

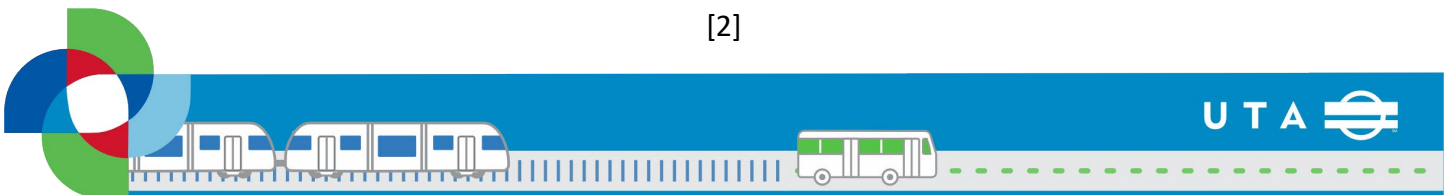
Utah Transit Authority

Budget Document

2025

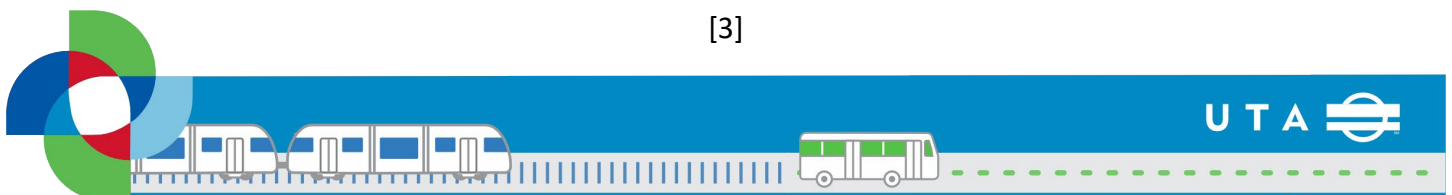


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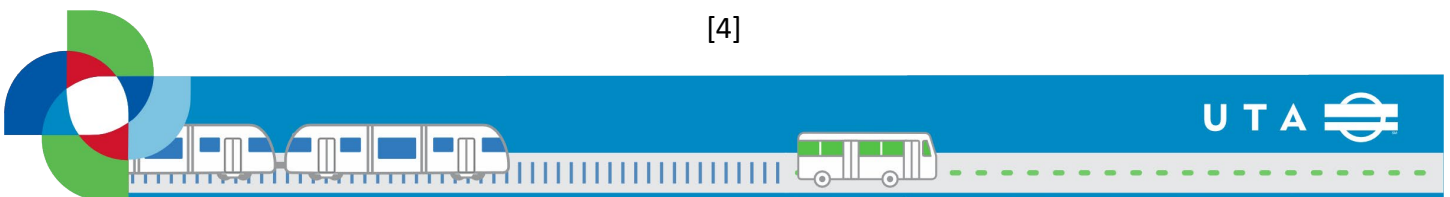


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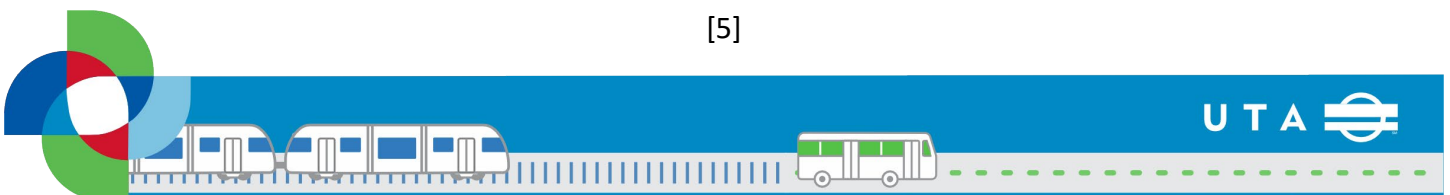
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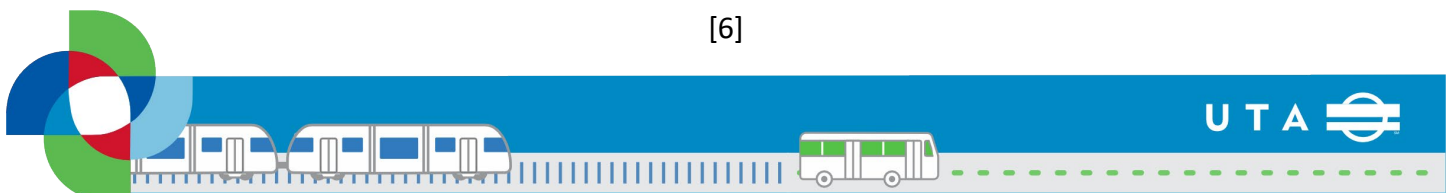
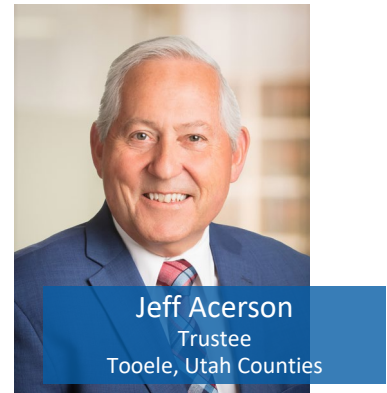
Message from the Board of Trustees

The Utah Transit Authority (UTA) Board of Trustees is proud to present our approved 2025 Operating and Capital Budget. This budget reflects our commitment to sound fiscal management, innovation, and maximizing the value of public funds towards an integrated transportation system.

Every dollar invested in public transportation is an investment in Utah's future. A recent economic study by Metro Analytics revealed that every \$1 spent on UTA operations generates \$5.11 in economic benefits for the state. Goods and services worth a massive \$9.6 billion can be produced and be transported faster because of transit.

UTA's 2025 Budget is designed to ensure the continued delivery of excellent transit services while strategically investing in our infrastructure. We are dedicated to responsible stewardship of public funds, balancing the need for innovative solutions with the importance of maintaining and upgrading our existing assets.

The Board of Trustees has carefully reviewed this budget and is confident that it will provide the necessary resources to strengthen UTA and improve the quality of life for Utahns for years to come.



Message from the Executive Director



The news that Utah will host the 2034 Winter Olympic Games arrived at a pivotal planning moment for UTA. In 2024, we completed our first Long-Range Transit Plan, 5- and 10-Year Capital Plans, and outlined our 5-Year Service Plan. These plans solidify our commitment to safeguarding and enhancing a transit system capable of meeting the demands of our growing, dynamic state well into the future. The 2025 budget represents a significant step forward in realizing this vision.

This year, we've overcome challenges, exceeded expectations, and positioned UTA as a catalyst for economic growth and improved quality of life. Guided by our UTA 2022-2030 Strategic Plan, some highlights of our winning fiscal accomplishments include:

- Increased ridership across all modes by 17%
- Met 80% ridership threshold for commuter rail federal funding eligibility
- Secured \$18 million from the Federal Transit Administration to purchase new, zero-emission electric buses and a \$12 million grant from the U.S. Environmental Protection Agency, awarded through the Utah Department of Environmental Quality, for electric vehicle infrastructure
- Refunded Build America bonds to lower overall financial risk
- Aligned resources and integrated our planning, capital investment, and budget processes to support sustainable growth
- Successfully completed a legislative audit validating our commitment to fiscal responsibility and strategic planning under the UTA Board of Trustees' leadership
- Collaborated with cities on Station Area Plans that align transit growth with community needs and economic opportunities

Significant opportunities in 2025 include increasing the frequency and safety of current services, restoring and adding service, and addressing critical infrastructure needs through asset replacement and maintenance. Our budgeting priorities focused on critical baseline services, essential support systems, infrastructure maintenance, and capital investments. Recognizing the need for a fresh approach, we prioritized core needs, scrutinized contracts, improved project phasing, enhanced financial justification, and identified cost-saving opportunities.

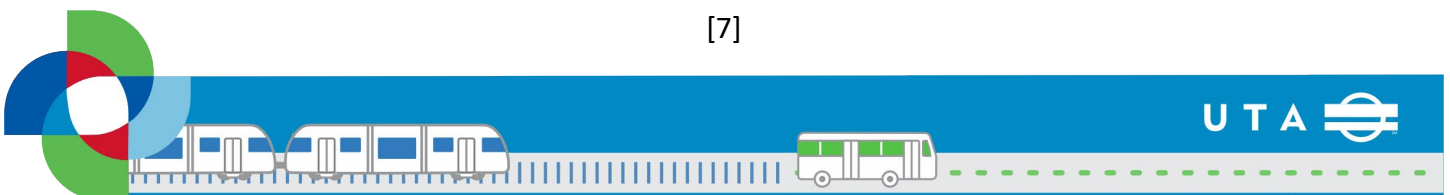
By streamlining our budget process this year, we've ensured a more efficient and effective allocation of resources with new investment in core areas including:

- Service expansion and restoration, including higher frequency routes across UTA's entire service area
- Permanently establishing our successful TRAX Ambassador program
- Conversion and upgrade of core IT systems
- TRAX Modernization, including replacing aging light rail vehicles and planning for additional frequent and more reliable TRAX service

The 2025 budget reflects the continued work of a unified, gold medal "One UTA" team dedicated to providing safe, reliable, and efficient transit for all Utahns.



Jay M. Fox
Executive Director



Distinguished Budget Presentation Award

Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to Utah Transit Authority, for its 2024 Budget for the fiscal year beginning January 1, 2024. To receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device.



GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

Utah Transit Authority

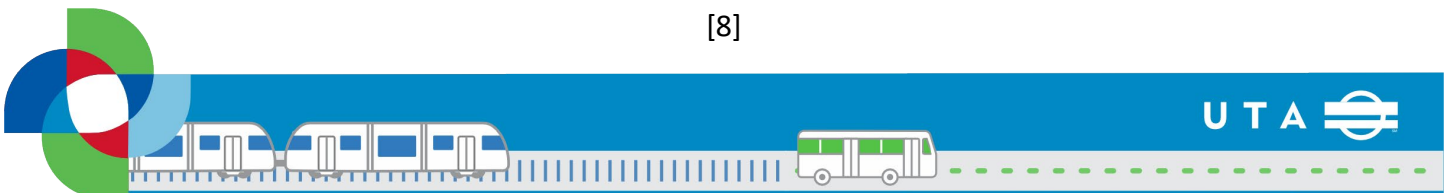
For the Fiscal Year Beginning

January 01, 2024

Christopher P. Morill

Executive Director

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



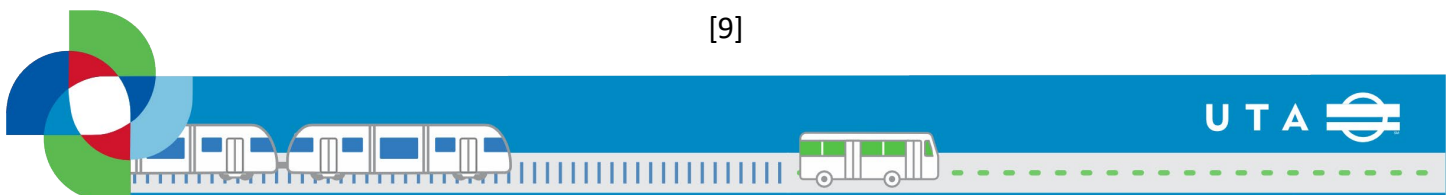
About the Utah Transit Authority

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

In 2025, UTA's bus services will offer regular fixed route, express, and bus rapid transit with 1.4 million scheduled service hours with an estimated 17 million service miles planned. The TRAX light rail system in Salt Lake County is scheduled to operate 280,000 hours providing 7.3 million service miles, and the FrontRunner commuter rail system, which runs almost 85 miles from Ogden to Provo, will operate 93,000 service hours and 1.3 million service miles. The two-mile S-Line Streetcar line connects neighborhoods in South Salt Lake and the Sugar House area in Salt Lake City. UTA On Demand Microtransit service, initially launched in November 2019, continues to emerge as a new and highly popular public transportation choice, and UTA opened its second service area in late-2021. In 2025, UTA will offer an estimated 228,000 hours of On Demand service, or about 23% over 2024 projected service hours.

Combined, UTA estimates these integrated, coordinated transit services will support an estimated 42 million riders in 2025. UTA serves the populations of Weber, Davis, Utah, Box Elder, Tooele, and Salt Lake counties. As UTA covers a large geographic region and serves 80% of the state's population, the agency works to support Utah's thriving economy by supporting the growth of the communities we serve and help people get to where they want to go when they need to be there. In recent years, UTA has renewed its emphasis on service and is committed to increase outreach to and input from customers and communities better aligning our services with community needs and increasing access to public transportation.







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

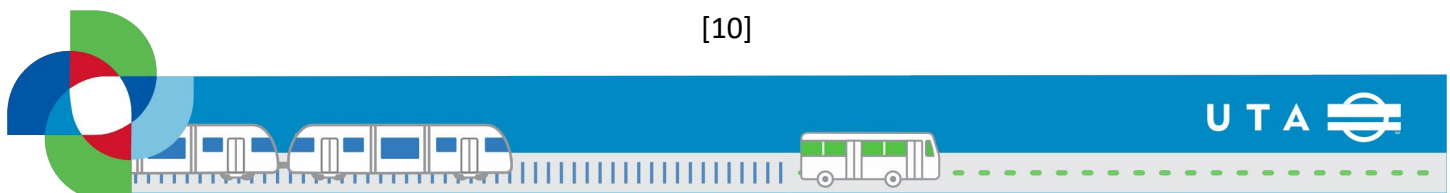


Strategic Plan, Budget Priorities, and Budget Process

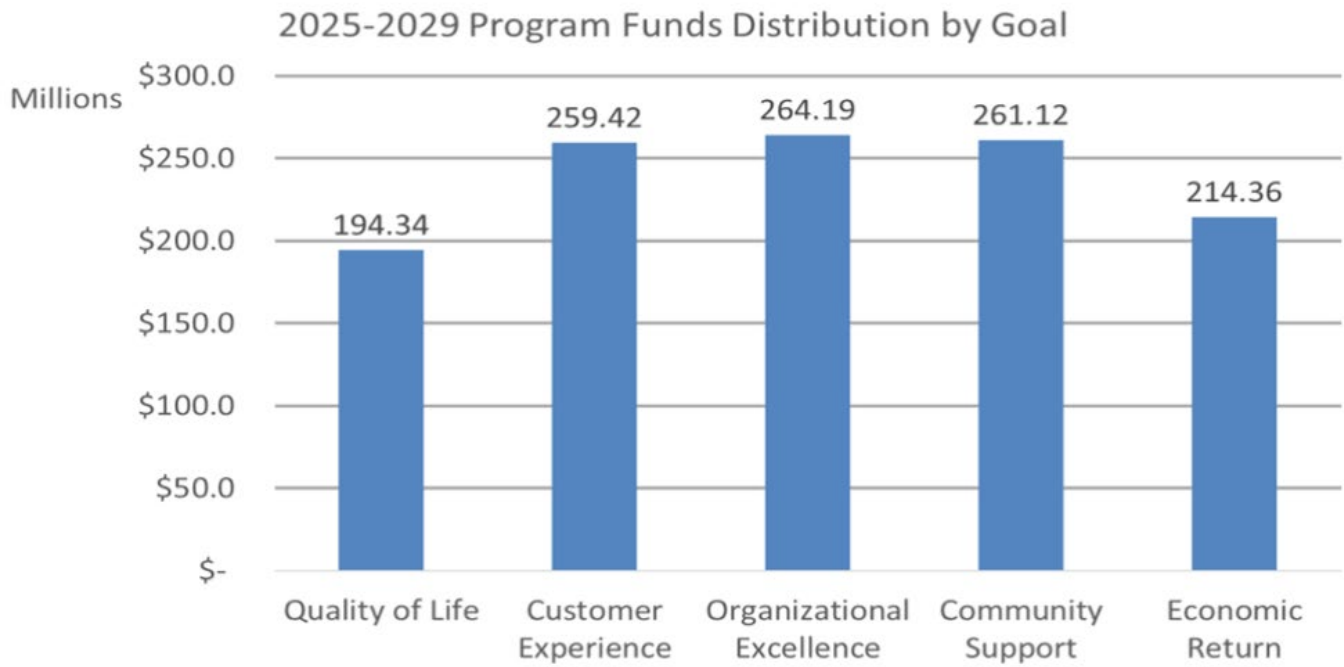
In 2022, the Board of Trustees began the process of creating a Strategic Plan to guide the Agency for the next 10 years. Working with UTA leadership throughout 2022, the Board adopted a Vision statement and objectives that articulate desired outcomes, set goals for achieving those outcomes, provide a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

