



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## Board of Trustees

### MEETING AGENDA

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**Friday, August 15, 2025**

**9:00 AM**

**FrontLines Headquarters**

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#### **Budget Work Session**

The UTA Board of Trustees will meet in person at UTA FrontLines Headquarters (FLHQ) - 669 W. 200 S., Salt Lake City, Utah from 9:00 a.m. to 11:00 a.m. (or when discussion ends).

- 1. Call to Order and Opening Remarks** Chair Carlton Christensen
- 2. Safety First Minute** Alisha Garrett
- 3. Discussion Items**
  - a. 2026 Draft Tentative Budget Work Session Jay Fox  
Kim Shanklin  
Nichol Bourdeaux  
Andres Colman  
Alisha Garrett  
Ann Green-Barton  
Viola Miller  
Jared Scarbrough
- 4. Other Business** Chair Carlton Christensen
  - a. Next Budget Work Session: Friday, August 22, 2025 (Time TBD)
  - b. Next Regular Board Meeting: Wednesday, September 10, 2025 at 9:00 a.m.
- 5. Adjourn** Chair Carlton Christensen

#### **Meeting Information:**

- Special Accommodation: Information related to this meeting is available in alternate formats upon request by contacting [adacompliance@rideuta.com](mailto:adacompliance@rideuta.com) or (801) 287-3536. Requests for accommodations should be made at least two business days in advance of the scheduled meeting.
- Remote viewing of this meeting is not available, but the public may view all meeting proceedings in person. Full audio of the meeting will be available on the Public Notice Website within three days of the meeting.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.
- Public Comment will not be taken during work sessions but may be submitted through alternate means. See below:
  - o Comment online at <https://www.rideuta.com/Board-of-Trustees>
  - o Comment via email at [boardoftrustees@rideuta.com](mailto:boardoftrustees@rideuta.com)
  - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5)



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

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**Board of Trustees**

**Date: 8/15/2025**

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**TO:** Board of Trustees  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Jay Fox, Executive Director  
**PRESENTER(S):** Jay Fox, Executive Director  
Kim Shanklin, Chief of Staff  
Nichol Bourdeaux, Chief Planning and Engagement Officer  
Andres Colman, Chief Operations Officer  
Alisha Garrett, Chief Enterprise Strategy Officer  
Ann Green-Barton, Chief People Officer  
Viola Miller, Chief Financial Officer  
Jared Scarbrough, Acting Chief Capital Services Officer

**TITLE:**

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**2026 Draft Tentative Budget Work Session**

**AGENDA ITEM TYPE:**

Discussion

**RECOMMENDATION:**

Informational item for discussion

**BACKGROUND:**

Board Policy 2.3 Budget and the Utah Public Transit District Act require that the Executive Director of the Authority develop and present the annual Tentative Budget to the Board of Trustees for discussion and approval. Statute also requires that the Executive Director and the Board of Trustees consult with the UTA Local Advisory Council regarding the development and approval of the Authority's annual budget.

**DISCUSSION:**

Executive Director Jay Fox has prepared a Draft Tentative Budget for discussion with the Board of Trustees in preparation for further consultation with the Local Advisory Council and subsequent Board approval. Topics related to and affecting the 2026 Operating and Capital Budgets will be discussed over the course of multiple days of Budget Work Sessions. Topics will include, but are not limited to the following:

- 2026 Annual Service Plan
  - Service Costs Determination
  - 2026-2030 5-Year Capital Plan
  - Capital Technical Budget Adjustments
  - 2026 Budget Overview
  - 2025 Initiatives Update
  - Key Budget Strategies
  - Specific Chief Executive Office Topics
    - Chief Finance Office (including Fares)
    - Chief Planning & Engagement Office
    - Chief Enterprise Strategy Office
- 

**ATTACHMENTS:**

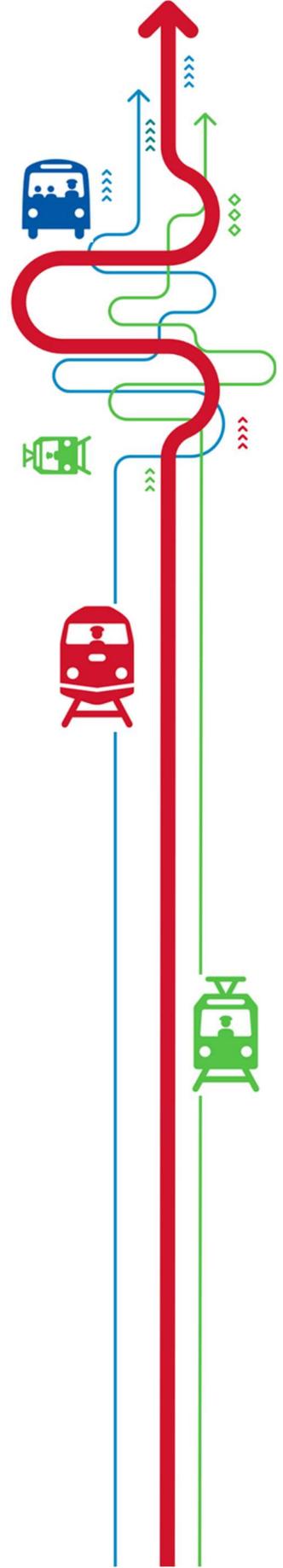
- 2026 Draft Tentative Budget Information Packet

# 2026 Budget

## DRAFT Tentative Binder

8/6/2025 Revision

July 2025



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# Section 1: Introduction

## Message from the Executive Director



Dear Trustees,

I am pleased to share with you the DRAFT tentative 2026 budget in advance of our August budget workshop sessions. This early step is designed to provide you with ample time to review and reflect upon these documents and ultimately provide for focused and productive workshop sessions to address your questions and feedback.

This tentative 2026 budget is aligned with our 2030 strategic priorities and builds upon the strong momentum we've achieved so far in 2025, including executing a successful April Change Day, increasing ski service ridership, completing the UTA Experience, rolling out UTA's economic impacts campaign, and improving our PR sentiment score.

Throughout the 2026 budget preparation process, we have remained committed to fiscal responsibility, while ensuring that UTA continues to fulfill and deliver on its baseline services, all under the umbrella of carefully evaluating financial sustainability.

We're excited to highlight a significant advancement in our Five-Year Service Plan. The proposed 2026 budget accelerates the launch of the MVX BRT, thanks to funding support from our state and federal partners. This enhancement reflects our dedication to delivering meaningful service improvements to our community.

In setting priorities for the 2026 budget, we have focused on:

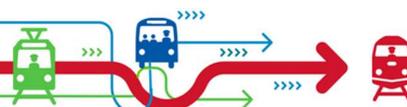
- Critical expenses related to safety, compliance, and risk management
- Debt service obligations
- Essential activities enabling delivery of the proposed 2026 annual service plan
- Vital capital investments to sustain our system and support long-term growth

The entire executive team values your partnership, and we collectively look forward to collaborating closely during the upcoming budget workshop sessions. Your insights are instrumental as we strive to improve this process for the years ahead.

Thank you for your ongoing trust and support.

Sincerely,

Jay M. Fox  
Executive Director



## Assumptions

The key assumptions in the 2026 Draft Tentative Budget are provided below:

### Operating Expenses:

- Labor
  - 3% Bargaining
  - 3% Admin
- Fringe
  - 5% Bargaining
  - 9% Admin
- Parts – 2.5%
- Fuel:
  - Diesel – \$3.45
  - Gasoline – \$3.15
  - CNG DGE\* – \$2.15
- Other Expense – 2.1%

### Revenues:

- Sales Tax – 2.96%

*\*Diesel Gallon Equivalent*

Labor rate increases for 2026 are not included in department budgets. Instead, an \$8 million labor allowance has been included in the Non-Departmental budget.

UTA contracts with the Economic Development Unit at the University of Utah to generate sales tax forecasts. The 2026 Tentative Budget was developed during a time of increasing ridership, easing inflation and economic uncertainty. Consumer spending is seen as slowing somewhat and shifting away from discretionary spending.

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



## 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 XX%
- Achieve XX% Access to All Day Service
- Reduce Carbon Footprint XX%

- Increase Net Promoter XX%
- Increase Perceived Safety XX%
- Achieve XX% Access to All Day Frequent Service
- Increase Customer Info Score XX%
- Improve Transit App Svc Rating XX%

- Increase Org Improvement Score XX%
- Improve OE Systems Maturity XX%
- Reduce Total Employee Incidents X%
- Improve Employee NPS XX%

- Community Benchmark XX%
- Increase Public Relations Score XX%
- Improve Community Value Metric XX%

- Improve Financial Position XX%
- Improve perceived Economic value metric XX%

### ANNUAL STRATEGIC INITIATIVES

- Update 5 Year Service Plan
- Update LRTP
- Implement Phase I of Sustainability Program
- Successful completion of Triennial

- Implement Customer Experience Improvement Strategies
- Launch New UTA Fare System

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

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

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

# 2026 Budget Target Development Crosswalk

UTA

Draft: Base Budget Targets By Executive  
Summary - Operations  
7/16/25

Budget Yr: 2026

	2026 Adjustments								Other Adjustments			Fringe Centri		Budget Req			2026 Budget Target	Magiq Balance	Variance (Rounded \$000)	
	2025 Budget*	2025 One-Time Exp	Initial Base	Wage & Fringe Adj*	Fuel Price Adj	Parts Adj	Other Expense Growth	Adjusted Base	Staffing Changes	2025 Service Changes*	Other Changes	Base Before Fringe Centralization	Fringe Centralization	2026 Base Budget	New Svc / Chg Day*	2026 Requests				Fringe Centri: New
Board	\$ 3,768,864	\$ -	\$ 3,768,864	\$ 28,648	\$ -	\$ -	\$ 22,806	\$ 3,820,318	\$ 36,326	\$ (6,750)	\$ 3,849,894	\$ (877,311)	\$ 2,972,583		\$ 55,600	\$ -	\$ 3,028,183	3,028,233	-	
Executive Director	7,538,841	(363,600)	7,175,241	68,339	-	-	91,470	7,335,050	-	-	7,335,050	(1,092,792)	6,242,258		497,250	(102,245)	6,637,263	6,550,355	87,000	
Communications	4,842,106	-	4,842,106	55,671	-	-	52,464	4,950,241	-	210,950	5,161,191	(709,487)	4,451,704		-	-	4,451,704	4,451,704	-	
Finance	19,076,107	(275,000)	18,801,107	295,176	-	1,470	137,414	19,235,168	-	-	19,235,168	(4,323,048)	14,912,120		-	-	14,912,120	14,912,120	-	
Capital Services	8,183,427	(80,000)	8,103,427	136,485	-	-	50,185	8,290,097	-	-	8,290,097	(2,988,096)	5,302,001		44,000	(12,500)	5,333,502	5,302,031	31,000	
Enterprise Strategy	31,267,370	(34,400)	31,232,970	64,664	-	575	3,286,812	34,585,021	50,000	60,015	34,695,036	(5,235,575)	29,459,460		-	-	29,459,460	29,325,900	134,000	
Planning & Engagement	27,396,584	(166,700)	27,229,884	94,760	7,246	-	372,739	27,704,628	-	886,309	28,386,737	(2,836,759)	25,549,979		440,000	-	25,989,979	26,275,991	(286,000)	
People	13,868,057	(11,200)	13,856,857	97,570	-	-	58,795	14,013,222	-	75,000	14,088,222	(3,199,007)	10,889,215		86,000	(26,818)	10,948,398	10,610,963	337,000	
Non Dept	858,014	141,986	1,000,000	8,000,000	-	-	-	9,000,000	-	-	9,000,000	76,564,131	85,564,131		-	870,342	86,434,473	86,434,972	-	
<b>Operations</b>																				
COO	24,708,862	(701,000)	24,007,862	79,744	4,032	-	91,498	24,183,136	1,310,000	-	25,493,136	(7,246,722)	18,246,414		-	-	18,246,414	23,292,001	(5,046,000)	
SL Bus	96,722,155	(12,295)	96,709,860	1,178,979	(239,729)	67,939	119,170	97,836,219	-	-	97,836,219	(15,410,760)	82,425,459	2,915,117	-	(728,779)	84,611,797	80,901,911	3,710,000	
Ogden	34,237,300	(3,900)	34,233,400	450,699	(144,769)	29,674	30,093	34,599,097	-	-	34,599,097	(5,304,164)	29,294,933		-	-	29,294,933	31,535,311	(2,240,000)	
Timp	26,105,611	-	26,105,611	294,360	(121,923)	14,919	46,302	26,339,268	-	-	26,339,268	(4,067,364)	22,271,904		-	-	22,271,904	22,341,267	(69,000)	
Light Rail	51,699,721	(21,500)	51,678,221	678,575	1,670	420,432	56,972	52,835,870	-	-	52,835,870	(8,860,303)	43,975,567		-	-	43,975,567	45,083,281	(1,108,000)	
Com Rail	32,744,910	(20,000)	32,724,910	245,286	(333,116)	98,437	49,994	32,785,511	-	-	32,785,511	(4,295,635)	28,489,876		-	-	28,489,876	27,862,384	627,000	
Riverside	34,024,990	(4,950)	34,020,040	351,522	46,358	7,602	453,316	34,878,838	-	-	34,878,838	(4,657,897)	30,220,941		-	-	30,220,941	32,758,690	(2,538,000)	
Asset Mgt	47,465,922	-	47,465,922	418,727	4,516	45,275	227,762	48,162,203	-	-	48,162,203	(5,459,211)	42,702,992		-	-	42,702,992	36,438,621	6,264,000	
<b>Ops Total</b>	<b>347,709,471</b>	<b>(763,645)</b>	<b>346,945,826</b>	<b>3,697,892</b>	<b>(782,961)</b>	<b>684,278</b>	<b>1,075,106</b>	<b>351,620,142</b>	<b>1,310,000</b>	<b>-</b>	<b>352,930,142</b>	<b>(55,302,056)</b>	<b>297,628,086</b>	<b>2,915,117</b>	<b>-</b>	<b>(728,779)</b>	<b>299,814,424</b>	<b>300,213,467</b>	<b>(400,000)</b>	
<b>Total</b>	<b>\$ 464,508,841</b>	<b>\$ (1,552,559)</b>	<b>\$ 462,956,282</b>	<b>\$ 12,539,205</b>	<b>\$ (775,715)</b>	<b>\$ 686,323</b>	<b>\$ 5,147,792</b>	<b>\$ 480,553,887</b>	<b>\$ 1,396,326</b>	<b>\$ 886,309</b>	<b>\$ 135,015</b>	<b>\$ 482,971,536</b>	<b>\$ 0</b>	<b>\$ 482,971,536</b>	<b>\$ 2,915,117</b>	<b>\$ 1,122,850</b>	<b>\$ -</b>	<b>\$ 487,009,504</b>	<b>\$ 487,105,735</b>	<b>\$ (97,000)</b>

\*Includes known TRVs

\*Annualize 2025 raises

\*Annualization

4.0% \*Provisional

4.8%

**Key Assumptions**

Admin Incr: 0% Diesel: \$3.45 Parts: 2.5% Inflation: 2.1%  
 Barg Incr: 0% Gas: \$3.15 [Parts & Inflation pre-tariff estimate]  
 \$8M 2026 Raise Allowance  
 IT Licensing: 33% Updated 5/5  
 Trapeze, Workday, Procore, etc.

Centralized Bens:  
 FICA  
 Pension  
 Adm Medical  
 Adm Dental  
 Life/Other

The next section will review each segment of this crosswalk in detail. A larger print out of this table has been supplied in the front binder pocket for reference at your convenience.

## Section 2: Budget Development

This section describes how each segment of the 2026 Budget Target crosswalk was developed.

### 2026 Draft Tentative Budget Overview

#### UTAH TRANSIT AUTHORITY 2026 DRAFT TENTATIVE OPERATING BUDGET July 17, 2025

<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>	
9	Board of Trustees	\$3,028,000	16.5
10	Executive Director	6,550,000	35.7
11	Communications	4,452,000	19.0
12	Operations	300,213,000	2,456.7
13	Finance	14,912,000	121.0
14	Service Development	5,302,000	64.5
15	Planning & Engagement	26,276,000	100.6
16	Enterprise Strategy	29,326,000	133.0
17	People Office	10,611,000	105.8
18	Non-Departmental*	86,435,000	-
19	<b>Total Operating</b>	<b>487,106,000</b>	<b>3,052.7</b>
20	Debt Service	188,184,000	
21	Contribution to Reserves	12,650,000	
22	Transfer to/(from) UTA Fund Balance	(2,541,000)	
23	<b>Total Operating Budget</b>	<b>\$ 685,399,000</b>	<b>3,052.7</b>

\*Note: This table shows fringe benefits that are centralized to match with the crosswalk. This budgeting tool established for the 2025 Budget was continued in 2026. During budget work sessions and in the Tentative and Final Budget Documents, this table will be presented with fringe at the department level.



## One-Time Expenses

One-Time Expenses from the current year are adjusted out of the new budget year's initial base. These items were identified as one-time during the prior budget development process or discovered during Budget Team review of existing expenses.

	2025 Budget*	2025 One-Time Exp	Initial Base
Board	\$ 3,768,864	\$ -	\$ 3,768,864
Executive Director	7,538,841	(363,600)	7,175,241
Communications	4,842,106	-	4,842,106
Finance	19,076,107	(275,000)	18,801,107
Capital Services	8,183,427	(80,000)	8,103,427
Enterprise Strategy	31,267,370	(34,400)	31,232,970
Planning & Engagement	27,396,584	(166,700)	27,229,884
People	13,868,057	(11,200)	13,856,857
Non Dept	858,014	141,986	1,000,000
<b>Operations</b>			
COO	24,708,862	(701,000)	24,007,862
SL Bus	96,722,155	(12,295)	96,709,860
Ogden	34,237,300	(3,900)	34,233,400
Timp	26,105,611	-	26,105,611
Light Rail	51,699,721	(21,500)	51,678,221
Com Rail	32,744,910	(20,000)	32,724,910
Riverside	34,024,990	(4,950)	34,020,040
Asset Mgt	47,465,922	-	47,465,922
<b>Ops Total</b>	<b>347,709,471</b>	<b>(763,645)</b>	<b>346,945,826</b>
<b>Total</b>	<b>\$464,508,841</b>	<b>\$(1,552,559)</b>	<b>\$462,956,282</b>

- See detailed table on following page

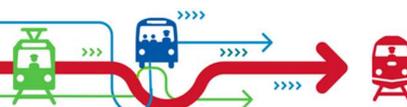
2025 Budget

+ One-Time Expenses

= Initial Base



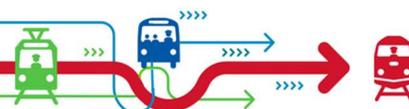
One Time Expense	Adjusted One-Time Exp Deduction	Description
<b>I. Contingencies</b>		
<b>Non-Departmental</b>	(141,986)	Standard contingency return to \$1M
<b>COO Contingency</b>		
Apr 25 Service Adds	3,000,000	Issued to new COO joining during budget dev stage
Apr 25 Title VI Rest.	2,000,000	
SLBU 2025 Moves	(3,049,000)	
Timp 2025 Moves	(1,255,000)	
<b>Total</b>	<u>696,000</u>	
<b>II. Other Items</b>		
<b>Executive Director</b>		
Contract Svcs	200,000	Corp Policy Consultant
2025 Initiatives	3,600	Position setup
Contract Svcs	<u>160,000</u>	Safety setup implement Oragami
	363,600	
<b>People</b>		
Computer supplies	11,200	Expansion computer equipment
<b>Capital Services</b>		
Services Prof Tech	25,000	Vehicle consultant
Services Prof Tech	30,000	SAP Local Match Midvalley & POM
Computer Supplies	<u>25,000</u>	New employee computers and key box hdwr
	80,000	
<b>Finance</b>		
2025 Initiatives	5,000	One-time Expense: Grants Accountant
2025 Initiatives	5,000	One-time Expense: Workers Comp Adj
Services Prof Tech	86,500	Statewide study URSTA UDOT
Contract Services	30,000	Crisis Trip implementation
Supplies	45,000	Incomm Farepay card buyback
Media Expense	100,000	Ticket as Fare expense
Computer Supplies	<u>3,500</u>	New Analyst computer
	275,000	
<b>Planning &amp; Engagement</b>		
Tech Enhancements	50,000	On-Demand & MaaS Services Tech Enhancements
Computer Supplies	4,100	Planner/Intern Expansion Computers
Media Expense	100,000	On-Demand mktg, comms, comm engagement
Computer Supplies	<u>12,600</u>	2 laptops, and expansion hardware (computers)
	166,700	
<b>Enterprise Strategy</b>		
2025 Initiatives	10,500	One Time Expense Sr Proj Mgr, Inf Sec Analyst II
Computer Supplies	13,400	Laptops and new EE computers
Supplies	3,000	New EE setup
2025 Initiatives	2,500	Data Governance Engineer
2025 Initiatives	<u>5,000</u>	One Time Expense Records Spec Supv
	34,400	
<b>Operations</b>		
Computer Supplies	37,695	2 Laptops, 17 computer replacements
Services Legal Fees	5,000	No expense 2023 or 2024
Other Misc	10,000	Unforeseen Expenses
Other Misc	10,000	
Computer Supplies	<u>4,950</u>	2 Supv Laptop upgrades
	67,645	Total Operations One-Time = 763,645
<b>Total One Time Adj.</b>	<u><b>1,552,559</b></u>	



## Wage & Fringe Adjustments

	Initial Base	2026 Adjustments				Adjusted Base
		Wage & Fringe Adj*	Fuel Price Adj	Parts Adj	Other Expense Growth	
Board	\$ 3,768,864	\$ 28,648	\$ -	\$ -	\$ 22,806	\$ 3,820,318
Executive Director	7,175,241	68,339	-	-	91,470	7,335,050
Communications	4,842,106	55,671	-	-	52,464	4,950,241
Finance	18,801,107	295,176		1,470	137,414	19,235,168
Capital Services	8,103,427	136,485	-	-	50,185	8,290,097
Enterprise Strategy	31,232,970	64,664	-	575	3,286,812	34,585,021
Planning & Engagement	27,229,884	94,760	7,246		372,739	27,704,628
People	13,856,857	97,570			58,795	14,013,222
Non Dept	1,000,000	8,000,000			-	9,000,000
<b>Operations</b>						
COO	24,007,862	79,744	4,032	-	91,498	24,183,136
SL Bus	96,709,860	1,178,979	(239,729)	67,939	119,170	97,836,219
Ogden	34,233,400	450,699	(144,769)	29,674	30,093	34,599,097
Timp	26,105,611	294,360	(121,923)	14,919	46,302	26,339,268
Light Rail	51,678,221	678,575	1,670	420,432	56,972	52,835,870
Com Rail	32,724,910	245,286	(333,116)	98,437	49,994	32,785,511
Riverside	34,020,040	351,522	46,358	7,602	453,316	34,878,838
Asset Mgt	47,465,922	418,727	4,516	45,275	227,762	48,162,203
<b>Ops Total</b>	<b>346,945,826</b>	<b>3,697,892</b>	<b>(782,961)</b>	<b>684,278</b>	<b>1,075,106</b>	<b>351,620,142</b>
<b>Total</b>	<b>\$462,956,282</b>	<b>\$12,539,205</b>	<b>\$(775,715)</b>	<b>\$686,323</b>	<b>\$5,147,792</b>	<b>\$480,553,887</b>

