building Floor Restoration	939,000	-	-	-	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	2,200,000	-	-	-	-	-	-	2,200,000
SGR416 - Light Rail Vehicle Collision Avoidance System	17,550,000	-	14,040,000	-	-	-	-	3,510,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	2,975,000	-	-	-	-	-	-	2,975,000
People	50,000	-	-	-	-	-	-	50,000
FMA705 - HEP Training Engine Power Bank for Maintenance Training	50,000	-	-	-	-	-	-	50,000
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	8,163,000	-	-	-	-	-	-	8,163,000
MSP198 - Customer Experience and Wayfinding Plan	3,000,000	-	-	-	-	-	-	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	2,713,000	-	-	-	-	-	-	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	500,000	-	-	-	-	-	-	500,000
MSP294 - Planning Studies	1,500,000	-	-	-	-	-	-	1,500,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	150,000	-	-	-	-	-	-	150,000
MSP330 - 2026 Microtransit Vehicle Upfitting	300,000	-	-	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
<b>Grand Total</b>	<b>1,069,129,000</b>	<b>169,704,000</b>	<b>344,262,000</b>	<b>158,799,000</b>	<b>30,664,000</b>	<b>61,080,000</b>	<b>27,353,000</b>	<b>277,267,000</b>

## 2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	276,763,000	47,285,000	88,086,000	36,714,000	14,622,000	31,050,000	9,652,000	49,354,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	-	-	-	-	-	-	1,190,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	1,540,000	-	-	-	-	470,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	240,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	-	1,116,000	-	-	-	-	279,000
FMA700 - Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station	400,000	-	100,000	-	-	-	-	300,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	3,255,000	-	-	-	-	245,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	-	464,000	-	-	3,929,000	536,000	71,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	-	-	-	-	-	-	1,500,000
MSP216 - Point of the Mountain Transit	231,000	-	-	-	-	231,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	6,856,000	-	-	-	6,856,000	-	-	-
MSP253 - MVX BRT	31,715,000	-	21,292,000	-	3,615,000	6,808,000	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	11,062,000	3,274,000	7,788,000	-	-	-	-	-
MSP259 - S-Line Extension	30,086,000	-	-	-	3,451,000	16,848,000	6,031,000	3,756,000
MSP260 - 5600 West Bus Route	3,200,000	-	1,766,000	-	-	1,434,000	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	1,662,000	-	-	-	-	-	-	1,662,000
MSP264 - FrontRunner South Extension	2,300,000	-	-	-	-	1,800,000	500,000	-
MSP265 - Program Management Support	4,000,000	-	-	-	-	-	-	4,000,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	-	-	7,250,000
MSP271 - Maintenance of Way Department Training Yard	2,500,000	-	-	-	-	-	-	2,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000

## 2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	-	2,976,000	-	-	-	-	224,000
MSP287 - UVX BRT 900 East Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	-	-	-	-	-	-	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	400,000	-	-	-	-	-	-	400,000
MSP325 - 200 South-Phase III-Transit Signal Priority	1,285,000	-	600,000	-	-	-	685,000	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900 S	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	9,000	-	-	-	-	-	-	9,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Bus Replacement	16,634,000	-	-	16,634,000	-	-	-	-
REV211 - Revenue Bus Replacement	16,580,000	-	-	16,480,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	44,011,000	10,311,000	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	150,000	-	-	-	-	-	-	150,000
REV242 - Non-Revenue Specialty Vehicle Replacement	500,000	-	-	-	-	-	-	500,000
REV243 - Low/No CNG Bus Procurement	1,000	-	-	-	-	-	-	1,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,050,000	-	-	-	-	-	-	1,050,000
SGR040 - Light Rail Vehicle Overhaul Program	10,500,000	-	8,400,000	-	-	-	-	2,100,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	2,800,000	-	2,604,000	-	-	-	-	196,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	-	-	-	-	-	-	440,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	-	5,000,000	-	-	-	-	1,250,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,000,000	-	1,600,000	-	-	-	-	400,000
SGR397 - Traction Power Substation Component Replacement	1,000,000	-	800,000	-	-	-	-	200,000
SGR398 - Overhead Catenary System Rehab and Replacement	4,462,000	-	3,570,000	-	-	-	-	892,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR407 - Bus Stop Enhancements for ADA-compliance	2,590,000	-	-	-	-	-	-	2,590,000
SGR408 - UTA End of Line (EOL) Enhancements	1,115,000	-	892,000	-	-	-	-	223,000
SGR409 - UTA Operator Restrooms	1,555,000	-	-	-	-	-	-	1,555,000
SGR410 - Wayside Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	-	140,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	1,900,000	-	1,520,000	-	-	-	-	380,000
SGR413 - Traction Power Substation Building Rehab	100,000	-	80,000	-	-	-	-	20,000
SGR414 - Rail Grinding	-	-	-	-	-	-	-	-