2025 Strategic Priorities

		UTA 2025 STRATEGY			Department: UTA Executive Team
Our Vision Leading Utah's mobility solutions and improving quality of life		Our Mission We Move You		Our Foundation Living and Demonstrating the UTA Way	
BOARD STRATEGIC PRIORITIES & SUCCESS OUTCOMES					
 <p>QUALITY OF LIFE</p> <p>UTA supports community development, sustainably connecting the Wasatch Front through accessible mobility options, strategic investments, and partnerships.</p>	 <p>CUSTOMER EXPERIENCE</p> <p>UTA puts its customers first by providing an easy, enjoyable and accessible transit experience where customers feel engaged, safe and cared about.</p>	 <p>ORGANIZATIONAL EXCELLENCE</p> <p>UTA's well-resourced workforce excels, innovates and demonstrates empowerment.</p>	 <p>COMMUNITY SUPPORT</p> <p>UTA's communities tell our story and transit is recognized as a keystone to Utah's future growth.</p>	 <p>ECONOMIC RETURN</p> <p>UTA is an economic engine which positively impacts Utah's statewide economy, benefiting every Utahn.</p>	
2030 GOALS AND OBJECTIVES					
<ul style="list-style-type: none"> • 70% within 1/2 Mile of Service • Reduce Footprint by 25% 	<ul style="list-style-type: none"> • Increase Net Promoter by 45% • Improve Perceived Safety 	<ul style="list-style-type: none"> • Recognized as Premier Workplace • Increase Improvement Score 	<ul style="list-style-type: none"> • 100+ Partners Telling Transit Stories • Improve Public Satisfaction 	<ul style="list-style-type: none"> • Communities See Economic Value • Increase Return on Investment 	
2025 ANNUAL TARGETS					
<ul style="list-style-type: none"> • Increase Ridership 11% • Achieve 54% Access to All Day Service • Reduce Carbon Footprint 5% 	<ul style="list-style-type: none"> • Increase Net Promoter 10% • Increase Perceived Safety 5% • Achieve 21% Access to All Day Frequent Service • Increase Customer Information Score 3% 	<ul style="list-style-type: none"> • Increase Organizational Improvement Score 4% • Improve Organizational Excellence Systems Maturity 25% 	<ul style="list-style-type: none"> • Share 100 Transit Digital Stories • Increase Public Relations Score 6% 	<ul style="list-style-type: none"> • Improve Financial Position 5% 	
ANNUAL STRATEGIC INITIATIVES					
<ul style="list-style-type: none"> • Operate 5 Year Service Plan • Finalize & Deploy UTA Sustainability Program 	<ul style="list-style-type: none"> • Implement Customer Experience Improvement Strategies • Establish Transit Connection Program 	<ul style="list-style-type: none"> • Mature UTA Excellence Systems • Continue Implementing Sustainable Service Delivery System • Implement WorkDay HRIS & Trapeze Workforce Management 	<ul style="list-style-type: none"> • Deploy UTA Thought Leadership Plan • Create Community Advocacy Plan 	<ul style="list-style-type: none"> • Establish Olympics Transportation Plan Working Group • Continue TRAX Modernization Plan 	



5-Year Capital Plan Strategic Priority Alignment:



2025 Budget Framework

Leveraging local, regional, state and UTA planning guidance as well as UTA’s Internal Cultural Model (UTA Way), UTA developed a budget development framework for 2025 that aligns investment decisions with state, regional and local plans. That budget strategy also includes the priorities and values shown below. This framework guided development of the 2025 Budget and 5-Year plans.



STRATEGIC PRIORITIES

- Moving Utahns to a Better Quality of Life
- Exceeding Customer Expectations
- Achieving Organizational Excellence
- Building Community Support
- Generating Critical Economic Return



OPERATING PRIORITIES

- Innovate and Integrate our System
- Deliver Excellence
- Develop our People
- Cultivate an Inclusive Culture
- Safeguard our Future
- Protect our Environment



PRIORITY CONSIDERATIONS

- Legal/political mandates
- Impact to Partners
- Regulatory Issue
- Impact to other programs/services



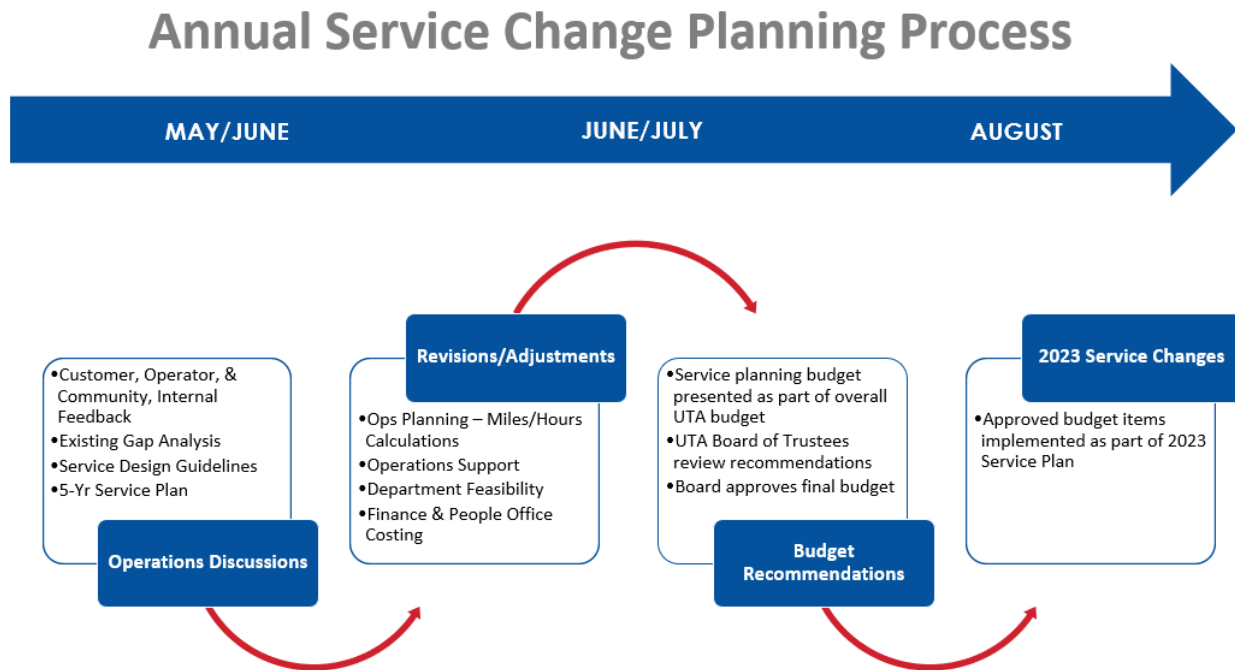
ECONOMIC VALUE

- Reduce Agency Costs
- Make UTA a More Efficient Organization
- Improve/enhance Service Delivery
- Improve UTA Culture



Service Strategy

Using criteria established in UTA’s Service Design Guidelines and the Board adopted 5-Year Service Plan, UTA constantly evaluates existing service and potential new service. This annual service change process is a key driver in the annual budget process and is depicted in the graphic below.

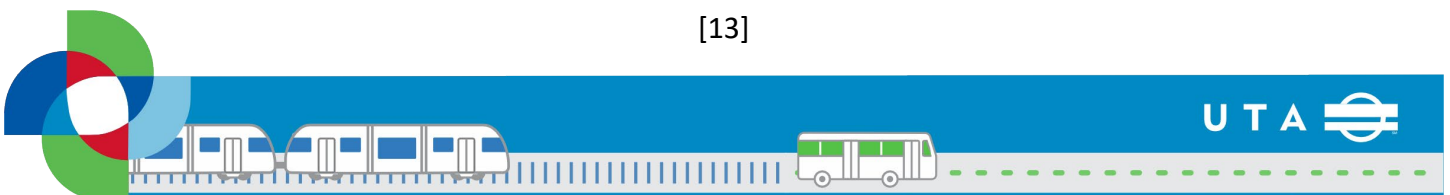


In 2024, UTA reached the staffing levels required to fully operate current service and plan for service expansion in 2025. This feat was accomplished with coordinated recruiting, training, and quality of life improvements across UTA, in addition to moderate loosening of the labor market with unemployment rising back to about 3% in the region. However, the 2025 Budget anticipates ongoing adjustments to our new service and operations team strategy.

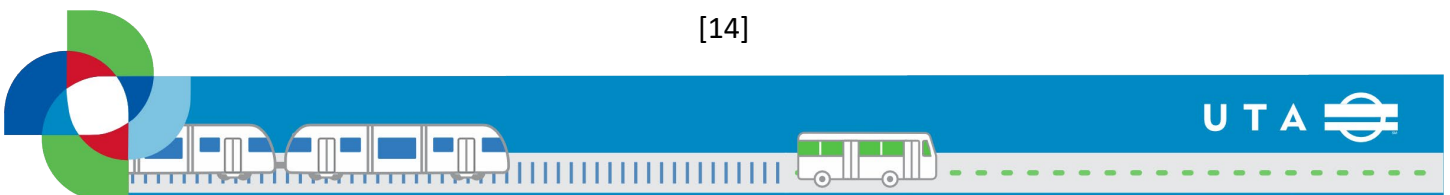
This budget includes a Service Strategy for 2025 that:

- Adds bus service, including both increased frequency on existing routes and new routes in areas previously not served
- Adds an additional TRAX Station in South Jordan
- Adds On Demand service in south Salt Lake County and Utah County to address demand and the needed growth of this successful program

In addition, the 2025 Service Strategy includes other actions to improve service and continue to address operator recruitment and retention issues. These items have been placed in an Operating Contingency pending review and recommendation for Board approval. These actions are:



- Working condition improvements began on extra-board work schedules in 2023, including training and engagement, and a more regular operator run cut. A focus is on reducing the work windows, attempting to create consistency in work by reducing the number of split shifts, and providing work schedules on a more timely basis.
- Continue to address the current operator/supervisor ratio imbalance. Supervisor assessment indicates there are opportunities to carve out specialized positions and off-load those tasks from current supervisor responsibilities by redesigning supervisor roles & responsibilities and creating job descriptions for new positions.
- Fund a “ramp up” of operators for future service changes. UTA will develop options for Board consideration to hire additional operators in advance of potential 2026 service changes. This recommendation and decision will be influenced by economic and employment conditions and an assessment of UTA’s operating staffing status.

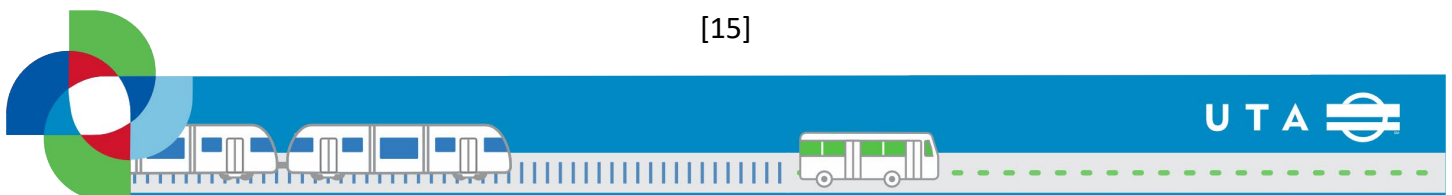


Budget Summaries

UTAH TRANSIT AUTHORITY 2025 APPROVED OPERATING BUDGET

Exhibit A

<u>Revenue</u>	<u>2025 Budget</u>
1 Sales Tax	\$ 505,193,000
2 Federal Preventative Maintenance	72,411,000
3 Passenger Revenue	38,620,000
4 Advertising	2,351,000
5 Investment Income	5,085,000
6 Other Revenues	14,826,000
7 Total Revenue	638,486,000
<u>Operating Expense</u>	
8 Bus	160,507,000
9 Commuter Rail	37,959,000
10 Light Rail	67,779,000
11 Paratransit	29,991,000
12 Rideshare/Vanpool	4,034,000
13 Microtransit	16,811,000
14 Operations Support	68,850,000
15 Administration	63,286,000
16 Planning/Capital Support	14,292,000
17 Non-Departmental	1,000,000
18 Total Operating Expense	464,509,000
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>	
19 Principal and Interest	161,849,000
20 Bond Service Utah County for UVX BRT program	3,378,000
21 Contribution to Reserves	15,576,000
22 Transfer to/(from) UTA Fund Balance	(6,826,000)
23 Total Debt Service, Reserves, Transfers	173,977,000
24 Total Expense	\$ 638,486,000

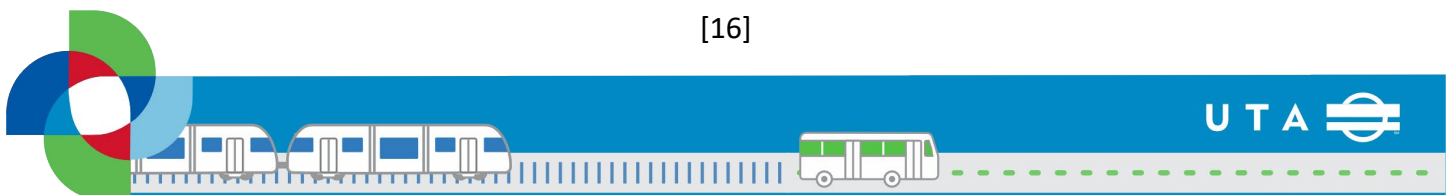


UTAH TRANSIT AUTHORITY 2025 APPROVED CAPITAL BUDGET

Exhibit A-1

<u>Funding Sources</u>	<u>2025 Budget</u>
1 UTA Current Year Funding	\$ 96,314,000
2 Grants	127,571,000
3 Local Partner Contributions	5,020,000
4 State Contribution	45,619,000
5 Leasing	32,652,000
6 Bonds	23,055,000
7 Total Funding Sources	330,231,000
<u>Expense</u>	
8 State of Good Repair	158,820,000
9 Mid-Valley Connector	45,000,000
10 Westside Express (5600 West)	23,498,000
11 S-Line Extension	11,746,000
12 Davis-SLC Community Connector	6,790,000
13 Utah County Park & Ride Lots	6,185,000
14 Other Capital Projects	78,192,000
15 Total Expense	\$ 330,231,000

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

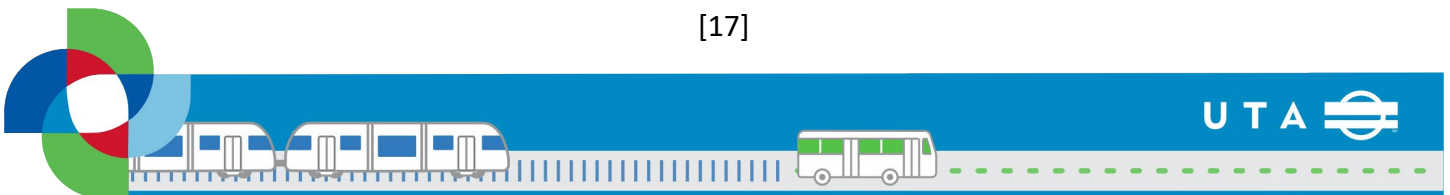


UTAH TRANSIT AUTHORITY 2025 APPROVED OPERATING BUDGET

Exhibit A-2

<u>Revenue</u>		<u>2025 Budget</u>	
1	Sales Tax	\$	505,193,000
2	Federal Preventative Maintenance		72,411,000
3	Passenger Revenue		38,620,000
4	Advertising		2,351,000
5	Investment Income		5,085,000
6	Other Revenues		14,826,000
7	Total Revenue		\$638,486,000