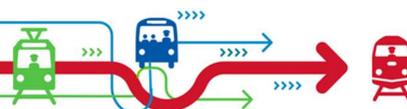
- Estimated Wage Increases: \$1.28M
  - Annualization of 2% bargaining employee raise set for June 2025
  - Known current mid-year adjustments (e.g. market/lane adjustments)
- Estimated Medical & Dental Benefit Changes: \$3.09M
  - Admin medical expense growth rate of 9%
  - Bargaining medical expense growth rate of 5%
  - Dental expense growth rate of 0%
- Estimated Other Fringe Increase: \$0.2M
  - Pension incremental increase
  - Compensated absences (vacation, sick leave, RMA liability) estimate based on current actual accruals
- 2026 labor allowance (currently consolidated in Non-Departmental): \$8.0M



## Fuel Price Adjustments

	2026 Adjustments					Adjusted Base
	Initial Base	Wage & Fringe Adj*	Fuel Price Adj	Parts Adj	Other Expense Growth	
Board	\$ 3,768,864	\$ 28,648	\$ -	\$ -	\$ 22,806	\$ 3,820,318
Executive Director	7,175,241	68,339	-	-	91,470	7,335,050
Communications	4,842,106	55,671	-	-	52,464	4,950,241
Finance	18,801,107	295,176	-	1,470	137,414	19,235,168
Capital Services	8,103,427	136,485	-	-	50,185	8,290,097
Enterprise Strategy	31,232,970	64,664	-	575	3,286,812	34,585,021
Planning & Engagement	27,229,884	94,760	7,246	-	372,739	27,704,628
People	13,856,857	97,570	-	-	58,795	14,013,222
Non Dept	1,000,000	8,000,000	-	-	-	9,000,000
<b>Operations</b>						
COO	24,007,862	79,744	4,032	-	91,498	24,183,136
SL Bus	96,709,860	1,178,979	(239,729)	67,939	119,170	97,836,219
Ogden	34,233,400	450,699	(144,769)	29,674	30,093	34,599,097
Timp	26,105,611	294,360	(121,923)	14,919	46,302	26,339,268
Light Rail	51,678,221	678,575	1,670	420,432	56,972	52,835,870
Com Rail	32,724,910	245,286	(333,116)	98,437	49,994	32,785,511
Riverside	34,020,040	351,522	46,358	7,602	453,316	34,878,838
Asset Mgt	47,465,922	418,727	4,516	45,275	227,762	48,162,203
<b>Ops Total</b>	<b>346,945,826</b>	<b>3,697,892</b>	<b>(782,961)</b>	<b>684,278</b>	<b>1,075,106</b>	<b>351,620,142</b>
<b>Total</b>	<b>\$462,956,282</b>	<b>\$ 12,539,205</b>	<b>\$ (775,715)</b>	<b>\$686,323</b>	<b>\$5,147,792</b>	<b>\$480,553,887</b>

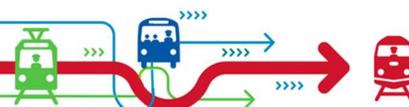
- Assumptions
  - Cost Per Gallon/Diesel Gallon Equivalent\*
    - Diesel – \$3.45 (15% Decrease)
    - Gasoline – \$3.15 (5% Increase)
    - CNG – \$2.15 (No Change)
  - Cost Per Mile - Propulsion Power
    - Trax – \$0.95 (No Change)
    - Bus – \$0.65 (15.4% Increase)



## Parts Adjustments

	2026 Adjustments					Adjusted Base
	Initial Base	Wage & Fringe Adj*	Fuel Price Adj	Parts Adj	Other Expense Growth	
Board	\$ 3,768,864	\$ 28,648	\$ -	\$ -	\$ 22,806	\$ 3,820,318
Executive Director	7,175,241	68,339	-	-	91,470	7,335,050
Communications	4,842,106	55,671	-	-	52,464	4,950,241
Finance	18,801,107	295,176		1,470	137,414	19,235,168
Capital Services	8,103,427	136,485	-	-	50,185	8,290,097
Enterprise Strategy	31,232,970	64,664	-	575	3,286,812	34,585,021
Planning & Engagement	27,229,884	94,760	7,246		372,739	27,704,628
People	13,856,857	97,570			58,795	14,013,222
Non Dept	1,000,000	8,000,000			-	9,000,000
<b>Operations</b>						
COO	24,007,862	79,744	4,032	-	91,498	24,183,136
SL Bus	96,709,860	1,178,979	(239,729)	67,939	119,170	97,836,219
Ogden	34,233,400	450,699	(144,769)	29,674	30,093	34,599,097
Timp	26,105,611	294,360	(121,923)	14,919	46,302	26,339,268
Light Rail	51,678,221	678,575	1,670	420,432	56,972	52,835,870
Com Rail	32,724,910	245,286	(333,116)	98,437	49,994	32,785,511
Riverside	34,020,040	351,522	46,358	7,602	453,316	34,878,838
Asset Mgt	47,465,922	418,727	4,516	45,275	227,762	48,162,203
<b>Ops Total</b>	<b>346,945,826</b>	<b>3,697,892</b>	<b>(782,961)</b>	<b>684,278</b>	<b>1,075,106</b>	<b>351,620,142</b>
<b>Total</b>	<b>\$462,956,282</b>	<b>\$ 12,539,205</b>	<b>\$ (775,715)</b>	<b>\$ 686,323</b>	<b>\$ 5,147,792</b>	<b>\$ 480,553,887</b>

- Repair parts less warranty recovery
- Growth rate 2.5%
- Continuing to monitor potential tariff effects



## Other Expense Growth

	2026 Adjustments					Adjusted Base
	Initial Base	Wage & Fringe Adj*	Fuel Price Adj	Parts Adj	Other Expense Growth	
Board	\$ 3,768,864	\$ 28,648	\$ -	\$ -	\$ 22,806	\$ 3,820,318
Executive Director	7,175,241	68,339	-	-	91,470	7,335,050
Communications	4,842,106	55,671	-	-	52,464	4,950,241
Finance	18,801,107	295,176		1,470	137,414	19,235,168
Capital Services	8,103,427	136,485	-	-	50,185	8,290,097
Enterprise Strategy	31,232,970	64,664	-	575	3,286,812	34,585,021
Planning & Engagement	27,229,884	94,760	7,246		372,739	27,704,628
People	13,856,857	97,570			58,795	14,013,222
Non Dept	1,000,000	8,000,000			-	9,000,000
<b>Operations</b>						
COO	24,007,862	79,744	4,032	-	91,498	24,183,136
SL Bus	96,709,860	1,178,979	(239,729)	67,939	119,170	97,836,219
Ogden	34,233,400	450,699	(144,769)	29,674	30,093	34,599,097
Timp	26,105,611	294,360	(121,923)	14,919	46,302	26,339,268
Light Rail	51,678,221	678,575	1,670	420,432	56,972	52,835,870
Com Rail	32,724,910	245,286	(333,116)	98,437	49,994	32,785,511
Riverside	34,020,040	351,522	46,358	7,602	453,316	34,878,838
Asset Mgt	47,465,922	418,727	4,516	45,275	227,762	48,162,203
<b>Ops Total</b>	<b>346,945,826</b>	<b>3,697,892</b>	<b>(782,961)</b>	<b>684,278</b>	<b>1,075,106</b>	<b>351,620,142</b>
<b>Total</b>	<b>\$462,956,282</b>	<b>\$12,539,205</b>	<b>\$(775,715)</b>	<b>\$686,323</b>	<b>\$5,147,792</b>	<b>\$480,553,887</b>

- Known contract expense increases
  - IT service contracts
  - Paratransit contract services
- All other expenses escalated at 2.1%
  - Expenses not included above or in previous 2026 Adjustment columns

### Initial Base

+ Wage & Fringe Adj

+ Fuel Price Adj

+ Parts Adj

+ Other Exp Growth

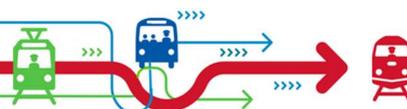
= Adjusted Base



## Staffing Changes

	Adjusted Base	Other Adjustments			Base Before Fringe Centralization
		Staffing Changes	2025 Service Changes*	Other Changes	
Board	\$ 3,820,318	\$ 36,326		\$ (6,750)	\$ 3,849,894
Executive Director	7,335,050	-		-	7,335,050
Communications	4,950,241	-		210,950	5,161,191
Finance	19,235,168	-		-	19,235,168
Capital Services	8,290,097	-		-	8,290,097
Enterprise Strategy	34,585,021	50,000		60,015	34,695,036
Planning & Engagement	27,704,628	-	886,309	(204,200)	28,386,737
People	14,013,222	-		75,000	14,088,222
Non Dept	9,000,000	-			9,000,000
<b>Operations</b>					
COO	24,183,136	1,310,000	-	-	25,493,136
SL Bus	97,836,219	-	-	-	97,836,219
Ogden	34,599,097	-	-	-	34,599,097
Timp	26,339,268	-	-	-	26,339,268
Light Rail	52,835,870	-	-	-	52,835,870
Com Rail	32,785,511	-	-	-	32,785,511
Riverside	34,878,838	-	-	-	34,878,838
Asset Mgt	48,162,203	-	-	-	48,162,203
<b>Ops Total</b>	<b>351,620,142</b>	<b>1,310,000</b>	<b>-</b>	<b>-</b>	<b>352,930,142</b>
<b>Total</b>	<b>\$480,553,887</b>	<b>\$1,396,326</b>	<b>\$886,309</b>	<b>\$135,015</b>	<b>\$ 482,971,536</b>

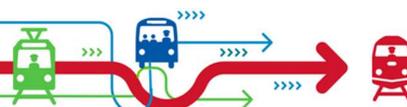
- Board Office Assistant: 2025 Technical Budget Adjustment annualization
- Enterprise Strategy career ladder adjustments
- Operations redistribution of budget to wage & fringe expense
  - The Chief Operations Office is requesting an increase to Operator FTE of 71 FTE. Twenty (20) of these FTE are associated with April 2026 activation of the Midvalley Express (MVX). The remaining fifty-one (51) FTE are associated with: maintained/improved working conditions and corrections to understaffing. Our Sustainable Service Delivery System work initially focused on Salt Lake Service Unit, Mt. Ogden, Timpanogos and Special Services need additional focus on working conditions to bring them closer to Salt Lake.



## 2025 Service Changes

	Other Adjustments				Base Before Fringe Centralization
	Adjusted Base	Staffing Changes	2025 Service Changes*	Other Changes	
Board	\$ 3,820,318	\$ 36,326		\$ (6,750)	\$ 3,849,894
Executive Director	7,335,050	-		-	7,335,050
Communications	4,950,241			210,950	5,161,191
Finance	19,235,168	-		-	19,235,168
Capital Services	8,290,097	-		-	8,290,097
Enterprise Strategy	34,585,021	50,000		60,015	34,695,036
Planning & Engagement	27,704,628	-	886,309	(204,200)	28,386,737
People	14,013,222	-		75,000	14,088,222
Non Dept	9,000,000	-			9,000,000
<b>Operations</b>					
COO	24,183,136	1,310,000	-	-	25,493,136
SL Bus	97,836,219	-	-	-	97,836,219
Ogden	34,599,097	-	-	-	34,599,097
Timp	26,339,268	-	-	-	26,339,268
Light Rail	52,835,870	-	-	-	52,835,870
Com Rail	32,785,511	-	-	-	32,785,511
Riverside	34,878,838	-	-	-	34,878,838
Asset Mgt	48,162,203	-	-	-	48,162,203
<b>Ops Total</b>	<b>351,620,142</b>	<b>1,310,000</b>	<b>-</b>	<b>-</b>	<b>352,930,142</b>
<b>Total</b>	<b>\$480,553,887</b>	<b>\$1,396,326</b>	<b>\$886,309</b>	<b>\$135,015</b>	<b>\$482,971,536</b>

- Annualization of 2025 Service Add: Microtransit in West Provo zone: \$ 593.9k
- Microtransit contract rate change above 2.1%: \$249.4k



## Other Changes

	Adjusted Base	Other Adjustments			Base Before Fringe Centralization
		Staffing Changes	2025 Service Changes*	Other Changes	
Board	\$ 3,820,318	\$ 36,326		\$ (6,750)	\$ 3,849,894
Executive Director	7,335,050	-		-	7,335,050
Communications	4,950,241			210,950	5,161,191
Finance	19,235,168	-		-	19,235,168
Capital Services	8,290,097	-		-	8,290,097
Enterprise Strategy	34,585,021	50,000		60,015	34,695,036
Planning & Engagement	27,704,628	-	886,309	(204,200)	28,386,737
People	14,013,222	-		75,000	14,088,222
Non Dept	9,000,000	-			9,000,000
<b>Operations</b>					
COO	24,183,136	1,310,000	-	-	25,493,136
SL Bus	97,836,219	-	-	-	97,836,219
Ogden	34,599,097	-	-	-	34,599,097
Timp	26,339,268	-	-	-	26,339,268
Light Rail	52,835,870	-	-	-	52,835,870
Com Rail	32,785,511	-	-	-	32,785,511
Riverside	34,878,838	-	-	-	34,878,838
Asset Mgt	48,162,203	-	-	-	48,162,203
<b>Ops Total</b>	<b>351,620,142</b>	<b>1,310,000</b>	<b>-</b>	<b>-</b>	<b>352,930,142</b>
<b>Total</b>	<b>\$480,553,887</b>	<b>\$1,396,326</b>	<b>\$886,309</b>	<b>\$135,015</b>	<b>\$482,971,536</b>

- Net zero:
  - Contract move from Planning & Engagement to Communications: \$204.2k
  - Activity move from Government Relations to Communications: \$6.8k
- Operation Budget Adds
  - Move Training budget from Capital project MSP139 to 6450 Training: \$75.0k
  - IT Rate adjustments
    - Utilities: \$23.1k
    - Computer Supplies: \$36.9k

### Adjusted Base

+ Staffing Changes

+ 2025 Service Changes

+ Other Changes

= Base Before Fringe Centralization



## Fringe Centralization

		<i>Fringe Centr</i>	
	Base Before Fringe Centralization	Fringe Centralization	2026 Base Budget
Board	\$ 3,849,894	\$ (877,311)	\$ 2,972,583
Executive Director	7,335,050	(1,092,792)	6,242,258
Communications	5,161,191	(709,487)	4,451,704
Finance	19,235,168	(4,323,048)	14,912,120
Capital Services	8,290,097	(2,988,096)	5,302,001
Enterprise Strategy	34,695,036	(5,235,575)	29,459,460
Planning & Engagement	28,386,737	(2,836,759)	25,549,979
People	14,013,222	(3,199,007)	10,814,215
Non Dept	9,000,000	76,564,131	85,564,131
<b>Operations</b>			
COO	25,493,136	(7,246,722)	18,246,414
SL Bus	97,836,219	(15,410,760)	82,425,459
Ogden	34,599,097	(5,304,164)	29,294,933
Timp	26,339,268	(4,067,364)	22,271,904
Light Rail	52,835,870	(8,860,303)	43,975,567
Com Rail	32,785,511	(4,295,635)	28,489,876
Riverside	34,878,838	(4,657,897)	30,220,941
Asset Mgt	48,162,203	(5,459,211)	42,702,992
<b>Ops Total</b>	<b>352,930,142</b>	<b>(55,302,056)</b>	<b>297,628,086</b>
<b>Total</b>	<b>\$ 482,896,536</b>	<b>\$ 0</b>	<b>\$482,896,536</b>

- Fringe benefit types outside a department’s control are centralized to avoid confusion while building to budget targets
  - Centralized fringe types
    - FICA
    - Pension
    - Medical/Dental Insurance
    - Life Insurance
    - Deferred Compensation
    - Other

Base Before Fringe Centralization

+ Fringe Centralization

= 2026 Base Budget



## New Service/Change Day

	2026 Base Budget	Budget Req			2026 Budget Target
		New Svc / Chg Day*	2026 Requests	Fringe Centr: New	
Board	\$ 2,972,583		\$ 55,600	\$ -	\$ 3,028,183
Executive Director	6,242,258		497,250	(102,245)	6,637,263
Communications	4,451,704		-	-	4,451,704
Finance	14,912,120		-	-	14,912,120
Capital Services	5,302,001		44,000	(12,500)	5,333,502
Enterprise Strategy	29,459,460		-	-	29,459,460
Planning & Engagement	25,549,979		440,000	-	25,989,979
People	10,889,215		86,000	(26,818)	10,948,398
Non Dept	85,564,131		-	870,342	86,434,473
<b>Operations</b>					
COO	18,246,414		-	-	18,246,414
SL Bus	82,425,459	2,915,117	-	(728,779)	84,611,797
Ogden	29,294,933	-	-	-	29,294,933
Timp	22,271,904	-	-	-	22,271,904
Light Rail	43,975,567	-			43,975,567
Com Rail	28,489,876	-			28,489,876
Riverside	30,220,941	-			30,220,941
Asset Mgt	42,702,992	-			42,702,992
<b>Ops Total</b>	<b>297,628,086</b>	<b>2,915,117</b>	<b>-</b>	<b>(728,779)</b>	<b>299,814,424</b>
<b>Total</b>	<b>\$482,971,536</b>	<b>\$ 2,915,117</b>	<b>\$ 1,122,850</b>	<b>\$ -</b>	<b>\$487,009,504</b>

- See 2026 New Budget Items for details
- MVX package:
  - Below are the service planning estimates, which later go through an operational process as part of implementation which could impact the numbers

Route	Hours	Miles	Budget Est.
227	7,689	115,418	\$ 736,000
39	(6,583)	(55,019)	(547,000)
47	(3,717)	(10,093)	(269,000)
50X	30,990	382,877	2,994,000
<b>Total</b>	<b>28,379</b>	<b>433,183</b>	<b>\$ 2,916,000</b>



## 2026 Requests

	Budget Req			Fringe Centrl: New	2026 Budget Target
	2026 Base Budget	New Svc / Chg Day*	2026 Requests		
Board	\$ 2,972,583		\$ 55,600	\$ -	\$ 3,028,183
Executive Director	6,242,258		497,250	(102,245)	6,637,263
Communications	4,451,704		-	-	4,451,704
Finance	14,912,120		-	-	14,912,120
Capital Services	5,302,001		44,000	(12,500)	5,333,502
Enterprise Strategy	29,459,460		-	-	29,459,460
Planning & Engagement	25,549,979		440,000	-	25,989,979
People	10,889,215		86,000	(26,818)	10,948,398
Non Dept	85,564,131		-	870,342	86,434,473
<b>Operations</b>					
COO	18,246,414		-	-	18,246,414
SL Bus	82,425,459	2,915,117	-	(728,779)	84,611,797
Ogden	29,294,933	-	-	-	29,294,933
Timp	22,271,904	-	-	-	22,271,904
Light Rail	43,975,567	-	-	-	43,975,567
Com Rail	28,489,876	-	-	-	28,489,876
Riverside	30,220,941	-	-	-	30,220,941
Asset Mgt	42,702,992	-	-	-	42,702,992
<b>Ops Total</b>	<b>297,628,086</b>	<b>2,915,117</b>	<b>-</b>	<b>(728,779)</b>	<b>299,814,424</b>
<b>Total</b>	<b>\$482,971,536</b>	<b>\$2,915,117</b>	<b>\$1,122,850</b>	<b>\$ -</b>	<b>\$487,009,504</b>

- See 2026 New Budget Items for additional details

2026 Budget Requests	Expenses	FTEs
<b>BOARD OF TRUSTEES</b>	<b>\$ 55,600</b>	<b>-</b>
Board Manager Travel, Conferences and Meetings	6,500	-
LAC Member Compensation	4,500	-
Local/State Government Engagement	10,500	-
Political Consultants Renewal	15,800	-
Travel - escalating costs	18,300	-
<b>CAPITAL SERVICES</b>	<b>44,000</b>	<b>0.5</b>
Part-time Environmental Compliance Administrator 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 money for ED projects including Strategic Plan and other needs	150,000	-
Compliance Manager Position	162,250	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	-
Additional funding to complete the majority of the 2027-2054 Long Range Transit plan	400,000	-
<b>Grand Total</b>	<b>\$1,122,850</b>	<b>4.5</b>



## Fringe Centralization: New

	Budget Req			Fringe Centr: New	2026 Budget Target
	2026 Base Budget	New Svc / Chg Day*	2026 Requests		
Board	\$ 2,972,583		\$ 55,600	\$ -	\$ 3,028,183
Executive Director	6,242,258		497,250	(102,245)	6,637,263
Communications	4,451,704		-	-	4,451,704
Finance	14,912,120		-	-	14,912,120
Capital Services	5,302,001		44,000	(12,500)	5,333,502
Enterprise Strategy	29,459,460		-	-	29,459,460
Planning & Engagement	25,549,979		440,000	-	25,989,979
People	10,889,215		86,000	(26,818)	10,948,398
Non Dept	85,564,131		-	870,342	86,434,473
<b>Operations</b>					
COO	18,246,414		-	-	18,246,414
SL Bus	82,425,459	2,915,117	-	(728,779)	84,611,797
Ogden	29,294,933	-	-	-	29,294,933
Timp	22,271,904	-	-	-	22,271,904
Light Rail	43,975,567	-	-	-	43,975,567
Com Rail	28,489,876	-	-	-	28,489,876
Riverside	30,220,941	-	-	-	30,220,941
Asset Mgt	42,702,992	-	-	-	42,702,992
<b>Ops Total</b>	<b>297,628,086</b>	<b>2,915,117</b>	<b>-</b>	<b>(728,779)</b>	<b>299,814,424</b>
<b>Total</b>	<b>\$482,971,536</b>	<b>\$2,915,117</b>	<b>\$1,122,850</b>	<b>\$ -</b>	<b>\$487,009,504</b>

- Centralization of estimated fringe benefits from 2026 New Service and 2026 Requests (FTE adds)

### 2026 Base Budget

+ New Service/Change Day

+ 2026 Requests

+ Fringe Centralization: New

= 2026 Budget Target

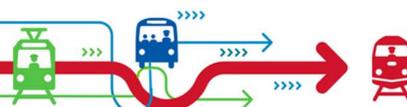


## 2026 Draft Tentative Operating Budget Overview Recap

### UTAH TRANSIT AUTHORITY 2026 DRAFT TENTATIVE OPERATING BUDGET July 17, 2025

<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>	
9	Board of Trustees	\$3,028,000	16.5
10	Executive Director	6,550,000	35.7
11	Communications	4,452,000	19.0
12	Operations	300,213,000	2,456.7
13	Finance	14,912,000	121.0
14	Service Development	5,302,000	64.5
15	Planning & Engagement	26,276,000	100.6
16	Enterprise Strategy	29,326,000	133.0
17	People Office	10,611,000	105.8
18	Non-Departmental*	86,435,000	-
19	<b>Total Operating</b>	<b>487,106,000</b>	<b>3,052.7</b>
20	Debt Service	188,184,000	
21	Contribution to Reserves	12,650,000	
22	Transfer to/(from) UTA Fund Balance	(2,541,000)	
23	<b>Total Operating Budget</b>	<b>\$ 685,399,000</b>	<b>3,052.7</b>

\*Note: This table shows fringe benefits that are centralized to match with the crosswalk. This budgeting tool established for the 2025 Budget was continued in 2026. During budget work sessions and in the Tentative and Final Budget Documents, this table will be presented with fringe at the department level.