## 2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	-	-	130,000
Enterprise Strategy	17,051,000	-	4,160,000	-	-	-	-	12,891,000
ICI001 - Passenger Station Information Sign Replacement	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	1,200,000	-	-	-	-	-	-	1,200,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	475,000	-	-	-	-	-	-	475,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	-	-	-	-	-	-	1,750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	5,200,000	-	4,160,000	-	-	-	-	1,040,000
ICI230 - EAM/WM/RISC (Trapeze)	5,356,000	-	-	-	-	-	-	5,356,000
ICI232 - Trapeze PassWeb for Special Services	145,000	-	-	-	-	-	-	145,000
ICI233 - Technology Systems- State of Good Repair	175,000	-	-	-	-	-	-	175,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	1,485,000	-	-	-	-	-	-	1,485,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	645,000	-	-	-	-	-	-	645,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	-	-	-	-	-	-	-	-
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	100,000	-	-	-	-	-	-	100,000
Finance	32,646,000	-	16,589,000	-	-	-	3,826,000	12,231,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	322,000	-	322,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	-	-	-	-	-	-	65,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	8,167,000	-	-	-	-	2,042,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022 UT-	100,000	-	69,000	-	-	-	25,000	6,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-026	275,000	-	200,000	-	-	-	72,000	3,000
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	175,000	-	128,000	-	-	-	44,000	3,000
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	20,000	-	20,000	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021 UT-	105,000	-	105,000	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	5,000	-	5,000	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	15,000	-	12,000	-	-	-	3,000	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-004	900,000	-	611,000	-	-	-	240,000	49,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-018	320,000	-	223,000	-	-	-	95,000	2,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	450,000	-	332,000	-	-	-	90,000	28,000
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	1,303,000	-	885,000	-	-	-	415,000	3,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	-	2,179,000	-	-	-	1,181,000	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	3,262,000	-	2,116,000	-	-	-	1,146,000	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	1,054,000	-	732,000	-	-	-	322,000	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	643,000	-	420,000	-	-	-	193,000	30,000

## 2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	8,974,000	-	2,868,000	-	-	-	-	6,106,000
FMA543 - Police Vehicle Replacement/Expansion	1,138,000	-	910,000	-	-	-	-	228,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	1,253,000	-	-	-	-	-	-	1,253,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	-	-	-	-	-	-	560,000
FMA684 - Police Equipment	275,000	-	220,000	-	-	-	-	55,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	233,000	-	18,000	-	-	-	-	215,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System Re	5,000	-	-	-	-	-	-	5,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	1,600,000	-	-	-	-	-	-	1,600,000
SGR416 - Light Rail Vehicle Collision Avoidance System	150,000	-	120,000	-	-	-	-	30,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	1,280,000	-	-	-	-	-	-	1,280,000
People	50,000	-	-	-	-	-	-	50,000
FMA705 - HEP Training Engine Power Bank for Maintenance Training	50,000	-	-	-	-	-	-	50,000
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	2,244,000	-	-	-	-	-	-	2,244,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	-	-	-	-	-	-	933,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	-	-	-	-	-	-	11,000
MSP330 - 2026 Microtransit Vehicle Upfitting	300,000	-	-	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
<b>Grand Total</b>	<b>339,213,000</b>	<b>47,285,000</b>	<b>111,703,000</b>	<b>36,714,000</b>	<b>14,622,000</b>	<b>31,050,000</b>	<b>13,478,000</b>	<b>84,361,000</b>