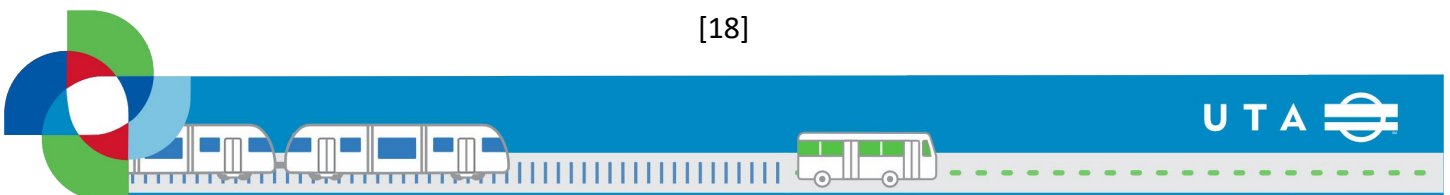
<u>Operating Expense</u>		<u>FTE</u>		
9	Board of Trustees	\$	3,627,000	15.0
10	Executive Director		7,539,000	32.5
11	Communications		4,842,000	19.0
12	Operations		345,218,000	2,366.7
13	Finance		21,568,000	140.0
14	Service Development		8,183,000	64.0
15	Planning & Engagement		27,397,000	100.6
16	Enterprise Strategy		31,267,000	131.0
17	People Office		13,868,000	105.8
18	Non-Departmental		1,000,000	-
19	Total Operating		464,509,000	2,974.6
20	Debt Service		165,227,000	
21	Contribution to Reserves		15,576,000	
22	Transfer to/(from) UTA Fund Balance		(6,826,000)	
23	Total Operating Budget		\$ 638,486,000	2,974.6



**UTAH TRANSIT AUTHORITY
2025 APPROVED OPERATING BUDGET**

Exhibit A-3

<u>Revenue</u>		<u>2025 Budget</u>	
1	Sales Tax	\$505,193,000	
2	Federal Preventative Maintenance	72,411,000	
3	Passenger Revenue	38,620,000	
4	Advertising	2,351,000	
5	Investment Income	5,085,000	
6	Other Revenues	14,826,000	
7	Total Revenue	638,486,000	
 <u>Operating Expense</u>			<u>FTE</u>
8	Bus	160,507,000	1,271.0
9	Commuter Rail	37,959,000	201.5
10	Light Rail	67,779,000	446.0
11	Paratransit	29,991,000	203.0
12	Rideshare/Vanpool	4,034,000	11.0
13	Microtransit	16,811,000	6.0
14	Operations Support	68,850,000	502.2
15	Administration	63,286,000	228.5
16	Planning/Capital Support	14,292,000	105.3
17	Non-Departmental	1,000,000	-
18	Total Operating	464,509,000	2,974.6
 <u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>			
19	Principal and Interest	161,849,000	-
20	Bond Service Utah County for UVX BRT program	3,378,000	-
21	Contribution to Reserves	15,576,000	-
22	Transfer to/(from) UTA Fund Balance	(6,826,000)	-
23	Total Debt Service, Reserves, Transfers	173,977,000	-
24	Total Operating Budget	\$638,486,000	2,974.6

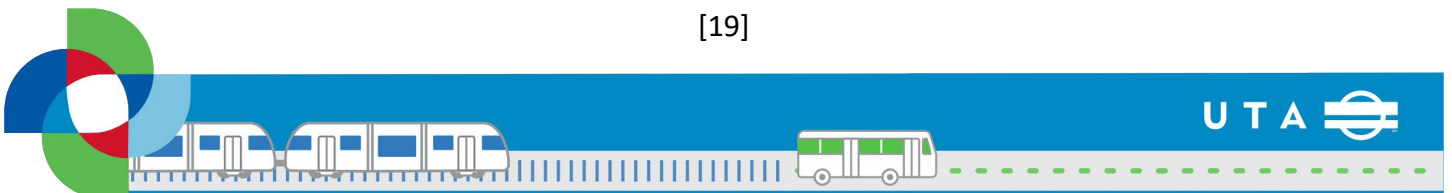


Tentative to Final Budget Changes

UTAH TRANSIT AUTHORITY OPERATING BUDGET December 4, 2024

Exhibit B

	2025 Tentative Budget	Budget Changes	Budget Moves	2025 Final Budget
Revenue				
1 Sales Tax	\$ 516,856,000	\$ (11,663,000)	\$ -	\$ 505,193,000
2 Federal Preventative Maintenance	72,411,000	-	-	72,411,000
3 Passenger Revenue	38,620,000	-	-	38,620,000
4 Advertising	2,351,000	-	-	2,351,000
5 Investment Income	5,085,000	-	-	5,085,000
6 Other Revenues	15,043,000	(217,000)	-	14,826,000
7 Total Revenue	650,367,000	(11,880,000)	-	638,486,000
Operating Expense				
8 Bus	160,181,000	326,000	-	160,507,000
9 Commuter Rail	37,674,000	285,000	-	37,959,000
10 Light Rail	66,925,000	854,000	-	67,779,000
11 Paratransit	29,991,000	-	-	29,991,000
12 Rideshare/Vanpool	3,954,000	80,000	-	4,034,000
13 Microtransit	16,811,000	-	-	16,811,000
14 Operations Support	67,899,000	951,000	-	68,850,000
15 Administration	63,214,000	72,000	-	63,286,000
16 Planning/Capital Support	14,292,000	-	-	14,292,000
17 Non-Departmental	1,000,000	-	-	1,000,000
18 Total Operating Expense	461,941,000	2,568,000	-	464,509,000
Debt Service, Contribution to Reserves, and Transfer to Capital				
19 Principal and Interest	167,099,000	(5,250,000)	-	161,849,000
20 Bond Service Utah County for UVX BRT program	3,378,000	-	-	3,378,000
21 Contribution to Reserves	16,128,000	(552,000)	-	15,576,000
22 Transfer to/(from) UTA Fund Balance	1,821,000	(8,647,000)	-	(6,826,000)
23 Total Debt Service, Reserves, Transfers	188,426,000	(14,449,000)	-	173,977,000
24 Total Expense	\$ 650,367,000	\$ (11,881,000)	\$ -	\$ 638,486,000

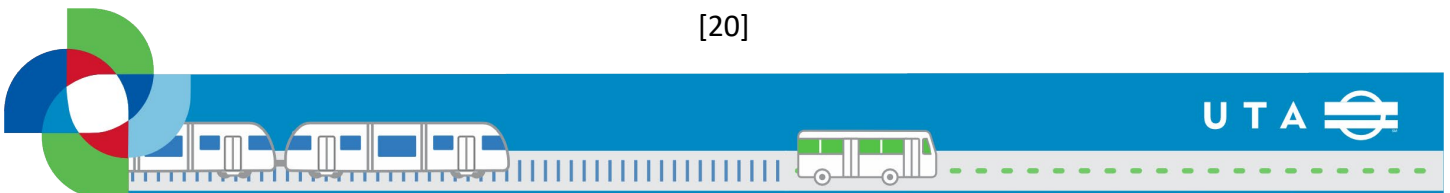


UTAH TRANSIT AUTHORITY
2025 CAPITAL BUDGET
December 4, 2024

Exhibit B-1

<u>Funding Sources</u>	<u>2025 Tentative Budget</u>	<u>Budget Changes</u>	<u>Budget Moves</u>	<u>2025 Final Budget</u>
1 UTA Current Year Funding	\$ 96,314,000	\$ -	\$ -	\$ 96,314,000
2 Grants	127,571,000	-	-	127,571,000
3 Local Partner Contributions	5,020,000	-	-	5,020,000
4 State Contribution	45,619,000	-	-	45,619,000
5 Leasing	32,652,000	-	-	32,652,000
6 Bonds	23,055,000	-	-	23,055,000
7 Total Funding Sources	330,231,000	-	-	330,231,000
 <u>Expense</u>				
8 State of Good Repair	158,820,000	-	-	158,820,000
9 Mid-Valley Connector	45,000,000	-	-	45,000,000
10 Westside Express (5600 West)	23,498,000	-	-	23,498,000
11 S-Line Extension	11,746,000	-	-	11,746,000
12 Davis-SLC Community Connector	6,790,000	-	-	6,790,000
13 Utah County Park & Ride Lots	6,185,000	-	-	6,185,000
14 Other Capital Projects	78,192,000	-	-	78,192,000
15 Total Expense	\$ 330,231,000	\$ -	\$ -	\$ 330,231,000

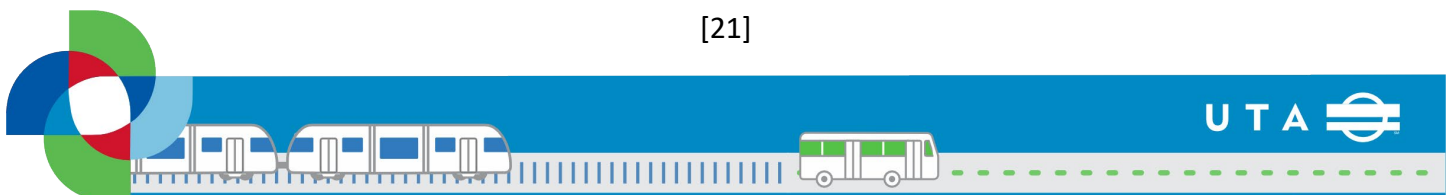
Note: Capital funding sources (revenues) are reported on a cash basis in this Exhibit.



UTAH TRANSIT AUTHORITY
2025 OPERATING BUDGET
December 4, 2024

Exhibit B-2

	<u>Operating Office</u>	<u>2025 Tentative Budget FTE</u>	<u>FTE Budget Changes</u>	<u>2025 Final Budget FTE</u>
1	Board of Trustees	15.0	-	15.0
2	Executive Director	33.5	(1.0)	32.5
3	Communications	17.5	1.5	19.0
4	Operations	2,350.7	16.0	2,366.7
5	Finance	139.0	1.0	140.0
6	Service Development	64.0	-	64.0
7	Planning & Engagement	100.6	-	100.6
8	Enterprise Strategy	131.0	-	131.0
9	People Office	97.0	8.8	105.8
10	Total FTE Budget	2,948.2	26.3	2,974.6

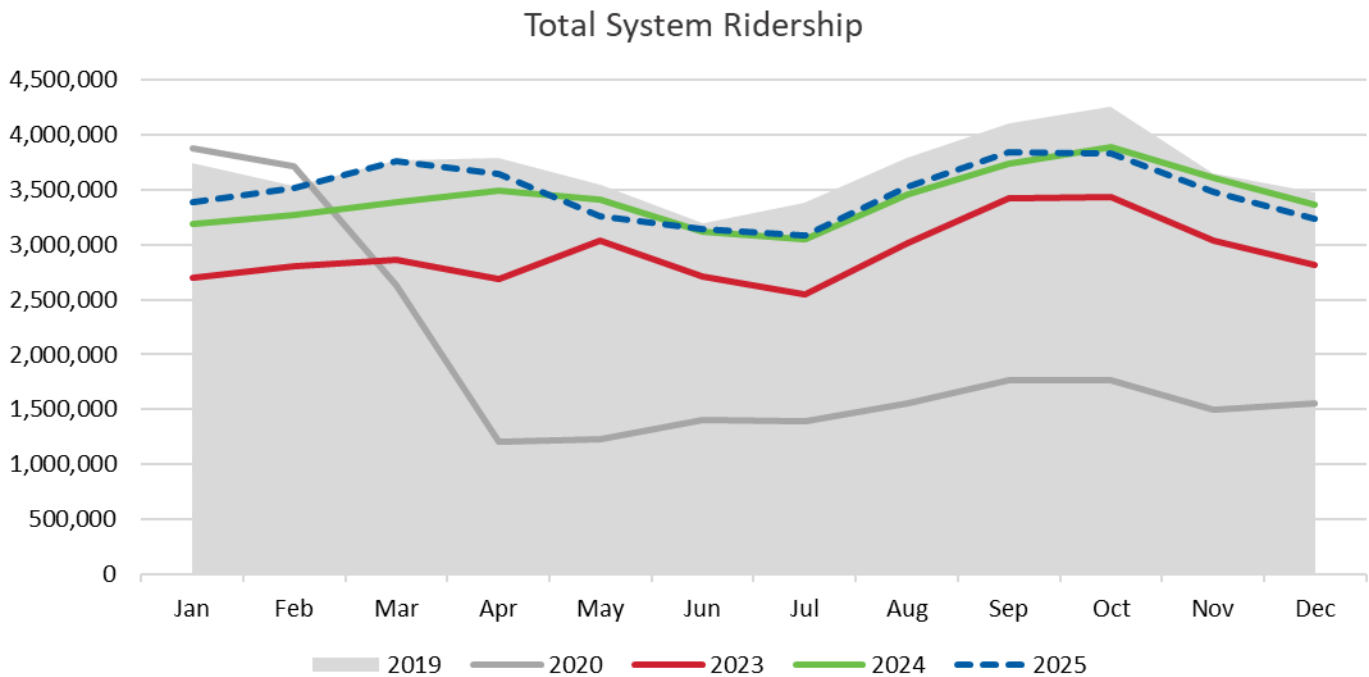


2025 Budget Overview

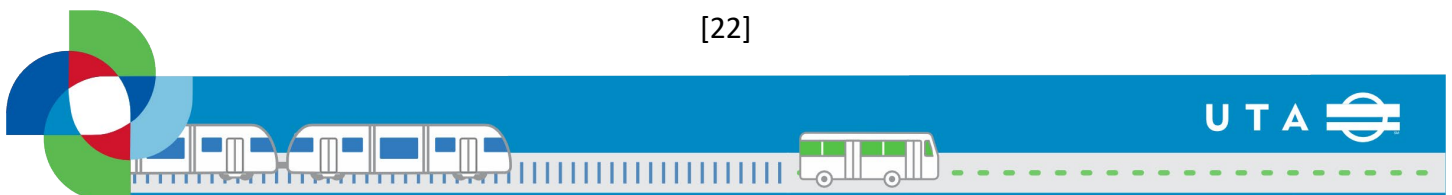
UTA’s 2025 Budget and supporting 5-Year plan were developed as the Agency was coming out of a time of economic uncertainty. Inflation reached a 40-year high, so in 2022 and 2023 the Federal Reserve started raising interest rates to cool the pandemic-spurred inflation rate. Within 2024, interest rates have been at levels last seen just prior to the Great Recession of 2008. Since September of 2024, the Federal Reserve Effective Interest Rate has decreased by 0.75% to stimulate economic growth. Year-over-year growth for costs of fuel and power, goods and services, parts, utilities, construction materials and the cost of providing service is significantly higher than in the recent past.

These negative economic indicators create a unique and difficult challenge. Regardless, Utah has had a resilient economy with historically low unemployment levels. Recruiting and retaining employees in a competitive Utah market has been challenging; however, unemployment rates have been creeping up from 2.8% to 3.5% between April and October of 2024. UTA has implemented procedures to better retain the workforce it has hired, so FTE stability will remain an area of focus in this budget.

Ridership



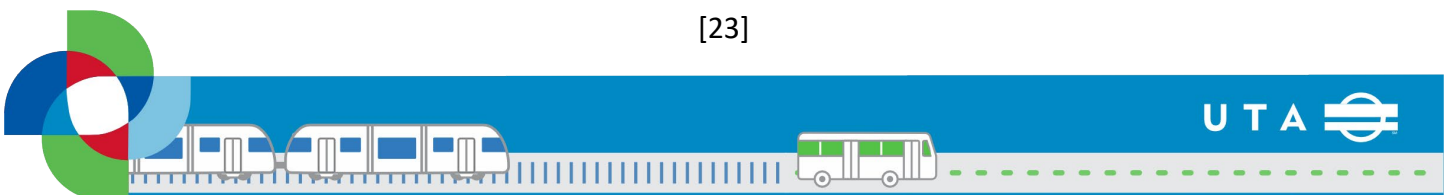
2024 actual ridership outperformed the 2024 adopted budget by 12% through October and is forecasted to end the year 17% higher than 2023 levels. Consistent monthly gains over 2023 ridership can be seen on the chart above. Ridership recovery to pre-pandemic (2019) levels has been steady and varies by mode.



Service changes in 2024 reduced/replaced unproductive service, while adding 6,700 hours of Frontrunner service to smooth end-of-line reliability and bus connections and 190,000 hours of Microtransit/On Demand service across Salt Lake, Davis, and Weber Counties.