## Magiq Balance

	2026 Budget Target	Magiq Balance	Variance (Rounded \$000)
Board	\$ 3,028,183	3,028,233	-
Executive Director	6,637,263	6,550,355	87,000
Communications	4,451,704	4,451,704	-
Finance	14,912,120	14,912,120	-
Capital Services	5,333,502	5,302,031	31,000
Enterprise Strategy	29,459,460	29,325,900	134,000
Planning & Engagement	25,989,979	26,275,991	(286,000)
People	10,948,398	10,610,963	337,000
Non Dept	86,434,473	86,434,972	-
<b>Operations</b>			
COO	18,246,414	23,292,001	(5,046,000)
SL Bus	84,611,797	80,901,911	3,710,000
Ogden	29,294,933	31,535,311	(2,240,000)
Timp	22,271,904	22,341,267	(69,000)
Light Rail	43,975,567	45,083,281	(1,108,000)
Com Rail	28,489,876	27,862,384	627,000
Riverside	30,220,941	32,758,690	(2,538,000)
Asset Mgt	42,702,992	36,438,621	6,264,000
<b>Ops Total</b>	<b>299,814,424</b>	<b>300,213,467</b>	<b>(400,000)</b>
<b>Total</b>	<b>\$487,009,504</b>	<b>\$ 487,105,735</b>	<b>\$ (97,000)</b>

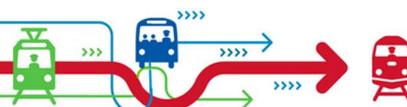
- Current actual budget entries by Executive Team and their staff
- Variance at the Operations Executive level is due to restructuring of Operations departments

### 2026 Budget Target

- Magiq Balance

= Variance

Each section detail aids in the explanation of this total variance. Final numbers will be modified as needed.



## Section 3: Draft 2026 New Budget Items

### Budget Requests

Proposed 2026 Budget requests are summarized below:

2026 Budget Requests	Expenses	FTEs
<b>BOARD OF TRUSTEES</b>	<b>\$ 55,600</b>	<b>-</b>
Board Manager Travel, Conferences and Meetings	6,500	-
LAC Member Compensation	4,500	-
Local/State Government Engagement	10,500	-
Political Consultants Renewal	15,800	-
Travel - escalating costs	18,300	-
<b>CAPITAL SERVICES</b>	<b>44,000</b>	<b>0.5</b>
Part-time Environmental Compliance Administrator 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 money for ED projects including Strategic Plan and other needs	150,000	-
Compliance Manager Position	162,250	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	-
Additional funding to complete the majority of the 2027-2054 Long Range Transit plan	400,000	-
<b>Grand Total</b>	<b>\$1,122,850</b>	<b>4.5</b>

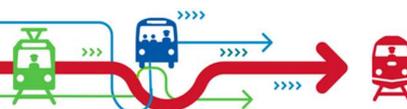
### 2026 Budget Addition Business Case & Results

As part of the 2026 budget process, submittals for new budget requests included a section outlining the business need for the addition, as well as the expected measures of success. Below is a summary of the additional budget requests included in the draft proposed tentative budget.

Board of Trustees	Business Needs	Expected Success
6701: Board Manager Travel, Conference, & Meetings	New FTE in 12/2024 but no budget added for this travel and conferences.	Engagement and activation of local elected officials in collaborative solutions with UTA and as an independent advocate for UTA priorities.
6701: Local/State Government Engagement	Addition of local/state government engagement strategies (meetings, roundtables, tours, events).	Engagement and activation of state and local officials as supporters and advocates of UTA initiatives.
6701: Political Consultants Renewal	Four Federal/State lobbyist contracts are being renewed Fall 2025 and we anticipate rate increases.	Ability to procure qualified and influential consultants able to help move UTA's political and policy priorities forward.



7801: Local Advisory Council (LAC) Member Compensation	The state's administrative rules have increased the rate for Boards/Commission compensation.	Meeting requirements in UTA's Bylaws to compensate LAC members in alignment with state administrative rules.
7801: Travel	2025 costs YTD have been 10-20% more than prior years for the same travel; requesting 15% increase.	Managing UTA related travel within an approved budget for Trustee and Government Relations staff to engage in APTA Conferences and other targeted transit meetings.
<b>Capital Services</b>		
6850: Part-Time Environmental Compliance Administrator	This part-time position would help ensure environmental regulatory compliance and avoid violations.	Zero corrective action plans associated with environmental regulations and zero regulatory violations.
<b>Executive Director</b>		
1400: Consulting Fees	Must revisit the strategic plan per state statute. Additional consultant support is often needed throughout the year.	Strategic Plan is updated. ED office work continues and is supported on projects that arise mid-year.
1400: Compliance Manager	Addresses compliance needs at UTA. May be moved to another department after conducting assessment in 2025.	Meet increasing agency compliance oversight needs.
9500: 2 Roadway Worker Protection Specialists in Safety Dept	New regulatory requirements increase workload (FTA 49 CFR Part 671).	Implementation and approval from the State Safety Officer on 49 CFR Part 671.
<b>People</b>		
7800: Drug & Alcohol Specialist	The workload required to maintain federal compliance necessitates an additional full-time position.	FTA, FRA and UDOT audit compliance achieved in 2026 with no major findings.
<b>Planning &amp; Engagement</b>		
6200: Planning Study funding for 2027-2054 Long Range Transit Plan	ICE for next iteration of LRTP is \$700,000. Trustees must adopt the LRTP by mid-2027 to align w/ RTPs.	The UTA Long Range Transit Plan is the agency's 30 year guiding document. The LRTP supports all UTA strategic objectives and values.
6650: Matching funds for UDOT funded research	The funds requested match UDOT and outside research funds. UTA has been participating in this program for almost 10 years or longer. Past studies include: Sugar House and the University of Utah Redline land use change studies.	Development of multiple research studies. Currently \$40,000 is budgeted. The request is to increase the budget to \$80,000.



# MVX: Midvalley Express Opening

Midvalley Express is a 7-mile bus route that connects local destinations and planned developments across Murray, Taylorsville, and West Valley City.

MVX will:

- Provide efficient, direct transit to destinations between Murray Central Station and West Valley Central Station
- Improve transit accessibility, frequency, and visibility
- Enhance local economy by connecting riders to regional destinations and planned developments
- Satisfy transit service demands with rising populations and Salt Lake Community College student enrollment

UTA plans to open the MVX BRT bus route in April of 2026. This addition of this route and adjustments to associated routes will add a total of +28,000 hours and +433,000 miles of service annually at an estimated budget of \$2.9 million.

Route	Hours	Miles	Budget Est.
227	7,689	115,418	\$ 736,000
39	(6,583)	(55,019)	(547,000)
47	(3,717)	(10,093)	(269,000)
50X	30,990	382,877	2,994,000
<b>Total</b>	<b>28,379</b>	<b>433,183</b>	<b>\$ 2,916,000</b>

\*Note that the above are the service planning estimates, which later go through an operational process as part of implementation which could impact the numbers



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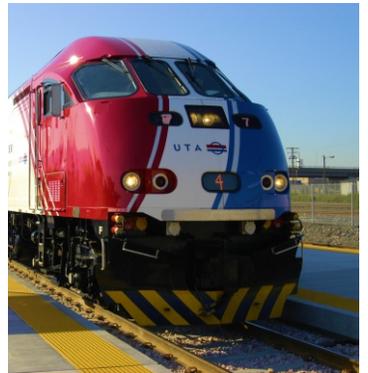


## Section 4: Service Plan

2026 Annual Service Plan attached.



# 2026 Annual Service Plan



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# 1. Introduction

The Annual Service Plan serves as the Utah Transit Authority's (UTA) formal process for planning, evaluating, and approving annual modifications to the agency's transit services. The Annual Service Plan ensures that UTA delivers responsive, efficient, and equitable service changes aligned with strategic goals, community needs, and resource availability.

## 1.1. Purpose

The purpose of the Annual Service Plan is to:

- Identify, develop, and document proposed annual changes to UTA's Baseline Service for implementation on scheduled Change Days.
- Ensure all proposed service changes are operationally feasible and financially sustainable through alignment with the annual budget process.
- Maintain consistency with the Five-Year Service Plan, while allowing for timely adjustments based on new information, ridership trends, community input, or funding changes.
- Meet all federal compliance requirements, including conducting public hearings and performing Title VI Service Equity Analyses for all Major Service Changes.
- Facilitate transparent decision-making by requiring Board of Trustees approval for the plan, any amendments, and associated Title VI findings.

## 1.2. Scope

The Annual Service Plan includes:

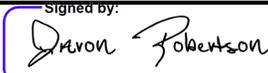
- A review and update of the most recent Five-Year Service Plan to identify near-term service modifications.
- Detailed service information for each proposed service change.
- A resolution by the UTA Board of Trustees to adopt the Annual Service Plan and authorize implementation of approved changes.

## 2. Reference Documents

Cross Reference
UTA Board of Trustees Policy No. 3.2: Service Planning
UTA Moves 2050: Utah Transit Authority Long-Range Transit Plan
2025 – 2029 UTA Five-Year Service Plan
UTA Service Design Standards
UTA Five-Year Capital Plan
Wasatch Front Regional Transportation Plan 2023 - 2050
Mountain Land Association of Governments TransPlan 50

## 3. Review and Approval

The 2026 UTA Annual Service Plan was reviewed and approved on July 16, 2025, by:

Position	Signature/ Initial	Date
Jaron Robertson Planning Director	<small>Signed by:</small> 	7/16/2025
David Hancock Chief Capital Services Officer	Review 	7/16/2025
Andres Colman Chief Operations Officer	Review 	7/16/2025
Nichol Bourdeaux Chief Planning & Engagement Officer	<small>Signed by:</small> 	7/16/2025

## 4. UTA Baseline Services

Route	Route Name	Service Type	Tier of Service
1	Rose Park/South Temple	Frequent Bus	Tier 1
2	200 South	Frequent Bus	Tier 1
4	400 South/Foothill Drive	Local Bus	Tier 2
9	900 South	Frequent Bus	Tier 1
F11	11th Ave Flex	Flex Bus	Tier 3
17	1700 South	Local Bus	Tier 3
21	2100 South-2100 East	Frequent Bus	Tier 1
33	3300 South	Frequent Bus	Tier 1
35	3500 South	Frequent Bus	Tier 1
39	3900 South	Frequent Bus	Tier 1
45	4500 South	Local Bus	Tier 2
47	4700 South	Local Bus	Tier 2 +
54	5400 South	Local Bus	Tier 2
62	6200 South	Local Bus	Tier 3
72	7200 South	Local Bus	Tier 2
F94	Sandy Flex	Flex Bus	Tier 3
126	12600 South	Local Bus	Tier 3
200	State Street North	Frequent Bus	Tier 1
201	State Street South	Local Bus	Tier 2
F202	Bingham Junction Flex	Flex Bus	Tier 2
205	500 East	Local Bus	Tier 2
209	900 East	Frequent Bus	Tier 1
213	1300 East	Local Bus	Tier 2
217	Redwood Road	Frequent Bus	Tier 1
218	Sandy - South Jordan	Local Bus	Tier 2
219	South Redwood Road	Local Bus	Tier 3
220	Highland Drive-1100 East	Local Bus	Tier 2
223	2300 East-Holladay Blvd	Local Bus	Tier 3
227	2700 West	Local Bus	Tier 3
F232	3200 W Flex	Flex Bus	Tier 3
240	4000 West-Dixie Valley	Local Bus	Tier 2
248	4800 West	Local Bus	Tier 3
417	Redwood Road Intercounty	Local Bus	Tier 3
451	Tooele - Salt Lake	Limited Stop	Tier 4
F453	Tooele-SLC Flex	Flex Bus	Tier 2
455	U of U-Davis County-WSU	Local Bus	Tier 3
470	Ogden-Salt Lake Intercity	Local Bus	Tier 2
472	Riverdale-Salt Lake Express	Commuter Express	Tier 4
473	Ogden-Salt Lake Express via Highway 89	Commuter Express	Tier 4
IMZ 501	South Salt Lake County	On-Demand	Tier 2

IMZ 502	West Salt Lake	On-Demand	Tier 1
IMZ 541	Tooele Valley	On-Demand	Tier 3
IMZ 561	South Davis	On-Demand	Tier 3
IMZ 581	West Provo	On-Demand	Tier 2
509	900 W Shuttle	Local Bus	Tier 2
513	Industrial Business Park Shuttle	Limited Stop	Tier 4
F514	Jordan Gateway Flex	Flex Bus	Tier 3
F525	Midvale Flex	Flex Bus	Tier 2
551	International Center	Peak Hour Shuttle	Tier 4
F556	5600 W Flex	Flex Bus	Tier 2
F570	7000 S Flex	Flex Bus	Tier 3
F578	7800 S Flex	Flex Bus	Tier 2
F590	9000 S Flex	Flex Bus	Tier 2
601	Ogden Trolley	Circulator	Tier 2
602	Wildcat Shuttle	BRT	Tier 2
603X	Ogden Express (OGX)	BRT	Tier 1
604	West Ogden	Local Bus	Tier 3
612	Washington Blvd	Frequent Bus	Tier 1
613	Weber Industrial Park	Local Bus	Tier 3
F618	Ogden BDO Flex	Flex Bus	Tier 2
F620	West Haven Flex	Flex Bus	Tier 2
625	ATC - Harrison Blvd - WSU	Local Bus	Tier 3
626	West Roy - Clearfield Station	Local Bus	Tier 3
627	WSU Davis-DTC	Local Bus	Tier 2
628	Layton Westside	Local Bus	Tier 2
630	Brigham City-Ogden Comm	Local Bus	Tier 3
F638	The Brigham City	Flex Bus	Tier 3
640	Layton Hills Mall - WSU Ogden Camp	Local Bus	Tier 3
645	Monroe Blvd	Local Bus	Tier 3
667	Lagoon/Station Park Shuttle	Circulator	Tier 2
701	TRAX Blue Line	LRT	Tier 1
703	TRAX Red Line	LRT	Tier 1
704	TRAX Green Line	LRT	Tier 1
720	S-Line	Streetcar	Tier 1
750	FrontRunner	Regional Rail	Tier 2
805	Santaquin-Payson-Spanish Fork-Provo Stat.-UVU	Commuter Express	Tier 4
806	Eagle MTN-Saratoga Springs-Lehi Station-UVU	Commuter Express	Tier 4
807	North County-Lehi Station-UVU	Commuter Express	Tier 4
821	South County - Provo Station	Local Bus	Tier 2
822	South Utah County-BYU-UVU Limited	Commuter Express	Tier 4
823	Spanish Fork-Springville-Provo Station	Local Bus	Tier 2
830X	Utah Valley Express (UVX)	BRT	Tier 1
831	Provo Grandview	Local Bus	Tier 2

833	Airport - Provo Station	Local Bus	Tier 3
834	Riverwoods - Provo Station	Local Bus	Tier 2
850	State Street	Frequent Bus	Tier 1
862	Orem East-West	Local Bus	Tier 2
871	Tech Corridor Rail Connector	Local Bus	Tier 3
Paratransit	Paratransit Services	Paratransit	N/A

## 5. UTA Seasonal Services

Route	Route Name	Service Type	Tier or Service
674	Powder Mountain	Seasonal Recreation Service	Tier 4
675	Snowbasin Ski Service	Seasonal Recreation Service	Tier 4
677	Layton Snowbasin Ski Service	Seasonal Recreation Service	Tier 4
880	Sundance Ski Service	Seasonal Recreation Service	Tier 4
972	Midvale Ft Union Station To Solitude Brighton	Seasonal Recreation Service	Tier 4
994	Historic Sandy Station To Snowbird Alta	Seasonal Recreation Service	Tier 4
CS1 / CS2	Midvale Ft. Union Station to Snowbird & Alta	Seasonal Recreation Service	Tier 4

DRAFT

## 6. Service Span Standards

	Weekdays	Saturdays	Sundays
Tier 1	4:00 am to 12:00 am	4:00 am to 12:00 am	6:00 am to 9:00 pm
Tier 2	6:00 am to 9:00 pm	6:00 am to 9:00 pm	No Service
Tier 3	6:00 am to 9:00 pm	No Service	No Service
Tier 4	Varies	Varies	Varies

## 7. Headway Standards

	Weekdays	Saturdays	Sundays
Tier 1	15 minutes from 6:00 am to 7:00 pm 30 minutes from other time periods	15 minutes from 6:00 am to 7:00 pm 30 minutes from other time periods	30 minutes
Tier 2	30 minutes	60 minutes	None
Tier 3	60 minutes	None	None
Tier 4	Varies	Varies	Varies

## 8. UTA Triennial Change Days

2026 Change Days		
April 2026 Change Day	4/12/2026	Planned Service Changes
August Change Day	8/16/2026	No Planned Service Changes
November Change Day	11/22/2026	Planned Service Changes

UTA conducts major and minor service and schedule adjustments three times per year. Generally, major service changes take place during the April Change Day. Potential schedule changes and adjustments are identified from several sources, evaluated, and selected for inclusion in each Change Day by UTA’s Service Delivery Unit.

## 9. 2026 Service Changes

January 2026	
IMZ 502: SLC West Side on Demand	Increase Miles and Hours

April 2026 Change Day	
Route	Change Description
39	Route Modification
47	Route Modification
50X: MVX	New Mid-Valley Express Bus Rapid Transit (BRT) Service
227	Route Modification & Improved Frequency
674	Suspend Service: Power Mountain Ski Service
675	Suspend Service: Snow Basin Ski Service
677	Suspend Service: Layton Snow Basin Ski Service
880	Suspend Service: Sundance Ski Service
972	Suspend Service: Midvale Ft. Union Station to Solitude & Brighton
974	Suspend Service: Historic Sandy Station to Snowbird & Alta
CS1/CS2	Suspend Service: Midvale Ft. Union Station to Snowbird & Alta

August 2026 Change Day	
Route	Change Description
No Changes	N/A

November 2026 Change Day	
Route	Change Description
205	End Long-Term Detour: Resume Normal Service
223	End Long-Term Detour: Resume Normal Service
667	Farmington Trolley: Discontinue Service
674	Resume Service: Power Mountain Ski Service
675	Resume Service: Snow Basin Ski Service
677	Resume Service: Layton Snow Basin Ski Service
880	Resume Service: Sundance Ski Service
972	Resume Service: Extended Hrs., Midvale Ft. Union Station to Solitude & Brighton
974	Resume Service: Historic Sandy Station to Snowbird & Alta
CS1/CS2	Resume Service: Midvale Ft. Union Station to Snowbird & Alta

Note: Long-term route detours may arise throughout the year which are not currently known due to construction projects or other events. Detours lasting longer than a single Change Day period are planned by Service Planning and implemented as part of the change day process. Short-term detours are managed and implemented through the agency's Service Delivery functions.

## 10. Miles, Hours, Blocks, and Runs

Route 50X: MVX Implementation												
Route	Existing Annual Miles	Existing Annual Hours	Existing Blocks	Existing Runs	New Annual Miles	New Annual Hours	New Blocks	New Runs	Annual Miles Delta	Annual Hours Delta	Blocks Delta	Runs Delta
39	541,437	45,856	8	22	486,418	39,273	7	19	-55,019	-6,583	-1	-3
47	374,939	30,749	6	15	364,846	27,032	5	13	-10,093	-3,717	-1	-2
50X	0	0	0	0	382,877	30,990	5	15	382,877	30,990	5	15
227	46,362	3,351	1	3	161,780	11,040	3	5	115,418	7,689	2	3

Note: Route 50X implementation estimates are developed by UTA’s Service Planning team using Remix planning software. Final miles, hours, blocks, and runs may vary, as UTA’s Service Delivery Unit operationalizes the plan.

Route 667: Farmington Trolley Discontinuation												
Route	Existing Annual Miles	Existing Annual Hours	Existing Blocks	Existing Runs	New Annual Miles	New Annual Hours	New Blocks	New Runs	Annual Miles Delta	Annual Hours Delta	Blocks Delta	Runs Delta
667	87,277	4,946	2	2	0	0	0	0	-87,277	-4,946	-2	-2

Note: Route 667 miles, hours, blocks, and runs are based on Trapeze/Blockbuster reports from the 2024 calendar year.

## 11. Holiday Service Levels

Date	Holiday	TRAX & Street Car	Front Runner	Bus & Route Deviation	Para-transit	Seasonal Services (Ski)	On Demand
1/1/2026	New Year's Day	No Service	No Service	No Service	No Service	SUN	No Service
1/19/2026	Martin Luther King Day	WKD	SAT	SAT	SAT	SAT	SAT
2/16/2026	President's Day	WKD	SAT	SAT	SAT	SAT	SAT
5/25/2026	Memorial Day	WKD	SAT	SAT	SAT	SAT	SAT
6/19/2026	Juneteenth	WKD	WKD	WKD	WKD	WKD	WKD
7/3/2026	Independence Day (Observed)	WKD	SAT	SAT	SAT	SAT	SAT
7/4/2026	Independence Day	SAT	SAT	SAT	SAT	SAT	SAT
7/24/2026	Pioneer Day	WKD	SAT	SAT	SAT	SAT	SAT
9/7/2026	Labor Day	WKD	SAT	SAT	SAT	SAT	SAT
10/12/2026	Columbus Day Indigenous Peoples Day	WKD	WKD	WKD	WKD	WKD	WKD
11/11/2026	Veterans Day	WKD	WKD	WKD	WKD	WKD	WKD
11/26/2026	Thanksgiving Day	No Service	No Service	No Service	No Service	SUN	No Service
11/27/2026	The Day After Thanksgiving	WKD	SAT	SAT	SAT	SAT	SAT
12/24/2026	Christmas Eve	WKD	WKD	WKD	WKD	WKD	WKD
12/25/2026	Christmas Day	No Service	No Service	No Service	No Service	SUN	No Service
12/31/2026	New Year's Eve	WKD	WKD	WKD	WKD	WKD	WKD

WKD Means: Weekday service levels as defined within UTA's Service Span and Headway Standards

SAT Means: Saturday service levels as defined within UTA's Service Span and Headway Standards

SUN Means: Sunday service levels as defined within UTA's Service Span and Headway Standards

## 12. Planned Service Disruptions

Event Service has been developed based on currently known events. Additional service adjustments may be needed as new or unforeseen events arise throughout the year.

### 12.1. Major Events

A Major Event is an event where UTA needs to surge service levels to provide sufficient capacity for the anticipated additional ridership, and/or provide additional UTA staffing to mitigate the potential impacts the event may have.

There are four levels of Major Events:

- Major Events Requiring High-Level Surge Service: An event where anticipated ridership requires UTA to run a significant number of extra trains and/or buses to meet capacity needs.
- Major Events Requiring Mid-Level Surge Service: An event where anticipated ridership requires UTA to run a few extra trains and/or buses to meet capacity needs.
- Major Events Requiring Low-Level Surge Service: An event where anticipated ridership requires UTA add capacity by adding cars onto trains, but not run extra trains or buses to meet capacity needs.
- Major Events Requiring Special Staffing only (No Surge): An event where planned UTA service levels will meet capacity needs, but where UTA staffing is needed to mitigate potential impacts the event may have on safety, reliability, and/or UTA’s operations.

Note: UTA plans capacity (the number of cars on each train, the number of trains, and the number of buses) based on UTA’s Service Design Standards. UTA uses historic ridership data for a typical service day with no special events to project anticipated ridership for the day. Using that data and following UTA’s Service Design Standards, capacity is planned to ensure that the passenger loading standards (the maximum desired number of riders per vehicle) are not exceeded, establishing the baseline service needed for the day.

UTA then determines if additional capacity is needed to support events based on historic and projected event ridership. If an event is anticipated to require additional UTA vehicles above the base line service to meet capacity needs, and/or if additional staffing above the base line staffing level is needed to mitigate the impacts of the event, the event is considered by UTA to be a major event.