## 2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -		Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local	
			Award Executed- Rounded	Sum of Lease- Rounded			Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	219,471,000	24,915,000	78,076,000	40,556,000	8,856,000	23,380,000	9,300,000	34,388,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	1,040,000	-	-	-	-	-	-	1,040,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Bus Charging Infrastructure	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698 - Midvale RSC Operations work space and amenity remodel	589,000	-	-	-	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	3,008,000	-	2,406,000	-	-	-	-	602,000
FMA700 - Elevator Replacements- Farmington Station	50,000	-	40,000	-	-	-	-	10,000
FMA701 - Escalators Replacement- North Temple Station	4,250,000	-	800,000	-	-	-	-	3,450,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP185 - OGX BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	21,618,000	-	4,780,000	-	-	10,596,000	5,515,000	727,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	8,156,000	-	-	-	8,156,000	-	-	-
MSP253 - MVX BRT	3,681,000	-	-	-	-	3,681,000	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	15,500,000	15,500,000	-	-	-	-	-	-
MSP259 - S-Line Extension	1,285,000	-	-	-	-	1,285,000	-	-
MSP260 - 5600 West Bus Route	17,000,000	-	9,382,000	-	-	7,618,000	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	-	-	-	-	-	-	-	-
MSP263 - Transit Oriented Development Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - Maintenance of Way Department Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-

## 2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -				Sum of Local	
			Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Partner- Rounded	Sum of UTA Local- Rounded
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots (x2)	-	-	-	-	-	-	-	-
MSP287 - UVX BRT 900 East Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 2X - The Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	1,600,000	-	-	-	-	-	-	1,600,000
MSP325 - 200 South-Phase III-Transit Signal Priority	2,785,000	-	1,200,000	-	-	-	1,585,000	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Bus Replacement	9,002,000	-	-	9,002,000	-	-	-	-
REV211 - Revenue Bus Replacement	24,857,000	-	-	24,757,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	18,830,000	9,415,000	9,415,000	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Non-Revenue Specialty Vehicle Replacement	1,000,000	-	-	-	-	-	-	1,000,000
REV243 - Low/No CNG Bus Procurement	21,309,000	-	18,112,000	3,197,000	-	-	-	-
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,200,000	-	-	-	-	-	-	1,200,000
SGR040 - Light Rail Vehicle Overhaul Program	8,919,000	-	7,135,000	-	-	-	-	1,784,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	460,000	-	-	-	-	-	-	460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	2,250,000	-	1,800,000	-	-	-	-	450,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab	8,500,000	-	6,800,000	-	-	-	-	1,700,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - Traction Power Substation Component Replacement	-	-	-	-	-	-	-	-
SGR398 - Overhead Catenary System Rehab and Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	5,600,000	-	4,480,000	-	-	-	-	1,120,000
SGR407 - Bus Stop Enhancements for ADA-compliance	3,160,000	-	-	-	-	-	-	3,160,000
SGR408 - UTA End of Line (EOL) Enhancements	1,600,000	-	1,280,000	-	-	-	-	320,000
SGR409 - UTA Operator Restrooms	2,656,000	-	-	-	-	-	-	2,656,000
SGR410 - Wayside Fiber Rehab/Replacement	682,000	-	546,000	-	-	-	-	136,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	-	-	-	-	-	-	-	-