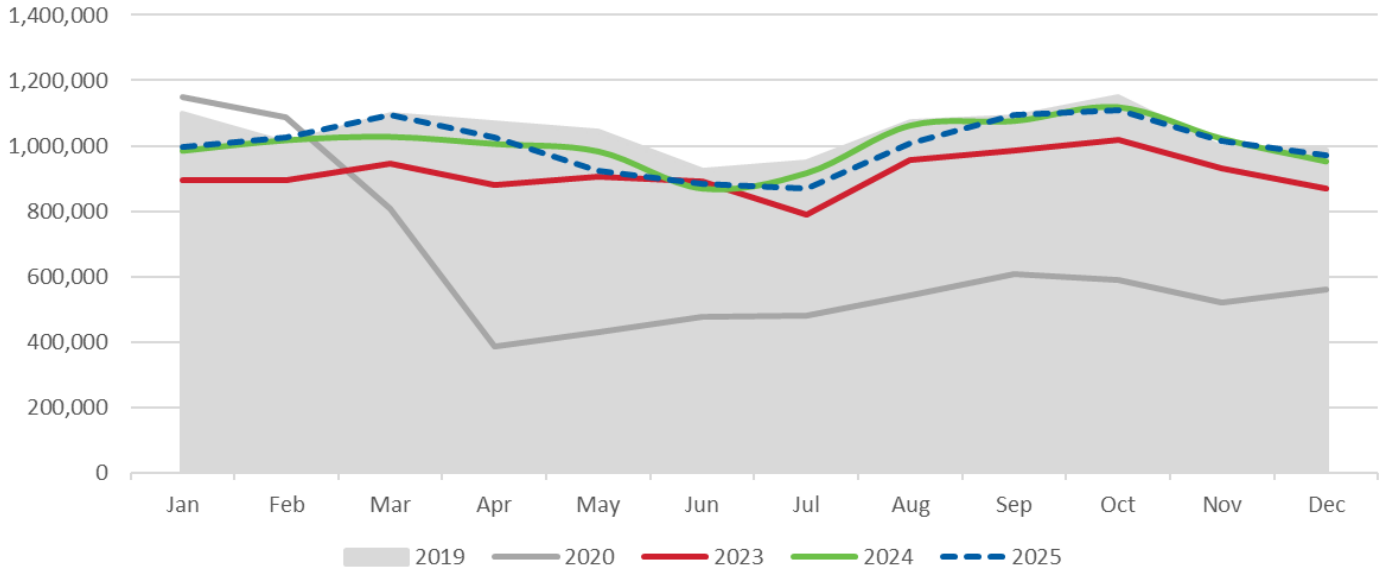
In 2025, UTA will continue its targeted service change strategy focusing on route performance and emerging ridership trends, guided by UTA's Service Guidelines. In addition, April change day will result in 67,000 new bus service hours in Salt Lake and Utah Counties. 2025 Microtransit/On Demand service will also expand to cover the Provo Airport area with an estimated 17,000 hours of service. By the end of 2025, UTA is forecasted to recover 93% of its pre-pandemic (2019) ridership systemwide.

Mode	2019 Trips	2020 Trips	2023 Trips	2024 Trips	2025 FCST	2023-2024	2019-2024
Bus	20,303,086	12,142,865	17,945,985	19,944,974	20,307,311	11%	-2%
FrontRunner	5,193,880	2,024,524	3,736,620	4,192,883	4,350,257	12%	-19%
Light Rail	16,871,929	8,247,366	11,043,722	14,179,996	14,368,478	28%	-16%
Paratransit	805,121	413,600	885,665	1,007,886	1,003,123	14%	25%
Van Pool	1,065,208	702,087	1,032,929	1,093,714	1,109,365	6%	3%
Microtransit		53,053	415,010	582,571	585,992	40%	
TOTAL	44,239,223	23,583,494	35,059,931	41,002,024	41,724,525	17%	-7%

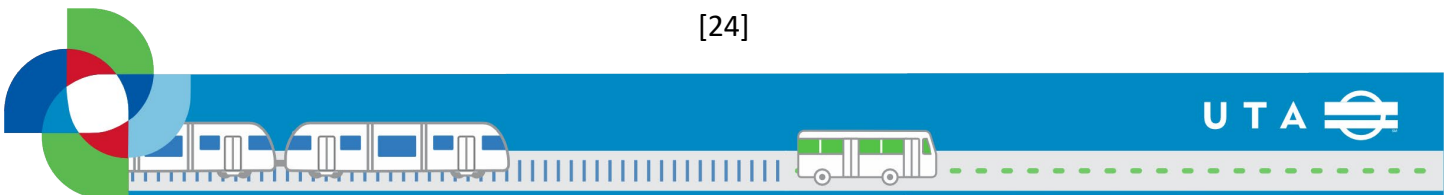
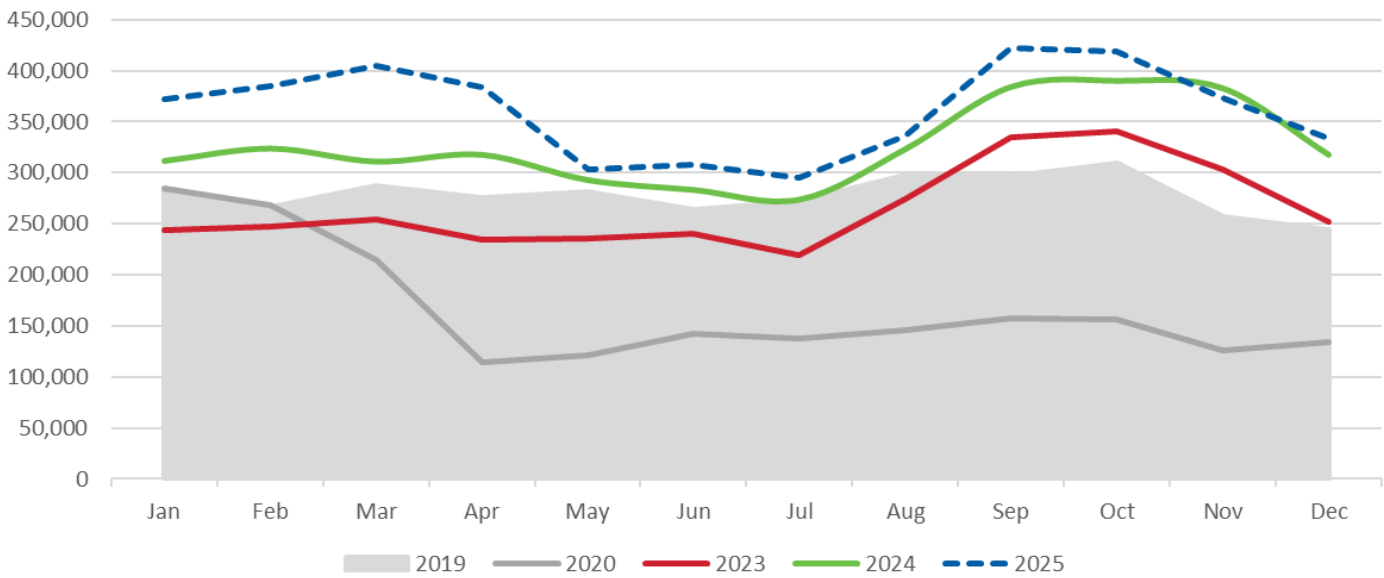




Salt Lake Ridership

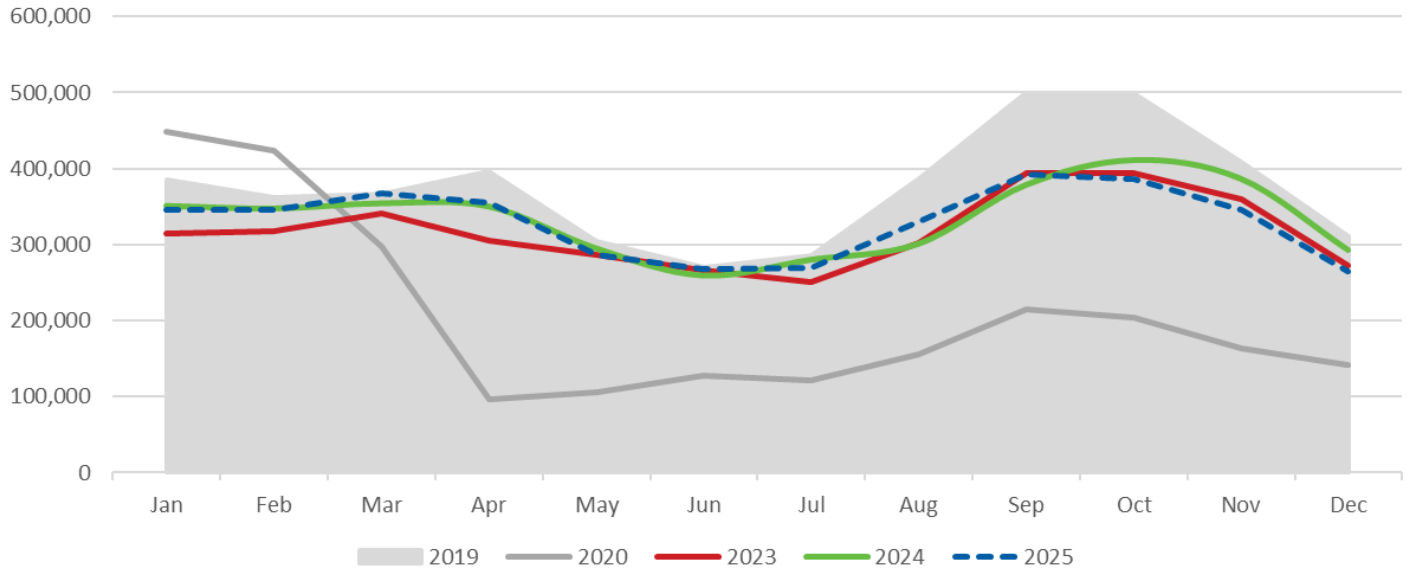


Ogden Ridership

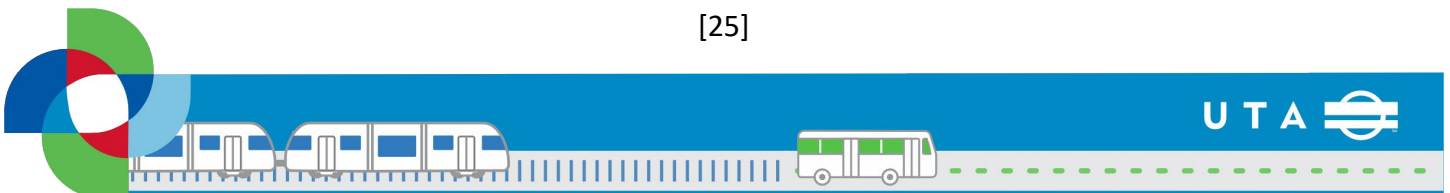
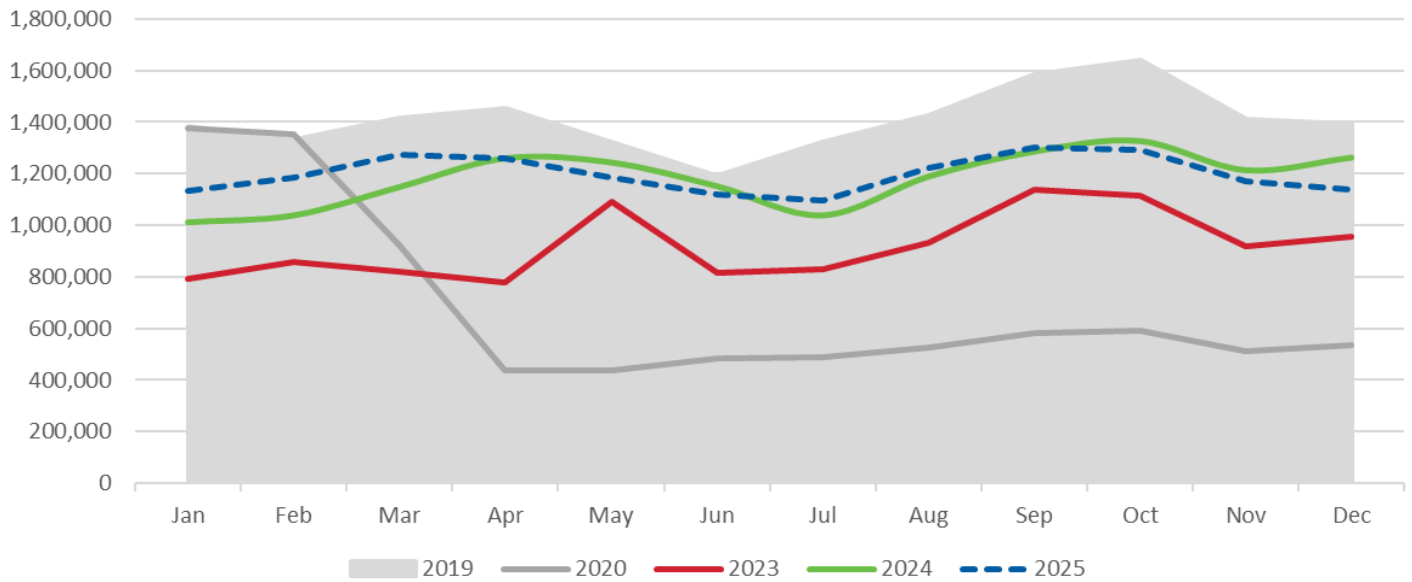




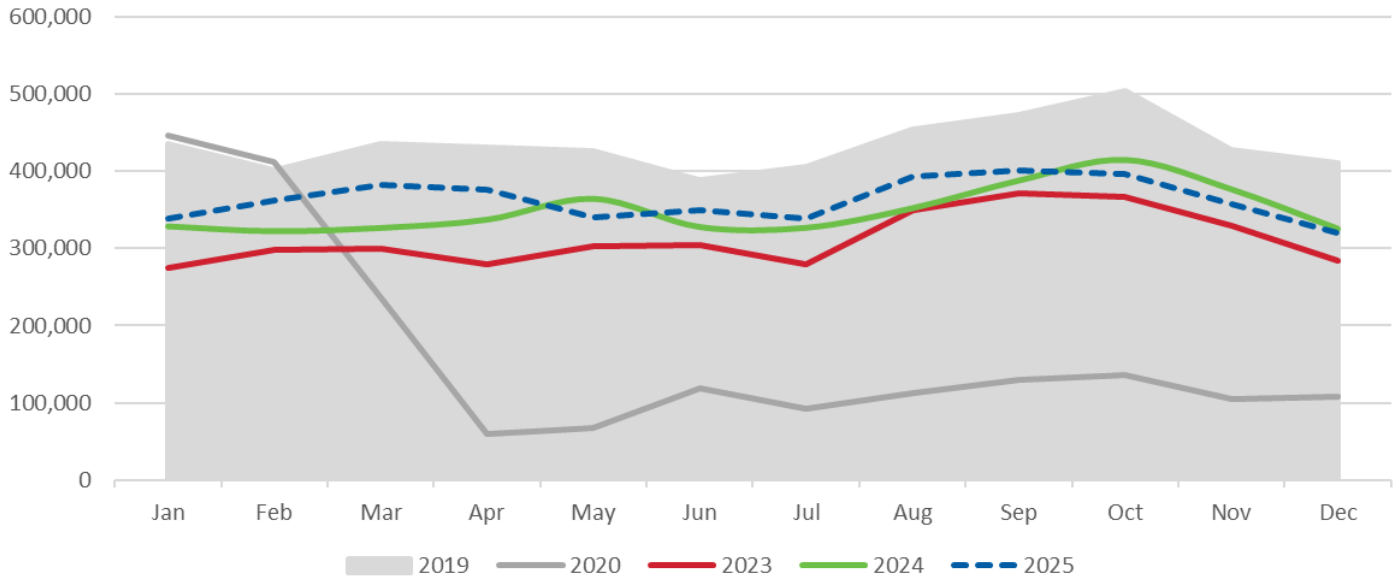
Timpanogos Ridership



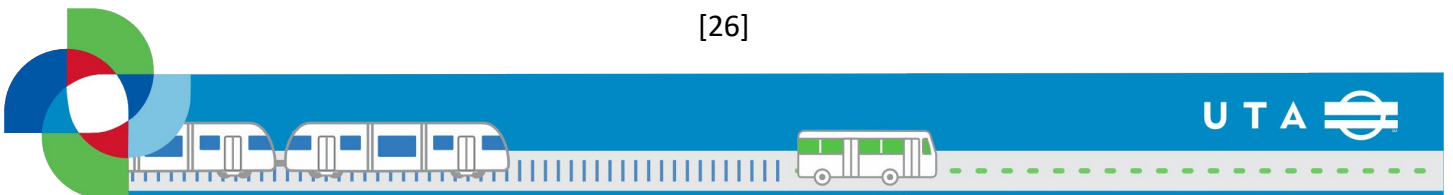
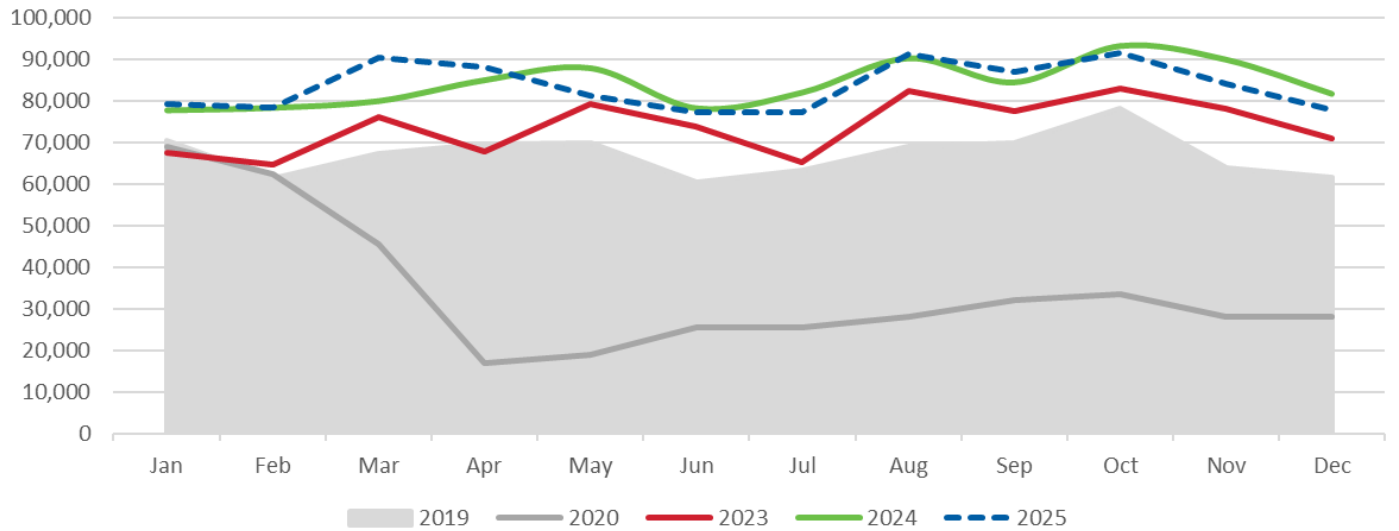
Light Rail Ridership