### 12.2. 2026 Major Events Summary

Major Events Requiring High-Level Surge Service		
Event	Location	Date
Monster Jam	Rice-Eccles Stadium	May 2
AMA Supercross Championship	Rice-Eccles Stadium	May 9
Warriors over the Wasatch Air Show	Hill Airforce Base	June 27 – June 28
Stadium of Fire	LaVell Edwards Stadium	July 4
University of Utah Football	Rice-Eccles Stadium	September 3
Brigham Young University Football	LaVell Edwards Stadium	September 5
University of Utah Football	Rice-Eccles Stadium	September 12
Brigham Young University Football	LaVell Edwards Stadium	September 12

University of Utah Football	Rice-Eccles Stadium	September 19
University of Utah Football	Rice-Eccles Stadium	TBD
University of Utah Football	Rice-Eccles Stadium	TBD
University of Utah Football	Rice-Eccles Stadium	TBD
University of Utah Football	Rice-Eccles Stadium	TBD
Brigham Young University Football	LaVell Edwards Stadium	TBD
Brigham Young University Football	LaVell Edwards Stadium	TBD
Brigham Young University Football	LaVell Edwards Stadium	TBD
Brigham Young University Football	LaVell Edwards Stadium	TBD
Brigham Young University Football	LaVell Edwards Stadium	TBD

<b>Major Events Requiring Mid-Level Surge Service</b>		
<b>Event</b>	<b>Location</b>	<b>Date</b>
School Lagoon Days	Lagoon	May
LDS General Conference	LDS Conference Center	April 4 – April 5
Salt Lake City Marathon	Salt Lake City	April 25
Kilby Block Party	Salt Lake City Fairgrounds	May 14 – May 17
LDS General Conference	LDS Conference Center	Oct 3 – Oct 4

<b>Major Events Requiring Low-Level Surge Service</b>		
<b>Event</b>	<b>Location</b>	<b>Date</b>
Pride Festival / Parade	Library & Washington Squares	June 6 – June 7
Arts Festival	Library & Washington Squares	June 19 – June 21
Days of '47 / Pioneer Parade	Salt Lake City	July 24
DoTerra Convention	Salt Palace Convention Center	Sept 16 – Sept 19
Fan X Comic Convention	Salt Palace Convention Center	Sept 24 – Sept 26
State High School Play-offs	Rice-Eccles Stadium	November
Christmas Lights	Temple Square	December
Sports / Other Events	Delta Center	Jan. – Dec.
Sports / Other Events	Huntsman Center	Jan. – Dec.
Large Events (other than General Conference)	LDS Conference Center	Jan. – Dec.

<b>Major Events Requiring Special Staffing only (No Surge)</b>		
<b>Event</b>	<b>Location</b>	<b>Date</b>
Run SLC 5K Race	Salt Lake City	February 7
Run SLC 10K Race	Salt Lake City	March 7
Run SLC 15K Race	Salt Lake City	April 11
Lehi Roundup Rodeo	Lehi	June 24-27

**12.3. Minor Events**

A Minor Event is an event where UTA’s baseline service and capacity is sufficient to meet anticipated ridership needs.

**12.4. 2026 Minor Events Summary**

<b>Minor Events Requiring No Surge Service</b>		
<b>Event</b>	<b>Location</b>	<b>Date</b>
Sports / Other Events	Maverik Center	Jan. – Dec.
Sports / Other Events	America First Field	Jan. – Dec.
Sports / Other Events	Ballpark at America First Sq.	Jan. – Dec.
Concerts / Events	Abrahamson Hall	Jan. – Dec.
Concerts / Events	Eccles Theater	Jan. – Dec.
Concerts / Events	LDS Tabernacle / Assembly Hall	Jan. – Dec.
Concerts / Events	U of U Kingsbury Hall	Jan. – Dec.
Concerts / Events	U of U Pioneer Theater	Jan. – Dec.
Plays / Events	U of U Gardner Hall	Jan. – Dec.
Conventions with under 30,000 attendees	Salt Palace Convention Center	Jan. – Dec.
Conventions / Events	Mountain America Expo Center	Jan. – Dec.

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### 13. State of Good Repair (SGR) Projects

SGR Project 1	
Mode	Light Rail Transit
Impacted Route(s)	701, 703, 704: TRAX Blue, Red, Green Lines
Project	2100 South Grade Crossing & Union Interlocking
Scope	<ul style="list-style-type: none"> <li>○ South grade crossing replacement</li> <li>○ Union Interlocking: Replace running rail, frogs, restraining rail</li> </ul>
Project Dates	TBD
Estimated Service Impact	7 Days
Service Impact	<ul style="list-style-type: none"> <li>○ Central Point Station Closed</li> <li>○ Ball Park Station Closed</li> </ul>
Bus Bridge	Bus bridge 1: Ballpark Station to Meadowbrook Station Bus bridge 2: Ballpark Station to River Trail Station

SGR Project 2	
Mode	Light Rail Transit
Impacted Route(s)	704: TRAX Green Line
Project	West Valley Grade Crossings & OCS Replacement / Repairs
Scope	<ul style="list-style-type: none"> <li>○ 1070 West grade crossing replacement</li> <li>○ Chesterfield Street grade crossing replacement</li> <li>○ Decker Lake Street grade crossing replacement</li> <li>○ E-Center entrance road grade crossing replacement</li> <li>○ 3360 South grade crossing replacement</li> <li>○ 3500 South grade crossing replacement</li> <li>○ 2320 South grade crossing replacement</li> <li>○ Replacement of 5 pre-curve areas along West Valley TRAX line</li> <li>○ Overhead Catenary System work along West Valley TRAX line</li> </ul>
Project Dates	TBD
Estimated Service Impact	45 Days
Service Impact	<ul style="list-style-type: none"> <li>○ River Trail Station Closed</li> <li>○ Redwood Junction Station Closed</li> <li>○ Decker Lake Station Closed</li> <li>○ West Valley Central Station Closed</li> </ul>
Bus Bridge	Bus bridge 1: Central Point Station to West Valley Central

<b>SGR Project 3</b>	
Mode	Light Rail Transit
Impacted Route(s)	703: TRAX Red Line
Project	Tunnel and Quick Interlockings, Curve Improvements
Scope	<ul style="list-style-type: none"> <li>○ Rebuild Tunnel Interlocking, replace switches, rail and frogs</li> <li>○ Realign and tamp curve between East 9th Avenue and 700 W</li> <li>○ Rebuild Quick Interlocking, replace switches, rail and frogs</li> </ul>
Project Dates	TBD
Estimated Service Impact	14 Days
Service Impact	<ul style="list-style-type: none"> <li>○ Bingham Junction Station Closed</li> <li>○ Historic Gardner Station Closed</li> <li>○ West Jordan City Center Station Closed</li> </ul>
Bus Bridge	Bus bridge: Fashion Place Station to 2700 W Sugar Factory Station

<b>SGR Project 4</b>	
Mode	Light Rail Transit
Impacted Route(s)	704: TRAX Green Line
Project	Utah Department of Transportation (UDOT) maintenance work on the I-215 bridge over North Temple and the TRAX Green Line.
Scope	<ul style="list-style-type: none"> <li>○ No UTA maintenance work performed</li> </ul>
Project Dates	TBD
Estimated Service Impact	3 weekends (Saturday and Sunday)
Service Impact	<ul style="list-style-type: none"> <li>○ North and South bound rails closed between 1940 W Station and Airport Station</li> </ul>
Bus Bridge	Bus bridge: 1940 W Station and Airport Station

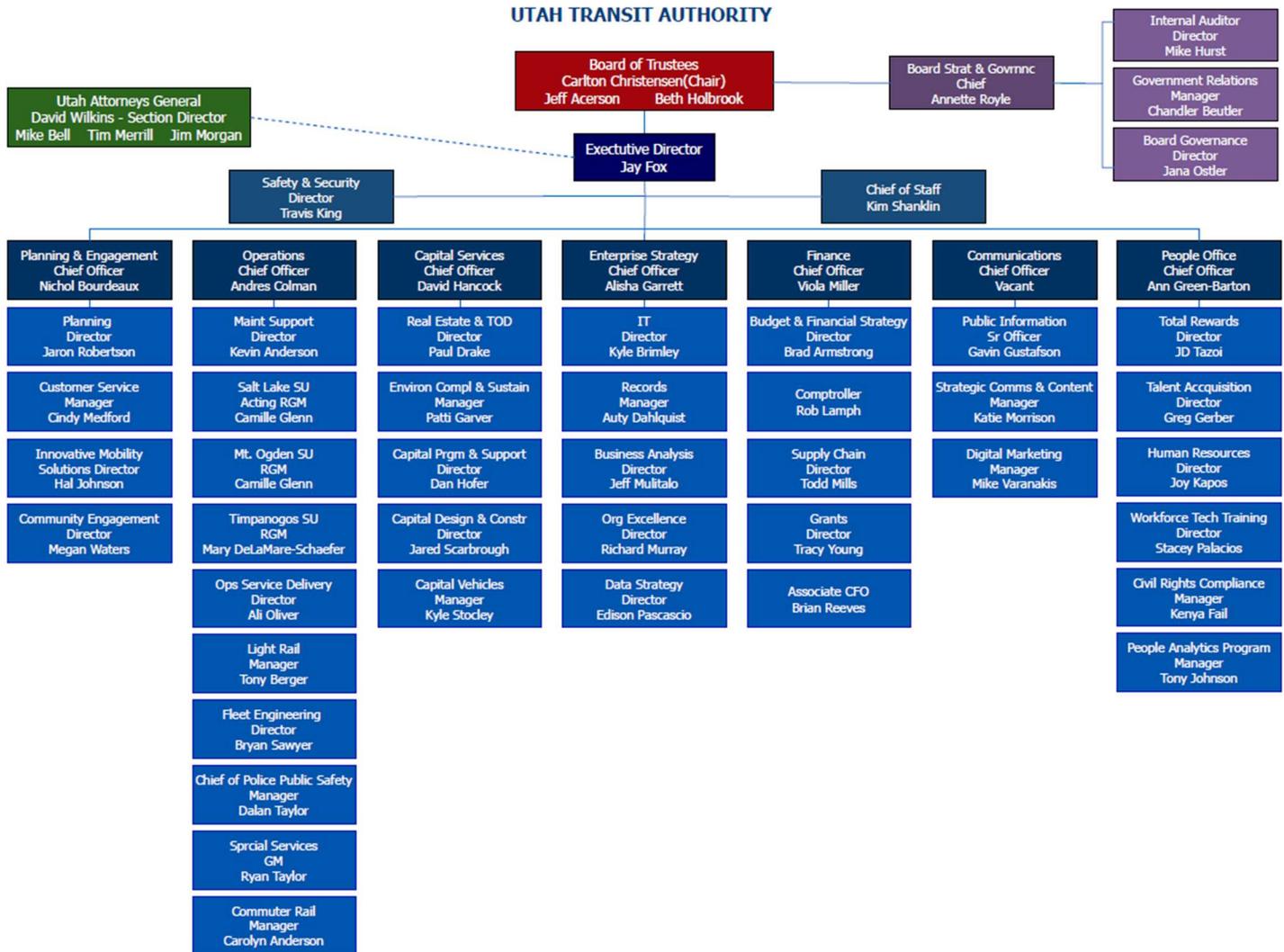
Note: SGR Projects are based on the best available information and identifying agency needs as defined within UTA’s Transit Asset Management Plan and Five-Year Capital Budget. Planned SGR Projects are subject to change based on project stakeholder input, material procurement timelines, and other unforeseen factors. The final project development is coordinated and developed through UTA’s Capital Development Services and the Planned Service Disruptions Committee.

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# Section 5: Reports

## Org Chart



## Draft 2026 Budget Details - Unconsolidated

### Operating Expense Summary

Chief - Exec - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
<b>Board</b>	\$ 3,626,866	\$ 3,793,665	\$ 166,799	5%
<b>Capital Services</b>	\$ 8,183,427	\$ 8,383,487	\$ 200,060	2%
<b>Communications</b>	\$ 4,842,106	\$ 5,229,676	\$ 387,570	8%
<b>Enterprise Strategy</b>	\$ 31,267,370	\$ 34,800,300	\$ 3,532,930	11%
<b>Executive Director</b>	\$ 7,538,842	\$ 7,789,631	\$ 250,789	3%
<b>Finance</b>	\$ 19,671,984	\$ 19,848,124	\$ 176,140	1%
<b>People</b>	\$ 13,868,057	\$ 13,993,559	\$ 125,502	1%
<b>Planning &amp; Engagement</b>	\$ 27,396,584	\$ 29,348,411	\$ 1,951,827	7%
<b>Operations</b>	\$ 347,113,537	\$ 354,922,107	\$ 7,808,569	2%
Asset Mgt	\$ 46,874,043	\$ 41,691,109	\$ (5,182,934)	-11%
Com Rail	\$ 32,742,546	\$ 32,064,496	\$ (678,050)	-2%
COO	\$ 24,708,862	\$ 29,840,581	\$ 5,131,719	21%
Lgt Rail	\$ 51,698,030	\$ 53,257,669	\$ 1,559,639	3%
Ogden	\$ 34,237,300	\$ 37,508,347	\$ 3,271,047	10%
Riverside	\$ 34,024,990	\$ 37,926,574	\$ 3,901,584	11%
SL Bus	\$ 96,722,155	\$ 96,143,675	\$ (578,480)	-1%
Timp	\$ 26,105,611	\$ 26,489,655	\$ 384,044	1%
<b>Non Dept</b>	\$ 1,000,000	\$ 8,996,776	\$ 7,996,776	800%
<b>Grand Total</b>	\$ 464,508,773	\$ 487,105,735	\$ 22,596,962	5%

### FTE Summary

Chief	2025 Budget FTE	2026 Budget FTE	Difference
<b>Board</b>	16.0	16.5	0.5
<b>Capital Services</b>	64.0	64.5	0.5
<b>Communications</b>	19.0	19.0	-
<b>Enterprise Strategy</b>	131.0	133.0	2.0
<b>Executive Director</b>	32.5	35.7	3.2
<b>Finance</b>	121.0	121.0	-
<b>People</b>	105.8	105.8	-
<b>Planning &amp; Engagement</b>	100.6	100.6	-
<b>Operations</b>	2,385.7	2,456.7	71.0
Asset Mgt	227.0	227.0	-
Com Rail	181.0	182.0	1.0
COO	145.7	158.7	13.0
Lgt Rail	379.5	387.5	8.0
Ogden	268.5	272.5	4.0
Riverside	214.0	225.0	11.0
SL Bus	774.0	797.0	23.0
Timp	196.0	207.0	11.0
<b>Grand Total</b>	2,975.6	3,052.7	77.2



## Operating Expense Summary – By Category

Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
Wages	\$ 218,577,298	\$ 233,747,961	\$ 15,170,663	7%
Fringe	\$ 109,966,036	\$ 116,709,026	\$ 6,742,990	6%
Fuel/Power	\$ 34,821,300	\$ 35,700,097	\$ 878,797	3%
Other O&M	\$ 23,910,652	\$ 24,326,610	\$ 415,958	2%
Parts	\$ 29,547,928	\$ 25,890,753	\$ (3,657,175)	-12%
Services	\$ 56,043,622	\$ 61,673,209	\$ 5,629,587	10%
Utilities	\$ 8,010,309	\$ 7,324,795	\$ (685,514)	-9%
Capitalized Costs	\$ (16,368,372)	\$ (18,266,716)	\$ (1,898,344)	12%
<b>Grand Total</b>	<b>\$ 464,508,773</b>	<b>\$ 487,105,735</b>	<b>\$ 22,596,962</b>	<b>5%</b>

## Expense Category Descriptions

<b>Wages</b>	Salaries
	Wages
	Overtime
<b>Fringe</b>	Medical
	Dental
	JIT contributions
	Pension Contribution
	Other Fringes
<b>Services</b>	Contract Services
	Professional Services
	Temp Help
	Custodial
	Other Fringes
<b>Fuel/Power</b>	Propulsion Power Bus
	Propulsion Power Trax
	CNG Bus
	Diesel Fuel
	Gasoline
<b>Parts</b>	Repair Parts
	Tires
<b>Utilities</b>	Natural Gas (non-propulsion)
	Electricity (non-propulsion)
	Cell Phones
	Telecom
	Data Services
	Water
	Other Utilities

<b>Other O&amp;M</b>	Contingency
	Insurance
	Media Expense
	Computer Supplies
	Training
	Travel
	Non-Rev Fleet Maint
	Employee Recognition
	Office Supplies
	Shop Tools
	Recruiting Expenses
	Dues and Subscriptions
	Meeting Supplies
	Environmental Supplies
	Facility Repairs
	Safety Supplies
	Other Supplies
Other items	

Additional Operating Expense details available in Appendix.



## 5-Year Outlook Summary\*

USD \$ Millions		Actual	Actual	Forecast	Projected	Projected	Projected	Projected	Projected
Sources		2023	2024	2025	2026	2027	2028	2029	2030
A	<b>Beginning Balance</b>	\$ 435.2	\$ 373.4	\$ 229.6	\$ 299.9	\$ 186.3	\$ 44.7	\$ (35.9)	\$ (241.4)
	Sales Tax OG	\$ 482.4	\$ 492.4	\$ 505.2	\$ 520.1	\$ 539.4	\$ 554.5	\$ 569.6	\$ 584.7
	HB430 Impact			\$ -	\$ (3.6)	\$ (7.4)	\$ (7.6)	\$ (7.8)	\$ (8.0)
	Sales Tax Less 4th Qtr 10%	\$ 482.4	\$ 492.4	\$ 505.2	\$ 516.5	\$ 532.0	\$ 546.9	\$ 561.8	\$ 576.7
	PM Funds (FTA)	63.6	32.7	120.0	96.5	73.7	74.6	75.4	76.1
	Passenger Funds	35.4	39.3	38.6	40.9	41.6	42.6	42.9	43.9
B	<b>Capital Sources</b>	103.3	76.9	357.0	223.7	149.8	195.1	81.0	66.6
	Bonding	-	-	128.0	-	-	84.0	-	4.3
	Leasing	32.0	37.0	32.7	50.0	42.3	28.0	29.6	26.4
	Grants	23.7	10.6	69.95	80.3	35.9	22.1	1.3	0.7
	Formula Funds	21.6	18.9	53.03	30.2	42.2	49.2	43.2	30.2
	State	17.6	7.4	34.8	10.6	3.9	5.9	4.4	2.9
	TTIF	-	-	29.6	42.6	16.2	2.9	1.0	2.2
	Local Revenues	8.9	3.0	5.0	9.9	9.3	3.0	1.5	0.0
	Other	(0.5)	-	4.0	-	-	-	-	-
	<b>Other Sources</b>	42.2	53.1	22.1	31.4	24.8	18.5	19.5	19.0
C	<b>Total Sources</b>	\$ 726.9	\$ 694.4	\$ 1,042.9	\$ 909.1	\$ 821.9	\$ 877.7	\$ 780.5	\$ 782.3
<b>Uses</b>									
D	Operating Expense	\$ 386.3	\$ 417.1	\$ 464.5	\$ 487.1	\$ 529.1	\$ 546.3	\$ 564.1	\$ 594.0
E	Capital Expense	209.9	181.2	349.5	345.7	234.6	209.4	167.9	104.7
F	Debt Service	157.9	192.0	158.6	189.9	199.8	202.6	254.0	209.0
G	<b>Total Uses</b>	\$ 754.1	\$ 790.3	\$ 972.6	\$ 1,022.6	\$ 963.5	\$ 958.3	\$ 986.0	\$ 907.6
H	<b>Net Change</b>	\$ (27.2)	\$ (96.0)	\$ 70.3	\$ (113.6)	\$ (141.7)	\$ (80.6)	\$ (205.5)	\$ (125.3)
I	Cash Amended	(34.6)	(47.9)	-	-	-	-	-	-
J	<b>Ending Balance</b>	\$ 373.4	\$ 229.6	\$ 299.9	\$ 186.3	\$ 44.7	\$ (35.9)	\$ (241.4)	\$ (366.8)
K	Reserves	203.3	212.2	228.9	241.5	253.9	257.5	214.1	220.3
L	<b>Available For Capital Invest</b>	\$ 170.2	\$ 17.4	\$ 71.1	\$ (55.2)	\$ (209.3)	\$ (293.5)	\$ (455.5)	\$ (587.1)

J= A + C - G + I

L = J - K

\*Updated 8/6/25

- D= Operating mode, capital support, and admin expenses
- E= capital expansion & state of good repair project expenses
- Not included = O&M and SGR for new capital projects, except FR2X
- Forecasting assumptions:
  - Sales Tax Revenue based on U of U Professor Dr. Bannister's model. Updated March 2025
  - 5th 5th Sales Tax revenue from Utah county projected to begin in 2027 at \$4.3M
  - D: Operating Exp service adds: MVX (\$2.7M in 2026), other 2026 adds (\$26M pushed to 2027), FR2X (\$11.6M in 2030)
  - 2026 Operating Exp includes a 3% wage increase with the following years inflated at 3.25% avg
  - E: Capital Exp use 2025 Amended & 2026 version 5-Year Capital Plan (5YCP)
  - F: Debt Service values updated to include new bonding as below
- Exceptional values
  - PM Funds high in 2025 and 2026 due to catch-up draws from previous years
  - Capital Sources & Expenses vary based on specific projects in the 5YCP or State of Good Repair projects thereafter
  - Bonding in 2025, 2028 & 2030 for Light Rail Vehicle Replacement (SD100/160 cars) & Ogden Admin Building project
  - Debt Service Expenses in 2029 high due to final balloon payment on Utah County interlocal loan



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## Section 6: Capital Plan\*

### Summary of The Proposed 2026-2030 Five-Year Plan Progress

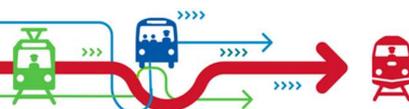
#### Process:

- Starting in April, interviews were conducted with UTA Project Managers, reviewing existing projects to understand delivery potential for 2025
  - Interviews included Capital, Project Managers, Finance, and Grants representatives
  - Discussed 2026 delivery potential in detail and plans for years 2027-2030, if applicable
- In May, a submission portal for new project requests or budget increases was opened for Project Managers via Laserfiche
- The capital team completed budget meetings in late June and compiled a proposed five-year capital plan (5YCP)
- The newly proposed plan with project amounts was taken to the Executive Team (ET) for review and feedback. The initial proposed 2026 capital plan requested \$344.58 million and a total of \$1.25 billion for the proposed 2026-2030 five-year capital plan
- Capital continued to meet with ET and other teams, receiving feedback, suggestions, and updates regarding potential delays or project cuts
- Following these meetings and receiving input and feedback, the proposed 2026 capital number was reduced to \$311.66 million and \$1.103 billion for the proposed 2026-2030 five-year capital plan
- Capital received a request to analyze the possibility of a new target of \$255.76M for 2026
- Since then, 2025 payment timing for Light Rail Vehicle Replacements have shifted into 2026, increasing the current 2026 total to \$345.66 million. However, the proposed 2026-2030 five-year capital plan total has been reduced to \$1.062 billion
- Capital has worked to match UTA fund amounts from the approved 2025-2029 five-year Capital Plan for 2026 of \$71.81 million. The current gap is \$3.6 million (\$75.41)
- Over the next month, Capital will continue to work on this request

#### Highlights of the current draft plan:

- Added 2 new projects based on Facilities Master Plan
  - Electrical Systems upgrade
  - Fire Systems Upgrades
- Finishing Mid-Valley X BRT Project
- SGR investment amount (\$776.512M)
  - Vehicles
    - Continue LRV Replacement (2026 proposed capital budget \$20,622,000)
  - Facilities
  - Infrastructure

\*Updated 8/6/25



### Summary by Chief Office\*

Office	2026 Total Budget
Capital Services	\$284,728,000
Enterprise Strategy	\$15,251,000
Executive Director (Safety)	\$1,485,000
Finance	\$31,973,000
Operations	\$9,481,000
People	\$50,000
Planning & Engagement	\$2,693,000
<b>Grand Total</b>	<b>\$345,661,000</b>

\*Updated 8/6

The tentative capital budget for 2026 is not yet complete. This section contains data from the current iteration (Rev 03) of the 2026 Capital Budget.