## 2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -		Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local	
			Award Executed- Rounded	Sum of Lease- Rounded			Partner- Rounded	Sum of UTA Local- Rounded
SGR413 - Traction Power Substation Building Rehab	1,000,000	-	800,000	-	-	-	-	200,000
SGR414 - Rail Grinding	1,300,000	-	-	-	-	-	-	1,300,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	-	-	-	-	-	-	-	-
Enterprise Strategy	2,555,000	-	-	-	-	-	-	2,555,000
ICI001 - Passenger Station Information Sign Replacement	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	800,000	-	-	-	-	-	-	800,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	150,000	-	-	-	-	-	-	150,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	300,000	-	-	-	-	-	-	300,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230 - EAM/WM/RISC (Trapeze)	180,000	-	-	-	-	-	-	180,000
ICI232 - Trapeze PassWeb for Special Services	100,000	-	-	-	-	-	-	100,000
ICI233 - Technology Systems- State of Good Repair	125,000	-	-	-	-	-	-	125,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	843,000	-	-	-	-	-	-	843,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	636,000	-	-	-	-	-	-	636,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Electrical Arc Flash Hazard Analysis	87,000	-	-	-	-	-	-	87,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	-	-	-	-	-	-	-	-
Finance	10,518,000	-	395,000	-	-	-	-	10,123,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	332,000	-	332,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	123,000	-	-	-	-	-	-	123,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	-	-	-	-	-	-	-	-
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	-	-	-	-	-	-	-	-
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	-	-	-	-	-	-	-	-
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	-	-	-	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	-	-	-	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	-	-	-	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/C	-	-	-	-	-	-	-	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	-	-	-	-	-	-	-	-
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	-	-	-	-	-	-	-	-
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	-	-	-	-	-	-	-	-
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	-	-	-	-	-	-	-	-
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	-	-	-	-	-	-	-	-

## 2027 Details

Office/Projects	Sum of Grants -							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	-	-	-	-	-	-	-	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	-	-	-	-	-	-	-	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
<b>Operations</b>	<b>15,328,000</b>	<b>-</b>	<b>6,619,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,709,000</b>
FMA543 - Police Vehicle Replacement/Expansion	1,172,000	-	937,000	-	-	-	-	235,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	890,000	-	-	-	-	-	-	890,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	495,000	-	-	-	-	-	-	495,000
FMA684 - Police Equipment	275,000	-	220,000	-	-	-	-	55,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	1,977,000	-	1,582,000	-	-	-	-	395,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	2,100,000	-	-	-	-	-	-	2,100,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	939,000	-	-	-	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	600,000	-	-	-	-	-	-	600,000
SGR416 - Light Rail Vehicle Collision Avoidance System	2,850,000	-	2,280,000	-	-	-	-	570,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	1,550,000	-	-	-	-	-	-	1,550,000
<b>People</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
FMA705 - HEP Training Engine Power Bank for Maintenance Training	-	-	-	-	-	-	-	-
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
<b>Planning &amp; Engagement</b>	<b>1,509,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,509,000</b>
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	64,000	-	-	-	-	-	-	64,000
MSP330 - 2026 Microtransit Vehicle Upfitting	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
<b>Grand Total</b>	<b>250,224,000</b>	<b>24,915,000</b>	<b>85,090,000</b>	<b>40,556,000</b>	<b>8,856,000</b>	<b>23,380,000</b>	<b>9,300,000</b>	<b>58,127,000</b>

## 2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	180,425,000	52,117,000	64,457,000	25,528,000	3,093,000	3,525,000	3,033,000	28,672,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	540,000	-	-	-	-	-	-	540,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Bus Charging Infrastructure	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698 - Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	3,008,000	-	2,406,000	-	-	-	-	602,000
FMA700 - Elevator Replacements- Farmington Station	600,000	-	480,000	-	-	-	-	120,000
FMA701 - Escalators Replacement- North Temple Station	-	-	-	-	-	-	-	-
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	500,000	-	-	-	-	-	500,000	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP185 - OGX BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	4,860,000	-	957,000	-	-	2,652,000	1,105,000	146,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	10,000	-	-	-	-	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	2,693,000	-	-	-
MSP253 - MVX BRT	-	-	-	-	-	-	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	2,738,000	2,738,000	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	1,500,000	-	827,000	-	-	673,000	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	-	-	-	-	-	-	-	-
MSP263 - Transit Oriented Development Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - Maintenance of Way Department Training Yard	-	-	-	-	-	-	-	-