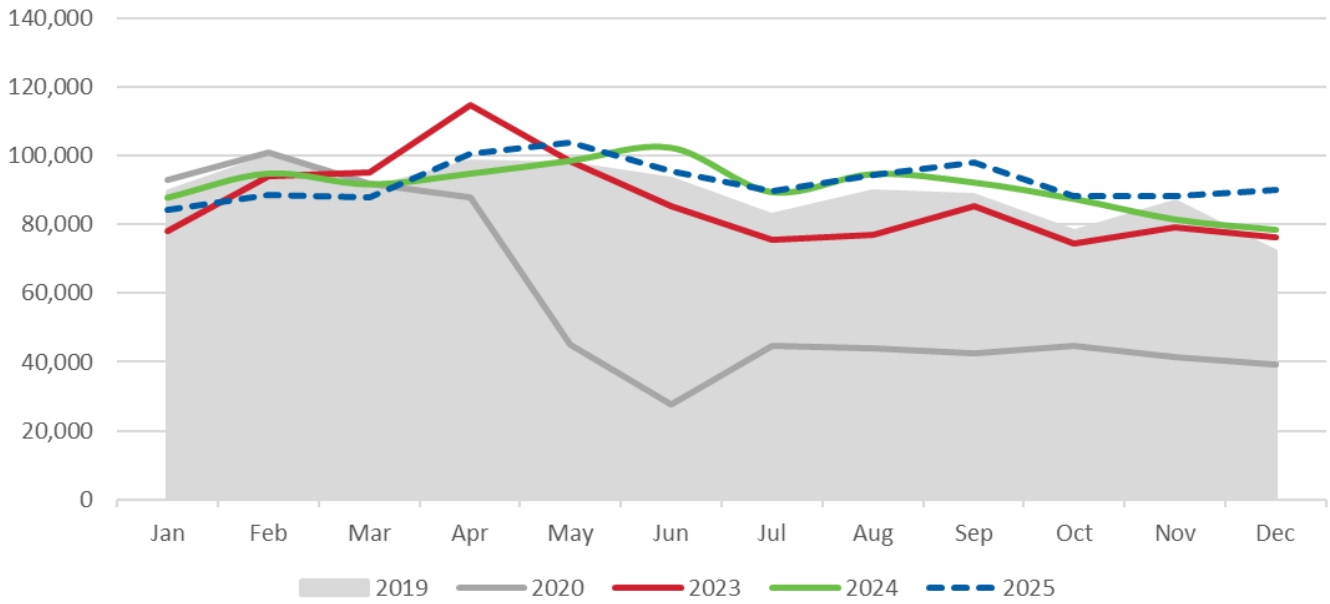
FrontRunner Ridership



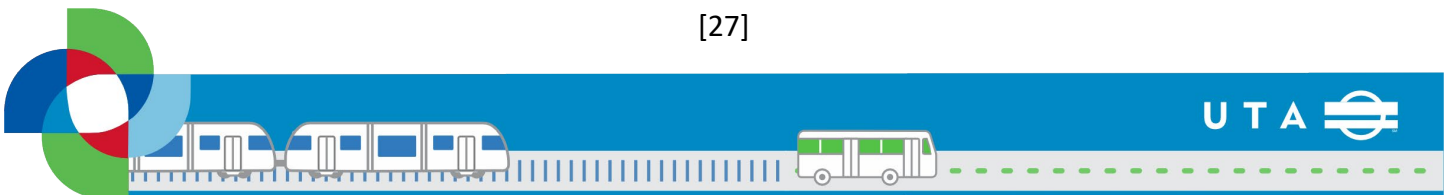
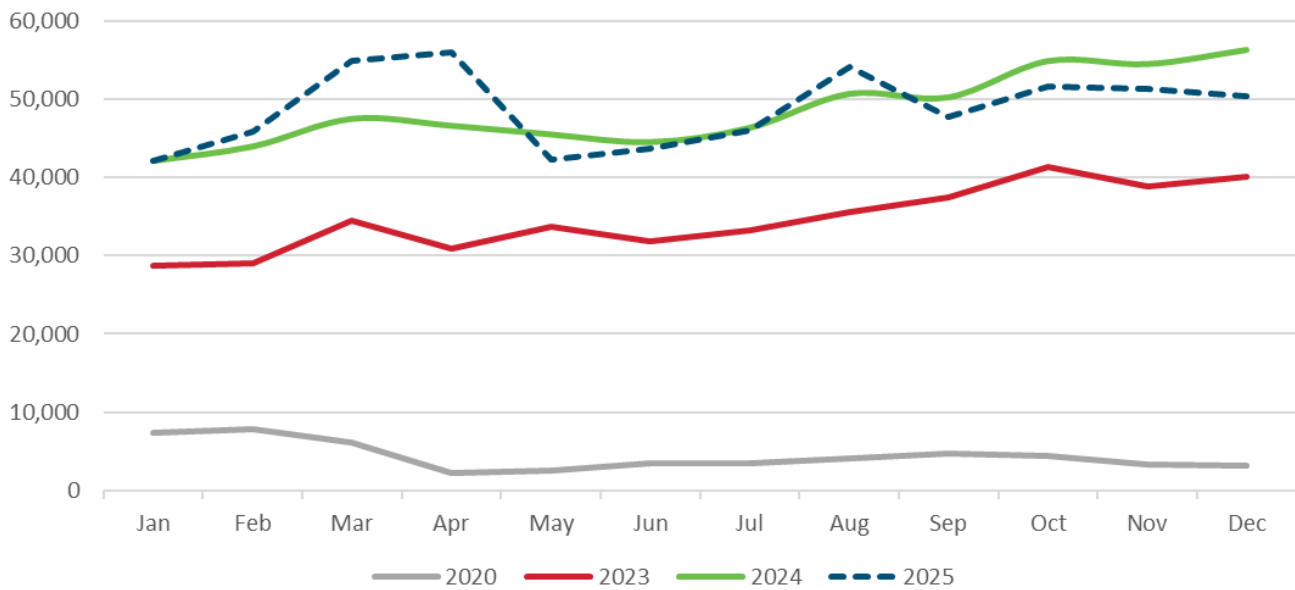
Paratransit Ridership



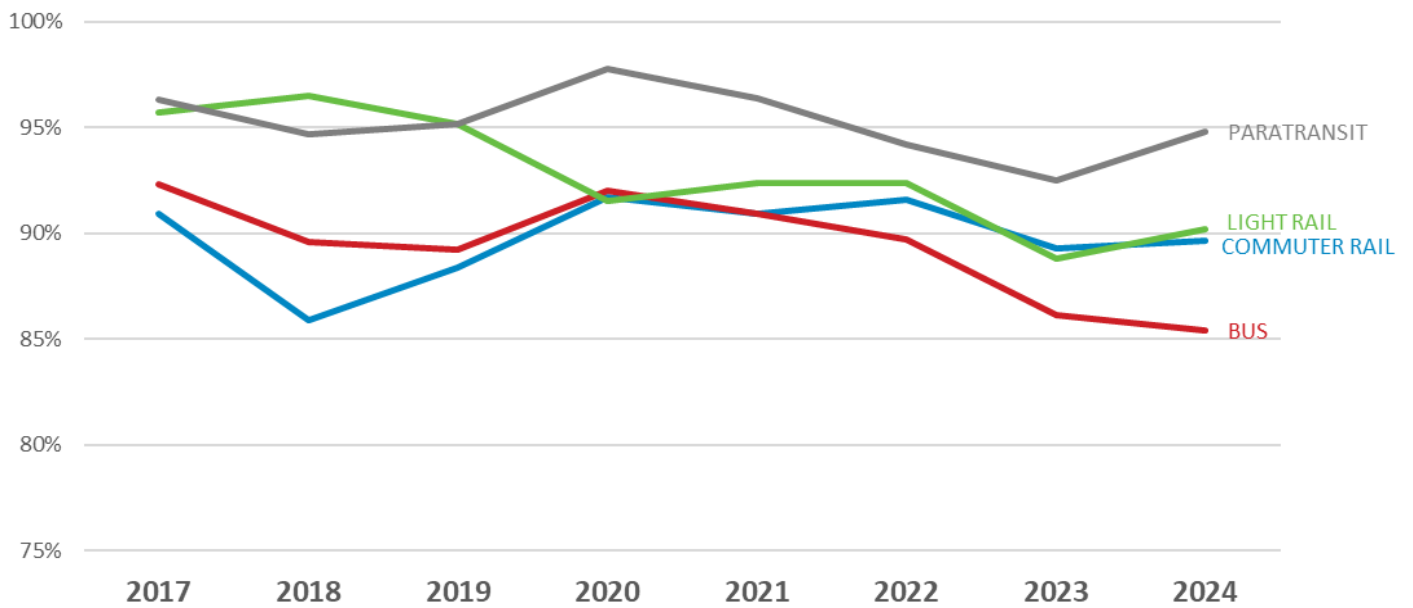
Vanpool Ridership



On Demand Ridership

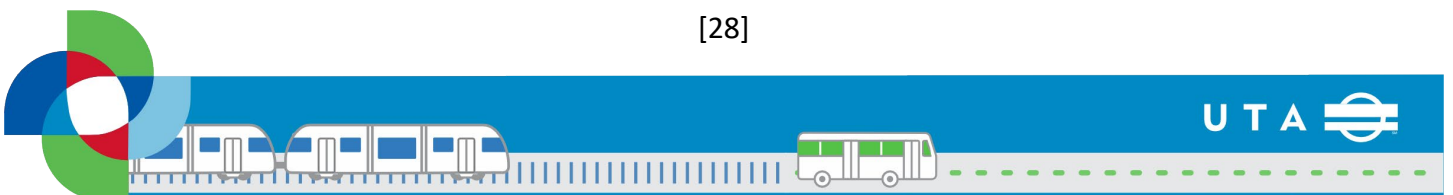
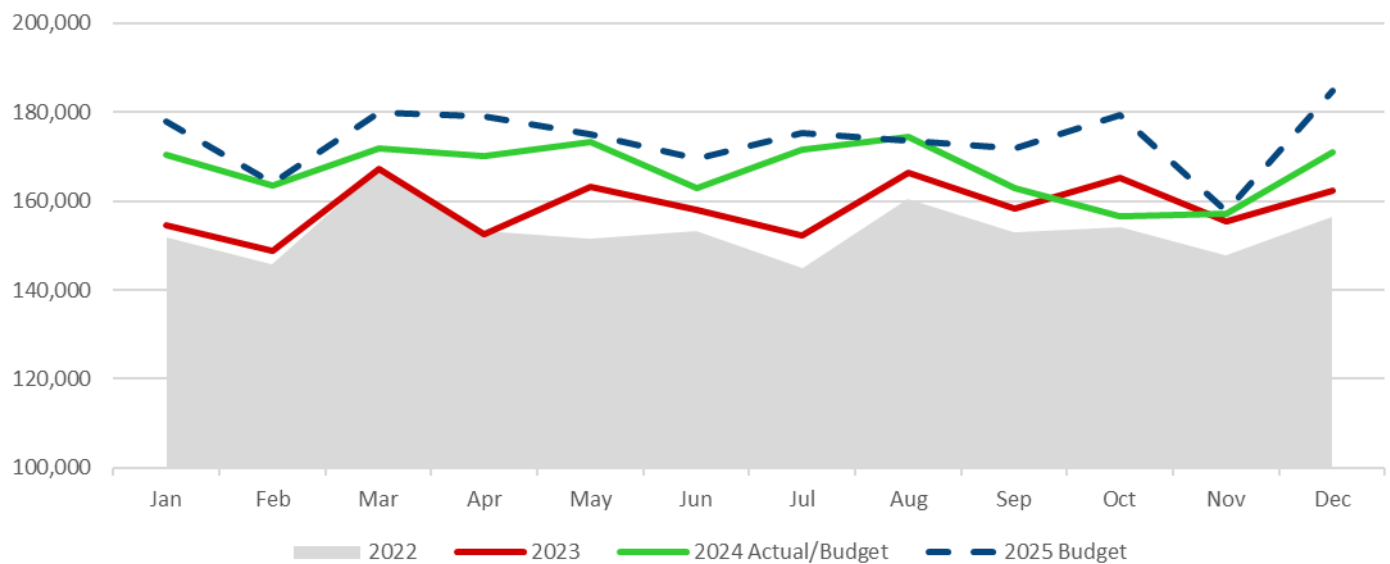