# 2026-2030 Five Year Capital Plan

2026 Capital Plan attached.



## 2026-2030 Five Year Capital Plan (DRAFT)

Funded/Unfunded (Multiple Items)  
 Include Total Request (Base & Add'l)

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
Capital Services	284,728,000	201,185,000	181,425,000	142,615,000	81,694,000	891,647,000
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	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	1,836,000	-	-	-	-	1,836,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	1,925,000	-	-	-	-	1,925,000
MSP132 - IPCS 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	100,000	-	-	-	-	100,000
MSP185 - Ogden/Weber State University 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
<b>MSP202 - (Grant Dependent) Davis-SLC Community Connector</b>	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 Max EXP\Optimization	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-
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 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	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	2,856,000	3,156,000	2,693,000	2,693,000	-	11,398,000
MSP253 - Mid-Valley Connector	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - Orange/Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	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	15,800,000	2,000,000	-	-	-	17,800,000
MSP262 - SL Central HQ Office	-	-	-	-	-	-
MSP263 - TOD 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
MSP271 - MOW Training Yard	1,500,000	-	-	-	-	1,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000

## 2026-2030 Five Year Capital Plan (DRAFT)

Sum of Total Budget- Rounded Office/Projects	Column Labels					
	2026	2027	2028	2029	2030	Grand Total
MSP286 - Utah County Park & Ride Lots	3,200,000	-	-	-	-	3,200,000
MSP287 - 900 East UVX Station	212,000	-	-	-	-	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	2,440,000
MSP312 - FrontRunner 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
NP002- Bus Stop Amenities	400,000	1,600,000	410,000	10,000	10,000	2,430,000
NP009- 200 S-Ph III-TSP	1,285,000	2,785,000	428,000	-	-	4,498,000
NP022- Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
NP023- TPSS Building Rehab	100,000	1,000,000	-	-	-	1,100,000
NP026- Midvale RSC Operations work space and amenity remodel	-	589,000	-	-	-	589,000
NP027- Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
NP031- Elevator Replacements- Farmington Station	-	50,000	600,000	-	-	650,000
NP032- Escalators Replacement- North Temple Station	125,000	1,000,000	-	-	-	1,125,000
NP038- Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
NP048- Rail Grinding	-	1,300,000	2,600,000	1,300,000	-	5,200,000
NP049- Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	130,000
NP071- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	1,000	21,309,000	-	-	-	21,310,000
NP076 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	1,000	3,406,000	-	3,407,000
NP077 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	1,200,000	1,050,000	-	-	3,300,000
NP078 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	-	-	-	11,000	87,000	98,000
NP079 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	11,000	94,000	105,000
NP080 - (Grant Dependent) Salt Lake or WV On Route 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 Replacements	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Replacement Buses	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 Van Replacements	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
REV233 - Commuter Rail Vehicle Procurement - Used	4,450,000	4,964,000	2,500,000	-	-	11,914,000
REV236 - VW Battery Buses	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	53,622,000	18,830,000	68,153,000	40,697,000	4,690,000	185,992,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
SGR040 - Light Rail Vehicle Rehab	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - LRT Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Commuter Rail 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	4,000,000	2,250,000	3,250,000	5,100,000	1,250,000	15,850,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	8,500,000	20,000,000	15,000,000	15,000,000	61,500,000
SGR393 - Grade Crossing Replacement Program	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	12,500,000

## 2026-2030 Five Year Capital Plan (DRAFT)

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
SGR397 - TPSS Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - OCS Rehab/Replace	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	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - Route End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000
SGR409 - System Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000
SGR411 - Farmington Ped Bridge Repairs	560,000	-	-	-	-	560,000
SGR412- PCC Replacement Project	1,900,000	-	-	-	-	1,900,000
<b>Enterprise Strategy</b>	<b>15,251,000</b>	<b>5,955,000</b>	<b>3,835,000</b>	<b>3,275,000</b>	<b>3,550,000</b>	<b>31,866,000</b>
ICI001 - Passenger Information	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
ICI191 - IT Managed Reserves	400,000	400,000	400,000	400,000	400,000	2,000,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	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 Comm Infrastructure	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	1,000,000	-	-	-	1,750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	2,000,000	-	-	-	6,000,000
ICI230- Operations System	5,356,000	180,000	-	-	-	5,536,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	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 Phase 2: Procurement	-	-	-	-	-	-
NP064- (Consolidation) Electronic Communication Rehab/Replacement	700,000	700,000	700,000	700,000	700,000	3,500,000
<b>Executive Director (Safety)</b>	<b>1,485,000</b>	<b>843,000</b>	<b>907,000</b>	<b>1,007,000</b>	<b>770,000</b>	<b>5,012,000</b>
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - 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 - Arc Flash Analysis	-	87,000	287,000	287,000	-	661,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	-	-	-	100,000
<b>Finance</b>	<b>31,973,000</b>	<b>10,518,000</b>	<b>10,445,000</b>	<b>10,484,000</b>	<b>10,395,000</b>	<b>73,815,000</b>
CDA006 - 5310 Administration Funds All 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	13,809,000	-	-	-	-	13,809,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	-	252,000
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-

## 2026-2030 Five Year Capital Plan (DRAFT)

Sum of Total Budget- Rounded	Column Labels						
Office/Projects	2026	2027	2028	2029	2030	Grand Total	
MSP276 - FFY 2022 UT 2023 SL/WV 5310	160,000	-	-	-	-	160,000	
MSP277 - FFY 2022 UT-2023-024 P/O 5310	350,000	-	-	-	-	350,000	
MSP278 - FFY 2022 UT02023 O/L 5310	150,000	-	-	-	-	150,000	
MSP279 - FFY 2021 UT-2023-013 O/L 5310	81,000	-	-	-	-	81,000	
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	172,000	-	-	-	-	172,000	
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	
MSP302 - FFY 2024 O/L 5310	185,000	-	-	-	-	185,000	
MSP303 - FFY 2023 O/L 5310	160,000	-	-	-	-	160,000	
MSP304 - FFY 2023 P/O 5310	107,000	-	-	-	-	107,000	
MSP305 - FFY 2023 SL/WV 5310	145,000	-	-	-	-	145,000	
MSP306 - FFY 2026 All UZAs 5310	3,303,000	-	-	-	-	3,303,000	
MSP307 - FFY 2025 All UZAs 5310	2,650,000	-	-	-	-	2,650,000	
MSP308 - FFY 2024 SL/WV 5310	201,000	-	-	-	-	201,000	
MSP309 - FFY 2024 P/O 5310	50,000	-	-	-	-	50,000	
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	
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	
<b>Operations</b>	<b>9,481,000</b>	<b>14,351,000</b>	<b>11,200,000</b>	<b>9,080,000</b>	<b>6,800,000</b>	<b>50,912,000</b>	
FMA543 - Police Fleet Vehicles	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	993,000	890,000	1,025,000	720,000	670,000	4,298,000	
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 JRSC	1,000,000	1,000,000	-	-	-	2,000,000	
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	
NP003- Police RMS/CAD	5,000	2,100,000	-	-	-	2,105,000	
NP017- Floor Restoration Mt.Ogden	-	939,000	-	-	-	939,000	
NP045- LRV Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000	
NP051- LRV 1168 Accident Repairs	1,280,000	1,550,000	145,000	-	-	2,975,000	
SGR386 - LRV repairs for 1137 and 1122	1,600,000	600,000	-	-	-	2,200,000	
<b>People</b>	<b>50,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,000</b>	
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	
MSP310 - Bus Training Simulator	-	-	-	-	-	-	
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	
NP001- HEP Load Bank for HEP Trainer	50,000	-	-	-	-	50,000	
<b>Planning &amp; Engagement</b>	<b>2,693,000</b>	<b>1,709,000</b>	<b>1,620,000</b>	<b>1,445,000</b>	<b>1,445,000</b>	<b>8,912,000</b>	
MSP198 - 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	794,000	445,000	445,000	445,000	445,000	2,574,000	
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000	

## 2026-2030 Five Year Capital Plan (DRAFT)

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
MSP294 - Planning Studies	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	-	-	-	-	200,000
NP053- (Grant Dependent) Optical Detection Next Steps	50,000	200,000	100,000	-	-	350,000
NP054- (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
NP055- Proposed Project: One-Time IMS Capital Expenses, 2026	638,000	-	-	-	-	638,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-
<b>Grand Total</b>	<b>345,661,000</b>	<b>234,561,000</b>	<b>209,432,000</b>	<b>167,906,000</b>	<b>104,654,000</b>	<b>1,062,214,000</b>

## 2026 Details (DRAFT)

Include	Total Request (Base & Add'l)
Funded/Unfunded	(Multiple Items)
Year	2026

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Grants - Pending- Rounded	Sum of Grants - Unfunded/Award Sources- Unfunded- 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	284,728,000	46,585,000	87,709,000	-	-	49,964,000	10,622,000	42,627,000	9,652,000	37,569,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	-	-	-	-	-	-	-	-	1,190,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	1,836,000	-	-	-	-	-	-	-	-	1,836,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	1,925,000	-	1,540,000	-	-	-	-	-	-	385,000
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	-	-	1,000,000	-
MSP156- Prop 1 Davis County	100,000	-	-	-	-	-	-	-	-	100,000
MSP185 - Ogden/Weber State University 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 Max EXP\Optimization	-	-	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	-	-	-	-	-	-	-	-	1,500,000
MSP216 - Point of the Mountain Transit	231,000	-	-	-	-	-	-	231,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	511,000	-	-	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,856,000	-	-	-	-	-	2,856,000	-	-	-
MSP253 - Mid-Valley Connector	31,715,000	-	21,292,000	-	-	-	3,615,000	6,808,000	-	-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	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	15,800,000	-	2,789,000	-	-	-	-	13,011,000	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-	-	-
MSP263 - TOD 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 - MOW Training Yard	1,500,000	-	-	-	-	1,500,000	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	-	-	135,000

## 2026 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Grants - Pending- Rounded	Sum of Grants - Unfunded/Award Sources- Unfunded- 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	3,200,000	-	2,976,000	-	-	-	-	-	-	224,000
MSP287 - 900 East UVX Station	212,000	-	197,000	-	-	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	-	-	-	-	2,440,000
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	-	-	300,000	-	-	-
MSP320- TRAX Forward	100,000	-	-	-	-	-	-	-	-	100,000
NP002- Bus Stop Amenities	400,000	-	-	-	-	-	-	-	-	400,000
NP009- 200 S-Ph III-TSP	1,285,000	-	600,000	-	-	-	-	-	685,000	-
NP022- Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	-	-	240,000
NP023- TPSS Building Rehab	100,000	-	80,000	-	-	-	-	-	-	20,000
NP026- Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-	-	-
NP027- Facility Strategic Plan: Electrical Systems Remediation	1,395,000	-	1,116,000	-	-	-	-	-	-	279,000
NP031- Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-	-	-
NP032- Escalators Replacement- North Temple Station	125,000	-	100,000	-	-	-	-	-	-	25,000
NP038- Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	-	-	64,000
NP048- Rail Grinding	-	-	-	-	-	-	-	-	-	-
NP049- Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	-	-	-	-	130,000
NP071- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	1,000	-	-	-	-	-	-	-	-	1,000
NP076 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	-	-	-	-	-	-	-	-
NP077 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	-	-	-	-	-	-	-	-	1,050,000
NP078 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	-	-	-	-	-	-	-	-	-	-
NP079 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-	-	-
NP080 - (Grant Dependent) Salt Lake or WV On Route Chargers	9,000	-	-	-	-	-	-	-	-	9,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Replacements	16,634,000	-	-	-	-	16,634,000	-	-	-	-
REV211 - Replacement Buses	16,580,000	-	-	-	-	16,480,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Van Replacements	1,600,000	-	-	-	-	1,600,000	-	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	4,450,000	-	-	-	-	4,450,000	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	53,622,000	43,311,000	10,311,000	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	150,000	-	-	-	-	-	-	-	-	150,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	10,500,000	-	8,400,000	-	-	-	-	-	-	2,100,000
SGR047 - LRT Stray Current Control	500,000	-	-	-	-	-	-	-	-	500,000
SGR353 - Commuter Rail 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	4,000,000	-	3,200,000	-	-	-	-	-	-	800,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	50,000	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	-	-	600,000

## 2026 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Grants - Pending- Rounded	Sum of Grants - Unfunded/Award Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	1,000,000	-	800,000	-	-	-	-	-	-	200,000
SGR398 - OCS Rehab/Replace	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	2,590,000	-	-	-	-	-	-	-	-	2,590,000
SGR408 - Route End of Line (EOL) Enhancements	1,115,000	-	892,000	-	-	-	-	-	-	223,000
SGR409 - System Restrooms	1,555,000	-	-	-	-	-	-	-	-	1,555,000
SGR410 - Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	-	-	-	140,000
SGR411 - Farmington Ped Bridge Repairs	560,000	-	-	-	-	-	-	-	-	560,000
SGR412- PCC Replacement Project	1,900,000	-	1,520,000	-	-	-	-	-	-	380,000
<b>Enterprise Strategy</b>	<b>15,251,000</b>	<b>-</b>	<b>3,200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12,051,000</b>
ICI001 - Passenger Information	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
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	-	-	-	400,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	475,000	-	-	-	-	-	-	-	-	475,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	-	-	500,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	3,200,000	-	-	-	-	-	-	800,000
ICI230- Operations System	5,356,000	-	-	-	-	-	-	-	-	5,356,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000	-	-	-	-	-	-	-	-	145,000
ICI233- Technology Systems- State of Good Repair	175,000	-	-	-	-	-	-	-	-	175,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-	-	-
NP064- (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	-	-	-	700,000
<b>Executive Director (Safety)</b>	<b>1,485,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,485,000</b>
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	645,000	-	-	-	-	-	-	-	-	645,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	-	-	-	-	-	-	-	100,000
<b>Finance</b>	<b>31,973,000</b>	<b>-</b>	<b>15,975,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>268,000</b>	<b>15,730,000</b>
CDA006 - 5310 Administration Funds All Years	322,000	-	322,000	-	-	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	-	-	-	-	-	-	-	-	65,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	13,809,000	-	8,167,000	-	-	-	-	-	-	5,642,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-	-	-

## 2026 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP276 - FFY 2022 UT 2023 SL/WV 5310	160,000	-	128,000	-	-	-	-	-	26,000	6,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	350,000	-	280,000	-	-	-	-	-	67,000	3,000
MSP278 - FFY 2022 UT02023 O/L 5310	150,000	-	120,000	-	-	-	-	-	27,000	3,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	81,000	-	81,000	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	172,000	-	172,000	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	185,000	-	148,000	-	-	-	-	-	37,000	-
MSP303 - FFY 2023 O/L 5310	160,000	-	128,000	-	-	-	-	-	30,000	2,000
MSP304 - FFY 2023 P/O 5310	107,000	-	86,000	-	-	-	-	-	21,000	-
MSP305 - FFY 2023 SL/WV 5310	145,000	-	116,000	-	-	-	-	-	26,000	3,000
MSP306 - FFY 2026 All UZAs 5310	3,303,000	-	3,303,000	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	2,650,000	-	2,650,000	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	201,000	-	161,000	-	-	-	-	-	34,000	6,000
MSP309 - FFY 2024 P/O 5310	50,000	-	50,000	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-	-	-
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>9,481,000</b>	<b>-</b>	<b>3,650,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,831,000</b>
FMA543 - Police Fleet Vehicles	1,138,000	-	910,000	-	-	-	-	-	-	228,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	993,000	-	-	-	-	-	-	-	-	993,000
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 JRSC	1,000,000	-	800,000	-	-	-	-	-	-	200,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-	-	-
NP003- Police RMS/CAD	5,000	-	-	-	-	-	-	-	-	5,000
NP017- Floor Restoration Mt.Ogden	-	-	-	-	-	-	-	-	-	-
NP045- LRV Collision Avoidance System	150,000	-	120,000	-	-	-	-	-	-	30,000
NP051- LRV 1168 Accident Repairs	1,280,000	-	-	-	-	-	-	-	-	1,280,000
SGR386 - LRV repairs for 1137 and 1122	1,600,000	-	-	-	-	-	-	-	-	1,600,000
<b>People</b>	<b>50,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,000</b>
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-	-	-
NP001- HEP Load Bank for HEP Trainer	50,000	-	-	-	-	-	-	-	-	50,000
<b>Planning &amp; Engagement</b>	<b>2,693,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,693,000</b>
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	794,000	-	-	-	-	-	-	-	-	794,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	-	-	100,000

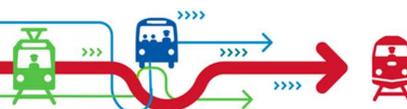
## 2026 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	-	-	-	-	-	-	-	-	200,000
NP053- (Grant Dependent) Optical Detection Next Steps	50,000	-	-	-	-	-	-	-	-	50,000
NP054- (Grant Dependent) Bus scanning safety project	11,000	-	-	-	-	-	-	-	-	11,000
NP055- Proposed Project: One-Time IMS Capital Expenses, 2026	638,000	-	-	-	-	-	-	-	-	638,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-	-	-
<b>Grand Total</b>	<b>345,661,000</b>	<b>46,585,000</b>	<b>110,534,000</b>	-	-	<b>49,964,000</b>	<b>10,622,000</b>	<b>42,627,000</b>	<b>9,920,000</b>	<b>75,409,000</b>

# Appendix

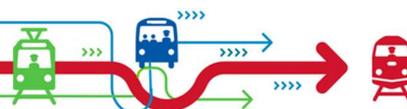
## Operating Expense Detail – By Executive

Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
<b>Board</b>	<b>\$ 2,813,956</b>	<b>\$ 2,997,818</b>	<b>\$ 183,862</b>	<b>7%</b>
<b>6701 Govt Relations</b>	<b>\$ 881,022</b>	<b>\$ 1,028,010</b>	<b>\$ 146,988</b>	<b>17%</b>
02 Labor	\$ 291,660	\$ 368,052	\$ 76,392	26%
04 Fringe Benefits	\$ 110,810	\$ 154,708	\$ 43,898	40%
05 Services	\$ 420,897	\$ 436,300	\$ 15,403	4%
08 Other	\$ 45,965	\$ 51,250	\$ 5,285	11%
08 Supplies	\$ 9,650	\$ 15,700	\$ 6,050	63%
11 Utilities	\$ 2,040	\$ 2,000	\$ (40)	-2%
<b>7801 Board of Trustees</b>	<b>\$ 1,932,934</b>	<b>\$ 1,969,809</b>	<b>\$ 36,875</b>	<b>2%</b>
02 Labor	\$ 1,143,816	\$ 1,224,408	\$ 80,592	7%
04 Fringe Benefits	\$ 502,958	\$ 484,896	\$ (18,062)	-4%
05 Services	\$ 140,000	\$ 100,000	\$ (40,000)	-29%
08 Other	\$ 139,440	\$ 152,985	\$ 13,545	10%
08 Supplies	\$ 2,400	\$ 2,400	\$ -	0%
11 Utilities	\$ 4,320	\$ 5,120	\$ 800	19%
<b>Int Audit</b>	<b>\$ 812,910</b>	<b>\$ 795,846</b>	<b>\$ (17,064)</b>	<b>-2%</b>
<b>1300 Internal Audit</b>	<b>\$ 812,910</b>	<b>\$ 795,846</b>	<b>\$ (17,064)</b>	<b>-2%</b>
02 Labor	\$ 340,428	\$ 335,220	\$ (5,208)	-2%
04 Fringe Benefits	\$ 159,647	\$ 148,321	\$ (11,326)	-7%
05 Services	\$ 268,755	\$ 268,755	\$ -	0%
08 Other	\$ 43,080	\$ 43,050	\$ (30)	0%
08 Supplies	\$ 500	\$ -	\$ (500)	-100%
11 Utilities	\$ 500	\$ 500	\$ -	0%
<b>Grand Total</b>	<b>\$ 3,626,866</b>	<b>\$ 3,793,665</b>	<b>\$ 166,799</b>	<b>5%</b>



## Capital Services

Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
<b>CSO</b>	<b>\$ 8,183,427</b>	<b>\$ 8,383,487</b>	<b>\$ 200,060</b>	<b>2%</b>
<b>3700 Asset Mgt</b>	<b>\$ 408,881</b>	<b>\$ 1,169,576</b>	<b>\$ 760,695</b>	<b>186%</b>
02 Labor	\$ 610,692	\$ 1,010,124	\$ 399,432	65%
04 Fringe Benefits	\$ 306,689	\$ 538,752	\$ 232,063	76%
05 Services	\$ 25,000	\$ 50,000	\$ 25,000	100%
06 Fuel/Power	\$ -	\$ 3,000	\$ 3,000	#DIV/0!
07 Parts	\$ -	\$ 5,200	\$ 5,200	#DIV/0!
08 Other	\$ 41,500	\$ 203,500	\$ 162,000	390%
08 Supplies	\$ 5,000	\$ 25,000	\$ 20,000	400%
09 Capitalized Cost	\$ (584,000)	\$ (670,000)	\$ (86,000)	15%
11 Utilities	\$ 4,000	\$ 4,000	\$ -	0%
<b>5900 Real Estate</b>	<b>\$ 1,967,158</b>	<b>\$ 2,066,309</b>	<b>\$ 99,151</b>	<b>5%</b>
02 Labor	\$ 1,071,528	\$ 1,087,464	\$ 15,936	1%
04 Fringe Benefits	\$ 505,663	\$ 523,758	\$ 18,095	4%
05 Services	\$ 376,100	\$ 348,100	\$ (28,000)	-7%
06 Fuel/Power	\$ 700	\$ 500	\$ (200)	-29%
08 Other	\$ 41,667	\$ 94,987	\$ 53,320	128%
08 Supplies	\$ 1,500	\$ 1,500	\$ -	0%
09 Capitalized Cost	\$ (100,000)	\$ (75,000)	\$ 25,000	-25%
11 Utilities	\$ 70,000	\$ 85,000	\$ 15,000	21%
<b>6800 Capital Development</b>	<b>\$ 2,252,550</b>	<b>\$ 2,252,715</b>	<b>\$ 165</b>	<b>0%</b>
02 Labor	\$ 2,156,808	\$ 1,993,248	\$ (163,560)	-8%
04 Fringe Benefits	\$ 949,242	\$ 922,826	\$ (26,416)	-3%
05 Services	\$ 1,155,000	\$ 700,000	\$ (455,000)	-39%
08 Other	\$ 51,500	\$ 91,000	\$ 39,500	77%
08 Supplies	\$ 5,000	\$ 10,000	\$ 5,000	100%
09 Capitalized Cost	\$ (2,070,000)	\$ (1,469,359)	\$ 600,641	-29%
11 Utilities	\$ 5,000	\$ 5,000	\$ -	0%
<b>6820 Capital &amp; Project Controls</b>	<b>\$ 2,258,331</b>	<b>\$ 1,368,078</b>	<b>\$ (890,253)</b>	<b>-39%</b>
02 Labor	\$ 1,896,900	\$ 1,502,124	\$ (394,776)	-21%
04 Fringe Benefits	\$ 946,938	\$ 747,854	\$ (199,084)	-21%
05 Services	\$ 50,000	\$ 95,000	\$ 45,000	90%
06 Fuel/Power	\$ 47,074	\$ 15,000	\$ (32,074)	-68%
07 Parts	\$ 1,000	\$ -	\$ (1,000)	-100%
08 Other	\$ 204,500	\$ (541,900)	\$ (746,400)	-365%
08 Supplies	\$ -	\$ 5,000	\$ 5,000	#DIV/0!
09 Capitalized Cost	\$ (906,081)	\$ (475,000)	\$ 431,081	-48%
11 Utilities	\$ 18,000	\$ 20,000	\$ 2,000	11%
<b>6850 Service Development</b>	<b>\$ 1,296,507</b>	<b>\$ 1,526,809</b>	<b>\$ 230,302</b>	<b>18%</b>
02 Labor	\$ 914,172	\$ 1,133,484	\$ 219,312	24%
04 Fringe Benefits	\$ 376,335	\$ 486,825	\$ 110,490	29%
05 Services	\$ 170,000	\$ 150,000	\$ (20,000)	-12%
08 Other	\$ 81,000	\$ 125,500	\$ 44,500	55%