## 2028 Details

Office/Projects	Sum of Grants -						Sum of	Sum of UTA
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Local Partner- Rounded	Local- Rounded
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots (x2)	-	-	-	-	-	-	-	-
MSP287 - UVX BRT 900 East Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 2X - The Point Improvements	-	-	-	-	-	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	410,000	-	-	-	-	-	-	410,000
MSP325 - 200 South-Phase III-Transit Signal Priority	428,000	-	200,000	-	-	-	228,000	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Bus Replacement	8,140,000	-	-	8,140,000	-	-	-	-
REV211 - Revenue Bus Replacement	13,888,000	-	-	13,788,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	68,153,000	49,379,000	18,774,000	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Non-Revenue Specialty Vehicle Replacement	1,000,000	-	-	-	-	-	-	1,000,000
REV243 - Low/No CNG Bus Procurement	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	1,000	-	-	-	-	-	-	1,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,050,000	-	-	-	-	-	-	1,050,000
SGR040 - Light Rail Vehicle Overhaul Program	6,801,000	-	5,441,000	-	-	-	-	1,360,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	500,000	-	-	-	-	-	-	500,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	3,250,000	-	2,600,000	-	-	-	-	650,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab	20,000,000	-	16,000,000	-	-	-	-	4,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - Traction Power Substation Component Replacement	-	-	-	-	-	-	-	-
SGR398 - Overhead Catenary System Rehab and Replacement	3,625,000	-	2,900,000	-	-	-	-	725,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	6,700,000	-	5,360,000	-	-	-	-	1,340,000
SGR407 - Bus Stop Enhancements for ADA-compliance	1,572,000	-	-	-	-	-	-	1,572,000
SGR408 - UTA End of Line (EOL) Enhancements	585,000	-	468,000	-	-	-	-	117,000
SGR409 - UTA Operator Restrooms	1,920,000	-	-	-	-	-	-	1,920,000
SGR410 - Wayside Fiber Rehab/Replacement	680,000	-	544,000	-	-	-	-	136,000

## 2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	-	-	-	-	-	-	-	-
SGR413 - Traction Power Substation Building Rehab	-	-	-	-	-	-	-	-
SGR414 - Rail Grinding	2,600,000	-	-	-	-	-	-	2,600,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	-	-	-	-	-	-	-	-
Enterprise Strategy	3,435,000	-	-	-	-	-	-	3,435,000
ICI001 - Passenger Station Information Sign Replacement	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	260,000	-	-	-	-	-	-	260,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	1,600,000	-	-	-	-	-	-	1,600,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230 - EAM/WM/RISC (Trapeze)	-	-	-	-	-	-	-	-
ICI232 - Trapeze PassWeb for Special Services	-	-	-	-	-	-	-	-
ICI233 - Technology Systems- State of Good Repair	175,000	-	-	-	-	-	-	175,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	907,000	-	-	-	-	-	-	907,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	500,000	-	-	-	-	-	-	500,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Electrical Arc Flash Hazard Analysis	287,000	-	-	-	-	-	-	287,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	-	-	-	-	-	-	-	-
Finance	10,445,000	-	405,000	-	-	-	-	10,040,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	342,000	-	342,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	40,000	-	-	-	-	-	-	40,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	-	-	-	-	-	-	-	-
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	-	-	-	-	-	-	-	-
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	-	-	-	-	-	-	-	-
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	-	-	-	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	-	-	-	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	-	-	-	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/C	-	-	-	-	-	-	-	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	-	-	-	-	-	-	-	-

## 2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	-	-	-	-	-	-	-	-
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	-	-	-	-	-	-	-	-
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	-	-	-	-	-	-	-	-
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	-	-	-	-	-	-	-	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	-	-	-	-	-	-	-	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	-	-	-	-	-	-	-	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
<b>Operations</b>	<b>11,200,000</b>	<b>-</b>	<b>7,240,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,960,000</b>
FMA543 - Police Vehicle Replacement/Expansion	725,000	-	580,000	-	-	-	-	145,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	1,025,000	-	-	-	-	-	-	1,025,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA684 - Police Equipment	475,000	-	380,000	-	-	-	-	95,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	-	-	-	-	-	-	-	-
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	-	-	-	-	-	-	-	-
SGR416 - Light Rail Vehicle Collision Avoidance System	5,850,000	-	4,680,000	-	-	-	-	1,170,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	145,000	-	-	-	-	-	-	145,000
<b>People</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
FMA705 - HEP Training Engine Power Bank for Maintenance Training	-	-	-	-	-	-	-	-
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
<b>Planning &amp; Engagement</b>	<b>1,520,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,520,000</b>
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	75,000	-	-	-	-	-	-	75,000
MSP330 - 2026 Microtransit Vehicle Upfitting	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
<b>Grand Total</b>	<b>207,932,000</b>	<b>52,117,000</b>	<b>72,102,000</b>	<b>25,528,000</b>	<b>3,093,000</b>	<b>3,525,000</b>	<b>3,033,000</b>	<b>48,534,000</b>