On-time Performance

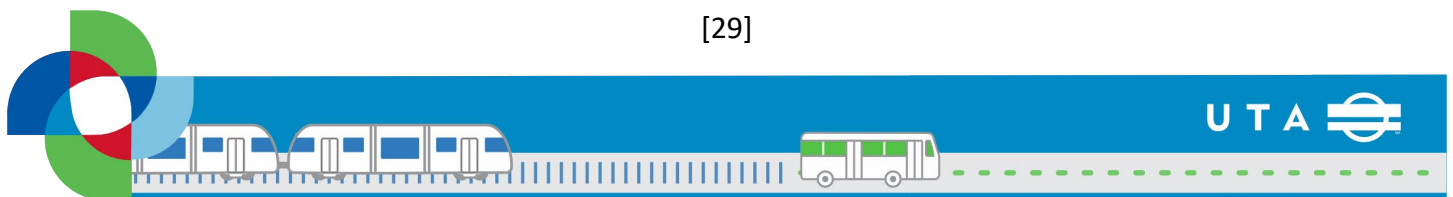
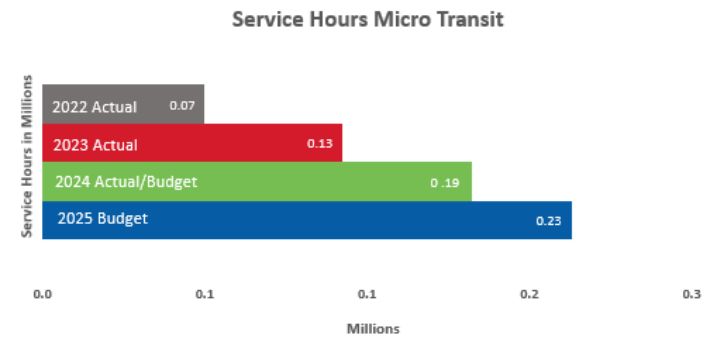
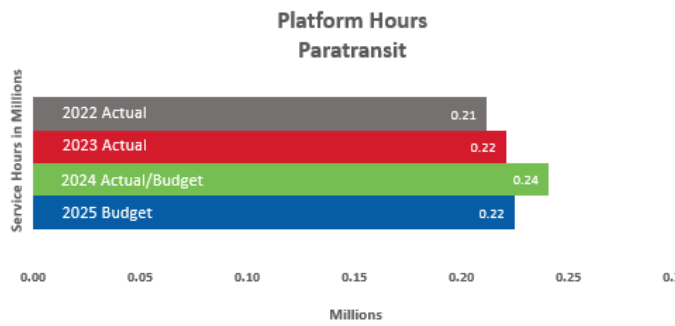
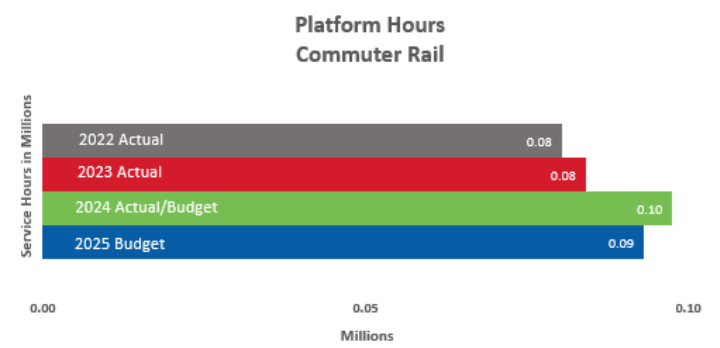
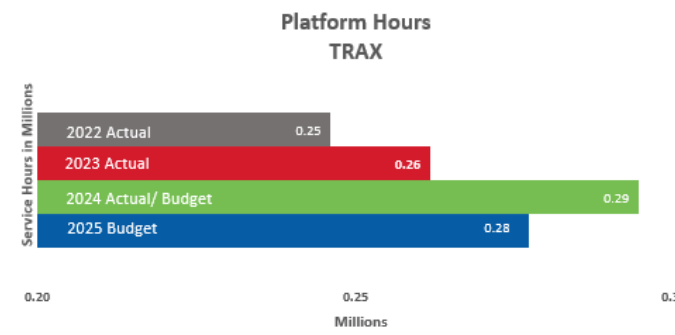
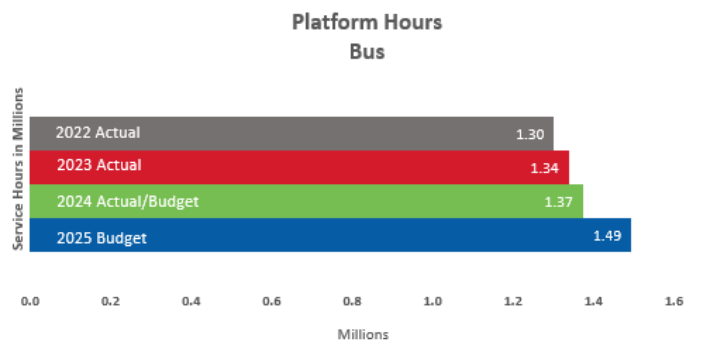
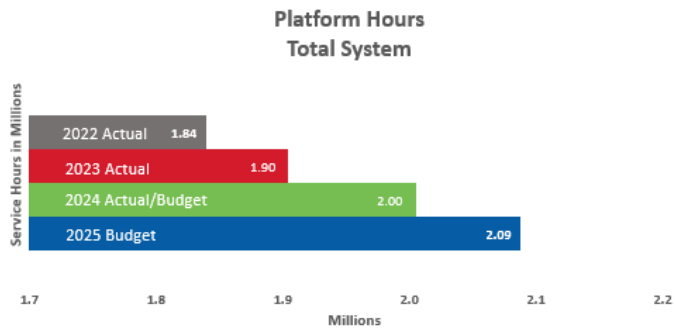


Platform Hours

Total Platform Hours



Platform Hours by Mode



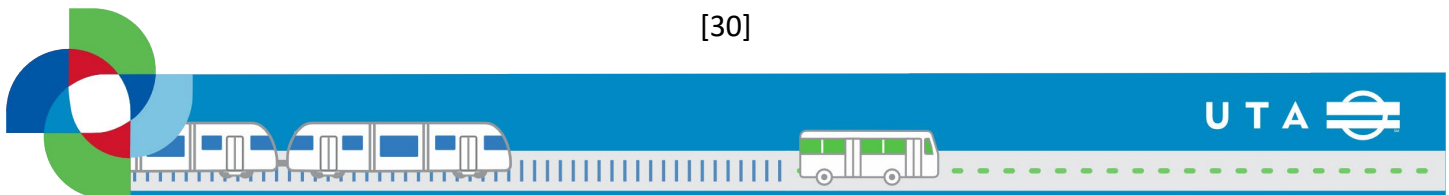
2025 Statistics & Ratios

	Bus	Light Rail	Commuter Rail	Special Services	
Statistics	Miles*	19,178,888	7,321,955	1,303,907	3,135,000
	Passengers	20,307,311	14,368,478	4,350,257	2,698,479
	Platform Hours	1,493,357	277,151	93,026	452,570
	Total Active Fleet	440	115	40	590
	Rider Fare Revenue	\$ 17,414,247	\$ 8,317,650	\$ 5,542,220	\$ 7,345,883
	Operating Expenses	\$ 232,943,178	\$ 108,241,955	\$ 64,130,265	\$ 59,193,375
	Net Subsidy	\$ 215,528,931	\$ 99,924,305	\$ 58,588,045	\$ 51,847,492
Ratios	Cost Per Mile*	\$ 12.15	\$ 14.78	\$ 49.18	\$ 10.40
	Cost Per Rider	\$ 11.47	\$ 7.53	\$ 14.74	\$ 21.94
	Cost Per Platform Hour	\$ 156	\$ 391	\$ 689	\$ 131
	Cost Per Fleet Vehicle	\$ 529,416	\$ 941,234	\$ 1,603,257	\$ 100,328
	Subsidy Per Rider	\$ 10.61	\$ 6.95	\$ 13.47	\$ 19.21
	Average Rider Fare	\$ 0.86	\$ 0.58	\$ 1.27	\$ 2.72
	Cost Recovered from Fares	7%	8%	9%	12%

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

2025 UTA Fast Facts

- Total service hours: 2.3 million
- Total service miles: 30.9 million
- Total estimated passenger rides: 41.7 million
- 79% of Utah's population served
- Operations in 6 counties: Box Elder, Davis, Salt Lake, Tooele, Utah, and Weber
- Newest mode, MicroTransit, to increase 23% over 2024 service levels with 228,000 hours
- Systemwide Cost Per Passenger is expected to rise 7.3% to \$11.13
- Systemwide Subsidy Per Rider is expected to rise 7.7% to \$10.21
- Systemwide Average Rider Fare is expected to rise 2.7% to \$0.93
- Systemwide Cost Recovered from Fares ratio is expected to increase from 8.3% to 8.7%



Historical Statistics

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

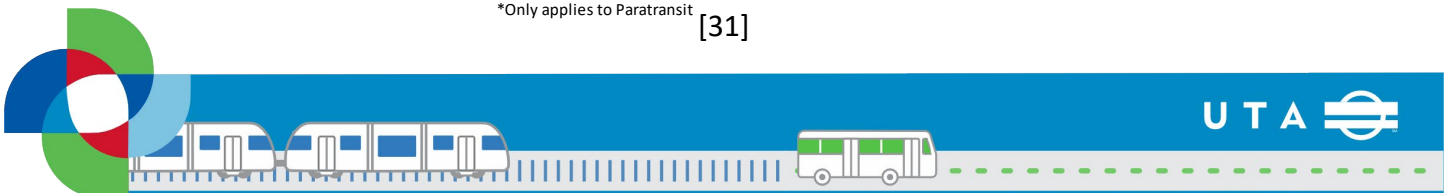
BUS		Actual 2022	Forecast 2023	Budget 2024	Budget 2025
Statistics	Miles	18,533,913	18,496,523	18,509,202	19,178,888
	Passengers	15,723,537	17,945,985	19,944,974	20,307,311
	Platform Hours	1,301,857	1,337,739	1,372,636	1,493,357
	Total Active Fleet	484	440	440	440
	Rider Fare Revenue	\$ 15,260,000	\$ 15,970,425	\$ 16,667,536	\$ 17,414,247
	Operating Expenses	\$ 209,765,000	\$ 195,339,551	\$ 209,930,932	\$ 232,943,178
	Net Subsidy	\$ 194,505,000	\$ 179,369,126	\$ 193,263,396	\$ 215,528,931
Ratios	Cost Per Mile	\$ 11.32	\$ 10.56	\$ 11.34	\$ 12.15
	Cost Per Rider	\$ 13.34	\$ 10.88	\$ 10.53	\$ 11.47
	Cost Per Platform Hour	\$ 161	\$ 146	\$ 153	\$ 156
	Cost Per Fleet Vehicle	\$ 433,399	\$ 443,954	\$ 477,116	\$ 529,416
	Subsidy Per Rider	\$ 12.37	\$ 9.99	\$ 9.69	\$ 10.61
	Average Rider Fare	\$ 0.97	\$ 0.89	\$ 0.84	\$ 0.86
	Cost Recovered from Fares	7%	8%	8%	7%

LIGHT RAIL		Actual 2022	Forecast 2023	Budget 2024	Budget 2025
Statistics	Miles	6,522,161	6,587,701	7,057,088	7,321,955
	Passengers	10,734,066	11,043,722	14,179,996	14,368,478
	Platform Hours	246,061	261,671	294,397	277,151
	Total Active Fleet	115	115	115	115
	Rider Fare Revenue	\$ 7,683,000	\$ 7,628,031	\$ 7,960,995	\$ 8,317,650
	Operating Expenses	\$ 114,862,000	\$ 101,726,687	\$ 110,213,701	\$ 108,241,955
	Net Subsidy	\$ 107,179,000	\$ 94,098,657	\$ 102,252,706	\$ 99,924,305
Ratios	Cost Per Mile	\$ 17.61	\$ 15.44	\$ 15.62	\$ 14.78
	Cost Per Rider	\$ 10.70	\$ 9.21	\$ 7.77	\$ 7.53
	Cost Per Platform Hour	\$ 467	\$ 389	\$ 374	\$ 391
	Cost Per Fleet Vehicle	\$ 998,800	\$ 884,580	\$ 958,380	\$ 941,234
	Subsidy Per Rider	\$ 9.98	\$ 8.52	\$ 7.21	\$ 6.95
	Average Rider Fare	\$ 0.72	\$ 0.69	\$ 0.56	\$ 0.58
	Cost Recovered from Fares	7%	7%	7%	8%

COMMUTER RAIL		Actual 2022	Forecast 2023	Budget 2024	Budget 2025
Statistics	Miles	1,264,184	1,294,560	1,276,054	1,303,907
	Passengers	3,230,521	3,736,620	4,192,883	4,350,257
	Platform Hours	80,353	84,070	97,450	93,026
	Total Active Fleet	45	40	40	40
	Rider Fare Revenue	\$ 5,087,000	\$ 5,082,712	\$ 5,304,573	\$ 5,542,220
	Operating Expenses	\$ 51,024,000	\$ 47,463,176	\$ 51,779,025	\$ 64,130,265
	Net Subsidy	\$ 45,937,000	\$ 42,380,464	\$ 46,474,452	\$ 58,588,045
Ratios	Cost Per Mile	\$ 40.36	\$ 36.66	\$ 40.58	\$ 49.18
	Cost Per Rider	\$ 15.79	\$ 12.70	\$ 12.35	\$ 14.74
	Cost Per Platform Hour	\$ 635	\$ 565	\$ 531	\$ 689
	Cost Per Fleet Vehicle	\$ 1,133,867	\$ 1,186,579	\$ 1,294,476	\$ 1,603,257
	Subsidy Per Rider	\$ 14.22	\$ 11.34	\$ 11.08	\$ 13.47
	Average Rider Fare	\$ 1.57	\$ 1.36	\$ 1.27	\$ 1.27
	Cost Recovered from Fares	10%	11%	10%	9%

SPECIAL SERVICES		Actual 2022	Forecast 2023	Budget 2024	Budget 2025
Statistics	Miles*	3,098,036	3,144,706	3,533,298	3,135,000
	Passengers	1,751,432	2,333,604	2,684,171	2,698,479
	Platform/Service Hours	281,401	349,955	425,528	452,570
	Total Active Fleet	569	590	590	590
	Rider Fare Revenue	\$ 5,469,000	\$ 6,736,832	\$ 7,030,896	\$ 7,345,883
	Operating Expenses	\$ 45,584,000	\$ 47,679,049	\$ 53,587,733	\$ 59,193,375
	Net Subsidy	\$ 40,115,000	\$ 40,942,216	\$ 46,556,837	\$ 51,847,492
Ratios	Cost Per Mile*	\$ 9.45	\$ 9.88	\$ 9.21	\$ 10.40
	Cost Per Rider	\$ 26.03	\$ 20.43	\$ 19.96	\$ 21.94
	Cost Per Platform Hour	\$ 162	\$ 136	\$ 126	\$ 131
	Cost Per Fleet Vehicle	\$ 80,112	\$ 80,812	\$ 90,827	\$ 100,328
	Subsidy Per Rider	\$ 22.90	\$ 17.54	\$ 17.34	\$ 19.21
	Average Rider Fare	\$ 3.12	\$ 2.89	\$ 2.62	\$ 2.72
	Cost Recovered from Fares	12%	14%	13%	12%

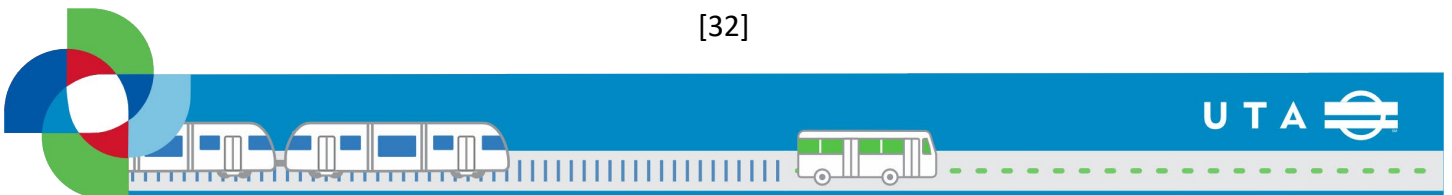
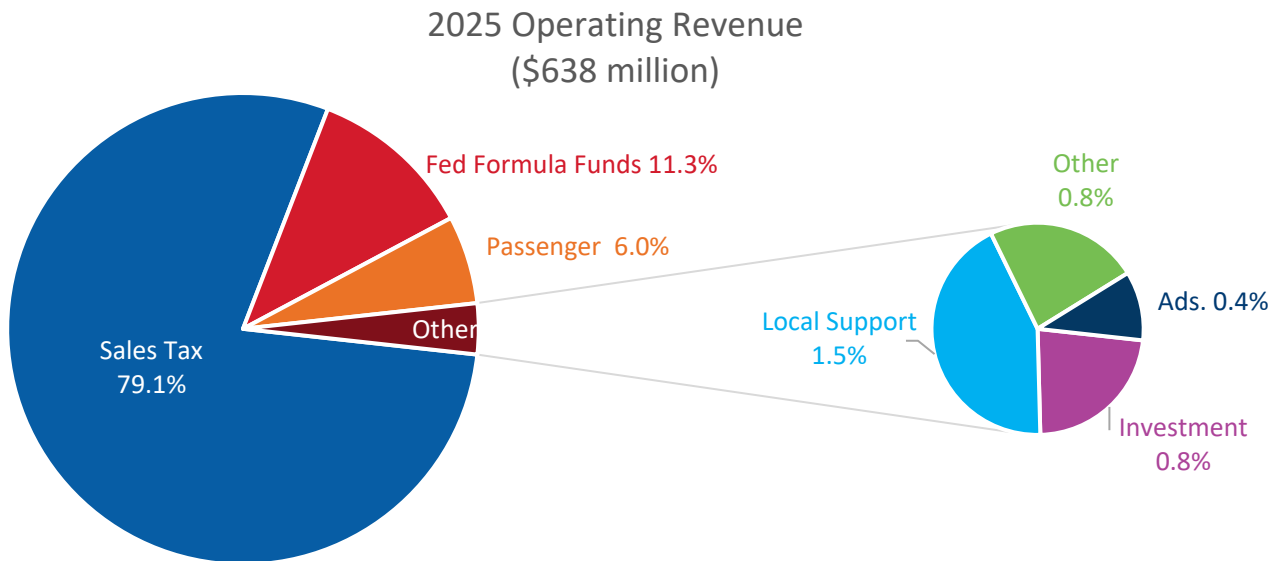
*Only applies to Paratransit



2025 Operating Revenue Summary

UTA reports as a single enterprise fund and all revenues are deposited in the UTA Operating Fund. Within this enterprise fund, UTA maintains two budgets – operating and capital. The operating budget includes ongoing expenses related to services provided by UTA, whereas the capital budget includes one-time expenses related to building, maintaining, and investing in our system. Transfers from the enterprise fund to the Capital program are made when required to support investment in the system.