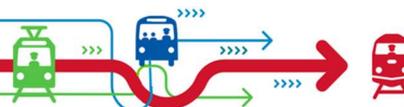


Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
08 Supplies	\$ 5,000	\$ 3,000	\$ (2,000)	-40%
09 Capitalized Cost	\$ (250,000)	\$ (375,000)	\$ (125,000)	50%
11 Utilities	\$ -	\$ 3,000	\$ 3,000	#DIV/0!
<b>Grand Total</b>	<b>\$ 8,183,427</b>	<b>\$ 8,383,487</b>	<b>\$ 200,060</b>	<b>2%</b>



## Enterprise Strategy

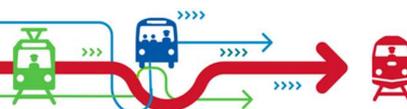
Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
<b>IT Director</b>	<b>\$ 23,481,792</b>	<b>\$ 26,885,876</b>	<b>\$ 3,404,084</b>	<b>14%</b>
<b>5200 IT Director</b>	<b>\$ 10,200,647</b>	<b>\$ 13,422,393</b>	<b>\$ 3,221,746</b>	<b>32%</b>
02 Labor	\$ 245,688	\$ 246,096	\$ 408	0%
04 Fringe Benefits	\$ 116,785	\$ 123,347	\$ 6,562	6%
05 Services	\$ 9,785,449	\$ 13,000,000	\$ 3,214,551	33%
06 Fuel/Power	\$ 400	\$ -	\$ (400)	-100%
08 Other	\$ 47,125	\$ 47,750	\$ 625	1%
08 Supplies	\$ 4,000	\$ 4,000	\$ -	0%
11 Utilities	\$ 1,200	\$ 1,200	\$ -	0%
<b>5210 Information Security</b>	<b>\$ 889,687</b>	<b>\$ 1,136,584</b>	<b>\$ 246,897</b>	<b>28%</b>
02 Labor	\$ 536,928	\$ 677,388	\$ 140,460	26%
04 Fringe Benefits	\$ 209,554	\$ 310,776	\$ 101,222	48%
05 Services	\$ 100,000	\$ 100,000	\$ -	0%
08 Other	\$ 39,700	\$ 44,500	\$ 4,800	12%
08 Supplies	\$ 250	\$ -	\$ (250)	-100%
11 Utilities	\$ 3,255	\$ 3,920	\$ 665	20%
<b>5220 IT Project Management Office</b>	<b>\$ 837,787</b>	<b>\$ 743,096</b>	<b>\$ (94,691)</b>	<b>-11%</b>
02 Labor	\$ 552,504	\$ 534,480	\$ (18,024)	-3%
04 Fringe Benefits	\$ 261,808	\$ 258,937	\$ (2,871)	-1%
06 Fuel/Power	\$ 300	\$ 300	\$ -	0%
08 Other	\$ 20,400	\$ 19,050	\$ (1,350)	-7%
08 Supplies	\$ 500	\$ 500	\$ -	0%
09 Capitalized Cost	\$ -	\$ (72,446)	\$ (72,446)	#DIV/0!
11 Utilities	\$ 2,275	\$ 2,275	\$ -	0%
<b>5230 Bus Communications</b>	<b>\$ 1,257,714</b>	<b>\$ 1,261,647</b>	<b>\$ 3,933</b>	<b>0%</b>
02 Labor	\$ 820,868	\$ 803,480	\$ (17,388)	-2%
04 Fringe Benefits	\$ 373,446	\$ 394,767	\$ 21,321	6%
05 Services	\$ 5,000	\$ 5,000	\$ -	0%
06 Fuel/Power	\$ 4,800	\$ 4,800	\$ -	0%
07 Parts	\$ 8,000	\$ 8,000	\$ -	0%
08 Other	\$ 43,100	\$ 43,100	\$ -	0%
08 Supplies	\$ 1,000	\$ 1,000	\$ -	0%
11 Utilities	\$ 1,500	\$ 1,500	\$ -	0%
<b>5240 Enterprise Systems</b>	<b>\$ 1,988,150</b>	<b>\$ 1,903,010</b>	<b>\$ (85,140)</b>	<b>-4%</b>
02 Labor	\$ 1,221,444	\$ 1,190,484	\$ (30,960)	-3%
04 Fringe Benefits	\$ 553,601	\$ 499,486	\$ (54,115)	-10%
05 Services	\$ 137,000	\$ 140,000	\$ 3,000	2%
06 Fuel/Power	\$ 100	\$ 40	\$ (60)	-60%
08 Other	\$ 71,205	\$ 68,500	\$ (2,705)	-4%
08 Supplies	\$ 800	\$ 1,000	\$ 200	25%
11 Utilities	\$ 4,000	\$ 3,500	\$ (500)	-13%
<b>5242 Application Development</b>	<b>\$ 2,076,993</b>	<b>\$ 1,905,696</b>	<b>\$ (171,297)</b>	<b>-8%</b>
02 Labor	\$ 1,301,436	\$ 1,169,832	\$ (131,604)	-10%



Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
04 Fringe Benefits	\$ 543,157	\$ 503,064	\$ (40,093)	-7%
05 Services	\$ 185,000	\$ 185,000	\$ -	0%
06 Fuel/Power	\$ 200	\$ 200	\$ -	0%
08 Other	\$ 43,400	\$ 43,100	\$ (300)	-1%
08 Supplies	\$ 500	\$ 500	\$ -	0%
11 Utilities	\$ 3,300	\$ 4,000	\$ 700	21%
<b>5244 Network Support</b>	<b>\$ 4,567,022</b>	<b>\$ 4,833,535</b>	<b>\$ 266,513</b>	<b>6%</b>
02 Labor	\$ 1,869,962	\$ 1,878,692	\$ 8,730	0%
04 Fringe Benefits	\$ 753,600	\$ 817,083	\$ 63,483	8%
05 Services	\$ 120,000	\$ 120,000	\$ -	0%
06 Fuel/Power	\$ 2,200	\$ 2,200	\$ -	0%
08 Other	\$ 579,850	\$ 724,150	\$ 144,300	25%
08 Supplies	\$ 500	\$ 500	\$ -	0%
11 Utilities	\$ 1,240,910	\$ 1,290,910	\$ 50,000	4%
<b>5246 Radio &amp; Rail Communications</b>	<b>\$ 1,314,410</b>	<b>\$ 1,357,456</b>	<b>\$ 43,046</b>	<b>3%</b>
02 Labor	\$ 818,244	\$ 828,744	\$ 10,500	1%
04 Fringe Benefits	\$ 382,616	\$ 415,162	\$ 32,546	9%
06 Fuel/Power	\$ 5,000	\$ 5,000	\$ -	0%
07 Parts	\$ 15,000	\$ 15,000	\$ -	0%
08 Other	\$ 71,200	\$ 71,200	\$ -	0%
08 Supplies	\$ 250	\$ 250	\$ -	0%
11 Utilities	\$ 22,100	\$ 22,100	\$ -	0%
<b>5250 Quality Assurance</b>	<b>\$ 349,382</b>	<b>\$ 322,459</b>	<b>\$ (26,923)</b>	<b>-8%</b>
02 Labor	\$ 206,988	\$ 205,560	\$ (1,428)	-1%
04 Fringe Benefits	\$ 135,094	\$ 109,899	\$ (25,195)	-19%
08 Other	\$ 6,300	\$ 6,200	\$ (100)	-2%
08 Supplies	\$ 500	\$ 300	\$ (200)	-40%
11 Utilities	\$ 500	\$ 500	\$ -	0%
<b>CES</b>	<b>\$ 4,778,517</b>	<b>\$ 4,892,963</b>	<b>\$ 114,446</b>	<b>2%</b>
<b>1700 Enterprise Strategy</b>	<b>\$ 2,143,879</b>	<b>\$ 2,149,257</b>	<b>\$ 5,378</b>	<b>0%</b>
02 Labor	\$ 1,089,468	\$ 1,112,220	\$ 22,752	2%
04 Fringe Benefits	\$ 523,226	\$ 488,332	\$ (34,894)	-7%
05 Services	\$ 398,950	\$ 416,950	\$ 18,000	5%
08 Other	\$ 118,965	\$ 118,795	\$ (170)	0%
08 Supplies	\$ 6,900	\$ 7,500	\$ 600	9%
11 Utilities	\$ 6,370	\$ 5,460	\$ (910)	-14%
<b>1710 Organizational Excellence</b>	<b>\$ 1,067,691</b>	<b>\$ 1,017,763</b>	<b>\$ (49,928)</b>	<b>-5%</b>
02 Labor	\$ 605,016	\$ 590,496	\$ (14,520)	-2%
04 Fringe Benefits	\$ 268,270	\$ 285,067	\$ 16,797	6%
05 Services	\$ 67,000	\$ 27,000	\$ (40,000)	-60%
06 Fuel/Power	\$ 150	\$ 150	\$ -	0%
08 Other	\$ 93,475	\$ 80,700	\$ (12,775)	-14%
08 Supplies	\$ 31,050	\$ 31,200	\$ 150	0%
11 Utilities	\$ 2,730	\$ 3,150	\$ 420	15%
<b>6300 Data Strategy</b>	<b>\$ 1,566,947</b>	<b>\$ 1,725,943</b>	<b>\$ 158,996</b>	<b>10%</b>

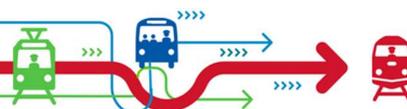


Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
02 Labor	\$ 1,035,852	\$ 1,120,176	\$ 84,324	8%
04 Fringe Benefits	\$ 378,190	\$ 432,012	\$ 53,822	14%
05 Services	\$ 112,060	\$ 130,000	\$ 17,940	16%
08 Other	\$ 34,450	\$ 35,250	\$ 800	2%
08 Supplies	\$ 2,000	\$ 3,200	\$ 1,200	60%
11 Utilities	\$ 4,395	\$ 5,305	\$ 910	21%
<b>Ops Analysis</b>	<b>\$ 3,007,061</b>	<b>\$ 3,021,461</b>	<b>\$ 14,400</b>	<b>0%</b>
<b>9200 Ops Analysis</b>	<b>\$ 2,309,648</b>	<b>\$ 2,327,528</b>	<b>\$ 17,880</b>	<b>1%</b>
02 Labor	\$ 1,483,980	\$ 1,698,264	\$ 214,284	14%
04 Fringe Benefits	\$ 723,568	\$ 818,114	\$ 94,546	13%
05 Services	\$ 25,000	\$ 26,000	\$ 1,000	4%
08 Other	\$ 68,100	\$ 91,150	\$ 23,050	34%
08 Supplies	\$ 1,500	\$ 1,500	\$ -	0%
09 Capitalized Cost	\$ -	\$ (315,000)	\$ (315,000)	#DIV/0!
11 Utilities	\$ 7,500	\$ 7,500	\$ -	0%
<b>9210 Data Quality and Ridership</b>	<b>\$ 697,413</b>	<b>\$ 693,933</b>	<b>\$ (3,480)</b>	<b>0%</b>
02 Labor	\$ 477,288	\$ 468,048	\$ (9,240)	-2%
04 Fringe Benefits	\$ 197,625	\$ 202,785	\$ 5,160	3%
05 Services	\$ 13,000	\$ 13,000	\$ -	0%
06 Fuel/Power	\$ 2,500	\$ 2,500	\$ -	0%
08 Other	\$ 5,000	\$ 5,600	\$ 600	12%
08 Supplies	\$ 500	\$ 500	\$ -	0%
11 Utilities	\$ 1,500	\$ 1,500	\$ -	0%
<b>Grand Total</b>	<b>\$ 31,267,370</b>	<b>\$ 34,800,300</b>	<b>\$ 3,532,930</b>	<b>11%</b>



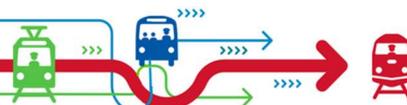
## Executive Director

Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
<b>ExDir</b>	<b>\$ 7,538,842</b>	<b>\$ 7,789,631</b>	<b>\$ 250,789</b>	<b>3%</b>
<b>1400 Executive Director</b>	<b>\$ 1,638,271</b>	<b>\$ 1,648,063</b>	<b>\$ 9,792</b>	<b>1%</b>
02 Labor	\$ 662,592	\$ 791,892	\$ 129,300	20%
04 Fringe Benefits	\$ 279,671	\$ 331,847	\$ 52,176	19%
05 Services	\$ 619,000	\$ 470,000	\$ (149,000)	-24%
08 Other	\$ 70,700	\$ 49,400	\$ (21,300)	-30%
08 Supplies	\$ 5,000	\$ 4,000	\$ (1,000)	-20%
11 Utilities	\$ 1,308	\$ 924	\$ (384)	-29%
<b>1500 General Counsel</b>	<b>\$ 2,123,900</b>	<b>\$ 2,179,650</b>	<b>\$ 55,750</b>	<b>3%</b>
05 Services	\$ 2,110,000	\$ 2,143,500	\$ 33,500	2%
08 Other	\$ 10,300	\$ 33,750	\$ 23,450	228%
11 Utilities	\$ 3,600	\$ 2,400	\$ (1,200)	-33%
<b>9500 Safety &amp; Security</b>	<b>\$ 3,776,671</b>	<b>\$ 3,961,918</b>	<b>\$ 185,247</b>	<b>5%</b>
02 Labor	\$ 1,751,484	\$ 1,886,540	\$ 135,056	8%
04 Fringe Benefits	\$ 830,887	\$ 978,078	\$ 147,191	18%
05 Services	\$ 961,500	\$ 852,100	\$ (109,400)	-11%
06 Fuel/Power	\$ 16,100	\$ 16,100	\$ -	0%
07 Parts	\$ 6,000	\$ 6,000	\$ -	0%
08 Other	\$ 194,800	\$ 206,900	\$ 12,100	6%
08 Supplies	\$ 5,100	\$ 5,200	\$ 100	2%
11 Utilities	\$ 10,800	\$ 11,000	\$ 200	2%
<b>Grand Total</b>	<b>\$ 7,538,842</b>	<b>\$ 7,789,631</b>	<b>\$ 250,789</b>	<b>3%</b>

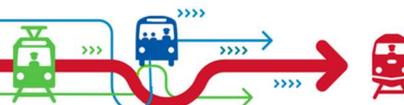


## Finance

Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
<b>CFO</b>	<b>\$ 19,671,984</b>	<b>\$ 19,848,124</b>	<b>\$ 176,140</b>	<b>1%</b>
<b>3750 Asset Mgt</b>	<b>\$ 77,500</b>	<b>\$ 77,500</b>	<b>\$ -</b>	<b>0%</b>
05 Services	\$ 65,000	\$ 65,000	\$ -	0%
07 Parts	\$ 10,000	\$ 10,000	\$ -	0%
08 Other	\$ 2,500	\$ 2,500	\$ -	0%
<b>4450 TVM Maintenance</b>	<b>\$ 591,879</b>	<b>\$ 628,424</b>	<b>\$ 36,545</b>	<b>6%</b>
02 Labor	\$ 298,692	\$ 303,692	\$ 5,000	2%
04 Fringe Benefits	\$ 195,887	\$ 220,236	\$ 24,349	12%
06 Fuel/Power	\$ 10,800	\$ 7,560	\$ (3,240)	-30%
07 Parts	\$ 45,000	\$ 81,200	\$ 36,200	80%
08 Other	\$ 38,800	\$ 13,480	\$ (25,320)	-65%
11 Utilities	\$ 2,700	\$ 2,256	\$ (444)	-16%
<b>5100 Accounting</b>	<b>\$ 2,902,714</b>	<b>\$ 2,904,132</b>	<b>\$ 1,418</b>	<b>0%</b>
02 Labor	\$ 1,917,128	\$ 1,927,812	\$ 10,684	1%
04 Fringe Benefits	\$ 960,196	\$ 990,752	\$ 30,556	3%
05 Services	\$ 125,000	\$ 165,000	\$ 40,000	32%
06 Fuel/Power	\$ 1,000	\$ 1,000	\$ -	0%
07 Parts	\$ 7,500	\$ 20,000	\$ 12,500	167%
08 Other	\$ 147,920	\$ 96,150	\$ (51,770)	-35%
09 Capitalized Cost	\$ (266,830)	\$ (307,382)	\$ (40,552)	15%
11 Utilities	\$ 10,800	\$ 10,800	\$ -	0%
<b>5300 Risk Management</b>	<b>\$ 4,265,263</b>	<b>\$ 4,267,271</b>	<b>\$ 2,008</b>	<b>0%</b>
02 Labor	\$ 519,612	\$ 534,204	\$ 14,592	3%
04 Fringe Benefits	\$ 248,832	\$ 269,720	\$ 20,888	8%
05 Services	\$ 70,000	\$ 70,000	\$ -	0%
08 Other	\$ 3,423,619	\$ 3,390,147	\$ (33,472)	-1%
11 Utilities	\$ 3,200	\$ 3,200	\$ -	0%
<b>5400 Grants Management</b>	<b>\$ 1,912,614</b>	<b>\$ 1,962,899</b>	<b>\$ 50,285</b>	<b>3%</b>
02 Labor	\$ 1,029,072	\$ 1,031,004	\$ 1,932	0%
04 Fringe Benefits	\$ 437,682	\$ 498,898	\$ 61,216	14%
05 Services	\$ 327,500	\$ 298,000	\$ (29,500)	-9%
06 Fuel/Power	\$ -	\$ 300	\$ 300	#DIV/0!
08 Other	\$ 111,060	\$ 126,057	\$ 14,997	14%
08 Supplies	\$ 2,500	\$ 3,000	\$ 500	20%
11 Utilities	\$ 4,800	\$ 5,640	\$ 840	18%
<b>5500 Purchasing</b>	<b>\$ 2,346,188</b>	<b>\$ 2,418,702</b>	<b>\$ 72,514</b>	<b>3%</b>
02 Labor	\$ 1,656,020	\$ 1,683,920	\$ 27,900	2%
04 Fringe Benefits	\$ 743,094	\$ 789,034	\$ 45,940	6%
05 Services	\$ 360	\$ 10,522	\$ 10,162	2823%
08 Other	\$ 67,650	\$ 58,000	\$ (9,650)	-14%
08 Supplies	\$ 2,000	\$ 4,000	\$ 2,000	100%
09 Capitalized Cost	\$ (125,000)	\$ (128,862)	\$ (3,862)	3%
11 Utilities	\$ 2,064	\$ 2,088	\$ 24	1%



Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
<b>5510 Warehouse</b>	<b>\$ 1,661,893</b>	<b>\$ 1,544,899</b>	<b>\$ (116,994)</b>	<b>-7%</b>
02 Labor	\$ 1,026,623	\$ 941,909	\$ (84,714)	-8%
04 Fringe Benefits	\$ 420,911	\$ 381,929	\$ (38,982)	-9%
05 Services	\$ 22,700	\$ 22,700	\$ -	0%
06 Fuel/Power	\$ 18,175	\$ 14,625	\$ (3,550)	-20%
07 Parts	\$ 113,800	\$ 125,000	\$ 11,200	10%
08 Other	\$ 53,750	\$ 51,000	\$ (2,750)	-5%
08 Supplies	\$ 750	\$ 5,000	\$ 4,250	567%
11 Utilities	\$ 5,184	\$ 2,736	\$ (2,448)	-47%
<b>5600 Farebox Services</b>	<b>\$ 1,403,061</b>	<b>\$ 1,337,354</b>	<b>\$ (65,707)</b>	<b>-5%</b>
02 Labor	\$ 864,384	\$ 793,956	\$ (70,428)	-8%
04 Fringe Benefits	\$ 383,453	\$ 382,842	\$ (611)	0%
05 Services	\$ 100,800	\$ 100,800	\$ -	0%
06 Fuel/Power	\$ 7,200	\$ 7,200	\$ -	0%
07 Parts	\$ -	\$ 6,000	\$ 6,000	#DIV/0!
08 Other	\$ 43,300	\$ 41,300	\$ (2,000)	-5%
08 Supplies	\$ -	\$ 1,800	\$ 1,800	#DIV/0!
11 Utilities	\$ 3,924	\$ 3,456	\$ (468)	-12%
<b>5800 Finance</b>	<b>\$ 1,207,389</b>	<b>\$ 1,340,534</b>	<b>\$ 133,145</b>	<b>11%</b>
02 Labor	\$ 462,648	\$ 558,024	\$ 95,376	21%
04 Fringe Benefits	\$ 217,822	\$ 291,396	\$ 73,574	34%
05 Services	\$ 367,600	\$ 310,869	\$ (56,731)	-15%
06 Fuel/Power	\$ -	\$ 500	\$ 500	#DIV/0!
08 Other	\$ 148,519	\$ 173,745	\$ 25,226	17%
08 Supplies	\$ 7,200	\$ 2,400	\$ (4,800)	-67%
11 Utilities	\$ 3,600	\$ 3,600	\$ -	0%
<b>5902 SLC Intermodal Hub</b>	<b>\$ 18,000</b>	<b>\$ 36,000</b>	<b>\$ 18,000</b>	<b>100%</b>
11 Utilities	\$ 18,000	\$ 36,000	\$ 18,000	100%
<b>5903 Ogden Intermodal Hub</b>	<b>\$ 12,000</b>	<b>\$ 6,000</b>	<b>\$ (6,000)</b>	<b>-50%</b>
11 Utilities	\$ 12,000	\$ 6,000	\$ (6,000)	-50%
<b>6500 Fare Strategy &amp; Operations</b>	<b>\$ 1,413,689</b>	<b>\$ 1,676,903</b>	<b>\$ 263,214</b>	<b>19%</b>
02 Labor	\$ 452,592	\$ 524,736	\$ 72,144	16%
04 Fringe Benefits	\$ 237,367	\$ 282,689	\$ 45,322	19%
05 Services	\$ 444,000	\$ 511,200	\$ 67,200	15%
06 Fuel/Power	\$ 4,200	\$ 4,200	\$ -	0%
07 Parts	\$ 7,004	\$ 58,040	\$ 51,036	729%
08 Other	\$ 265,558	\$ 291,934	\$ 26,376	10%
08 Supplies	\$ 1,600	\$ 1,800	\$ 200	13%
11 Utilities	\$ 1,368	\$ 2,304	\$ 936	68%
<b>7200 Product Development and Sales</b>	<b>\$ 664,159</b>	<b>\$ 566,785</b>	<b>\$ (97,374)</b>	<b>-15%</b>
02 Labor	\$ 343,032	\$ 341,904	\$ (1,128)	0%
04 Fringe Benefits	\$ 186,027	\$ 191,961	\$ 5,934	3%
06 Fuel/Power	\$ 300	\$ 300	\$ -	0%
08 Other	\$ 134,300	\$ 31,620	\$ (102,680)	-76%
08 Supplies	\$ -	\$ 500	\$ 500	#DIV/0!

