

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

Mission

"We Move You"

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

Vision

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

Strategic Priorities

BOARD STRATEGIC PRIORITIES & SUCCESS OUTCOMES



2026 Budget Overview

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

Our budget is strategic and responsive to changing needs and emerging demands. Locally, Utah's rapid growth creates opportunities and challenges for mobility and connectivity. Transit plays a critical role in addressing key issues such as traffic congestion, commute times, housing accessibility, and air quality. On a regional and state level, economic development and seminal events like the Olympics, create significant opportunities for transit-oriented investments.

Our 2026 budget allocates funds in the most strategic and efficient manner possible, recognizing that the growing demand for transit service exceeds available resources.

The UTA 2026 budget of \$1.0 billion includes \$488 million in operating expenses, \$189 million in debt service expenses and contribution to reserves, and \$332 million in capital investment to fund the provision of safe, convenient, and reliable public transportation services and key investments in Utah's mobility infrastructure. The budget includes contributions from our federal, state, and local partners.



2026 Tentative Operating Budget Highlights



UTA 2026 Capital Budget Highlights

Bus Expansion

- Midvalley Express BRT (MVX)
- 5600 West
- Davis-SLC Connect

Rail Expansion

- S-Line extension

Maintaining a State of Good Repair

- Rehabilitation & replacement of:
 - Light rail vehicles
 - Train control
 - Bus and paratransit vehicles

Building Remodel & Expansion

- Ogden admin building
- TRAX operations and maintenance facility (Jordan River)
- Jordan River training facility



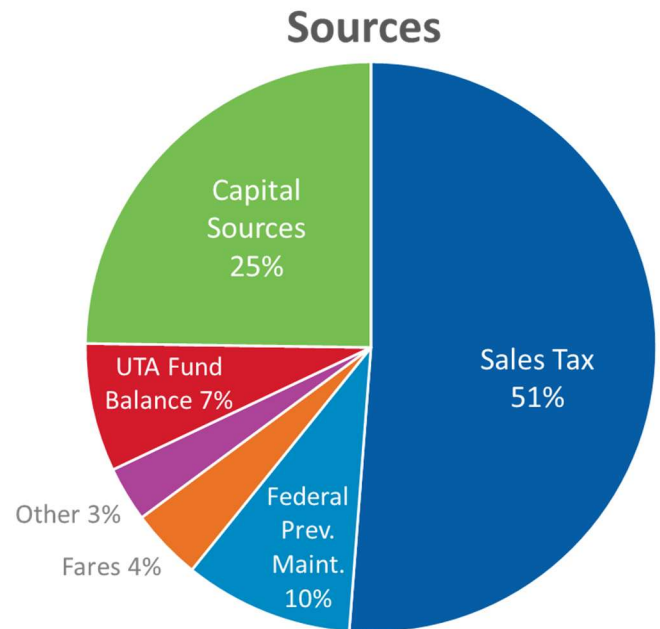
2026 Revenue Summary

UTA's Tentative Budget for 2026 is just over \$1 billion. UTA reports as a single enterprise fund, and all revenues are deposited in the UTA enterprise fund. Within this enterprise fund, UTA maintains two budgets: Operating and Capital. The Operating Budget covers ongoing expenses related to services UTA provides, whereas the Capital Budget accounts for one-time expenses related to building, maintaining, and investing in our transit system.

UTA receives Operating revenues from multiple sources, with a budgeted revenue of \$685 million. Sales tax revenue, totaling \$517 million (51% of total), represents the largest funding source for the 2026 budget. Federal preventive maintenance funds are budgeted at \$97 million (10%) and fares are budgeted at \$41 million (4%) in 2026. Other revenues include, in order of magnitude, investment income, local support, other revenue, advertising, and fees.

In 2026, UTA plans to draw \$73 million from our existing Fund Balance to finance the full 2026 Tentative Budget.

External Capital sources of \$250 million are further described in the Capital Budget Summary.