UTA receives operating revenues from multiple sources for a total revenue of \$638 million. Sales tax revenue at \$505 million (79% of total) represents the largest funding source for the 2025 budget. Federal preventive maintenance funds total \$72 million and passenger revenues total \$39 million. Other revenues include, in order of magnitude, local support, investment income, advertising, and other fees.



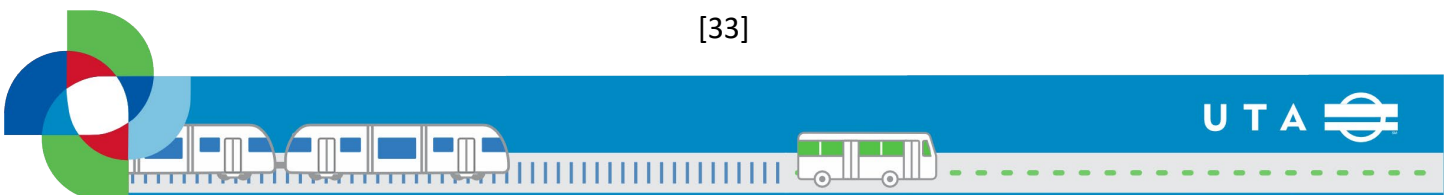
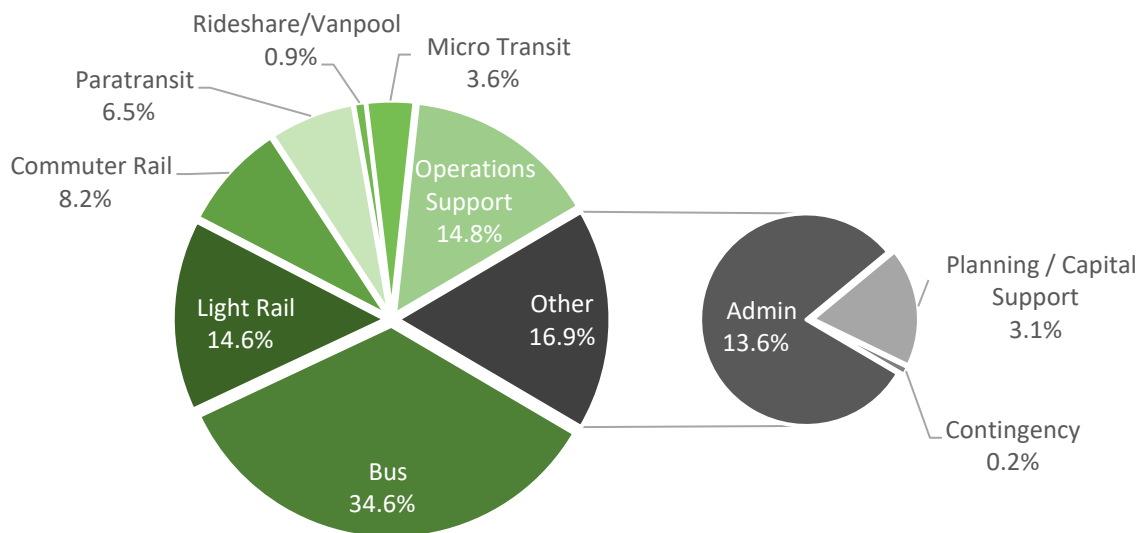
2025 Operating Expense Summary

The 2025 Tentative Operating Budget includes \$386 million for operations and maintenance of the system (83% of total). These functions are represented in the green shaded segments in the graph below.

The “Other” functions (gray segments comprising 17%) include Administration, Planning/Capital Support, and \$1.0 million set aside to fund emerging/emergency needs.

Management and Support includes executive leadership and support, human capital management, communications, payroll, accounting, purchasing, warehouse, fares, service development, information technology, strategic planning, continuous improvement, data management, and other functions that support the capital and operating programs at UTA.

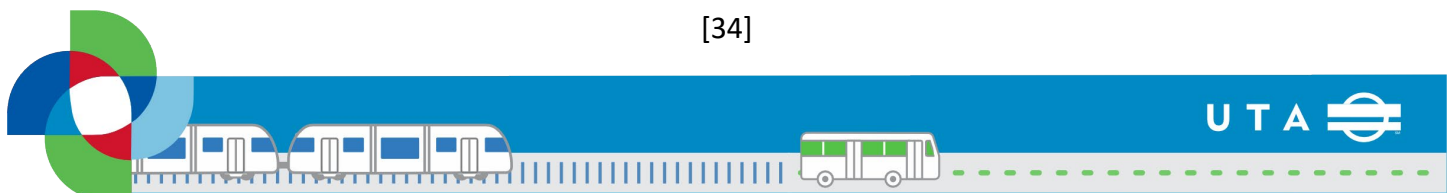
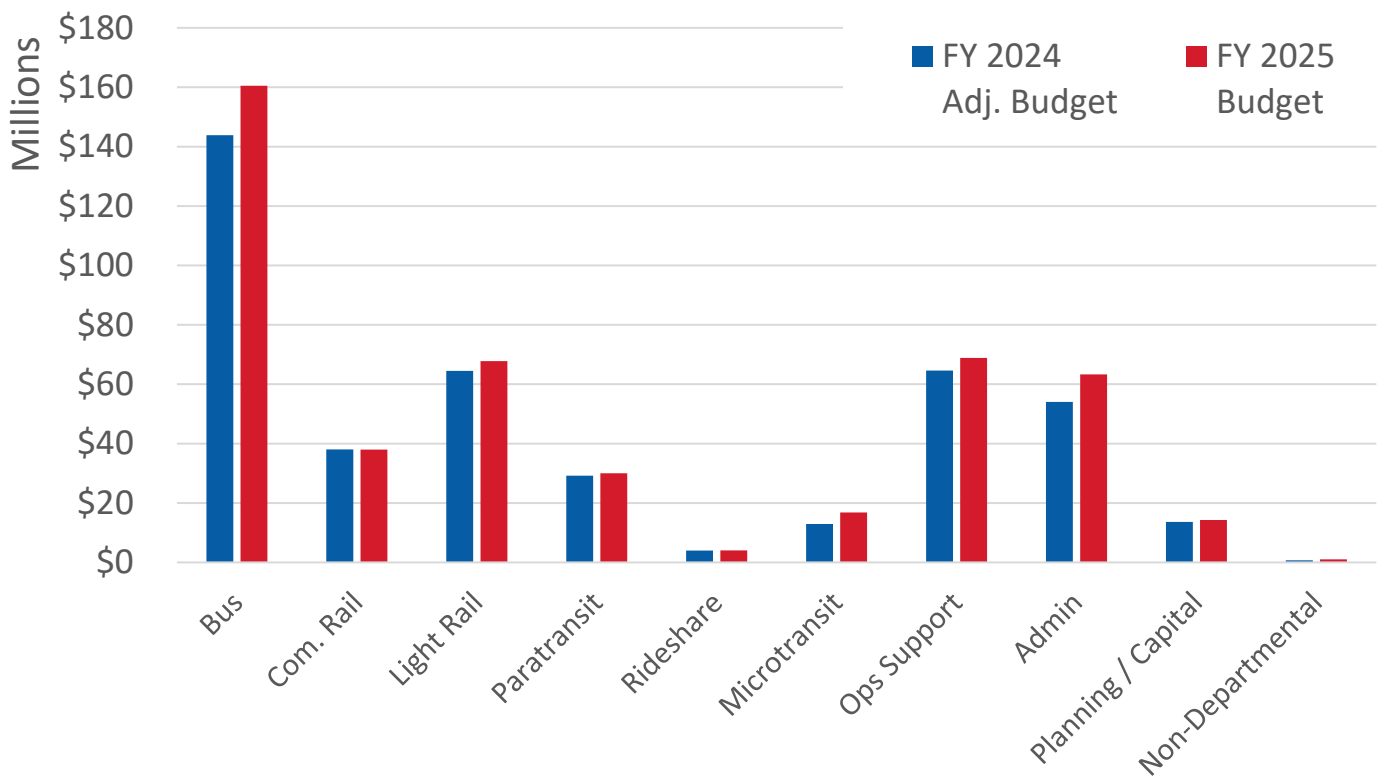
2025 Operating Budget
(\$465 million)



2025 Tentative Operating Expense Budget

Summary by Mode

Mode	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Bus	\$143,838,000	\$160,507,000	\$16,669,000	11.6%
Commuter Rail	38,015,000	37,959,000	(56,000)	-0.1%
Light Rail	64,499,000	67,779,000	3,280,000	5.1%
Paratransit	29,221,000	29,991,000	770,000	2.6%
Rideshare/Vanpool	4,012,000	4,034,000	22,000	0.5%
Microtransit	12,949,000	16,811,000	3,862,000	29.8%
Operations Support	64,622,000	68,850,000	4,228,000	6.5%
Administration	54,050,000	63,286,000	9,236,000	17.1%
Planning/Capital Support	13,623,000	14,292,000	669,000	4.9%
Non-Departmental	682,000	1,000,000	318,000	46.6%
Total Division	\$425,512,000	\$464,509,000	\$38,997,000	9.2%

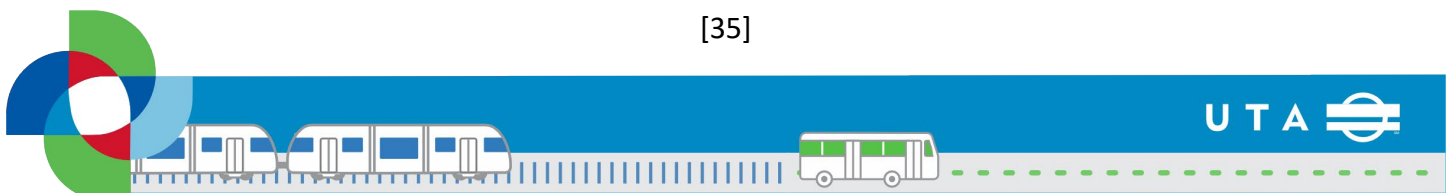


Summary by Office

Office	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Board	\$3,370,000	\$3,627,000	\$257,000	7.6%
Executive Director	6,522,000	7,539,000	1,017,000	15.6%
Operations	318,942,000	345,218,000	26,276,000	8.2%
Finance	20,287,000	21,568,000	1,281,000	6.3%
Capital Services	7,543,000	8,183,000	640,000	8.5%
Planning & Engagement	23,144,000	27,397,000	4,253,000	18.4%
Enterprise Strategy	28,645,000	31,267,000	2,622,000	9.2%
People	12,098,000	13,868,000	1,770,000	14.6%
Communication	4,279,000	4,842,000	563,000	13.2%
Non-Departmental	682,000	1,000,000	318,000	46.6%
Total Division	\$425,512,000	\$464,509,000	\$38,997,000	9.2%

Summary by Expense Category

Category	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Wages	\$201,903,000	\$218,577,000	\$16,674,000	8.3%
Fringe	100,604,000	109,966,000	9,362,000	9.3%
Services	45,966,000	56,237,000	10,271,000	22.3%
Fuel/Power	35,490,000	34,821,000	(669,000)	-1.9%
Parts	25,904,000	29,548,000	3,644,000	14.1%
Utilities	7,373,000	8,010,000	637,000	8.6%
Other O&M	20,901,000	23,717,000	2,816,000	13.5%
Capitalized Costs	(12,630,000)	(16,368,000)	(3,738,000)	29.6%
Total Budget	\$425,512,000	\$464,509,000	\$38,997,000	9.2%

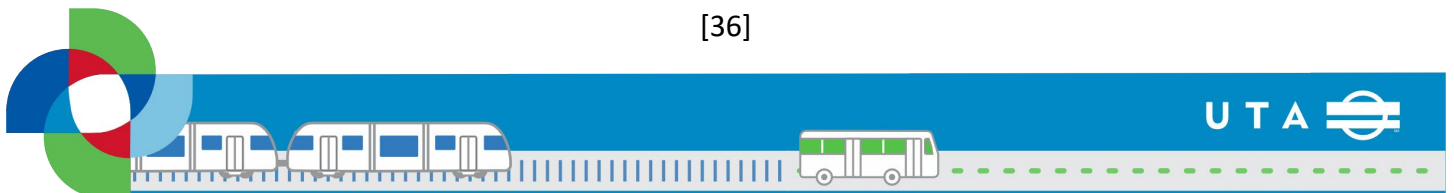


FTE Summary by Office

Office	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Board	16.0	15.0	(1.0)	(0.1)
Executive Director	4.5	32.5	28.0	6.2
Operations	2,328.7	2,366.7	38.0	0.0
Finance	136.0	140.0	4.0	0.0
Capital Services	59.0	64.0	5.0	0.1
Planning & Engagement	84.2	100.6	16.3	0.2
Enterprise Strategy	125.0	131.0	6.0	0.0
Communications	17.5	19.0	1.5	0.1
People	94.0	105.8	11.8	0.1
Total FTE	2,864.9	2,974.6	109.7	3.8%

FTE Summary by Mode

Mode	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Bus	1,233.0	1,271.0	38.0	3.1%
Commuter Rail	201.5	201.5	-	0.0%
Light Rail	446.0	446.0	-	0.0%
Paratransit	203.0	203.0	-	0.0%
Rideshare/Vanpool	11.0	11.0	-	0.0%
Microtransit	5.0	6.0	1.0	20.0%
Operations Support	461.4	502.2	40.8	8.9%
Administration	218.0	228.5	10.5	4.8%
Planning/Capital Support	86.0	105.3	19.3	22.5%
Non-Departmental	-	-	-	-
Total Division	2,864.9	2,974.6	109.7	3.8%



Key Assumptions & Requests

UTA contracts with the Economic Development Unit at the University of Utah to generate sales tax forecasts. The 2025 Budget was developed during a time of increasing ridership, easing inflation, and low unemployment. Consumer spending is seen as moderating and shifting away from discretionary spending.

This Budget and 5-year plan include assumptions from the University's September 2024 forecast.

The key assumptions in the 2025 budget are provided below.