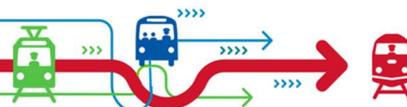


Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
11 Utilities	\$ 500	\$ 500	\$ -	0%
<b>7300 Fares Director</b>	<b>\$ 213,423</b>	<b>\$ 214,043</b>	<b>\$ 620</b>	<b>0%</b>
02 Labor	\$ 267,204	\$ 267,312	\$ 108	0%
04 Fringe Benefits	\$ 130,719	\$ 121,431	\$ (9,288)	-7%
08 Other	\$ 14,600	\$ 14,200	\$ (400)	-3%
08 Supplies	\$ 500	\$ 500	\$ -	0%
09 Capitalized Cost	\$ (200,200)	\$ (190,000)	\$ 10,200	-5%
11 Utilities	\$ 600	\$ 600	\$ -	0%
<b>7802 Budget &amp; Financial Strategy</b>	<b>\$ 982,212</b>	<b>\$ 866,678</b>	<b>\$ (115,534)</b>	<b>-12%</b>
02 Labor	\$ 813,576	\$ 718,380	\$ (95,196)	-12%
04 Fringe Benefits	\$ 374,158	\$ 342,908	\$ (31,250)	-8%
05 Services	\$ 17,000	\$ 17,300	\$ 300	2%
08 Other	\$ 67,500	\$ 68,070	\$ 570	1%
08 Supplies	\$ 2,100	\$ 2,140	\$ 40	2%
09 Capitalized Cost	\$ (295,722)	\$ (285,000)	\$ 10,722	-4%
11 Utilities	\$ 3,600	\$ 2,880	\$ (720)	-20%
<b>Grand Total</b>	<b>\$ 19,671,984</b>	<b>\$ 19,848,124</b>	<b>\$ 176,140</b>	<b>1%</b>

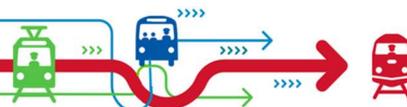


## Operations

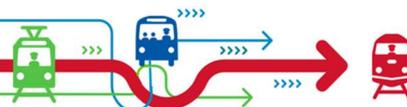
Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
<b>COO</b>	<b>\$ 24,708,862</b>	<b>\$ 29,840,581</b>	<b>\$ 5,131,719</b>	<b>21%</b>
<b>2700 Transit Comms Center</b>	<b>\$ 2,513,599</b>	<b>\$ 2,713,294</b>	<b>\$ 199,695</b>	<b>8%</b>
02 Labor	\$ 1,654,580	\$ 1,772,912	\$ 118,332	7%
04 Fringe Benefits	\$ 789,245	\$ 855,906	\$ 66,661	8%
05 Services	\$ 5,160	\$ 1,560	\$ (3,600)	-70%
06 Fuel/Power	\$ 1,250	\$ 1,350	\$ 100	8%
08 Other	\$ 53,364	\$ 60,604	\$ 7,240	14%
08 Supplies	\$ 2,100	\$ 2,350	\$ 250	12%
11 Utilities	\$ 7,900	\$ 18,612	\$ 10,712	136%
<b>3600 Fleet Engineering</b>	<b>\$ 2,547,660</b>	<b>\$ 6,110,476</b>	<b>\$ 3,562,816</b>	<b>140%</b>
02 Labor	\$ 2,204,420	\$ 2,265,332	\$ 60,912	3%
04 Fringe Benefits	\$ 1,104,774	\$ 1,130,884	\$ 26,110	2%
06 Fuel/Power	\$ -	\$ 2,000	\$ 2,000	#DIV/0!
07 Parts	\$ 1,000	\$ 3,100,000	\$ 3,099,000	309900%
08 Other	\$ 161,892	\$ 128,780	\$ (33,112)	-20%
08 Supplies	\$ 2,000	\$ 500	\$ (1,500)	-75%
09 Capitalized Cost	\$ (937,426)	\$ (531,120)	\$ 406,306	-43%
11 Utilities	\$ 11,000	\$ 14,100	\$ 3,100	28%
<b>6000 Public Safety</b>	<b>\$ 13,522,318</b>	<b>\$ 13,611,038</b>	<b>\$ 88,720</b>	<b>1%</b>
02 Labor	\$ 8,249,652	\$ 8,292,840	\$ 43,188	1%
04 Fringe Benefits	\$ 4,072,487	\$ 4,002,962	\$ (69,525)	-2%
05 Services	\$ 261,100	\$ 257,100	\$ (4,000)	-2%
06 Fuel/Power	\$ 250,000	\$ 250,000	\$ -	0%
08 Other	\$ 554,079	\$ 622,116	\$ 68,037	12%
08 Supplies	\$ -	\$ 7,500	\$ 7,500	#DIV/0!
11 Utilities	\$ 135,000	\$ 178,520	\$ 43,520	32%
<b>9300 Operations</b>	<b>\$ 6,125,285</b>	<b>\$ 5,131,484</b>	<b>\$ (993,801)</b>	<b>-16%</b>
02 Labor	\$ 734,520	\$ 289,992	\$ (444,528)	-61%
04 Fringe Benefits	\$ 232,320	\$ 159,017	\$ (73,303)	-32%
05 Services	\$ 2,000,000	\$ 2,000,000	\$ -	0%
08 Other	\$ 3,150,045	\$ 2,677,147	\$ (472,898)	-15%
08 Supplies	\$ -	\$ 4,200	\$ 4,200	#DIV/0!
11 Utilities	\$ 8,400	\$ 1,128	\$ (7,272)	-87%
<b>9310 SERVICE DELIVERY</b>	<b>\$ -</b>	<b>\$ 2,274,290</b>	<b>\$ 2,274,290</b>	<b>#DIV/0!</b>
02 Labor	\$ -	\$ 1,497,096	\$ 1,497,096	#DIV/0!
04 Fringe Benefits	\$ -	\$ 628,944	\$ 628,944	#DIV/0!
08 Other	\$ -	\$ 131,398	\$ 131,398	#DIV/0!
08 Supplies	\$ -	\$ 7,264	\$ 7,264	#DIV/0!
11 Utilities	\$ -	\$ 9,588	\$ 9,588	#DIV/0!
<b>Riverside</b>	<b>\$ 34,024,990</b>	<b>\$ 37,926,574</b>	<b>\$ 3,901,584</b>	<b>11%</b>
<b>2900 Paratransit Operations</b>	<b>\$ 13,366,931</b>	<b>\$ 15,632,801</b>	<b>\$ 2,265,870</b>	<b>17%</b>
02 Labor	\$ 8,574,594	\$ 10,117,076	\$ 1,542,482	18%
04 Fringe Benefits	\$ 4,768,287	\$ 5,444,796	\$ 676,509	14%



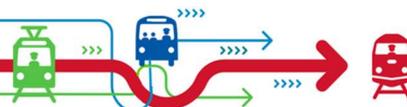
Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
05 Services	\$ 4,000	\$ -	\$ (4,000)	-100%
06 Fuel/Power	\$ 2,250	\$ 26,880	\$ 24,630	1095%
08 Other	\$ 14,800	\$ 44,049	\$ 29,249	198%
11 Utilities	\$ 3,000	\$ -	\$ (3,000)	-100%
<b>2902 MV Transit DRPT</b>	<b>\$ 4,179,373</b>	<b>\$ 4,723,269</b>	<b>\$ 543,896</b>	<b>13%</b>
05 Services	\$ 3,747,373	\$ 4,234,593	\$ 487,220	13%
06 Fuel/Power	\$ 432,000	\$ 488,676	\$ 56,676	13%
<b>2903 United Way DRPT</b>	<b>\$ 2,570,327</b>	<b>\$ 2,793,030</b>	<b>\$ 222,703</b>	<b>9%</b>
05 Services	\$ 2,435,439	\$ 2,636,423	\$ 200,984	8%
06 Fuel/Power	\$ 134,888	\$ 156,607	\$ 21,719	16%
<b>2904 Tooele DRPT</b>	<b>\$ 486,348</b>	<b>\$ 510,502</b>	<b>\$ 24,154</b>	<b>5%</b>
05 Services	\$ 486,348	\$ 510,502	\$ 24,154	5%
<b>2910 Special Services Administration</b>	<b>\$ 3,531,497</b>	<b>\$ 3,588,790</b>	<b>\$ 57,293</b>	<b>2%</b>
02 Labor	\$ 2,212,260	\$ 2,092,392	\$ (119,868)	-5%
04 Fringe Benefits	\$ 1,093,993	\$ 1,086,940	\$ (7,053)	-1%
05 Services	\$ 26,388	\$ 69,061	\$ 42,673	162%
08 Other	\$ 172,791	\$ 299,115	\$ 126,324	73%
08 Supplies	\$ 4,325	\$ 14,210	\$ 9,885	229%
11 Utilities	\$ 21,740	\$ 27,072	\$ 5,332	25%
<b>3900 Paratransit Maintenance</b>	<b>\$ 5,856,715</b>	<b>\$ 6,115,586</b>	<b>\$ 258,871</b>	<b>4%</b>
02 Labor	\$ 2,520,537	\$ 2,523,883	\$ 3,346	0%
04 Fringe Benefits	\$ 1,306,753	\$ 1,443,071	\$ 136,318	10%
05 Services	\$ 58,625	\$ 64,257	\$ 5,632	10%
06 Fuel/Power	\$ 1,399,009	\$ 1,614,080	\$ 215,071	15%
07 Parts	\$ 453,366	\$ 351,437	\$ (101,929)	-22%
08 Other	\$ 114,625	\$ 118,858	\$ 4,233	4%
11 Utilities	\$ 3,800	\$ -	\$ (3,800)	-100%
<b>7900 Vanpool Administration</b>	<b>\$ 3,828,649</b>	<b>\$ 4,384,490</b>	<b>\$ 555,841</b>	<b>15%</b>
02 Labor	\$ 654,012	\$ 636,972	\$ (17,040)	-3%
04 Fringe Benefits	\$ 333,904	\$ 374,596	\$ 40,692	12%
05 Services	\$ 655,000	\$ 1,028,560	\$ 373,560	57%
06 Fuel/Power	\$ 950,000	\$ 1,034,472	\$ 84,472	9%
07 Parts	\$ 70,000	\$ 120,000	\$ 50,000	71%
08 Other	\$ 1,165,733	\$ 1,189,890	\$ 24,157	2%
<b>7903 Rideshare Administration</b>	<b>\$ 205,150</b>	<b>\$ 178,106</b>	<b>\$ (27,044)</b>	<b>-13%</b>
02 Labor	\$ 106,116	\$ 106,320	\$ 204	0%
04 Fringe Benefits	\$ 60,074	\$ 64,086	\$ 4,012	7%
05 Services	\$ 11,150	\$ 5,600	\$ (5,550)	-50%
08 Other	\$ 25,890	\$ 2,100	\$ (23,790)	-92%
08 Supplies	\$ 1,000	\$ -	\$ (1,000)	-100%
11 Utilities	\$ 920	\$ -	\$ (920)	-100%
<b>Ogden</b>	<b>\$ 34,237,300</b>	<b>\$ 37,508,347</b>	<b>\$ 3,271,047</b>	<b>10%</b>
<b>1900 Ogden Administration</b>	<b>\$ 871,219</b>	<b>\$ 697,167</b>	<b>\$ (174,052)</b>	<b>-20%</b>
02 Labor	\$ 411,956	\$ 221,892	\$ (190,064)	-46%
04 Fringe Benefits	\$ 186,030	\$ 101,705	\$ (84,325)	-45%



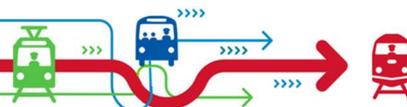
Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
05 Services	\$ 1,000	\$ 13,000	\$ 12,000	1200%
06 Fuel/Power	\$ 1,400	\$ -	\$ (1,400)	-100%
08 Other	\$ 235,033	\$ 329,290	\$ 94,257	40%
08 Supplies	\$ 15,500	\$ 20,000	\$ 4,500	29%
11 Utilities	\$ 20,300	\$ 11,280	\$ (9,020)	-44%
<b>2300 Ogden Operations</b>	<b>\$ 21,280,688</b>	<b>\$ 24,755,107</b>	<b>\$ 3,474,419</b>	<b>16%</b>
02 Labor	\$ 13,826,452	\$ 16,173,208	\$ 2,346,756	17%
04 Fringe Benefits	\$ 7,547,539	\$ 8,501,018	\$ 953,479	13%
05 Services	\$ (168,883)	\$ -	\$ 168,883	-100%
06 Fuel/Power	\$ 33,000	\$ 32,500	\$ (500)	-2%
08 Other	\$ 42,580	\$ 48,381	\$ 5,801	14%
<b>3300 Ogden Maintenance</b>	<b>\$ 12,085,393</b>	<b>\$ 12,056,073</b>	<b>\$ (29,320)</b>	<b>0%</b>
02 Labor	\$ 3,865,012	\$ 3,879,383	\$ 14,371	0%
04 Fringe Benefits	\$ 1,998,098	\$ 2,114,073	\$ 115,975	6%
05 Services	\$ 95,000	\$ 112,500	\$ 17,500	18%
06 Fuel/Power	\$ 3,987,761	\$ 4,400,916	\$ 413,155	10%
07 Parts	\$ 1,907,214	\$ 1,256,801	\$ (650,413)	-34%
08 Other	\$ 232,308	\$ 292,400	\$ 60,092	26%
<b>Lgt Rail</b>	<b>\$ 51,698,030</b>	<b>\$ 53,257,669</b>	<b>\$ 1,559,639</b>	<b>3%</b>
<b>4100 Light Rail Operations</b>	<b>\$ 22,954,964</b>	<b>\$ 22,682,236</b>	<b>\$ (272,728)</b>	<b>-1%</b>
02 Labor	\$ 14,989,726	\$ 15,198,515	\$ 208,789	1%
04 Fringe Benefits	\$ 7,680,158	\$ 7,260,321	\$ (419,837)	-5%
05 Services	\$ 21,600	\$ 21,600	\$ -	0%
06 Fuel/Power	\$ 87,000	\$ 79,800	\$ (7,200)	-8%
07 Parts	\$ 3,780	\$ 500	\$ (3,280)	-87%
08 Other	\$ 172,700	\$ 121,500	\$ (51,200)	-30%
<b>4200 Light Rail Maintenance</b>	<b>\$ 9,583,096</b>	<b>\$ 18,276,008</b>	<b>\$ 8,692,912</b>	<b>91%</b>
02 Labor	\$ 4,500,724	\$ 4,537,732	\$ 37,008	1%
04 Fringe Benefits	\$ 2,290,314	\$ 2,318,961	\$ 28,647	1%
05 Services	\$ 293,373	\$ 390,065	\$ 96,692	33%
06 Fuel/Power	\$ 32,870	\$ 20,037	\$ (12,833)	-39%
07 Parts	\$ 4,466,015	\$ 12,098,785	\$ 7,632,770	171%
08 Other	\$ 174,800	\$ 189,428	\$ 14,628	8%
09 Capitalized Cost	\$ (2,175,000)	\$ (1,279,000)	\$ 896,000	-41%
<b>4300 JR Maintenance</b>	<b>\$ 13,241,319</b>	<b>\$ 6,502,599</b>	<b>\$ (6,738,720)</b>	<b>-51%</b>
02 Labor	\$ 5,207,666	\$ 5,150,884	\$ (56,782)	-1%
04 Fringe Benefits	\$ 2,537,291	\$ 2,639,077	\$ 101,786	4%
05 Services	\$ 593,791	\$ 708,098	\$ 114,307	19%
06 Fuel/Power	\$ 34,860	\$ 6,889,035	\$ 6,854,175	19662%
07 Parts	\$ 12,285,968	\$ (300,065)	\$ (12,586,033)	-102%
08 Other	\$ 238,516	\$ 246,374	\$ 7,858	3%
09 Capitalized Cost	\$ (7,656,773)	\$ (8,830,804)	\$ (1,174,031)	15%
<b>4310 Rail Fleet Sustainability</b>	<b>\$ 4,388,473</b>	<b>\$ 4,373,066</b>	<b>\$ (15,407)</b>	<b>0%</b>
02 Labor	\$ 3,002,398	\$ 2,972,544	\$ (29,854)	-1%
04 Fringe Benefits	\$ 1,478,118	\$ 1,491,445	\$ 13,327	1%



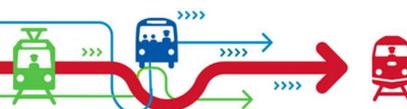
Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
05 Services	\$ 28,436	\$ 29,060	\$ 624	2%
06 Fuel/Power	\$ 3,625	\$ 3,770	\$ 145	4%
07 Parts	\$ (579,984)	\$ (579,584)	\$ 400	0%
08 Other	\$ 496,720	\$ 506,385	\$ 9,665	2%
09 Capitalized Cost	\$ (40,840)	\$ (50,554)	\$ (9,714)	24%
<b>4800 Light Rail Admin</b>	<b>\$ 1,530,178</b>	<b>\$ 1,423,761</b>	<b>\$ (106,417)</b>	<b>-7%</b>
02 Labor	\$ 662,484	\$ 637,608	\$ (24,876)	-4%
04 Fringe Benefits	\$ 310,670	\$ 286,161	\$ (24,509)	-8%
05 Services	\$ 13,000	\$ 13,000	\$ -	0%
08 Other	\$ 461,464	\$ 415,136	\$ (46,328)	-10%
08 Supplies	\$ 40,800	\$ 41,400	\$ 600	1%
11 Utilities	\$ 41,760	\$ 30,456	\$ (11,304)	-27%
<b>Timp</b>	<b>\$ 26,105,611</b>	<b>\$ 26,489,655</b>	<b>\$ 384,044</b>	<b>1%</b>
<b>1800 Timpanogos Administration</b>	<b>\$ 595,158</b>	<b>\$ 543,474</b>	<b>\$ (51,684)</b>	<b>-9%</b>
02 Labor	\$ 324,480	\$ 239,568	\$ (84,912)	-26%
04 Fringe Benefits	\$ 152,919	\$ 115,672	\$ (37,247)	-24%
06 Fuel/Power	\$ 1,000	\$ 1,000	\$ -	0%
08 Other	\$ 92,445	\$ 171,310	\$ 78,865	85%
08 Supplies	\$ 10,050	\$ 1,260	\$ (8,790)	-87%
11 Utilities	\$ 14,264	\$ 14,664	\$ 400	3%
<b>2200 Timpanogos Operations</b>	<b>\$ 17,015,799</b>	<b>\$ 17,021,131</b>	<b>\$ 5,332</b>	<b>0%</b>
02 Labor	\$ 10,280,250	\$ 11,031,696	\$ 751,446	7%
04 Fringe Benefits	\$ 5,445,579	\$ 5,955,132	\$ 509,553	9%
05 Services	\$ 1,258,930	\$ 4,062	\$ (1,254,868)	-100%
06 Fuel/Power	\$ 15,016	\$ 15,016	\$ -	0%
07 Parts	\$ 1,080	\$ -	\$ (1,080)	-100%
08 Other	\$ 14,944	\$ 15,225	\$ 281	2%
<b>3200 Timpanogos Maintenance</b>	<b>\$ 8,494,654</b>	<b>\$ 8,925,051</b>	<b>\$ 430,397</b>	<b>5%</b>
02 Labor	\$ 2,991,061	\$ 3,007,669	\$ 16,608	1%
04 Fringe Benefits	\$ 1,508,332	\$ 1,523,287	\$ 14,955	1%
05 Services	\$ 42,230	\$ 46,298	\$ 4,068	10%
06 Fuel/Power	\$ 2,730,654	\$ 3,276,313	\$ 545,659	20%
07 Parts	\$ 1,070,679	\$ 858,264	\$ (212,415)	-20%
08 Other	\$ 151,698	\$ 213,220	\$ 61,522	41%
<b>SL Bus</b>	<b>\$ 96,722,155</b>	<b>\$ 96,143,675</b>	<b>\$ (578,480)</b>	<b>-1%</b>
<b>2100 Meadowbrook Operations</b>	<b>\$ 64,835,873</b>	<b>\$ 65,539,708</b>	<b>\$ 703,835</b>	<b>1%</b>
02 Labor	\$ 40,949,120	\$ 42,544,286	\$ 1,595,166	4%
04 Fringe Benefits	\$ 21,923,620	\$ 22,767,166	\$ 843,546	4%
05 Services	\$ 1,814,076	\$ 48,576	\$ (1,765,500)	-97%
06 Fuel/Power	\$ 77,157	\$ 108,000	\$ 30,843	40%
08 Other	\$ 71,900	\$ 71,680	\$ (220)	0%
<b>2110 Meadowbrook Administration</b>	<b>\$ 1,892,603</b>	<b>\$ 1,877,342</b>	<b>\$ (15,261)</b>	<b>-1%</b>
02 Labor	\$ 534,480	\$ 280,236	\$ (254,244)	-48%
04 Fringe Benefits	\$ 241,213	\$ 223,417	\$ (17,796)	-7%
05 Services	\$ -	\$ 219,992	\$ 219,992	#DIV/0!



Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
06 Fuel/Power	\$ 300	\$ -	\$ (300)	-100%
08 Other	\$ 950,160	\$ 1,030,861	\$ 80,701	8%
08 Supplies	\$ 53,450	\$ 50,080	\$ (3,370)	-6%
11 Utilities	\$ 113,000	\$ 72,756	\$ (40,244)	-36%
<b>2400 Central Operations</b>	<b>\$ 1,346,004</b>	<b>\$ 922,140</b>	<b>\$ (423,864)</b>	<b>-31%</b>
02 Labor	\$ 922,140	\$ 925,140	\$ 3,000	0%
04 Fringe Benefits	\$ 423,864	\$ -	\$ (423,864)	-100%
09 Capitalized Cost	\$ -	\$ (3,000)	\$ (3,000)	#DIV/0!
<b>3100 Meadowbrook Maintenance</b>	<b>\$ 19,910,042</b>	<b>\$ 19,186,886</b>	<b>\$ (723,156)</b>	<b>-4%</b>
02 Labor	\$ 7,327,986	\$ 7,393,560	\$ 65,574	1%
04 Fringe Benefits	\$ 3,729,897	\$ 3,807,530	\$ 77,633	2%
05 Services	\$ 109,000	\$ 80,530	\$ (28,470)	-26%
06 Fuel/Power	\$ 5,608,436	\$ 5,340,850	\$ (267,586)	-5%
07 Parts	\$ 2,749,162	\$ 2,232,116	\$ (517,046)	-19%
08 Other	\$ 385,561	\$ 332,300	\$ (53,261)	-14%
<b>3400 Central Maintenance</b>	<b>\$ 8,737,633</b>	<b>\$ 8,617,600</b>	<b>\$ (120,033)</b>	<b>-1%</b>
02 Labor	\$ 3,476,168	\$ 3,500,708	\$ 24,540	1%
04 Fringe Benefits	\$ 1,739,835	\$ 1,791,193	\$ 51,358	3%
05 Services	\$ 220,000	\$ 41,050	\$ (178,950)	-81%
06 Fuel/Power	\$ 1,678,011	\$ 1,958,038	\$ 280,027	17%
07 Parts	\$ 985,526	\$ 1,140,971	\$ 155,445	16%
08 Other	\$ 266,700	\$ 185,640	\$ (81,060)	-30%
11 Utilities	\$ 371,393	\$ -	\$ (371,393)	-100%
<b>Com Rail</b>	<b>\$ 32,742,546</b>	<b>\$ 32,064,496</b>	<b>\$ (678,050)</b>	<b>-2%</b>
<b>4500 Commuter Rail Operations</b>	<b>\$ 11,002,872</b>	<b>\$ 10,969,282</b>	<b>\$ (33,590)</b>	<b>0%</b>
02 Labor	\$ 7,166,458	\$ 7,287,188	\$ 120,730	2%
04 Fringe Benefits	\$ 3,346,253	\$ 3,541,694	\$ 195,441	6%
05 Services	\$ 47,000	\$ -	\$ (47,000)	-100%
06 Fuel/Power	\$ 55,000	\$ 55,000	\$ -	0%
07 Parts	\$ 25,000	\$ 25,000	\$ -	0%
08 Other	\$ 64,650	\$ 60,400	\$ (4,250)	-7%
11 Utilities	\$ 298,511	\$ -	\$ (298,511)	-100%
<b>4600 Commuter Rail Maintenance</b>	<b>\$ 21,119,836</b>	<b>\$ 20,730,418</b>	<b>\$ (389,418)</b>	<b>-2%</b>
02 Labor	\$ 5,452,463	\$ 5,268,604	\$ (183,859)	-3%
04 Fringe Benefits	\$ 2,729,965	\$ 2,750,563	\$ 20,598	1%
05 Services	\$ 670,241	\$ 778,608	\$ 108,367	16%
06 Fuel/Power	\$ 8,295,953	\$ 8,933,038	\$ 637,085	8%
07 Parts	\$ 4,077,318	\$ 2,776,088	\$ (1,301,230)	-32%
08 Other	\$ 510,092	\$ 546,172	\$ 36,080	7%
09 Capitalized Cost	\$ (620,000)	\$ (620,000)	\$ -	0%
11 Utilities	\$ 3,804	\$ 297,345	\$ 293,541	7717%
<b>4900 Commuter Rail Admin</b>	<b>\$ 619,838</b>	<b>\$ 364,797</b>	<b>\$ (255,041)</b>	<b>-41%</b>
02 Labor	\$ 216,016	\$ -	\$ (216,016)	-100%
04 Fringe Benefits	\$ 105,536	\$ 2,172	\$ (103,364)	-98%
05 Services	\$ 5,500	\$ 52,500	\$ 47,000	855%



Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
06 Fuel/Power	\$ 500	\$ 500	\$ -	0%
08 Other	\$ 244,890	\$ 271,625	\$ 26,735	11%
08 Supplies	\$ 35,600	\$ 38,000	\$ 2,400	7%
11 Utilities	\$ 11,796	\$ -	\$ (11,796)	-100%
<b>Asset Mgt</b>	<b>\$ 46,874,043</b>	<b>\$ 41,691,109</b>	<b>\$ (5,182,934)</b>	<b>-11%</b>
<b>3500 Support Maintenance</b>	<b>\$ 4,389,330</b>	<b>\$ 4,316,388</b>	<b>\$ (72,942)</b>	<b>-2%</b>
02 Labor	\$ 2,199,144	\$ 2,319,196	\$ 120,052	5%
04 Fringe Benefits	\$ 1,147,886	\$ 1,142,208	\$ (5,678)	0%
05 Services	\$ 50,000	\$ 50,000	\$ -	0%
06 Fuel/Power	\$ 1,500	\$ 6,600	\$ 5,100	340%
07 Parts	\$ 597,000	\$ 570,000	\$ (27,000)	-5%
08 Other	\$ 356,800	\$ 245,000	\$ (111,800)	-31%
08 Supplies	\$ 21,000	\$ -	\$ (21,000)	-100%
09 Capitalized Cost	\$ -	\$ (20,000)	\$ (20,000)	#DIV/0!
11 Utilities	\$ 16,000	\$ 3,384	\$ (12,616)	-79%
<b>3800 Facilities</b>	<b>\$ 19,291,330</b>	<b>\$ 20,364,531</b>	<b>\$ 1,073,201</b>	<b>6%</b>
02 Labor	\$ 6,468,858	\$ 6,842,692	\$ 373,834	6%
04 Fringe Benefits	\$ 3,464,908	\$ 3,604,887	\$ 139,979	4%
05 Services	\$ 3,235,000	\$ 3,680,000	\$ 445,000	14%
06 Fuel/Power	\$ 138,000	\$ 147,500	\$ 9,500	7%
07 Parts	\$ 324,000	\$ 654,000	\$ 330,000	102%
08 Other	\$ 1,034,000	\$ 1,023,000	\$ (11,000)	-1%
09 Capitalized Cost	\$ (100,000)	\$ (65,000)	\$ 35,000	-35%
11 Utilities	\$ 4,726,564	\$ 4,477,452	\$ (249,112)	-5%
<b>4400 Maintenance of Way</b>	<b>\$ 19,095,253</b>	<b>\$ 12,546,771</b>	<b>\$ (6,548,482)</b>	<b>-34%</b>
02 Labor	\$ 5,953,260	\$ 6,647,672	\$ 694,412	12%
04 Fringe Benefits	\$ 3,051,394	\$ 3,343,271	\$ 291,877	10%
05 Services	\$ 175,000	\$ 150,000	\$ (25,000)	-14%
06 Fuel/Power	\$ 8,177,151	\$ 137,000	\$ (8,040,151)	-98%
07 Parts	\$ 782,500	\$ 1,102,000	\$ 319,500	41%
08 Other	\$ 314,500	\$ 535,060	\$ 220,560	70%
08 Supplies	\$ -	\$ 125,000	\$ 125,000	#DIV/0!
11 Utilities	\$ 641,448	\$ 506,768	\$ (134,680)	-21%
<b>4425 Maintenance of Way</b>	<b>\$ 4,098,130</b>	<b>\$ 4,463,419</b>	<b>\$ 365,289</b>	<b>9%</b>
02 Labor	\$ 2,341,374	\$ 2,557,148	\$ 215,774	9%
04 Fringe Benefits	\$ 1,298,756	\$ 1,333,559	\$ 34,803	3%
05 Services	\$ 75,000	\$ 175,000	\$ 100,000	133%
06 Fuel/Power	\$ 75,000	\$ 81,000	\$ 6,000	8%
07 Parts	\$ 115,000	\$ 150,000	\$ 35,000	30%
08 Other	\$ 193,000	\$ 197,200	\$ 4,200	2%
09 Capitalized Cost	\$ -	\$ (35,000)	\$ (35,000)	#DIV/0!
11 Utilities	\$ -	\$ 4,512	\$ 4,512	#DIV/0!
<b>Grand Total</b>	<b>\$ 347,113,537</b>	<b>\$ 354,922,107</b>	<b>\$ 7,808,569</b>	<b>2%</b>



## People

Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
<b>CPO</b>	<b>\$ 13,868,057</b>	<b>\$ 13,993,559</b>	<b>\$ 125,502</b>	<b>1%</b>
<b>1600 Civil Rights</b>	<b>\$ 607,761</b>	<b>\$ 586,360</b>	<b>\$ (21,401)</b>	<b>-4%</b>
02 Labor	\$ 363,168	\$ 357,264	\$ (5,904)	-2%
04 Fringe Benefits	\$ 156,613	\$ 141,116	\$ (15,497)	-10%
05 Services	\$ 35,830	\$ 42,650	\$ 6,820	19%
08 Other	\$ 37,234	\$ 26,214	\$ (11,020)	-30%
08 Supplies	\$ 11,700	\$ 15,900	\$ 4,200	36%
11 Utilities	\$ 3,216	\$ 3,216	\$ -	0%
<b>6400 Talent Development</b>	<b>\$ 1,110,519</b>	<b>\$ 678,081</b>	<b>\$ (432,438)</b>	<b>-39%</b>
02 Labor	\$ 647,256	\$ 309,912	\$ (337,344)	-52%
04 Fringe Benefits	\$ 244,063	\$ 145,287	\$ (98,776)	-40%
05 Services	\$ 132,000	\$ 143,500	\$ 11,500	9%
06 Fuel/Power	\$ 400	\$ 200	\$ (200)	-50%
08 Other	\$ 22,318	\$ 18,700	\$ (3,618)	-16%
08 Supplies	\$ 61,082	\$ 58,082	\$ (3,000)	-5%
11 Utilities	\$ 3,400	\$ 2,400	\$ (1,000)	-29%
<b>6450 Training and Dev</b>	<b>\$ 4,804,221</b>	<b>\$ 5,443,787</b>	<b>\$ 639,566</b>	<b>13%</b>
02 Labor	\$ 3,232,626	\$ 3,397,320	\$ 164,694	5%
04 Fringe Benefits	\$ 1,207,997	\$ 1,597,751	\$ 389,754	32%
05 Services	\$ 51,300	\$ 52,080	\$ 780	2%
06 Fuel/Power	\$ 2,500	\$ 6,700	\$ 4,200	168%
08 Other	\$ 294,773	\$ 370,890	\$ 76,117	26%
08 Supplies	\$ 5,425	\$ 7,046	\$ 1,621	30%
11 Utilities	\$ 9,600	\$ 12,000	\$ 2,400	25%
<b>7800 Total Rewards</b>	<b>\$ 2,103,797</b>	<b>\$ 2,028,998</b>	<b>\$ (74,799)</b>	<b>-4%</b>
02 Labor	\$ 872,436	\$ 845,964	\$ (26,472)	-3%
04 Fringe Benefits	\$ 447,537	\$ 395,415	\$ (52,122)	-12%
05 Services	\$ 443,000	\$ 388,000	\$ (55,000)	-12%
08 Other	\$ 323,824	\$ 381,619	\$ 57,795	18%
08 Supplies	\$ 15,000	\$ 16,000	\$ 1,000	7%
11 Utilities	\$ 2,000	\$ 2,000	\$ -	0%
<b>9000 People</b>	<b>\$ 2,353,000</b>	<b>\$ 2,120,440</b>	<b>\$ (232,560)</b>	<b>-10%</b>
02 Labor	\$ 1,191,336	\$ 967,464	\$ (223,872)	-19%
04 Fringe Benefits	\$ 539,599	\$ 479,741	\$ (59,858)	-11%
05 Services	\$ 200,000	\$ 230,000	\$ 30,000	15%
08 Other	\$ 399,985	\$ 427,435	\$ 27,450	7%
08 Supplies	\$ 18,000	\$ 9,500	\$ (8,500)	-47%
11 Utilities	\$ 4,080	\$ 6,300	\$ 2,220	54%
<b>9100 HR Services and Labor Relations</b>	<b>\$ 991,107</b>	<b>\$ 1,264,159</b>	<b>\$ 273,052</b>	<b>28%</b>
02 Labor	\$ 630,552	\$ 803,640	\$ 173,088	27%
04 Fringe Benefits	\$ 278,385	\$ 399,519	\$ 121,134	44%
05 Services	\$ 59,000	\$ 2,000	\$ (57,000)	-97%
08 Other	\$ 8,770	\$ 28,000	\$ 19,230	219%



Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
08 Supplies	\$ 1,200	\$ 6,000	\$ 4,800	400%
11 Utilities	\$ 1,200	\$ 3,000	\$ 1,800	150%
13 Purchased Svcs	\$ 12,000	\$ 22,000	\$ 10,000	83%
<b>9400 Talent Acquisition</b>	<b>\$ 1,897,652</b>	<b>\$ 1,871,735</b>	<b>\$ (25,917)</b>	<b>-1%</b>
02 Labor	\$ 838,176	\$ 825,312	\$ (12,864)	-2%
04 Fringe Benefits	\$ 426,867	\$ 413,814	\$ (13,053)	-3%
05 Services	\$ 207,000	\$ 160,500	\$ (46,500)	-22%
08 Other	\$ 420,109	\$ 460,509	\$ 40,400	10%
08 Supplies	\$ 3,000	\$ 3,600	\$ 600	20%
11 Utilities	\$ 2,500	\$ 8,000	\$ 5,500	220%
<b>Grand Total</b>	<b>\$ 13,868,057</b>	<b>\$ 13,993,559</b>	<b>\$ 125,502</b>	<b>1%</b>



## Planning &amp; Engagement

Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
<b>CPE</b>	<b>\$ 24,374,578</b>	<b>\$ 25,783,608</b>	<b>\$ 1,409,030</b>	<b>6%</b>
<b>6650 Innovative Mobilty Services</b>	<b>\$ 16,811,161</b>	<b>\$ 17,967,832</b>	<b>\$ 1,156,671</b>	<b>7%</b>
02 Labor	\$ 474,996	\$ 444,176	\$ (30,820)	-6%
04 Fringe Benefits	\$ 256,081	\$ 182,529	\$ (73,552)	-29%
05 Services	\$ 15,441,562	\$ 18,997,011	\$ 3,555,449	23%
06 Fuel/Power	\$ 479,250	\$ 536,844	\$ 57,594	12%
08 Other	\$ 156,072	\$ 156,072	\$ -	0%
08 Supplies	\$ 2,000	\$ 2,000	\$ -	0%
09 Capitalized Cost	\$ -	\$ (2,352,000)	\$ (2,352,000)	#DIV/0!
11 Utilities	\$ 1,200	\$ 1,200	\$ -	0%
<b>7410 Community Engagement</b>	<b>\$ 2,267,657</b>	<b>\$ 2,477,596</b>	<b>\$ 209,939</b>	<b>9%</b>
02 Labor	\$ 1,404,072	\$ 1,453,496	\$ 49,424	4%
04 Fringe Benefits	\$ 561,681	\$ 712,209	\$ 150,528	27%
05 Services	\$ 115,734	\$ 139,540	\$ 23,806	21%
08 Other	\$ 171,650	\$ 224,040	\$ 52,390	31%
09 Capitalized Cost	\$ -	\$ (67,189)	\$ (67,189)	#DIV/0!
11 Utilities	\$ 14,520	\$ 15,500	\$ 980	7%
<b>7450 Customer Experience</b>	<b>\$ 859,890</b>	<b>\$ 871,346</b>	<b>\$ 11,456</b>	<b>1%</b>
02 Labor	\$ 523,176	\$ 519,516	\$ (3,660)	-1%
04 Fringe Benefits	\$ 287,549	\$ 313,730	\$ 26,181	9%
06 Fuel/Power	\$ 6,000	\$ 3,000	\$ (3,000)	-50%
08 Other	\$ 37,565	\$ 28,500	\$ (9,065)	-24%
08 Supplies	\$ 900	\$ 1,000	\$ 100	11%
11 Utilities	\$ 4,700	\$ 5,600	\$ 900	19%
<b>7600 Customer Service</b>	<b>\$ 3,626,219</b>	<b>\$ 3,798,046</b>	<b>\$ 171,827</b>	<b>5%</b>
02 Labor	\$ 2,389,816	\$ 2,400,344	\$ 10,528	0%
04 Fringe Benefits	\$ 1,112,743	\$ 1,212,592	\$ 99,849	9%
05 Services	\$ 50,100	\$ 101,000	\$ 50,900	102%
06 Fuel/Power	\$ 7,360	\$ 7,400	\$ 40	1%
08 Other	\$ 97,500	\$ 107,350	\$ 9,850	10%
08 Supplies	\$ 6,200	\$ 8,200	\$ 2,000	32%
09 Capitalized Cost	\$ (40,500)	\$ (50,000)	\$ (9,500)	23%
11 Utilities	\$ 3,000	\$ 11,160	\$ 8,160	272%
<b>7700 Planning &amp; Engagement</b>	<b>\$ 809,651</b>	<b>\$ 668,788</b>	<b>\$ (140,863)</b>	<b>-17%</b>
02 Labor	\$ 305,920	\$ 308,104	\$ 2,184	1%
04 Fringe Benefits	\$ 119,031	\$ 123,684	\$ 4,653	4%
05 Services	\$ 150,500	\$ 200,500	\$ 50,000	33%
08 Other	\$ 228,000	\$ 36,500	\$ (191,500)	-84%
08 Supplies	\$ 4,500	\$ -	\$ (4,500)	-100%
11 Utilities	\$ 1,700	\$ -	\$ (1,700)	-100%
<b>Planning</b>	<b>\$ 3,022,006</b>	<b>\$ 3,564,803</b>	<b>\$ 542,797</b>	<b>18%</b>
<b>2410 Ops Planning</b>	<b>\$ 850,860</b>	<b>\$ 903,304</b>	<b>\$ 52,444</b>	<b>6%</b>
02 Labor	\$ 541,836	\$ 545,088	\$ 3,252	1%



Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
04 Fringe Benefits	\$ 285,774	\$ 326,516	\$ 40,742	14%
06 Fuel/Power	\$ -	\$ 250	\$ 250	#DIV/0!
08 Other	\$ 19,050	\$ 26,350	\$ 7,300	38%
08 Supplies	\$ -	\$ 1,500	\$ 1,500	#DIV/0!
11 Utilities	\$ 4,200	\$ 3,600	\$ (600)	-14%
<b>6200 Planning</b>	<b>\$ 2,171,146</b>	<b>\$ 2,661,499</b>	<b>\$ 490,353</b>	<b>23%</b>
02 Labor	\$ 798,876	\$ 816,600	\$ 17,724	2%
04 Fringe Benefits	\$ 300,135	\$ 335,859	\$ 35,724	12%
05 Services	\$ 1,035,000	\$ 1,472,840	\$ 437,840	42%
06 Fuel/Power	\$ -	\$ 250	\$ 250	#DIV/0!
08 Other	\$ 32,985	\$ 33,250	\$ 265	1%
08 Supplies	\$ 1,000	\$ 1,500	\$ 500	50%
11 Utilities	\$ 3,150	\$ 1,200	\$ (1,950)	-62%
<b>Grand Total</b>	<b>\$ 27,396,584</b>	<b>\$ 29,348,411</b>	<b>\$ 1,951,827</b>	<b>7%</b>



### Non-Departmental

Chief - Exec - Dept - Exp Category	2025 Budget Exp	2026 Budget Exp	Difference	% Diff
<b>Non Dept</b>	<b>\$ 1,000,000</b>	<b>\$ 8,996,776</b>	<b>\$ 7,996,776</b>	<b>800%</b>
<b>6700 Non Departmental</b>	<b>\$ 1,000,000</b>	<b>\$ 8,996,776</b>	<b>\$ 7,996,776</b>	<b>800%</b>
02 Labor	\$ -	\$ 6,455,784	\$ 6,455,784	#DIV/0!
04 Fringe Benefits	\$ -	\$ 1,540,992	\$ 1,540,992	#DIV/0!
08 Other	\$ 1,000,000	\$ 1,000,000	\$ -	0%
<b>Grand Total</b>	<b>\$ 1,000,000</b>	<b>\$ 8,996,776</b>	<b>\$ 7,996,776</b>	<b>800%</b>



UTA

Draft: Base Budget Targets By Executive  
 Summary - Operations  
 7/16/25

Budget Yr: 2026

			2026 Adjustments					Other Adjustments			Fringe Centr		Budget Req			2026 Budget Target	Magiq Balance	Variance (Rounded \$000)		
	2025 Budget*	2025 One-Time Exp	Initial Base	Wage & Fringe Adj*	Fuel Price Adj	Parts Adj	Other Expense Growth	Adjusted Base	Staffing Changes	2025 Service Changes*	Other Changes	Base Before Fringe Centralization	Fringe Centralization	2026 Base Budget	New Svc / Chg Day*				2026 Requests	Fringe Centr: New
Board	\$ 3,768,864	\$ -	\$ 3,768,864	\$ 28,648	\$ -	\$ -	\$ 22,806	\$ 3,820,318	\$ 36,326		\$ (6,750)	\$ 3,849,894	\$ (877,311)	\$ 2,972,583		\$ 55,600	\$ -	\$ 3,028,183	3,028,233	-
Executive Director	7,538,841	(363,600)	7,175,241	68,339	-	-	91,470	7,335,050	-		-	7,335,050	(1,092,792)	6,242,258		497,250	(102,245)	6,637,263	6,550,355	87,000
Communications	4,842,106	-	4,842,106	55,671	-	-	52,464	4,950,241			210,950	5,161,191	(709,487)	4,451,704		-	-	4,451,704	4,451,704	-
Finance	19,076,107	(275,000)	18,801,107	295,176		1,470	137,414	19,235,168			-	19,235,168	(4,323,048)	14,912,120		-	-	14,912,120	14,912,120	-
Capital Services	8,183,427	(80,000)	8,103,427	136,485	-		50,185	8,290,097			-	8,290,097	(2,988,096)	5,302,001		44,000	(12,500)	5,333,502	5,302,031	31,000
Enterprise Strategy	31,267,370	(34,400)	31,232,970	64,664	-	575	3,286,812	34,585,021	50,000		60,015	34,695,036	(5,235,575)	29,459,460		-	-	29,459,460	29,325,900	134,000
Planning & Engagement	27,396,584	(166,700)	27,229,884	94,760	7,246		372,739	27,704,628		886,309	(204,200)	28,386,737	(2,836,759)	25,549,979		440,000	-	25,989,979	26,275,991	(286,000)
People	13,868,057	(11,200)	13,856,857	97,570			58,795	14,013,222			75,000	14,088,222	(3,199,007)	10,889,215		86,000	(26,818)	10,948,398	10,610,963	337,000
Non Dept	858,014	141,986	1,000,000	8,000,000			-	9,000,000				9,000,000	76,564,131	85,564,131		-	870,342	86,434,473	86,434,972	-
<b>Operations</b>																				
COO	24,708,862	(701,000)	24,007,862	79,744	4,032	-	91,498	24,183,136	1,310,000			25,493,136	(7,246,722)	18,246,414		-	-	18,246,414	23,292,001	(5,046,000)
SL Bus	96,722,155	(12,295)	96,709,860	1,178,979	(239,729)	67,939	119,170	97,836,219				97,836,219	(15,410,760)	82,425,459	2,915,117	-	(728,779)	84,611,797	80,901,911	3,710,000
Ogden	34,237,300	(3,900)	34,233,400	450,699	(144,769)	29,674	30,093	34,599,097				34,599,097	(5,304,164)	29,294,933		-	-	29,294,933	31,535,311	(2,240,000)
Timp	26,105,611	-	26,105,611	294,360	(121,923)	14,919	46,302	26,339,268				26,339,268	(4,067,364)	22,271,904		-	-	22,271,904	22,341,267	(69,000)
Light Rail	51,699,721	(21,500)	51,678,221	678,575	1,670	420,432	56,972	52,835,870				52,835,870	(8,860,303)	43,975,567		-	-	43,975,567	45,083,281	(1,108,000)
Com Rail	32,744,910	(20,000)	32,724,910	245,286	(333,116)	98,437	49,994	32,785,511				32,785,511	(4,295,635)	28,489,876		-	-	28,489,876	27,862,384	627,000
Riverside	34,024,990	(4,950)	34,020,040	351,522	46,358	7,602	453,316	34,878,838				34,878,838	(4,657,897)	30,220,941		-	-	30,220,941	32,758,690	(2,538,000)
Asset Mgt	47,465,922	-	47,465,922	418,727	4,516	45,275	227,762	48,162,203				48,162,203	(5,459,211)	42,702,992		-	-	42,702,992	36,438,621	6,264,000
<b>Ops Total</b>	<b>347,709,471</b>	<b>(763,645)</b>	<b>346,945,826</b>	<b>3,697,892</b>	<b>(782,961)</b>	<b>684,278</b>	<b>1,075,106</b>	<b>351,620,142</b>	<b>1,310,000</b>	<b>-</b>	<b>-</b>	<b>352,930,142</b>	<b>(55,302,056)</b>	<b>297,628,086</b>	<b>2,915,117</b>	<b>-</b>	<b>(728,779)</b>	<b>299,814,424</b>	<b>300,213,467</b>	<b>(400,000)</b>
<b>Total</b>	<b>\$ 464,508,841</b>	<b>\$ (1,552,559)</b>	<b>\$ 462,956,282</b>	<b>\$ 12,539,205</b>	<b>\$ (775,715)</b>	<b>\$ 686,323</b>	<b>\$ 5,147,792</b>	<b>\$ 480,553,887</b>	<b>\$ 1,396,326</b>	<b>\$ 886,309</b>	<b>\$ 135,015</b>	<b>\$ 482,971,536</b>	<b>\$ 0</b>	<b>\$ 482,971,536</b>	<b>\$ 2,915,117</b>	<b>\$ 1,122,850</b>	<b>\$ -</b>	<b>\$ 487,009,504</b>	<b>\$ 487,105,735</b>	<b>\$ (97,000)</b>

\*Includes known TBAs

\*Annualize 2025 raises

\*Annualization

4.0% \*Provisional

4.8%

Key Assumptions

Admin Incr: 0% Diesel: \$3.45 Parts: 2.5% Inflation: 2.1%  
 Barg Incr: 0% Gas: \$3.15 [Parts & Inflation pre-tariff estimate]  
 \$8M 2026 Raise Allowance  
 IT Licensing: 33% Updated 5/5  
 Trapeze, Workday, Procore, etc.

Centralized Bens:  
 FICA  
 Pension  
 Adm Medical  
 Adm Dental  
 Life/Other