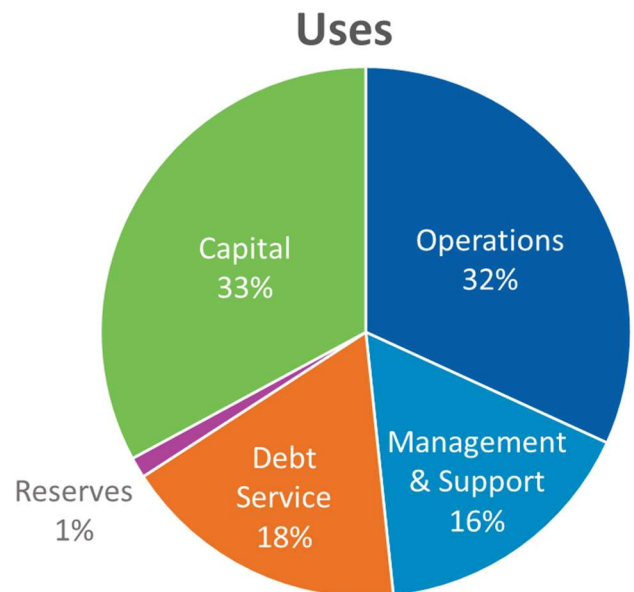
2026 Expense Summary

The 2026 Tentative Budget includes a \$488 million Operating Budget for Operations (32% of total) and Management & Support of the system (16% of total). These functions are represented in dark and light blue on the graph. Operations expenses include, in order of magnitude: bus, light rail, commuter rail, paratransit, vanpool, and microtransit. Management & Support includes planning and capital support, communications, IT, HR, finance, leadership and other admin group expenses.

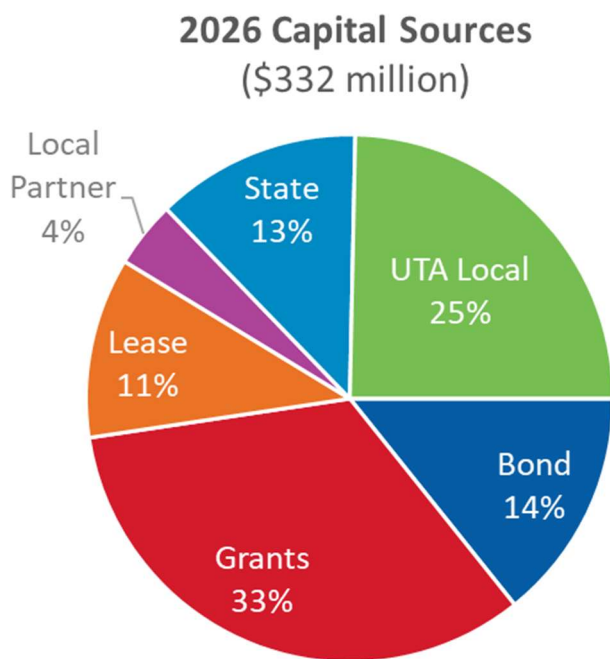
Debt Service expenses of \$177 million (18% of total) are budgeted to repay bond debt from building out rail systems and financing bus, paratransit, and other vehicles.

Contributions to Reserves are required by policy and ensure that we have emergency funding in a variety of scenarios.

Capital uses are further described in the Capital Budget Summary.



Capital Budget Summary



10 Largest Budget Projects
Light Rail Vehicle Replacement
Midvalley Connector
S-Line Extension
Paratransit Replacement
Replacement Buses
Mt. Ogden Admin Bldg. Expansion
Light Rail Vehicle Rehab
Fares Systems Replacement Program
New Maintenance Training Facility
Train Control Rehab & Replacement

UTA receives \$166 million in federal grant, state, and local partner (cities and counties) funding to complete Capital projects. Bond financing for major infrastructure projects and new vehicle acquisition using financing or “lease” revenue brings in another \$84 million of debt-based funding sources. The remaining \$82 million of UTA’s Capital Budget expenses require use of UTA local enterprise funds.

The 10 largest-budget projects in 2026 make up about 60% of the total 2026 Capital Budget of \$332 million.

Ways to Get Involved

Review the complete [2026 Tentative Budget](#) and comment by November 7, 2025.

Submit your feedback in any of the following ways:

- Website comment form: rideuta.com/budget
- Email: hearingofficer@rideuta.com
- Phone: 801-743-3882
- Mailing: Jolisha Branch, c/o Utah Transit Authority, 669 West 200 South, Salt Lake City, UT 84101

Public Hearing & Open House:

- Thursday, October 30, 5-5:30 p.m. Open House, 5:30 p.m. Public Hearing
- Location: 669 West 200 South, Salt Lake City, Utah.
- Join virtually: rideuta.com/Board-of-Trustees/Meetings

Complete information on the 2026 Tentative Budget can be found at rideuta.com/budget.