## 2029 Details

Office/Projects	Sum of Grants -						Sum of	Sum of UTA
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Local Partner- Rounded	Local- Rounded
Capital Services	142,615,000	40,697,000	38,617,000	29,640,000	3,393,000	974,000	1,521,000	27,773,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	500,000	-	-	-	-	-	-	500,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Bus Charging Infrastructure	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698 - Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,613,000	-	1,290,000	-	-	-	-	323,000
FMA700 - Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station	-	-	-	-	-	-	-	-
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP185 - OGX BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	1,415,000	-	278,000	-	-	774,000	321,000	42,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	10,000	-	-	-	-	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	2,693,000	-	-	-
MSP253 - MVX BRT	-	-	-	-	-	-	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	-	-	-	-	-	-	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	-	-	-	-	-	-	-	-
MSP263 - Transit Oriented Development Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - Maintenance of Way Department Training Yard	-	-	-	-	-	-	-	-

## 2029 Details

Office/Projects	Sum of Grants -						Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots (x2)	-	-	-	-	-	-	-	-
MSP287 - UVX BRT 900 East Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 2X - The Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	10,000	-	-	-	-	-	-	10,000
MSP325 - 200 South-Phase III-Transit Signal Priority	-	-	-	-	-	-	-	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	11,000	-	-	-	-	-	-	11,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	11,000	-	-	-	-	-	-	11,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,500,000	-	-	2,500,000	-	-	-	-
REV209 - Paratransit Bus Replacement	-	-	-	-	-	-	-	-
REV211 - Revenue Bus Replacement	25,640,000	-	-	25,540,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	40,697,000	40,697,000	-	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Non-Revenue Specialty Vehicle Replacement	1,000,000	-	-	-	-	-	-	1,000,000
REV243 - Low/No CNG Bus Procurement	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	3,406,000	-	-	-	-	-	-	3,406,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
SGR040 - Light Rail Vehicle Overhaul Program	3,661,000	-	2,929,000	-	-	-	-	732,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	520,000	-	-	-	-	-	-	520,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	5,100,000	-	4,080,000	-	-	-	-	1,020,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab	15,000,000	-	12,000,000	-	-	-	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - Traction Power Substation Component Replacement	-	-	-	-	-	-	-	-
SGR398 - Overhead Catenary System Rehab and Replacement	5,000,000	-	4,000,000	-	-	-	-	1,000,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	6,900,000	-	5,520,000	-	-	-	-	1,380,000
SGR407 - Bus Stop Enhancements for ADA-compliance	1,565,000	-	-	-	-	-	-	1,565,000
SGR408 - UTA End of Line (EOL) Enhancements	585,000	-	468,000	-	-	-	-	117,000
SGR409 - UTA Operator Restrooms	1,885,000	-	-	-	-	-	-	1,885,000
SGR410 - Wayside Fiber Rehab/Replacement	690,000	-	552,000	-	-	-	-	138,000

## 2029 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	-	-	-	-	-	-	-	-
SGR413 - Traction Power Substation Building Rehab	-	-	-	-	-	-	-	-
SGR414 - Rail Grinding	1,300,000	-	-	-	-	-	-	1,300,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	-	-	-	-	-	-	-	-
Enterprise Strategy	2,875,000	-	-	-	-	-	-	2,875,000
ICI001 - Passenger Station Information Sign Replacement	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	-	-	-	-	-	-	-	-
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	495,000	-	-	-	-	-	-	495,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	880,000	-	-	-	-	-	-	880,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230 - EAM/WM/RISC (Trapeze)	-	-	-	-	-	-	-	-
ICI232 - Trapeze PassWeb for Special Services	-	-	-	-	-	-	-	-
ICI233 - Technology Systems- State of Good Repair	150,000	-	-	-	-	-	-	150,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	1,007,000	-	-	-	-	-	-	1,007,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	600,000	-	-	-	-	-	-	600,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Electrical Arc Flash Hazard Analysis	287,000	-	-	-	-	-	-	287,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	-	-	-	-	-	-	-	-
Finance	10,484,000	-	415,000	-	-	-	-	10,069,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	352,000	-	352,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	69,000	-	-	-	-	-	-	69,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	-	-	-	-	-	-	-	-
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	-	-	-	-	-	-	-	-
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	-	-	-	-	-	-	-	-
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	-	-	-	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	-	-	-	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	-	-	-	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/C	-	-	-	-	-	-	-	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	-	-	-	-	-	-	-	-
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	-	-	-	-	-	-	-	-

## 2029 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	-	-	-	-	-	-	-	-
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	-	-	-	-	-	-	-	-
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	-	-	-	-	-	-	-	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	-	-	-	-	-	-	-	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	-	-	-	-	-	-	-	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
<b>Operations</b>	<b>9,080,000</b>	<b>-</b>	<b>5,424,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,656,000</b>
FMA543 - Police Vehicle Replacement/Expansion	730,000	-	584,000	-	-	-	-	146,000
FMA652 - Facilities Equipment Replacement	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	720,000	-	-	-	-	-	-	720,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	300,000	-	-	-	-	-	-	300,000
FMA684 - Police Equipment	350,000	-	280,000	-	-	-	-	70,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	-	-	-	-	-	-	-	-
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	-	-	-	-	-	-	-	-
SGR416 - Light Rail Vehicle Collision Avoidance System	5,700,000	-	4,560,000	-	-	-	-	1,140,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	-	-	-	-	-	-	-	-
<b>People</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
FMA705 - HEP Training Engine Power Bank for Maintenance Training	-	-	-	-	-	-	-	-
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
<b>Planning &amp; Engagement</b>	<b>1,445,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,445,000</b>
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	-	-	-	-	-	-	-	-
MSP330 - 2026 Microtransit Vehicle Upfitting	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
<b>Grand Total</b>	<b>167,506,000</b>	<b>40,697,000</b>	<b>44,456,000</b>	<b>29,640,000</b>	<b>3,393,000</b>	<b>974,000</b>	<b>1,521,000</b>	<b>46,825,000</b>

## 2030 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award				Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
			Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
Capital Services	81,694,000	4,690,000	27,061,000	26,361,000	700,000	2,151,000	21,000	20,710,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	500,000	-	-	-	-	-	-	500,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Bus Charging Infrastructure	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698 - Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	-	-	-	-	-	-	-	-
FMA700 - Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station	-	-	-	-	-	-	-	-
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP185 - OGX BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	94,000	-	21,000	-	-	49,000	21,000	3,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	2,102,000	-	-	-	-	2,102,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	10,000	-	-	-	-	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	-	-	-	-	-	-	-	-
MSP253 - MVX BRT	-	-	-	-	-	-	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	-	-	-	-	-	-	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	-	-	-	-	-	-	-	-
MSP263 - Transit Oriented Development Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	-	-	-	-	-	-	-	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-

## 2030 Details

Office/Projects	Sum of Grants - Award						Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
MSP271 - Maintenance of Way Department Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots (x2)	-	-	-	-	-	-	-	-
MSP287 - UVX BRT 900 East Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 2X - The Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	10,000	-	-	-	-	-	-	10,000
MSP325 - 200 South-Phase III-Transit Signal Priority	-	-	-	-	-	-	-	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	87,000	-	-	-	-	-	-	87,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	94,000	-	-	-	-	-	-	94,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Bus Replacement	-	-	-	-	-	-	-	-
REV211 - Revenue Bus Replacement	22,861,000	-	-	22,761,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	4,690,000	4,690,000	-	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Non-Revenue Specialty Vehicle Replacement	1,000,000	-	-	-	-	-	-	1,000,000
REV243 - Low/No CNG Bus Procurement	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
SGR040 - Light Rail Vehicle Overhaul Program	2,000,000	-	1,600,000	-	-	-	-	400,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	540,000	-	-	-	-	-	-	540,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	1,250,000	-	1,000,000	-	-	-	-	250,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab	15,000,000	-	12,000,000	-	-	-	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - Traction Power Substation Component Replacement	-	-	-	-	-	-	-	-
SGR398 - Overhead Catenary System Rehab and Replacement	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,000,000	-	4,800,000	-	-	-	-	1,200,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	3,300,000	-	2,640,000	-	-	-	-	660,000
SGR407 - Bus Stop Enhancements for ADA-compliance	1,818,000	-	-	-	-	-	-	1,818,000
SGR408 - UTA End of Line (EOL) Enhancements	550,000	-	440,000	-	-	-	-	110,000

## 2030 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award				Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
			Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
SGR409 - UTA Operator Restrooms	1,885,000	-	-	-	-	-	-	1,885,000
SGR410 - Wayside Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	-	140,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	-	-	-	-	-	-	-	-
SGR413 - Traction Power Substation Building Rehab	-	-	-	-	-	-	-	-
SGR414 - Rail Grinding	-	-	-	-	-	-	-	-
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	-	-	-	-	-	-	-	-
Enterprise Strategy	3,150,000	-	-	-	-	-	-	3,150,000
ICI001 - Passenger Station Information Sign Replacement	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	-	-	-	-	-	-	-	-
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	550,000	-	-	-	-	-	-	550,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	1,100,000	-	-	-	-	-	-	1,100,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230 - EAM/WM/RISC (Trapeze)	-	-	-	-	-	-	-	-
ICI232 - Trapeze PassWeb for Special Services	-	-	-	-	-	-	-	-
ICI233 - Technology Systems- State of Good Repair	150,000	-	-	-	-	-	-	150,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	770,000	-	-	-	-	-	-	770,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	650,000	-	-	-	-	-	-	650,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Electrical Arc Flash Hazard Analysis	-	-	-	-	-	-	-	-
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	-	-	-	-	-	-	-	-
Finance	10,395,000	-	370,000	-	-	-	-	10,025,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	370,000	-	370,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	25,000	-	-	-	-	-	-	25,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	-	-	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	-	-	-	-	-	-	-	-
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	-	-	-	-	-	-	-	-
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	-	-	-	-	-	-	-	-
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-01	-	-	-	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	-	-	-	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	-	-	-	-	-	-	-	-

## 2030 Details

Office/Projects	Sum of Grants - Award							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/	-	-	-	-	-	-	-	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	-	-	-	-	-	-	-	-
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	-	-	-	-	-	-	-	-
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	-	-	-	-	-	-	-	-
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	-	-	-	-	-	-	-	-
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	-	-	-	-	-	-	-	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	-	-	-	-	-	-	-	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	-	-	-	-	-	-	-	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	6,800,000	-	3,480,000	-	-	-	-	3,320,000
FMA543 - Police Vehicle Replacement/Expansion	1,000,000	-	800,000	-	-	-	-	200,000
FMA652 - Facilities Equipment Replacement	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	670,000	-	-	-	-	-	-	670,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA684 - Police Equipment	350,000	-	280,000	-	-	-	-	70,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	-	-	-	-	-	-	-	-
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	-	-	-	-	-	-	-	-
SGR416 - Light Rail Vehicle Collision Avoidance System	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	-	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-	-
FMA705 - HEP Training Engine Power Bank for Maintenance Training	-	-	-	-	-	-	-	-
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	-	-	-	-	-	-	-	-
MSP330 - 2026 Microtransit Vehicle Upfitting	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
<b>Grand Total</b>	<b>104,254,000</b>	<b>4,690,000</b>	<b>30,911,000</b>	<b>26,361,000</b>	<b>700,000</b>	<b>2,151,000</b>	<b>21,000</b>	<b>39,420,000</b>