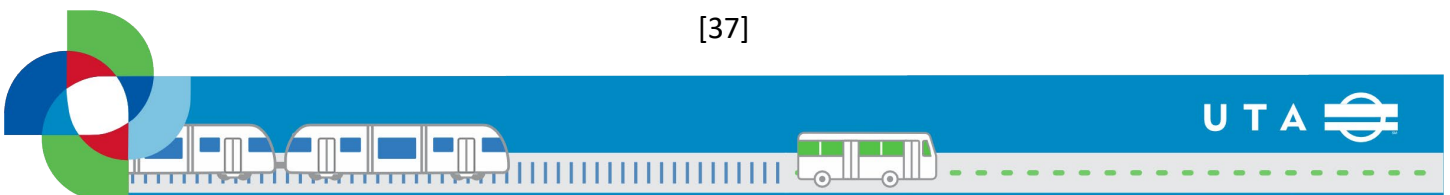
Operating Expenses:

- Labor 3.65% Bargaining, 4% Admin
- Fringe 4.5% Bargaining, 9% Admin
- Parts – 3.5%
- Fuel:
 - Diesel - \$3.60
 - Gasoline - \$3.10
 - CNG DGE* - \$2.15
- Other Expense – 2.2%

Revenues:

- Sales Tax – 4.9%
- Passenger – 0.0%

*Compressed Natural Gas Diesel Gallon Equivalent

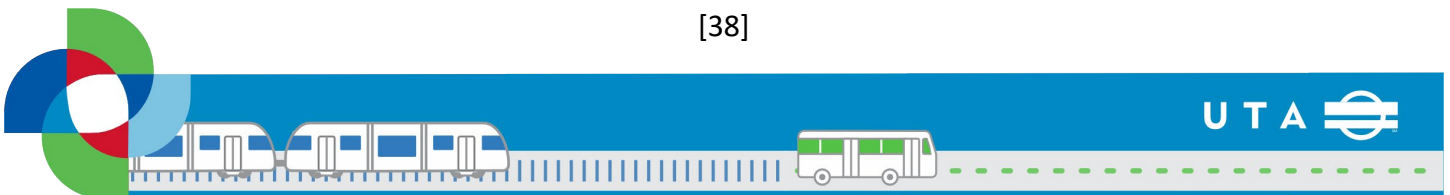


Summary – 2025 Sources

Operating sources of funds total \$638 million, a decrease of \$28 million or (4%) from the FY 2024 forecast. The primary sources and changes are detailed below:

- The largest contributor to lower revenues is delayed 2023 Federal Formula funding inflating the 2024 forecast. In 2025, this revenue stream is expected to normalize at about \$72 million.
- Sales Tax revenues of \$505 million are up \$12 million over FY 2024. This assumes a 1.9% growth in sales tax over projected 2024 sales tax collections, which reflects a softening of growth projections from prior growth expectations in accordance with the September 2024 forecasts provided by the University of Utah. These funds are used for operations and maintenance, other agency support costs, debt service, reserves, and capital program support.
- Passenger revenue is forecast at \$39 million, up \$1.7 million over FY 2024. This modest growth in passenger revenues, despite a projected growth in ridership, is driven by lower pass revenues and increased subsidies for low-income riders.
- Other revenue for 2025 is forecast at \$22 million, indicating little to no change from projected 2024 closing amounts.

	2023 Actuals	2024 Forecast	2025 Budget	Change 2024 - 2025
Sales Tax	\$482.4	\$492.9	\$505.2	\$12.3
Federal Preventative Maint.	63.6	114.8	72.4	(42.4)
Passenger	35.4	37.0	38.6	1.7
Salt Lake City	8.0	9.5	9.6	0.1
Investment	32.0	5.6	5.1	(0.5)
Advertising	2.5	2.3	2.4	0.0
Other	(0.3)	4.4	5.2	0.8
Total Revenue (Millions)	\$623.6	\$666.5	\$638.5	(\$28.0)



Summary – 2025 Uses

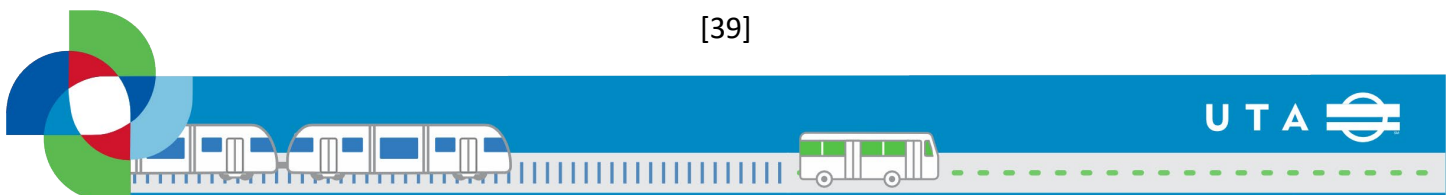
Operating uses of funding are budgeted at \$465 million, an increase of \$39 million or 9.2% over the FY 2024 adjusted budget. The primary uses are detailed below:

- Total employee compensation increased \$17 million or 8%, and benefits increased \$9 million or 9%, compared to the FY 2024 budget. These increases are due to staffing level increases, pay rate increases, increased benefits and improved working conditions.
- Fuel/Power costs are budgeted at an overall decrease of 2%. The FY 2025 budget assumes \$3.60 per gallon for diesel, \$2.10 per gallon for gasoline, and \$2.15 CNG DGE for natural gas vehicles, compared to \$4.03 per gallon for diesel and \$3.20 per gallon for gasoline in FY 2024. Earlier this summer, prices were trending well below 2024 forecasted fuel costs but have started to increase again this fall. Propulsion power budget has increased 18% from 2024. This increase is due to a projected increase in electrical costs and an increase in overall propulsion power due to the introduction of electric buses into the fleet.
- Utilities costs are projected to increase by 9% due to an increase in projected usage associated with higher forecasted rates.
- Parts represent a 14% increase primarily due to increases in prices for parts, increased shipping costs, and increased lead times driven by continued supply chain issues associated with inflation.

Capital uses of funds are \$330.2 million, this represents an increase of about \$146 million over 2024 projected capital expenses. The primary uses and changes are detailed below:

- Capital's main accomplishments in 2024 include: start of construction on the Mid-Valley Express bus route, securing a contractor for the 2025 construction of the S-Line extension, the UDOT selection of a contractor for FrontRunner 2X project, the construction of the downtown South Jordan TRAX station that will open March 2025 just in time for baseball's opening day, the design completion of the 5600 West Bus project, five new Operator restrooms were placed in service, and the selection of Stadler US Rail for the replacement of our original TRAX rail fleet from 1998.
- Major capital projects such as: \$45 million for the Mid-Valley Connector (BRT) in Salt Lake, \$23 million for the 5600 West Express bus, \$11 million for the S-Line Extension, and almost \$7 million for the Davis-SLC Community Connector.
- UTA has allocated \$158 million to continue efforts to achieve a steady state of good repair. This includes funding for vehicle replacements, technology replacements and upgrades, facility maintenance, rail vehicle overhauls and rail system preservation and replacements.

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



Operating Sources – 2025 Detail

Sales and Use Tax

The largest operating source of revenue for the Authority is a local sales tax, which is imposed by the individual jurisdictions within the service area of the Authority. In July 2019, the Salt Lake County Council and the Utah County Commission approved increasing their tax rate by 0.25% with 0.10% dedicated to UTA. UTA’s sales tax is applied by each jurisdiction within the service area to gross taxable sales within the service district.

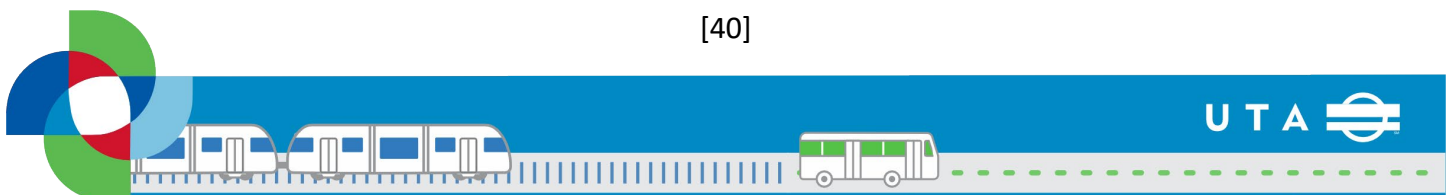
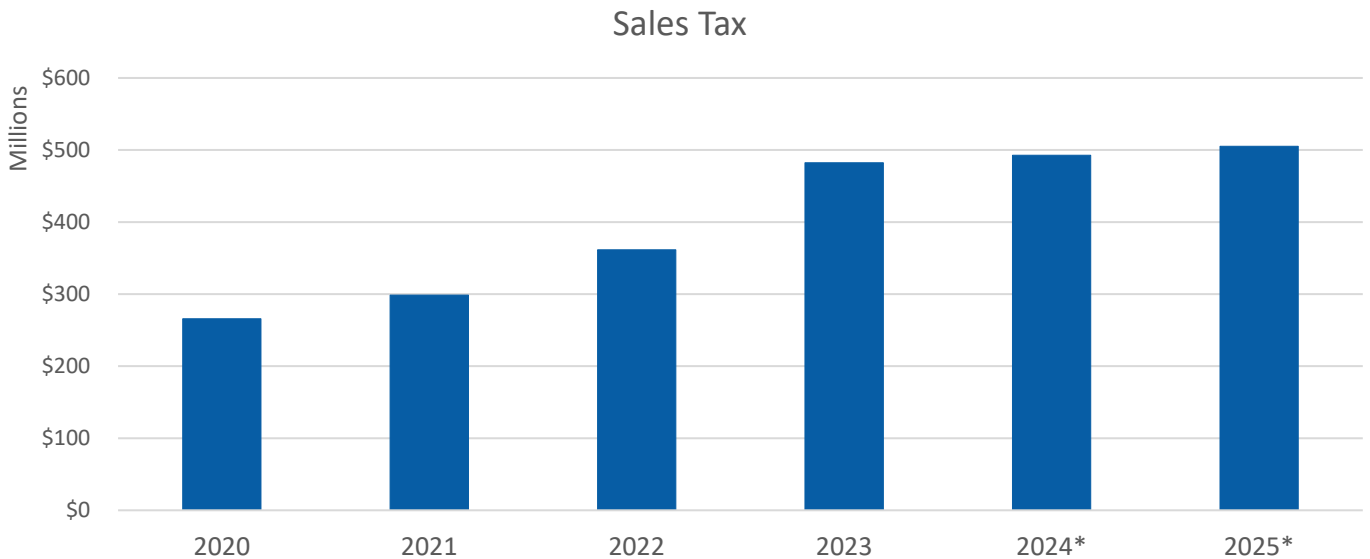
Sales tax forecasting is a priority for UTA, and in 2021 UTA engaged Dr. Stephen C. Bannister, PH.D. Associate Director of Economics at the University of Utah to provide more accurate sales tax revenue forecasts. From 2013 through 2022, UTA’s sales tax revenue grew an average of 9.4%, however since then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

2025 Sales Tax Revenues - \$505 million:

The 2025 Budget assumes a 2.5% increase over 2024 projected sales tax collections. The estimate is based on the University’s Economic Development Unit (EDU) model’s projected sales tax growth rates applied to an adjusted 2024 projection using actuals reported through July 2024.

Year	2020	2021	2022	2023	2024*	2025*
Sales Tax	\$265,770,000	\$298,640,000	\$361,591,000	\$482,427,000	\$492,854,000	\$505,193,000

*Budget/Projected

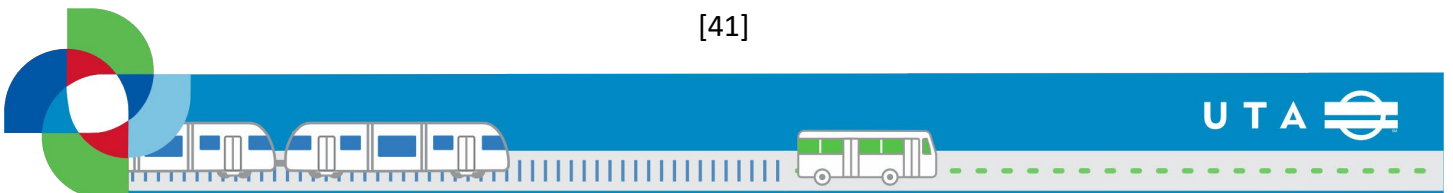
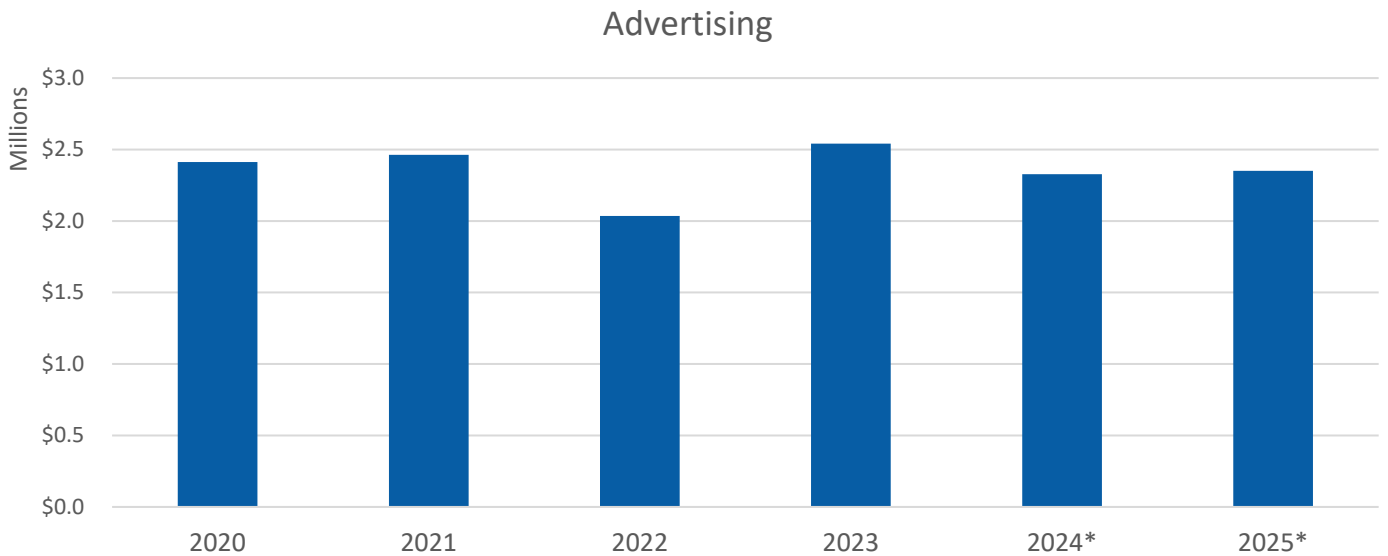


Advertising

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

Year	2020	2021	2022	2023	2024*	2025*
Advertising	\$2,413,000	\$2,463,000	\$2,035,000	\$2,541,000	\$2,328,000	\$2,351,000

* Budget/Projected



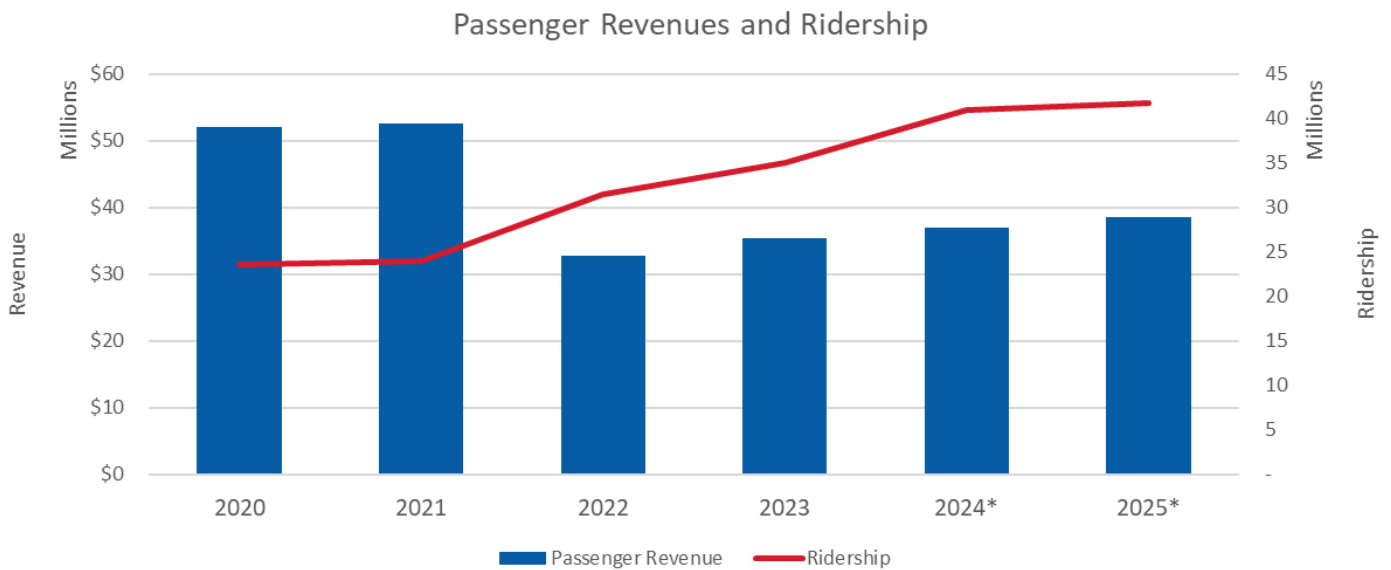
Passenger Revenue

Since 2013, the Authority’s base fare has been \$2.50. Fares range from \$1.25 for senior citizens to \$5.50 for premium express service. Low-income citizens and social service agencies receive discounts of up to 75% of the base fares. Service increases planned in 2025, and continued population and employment growth will all contribute to an increase in passenger revenues.

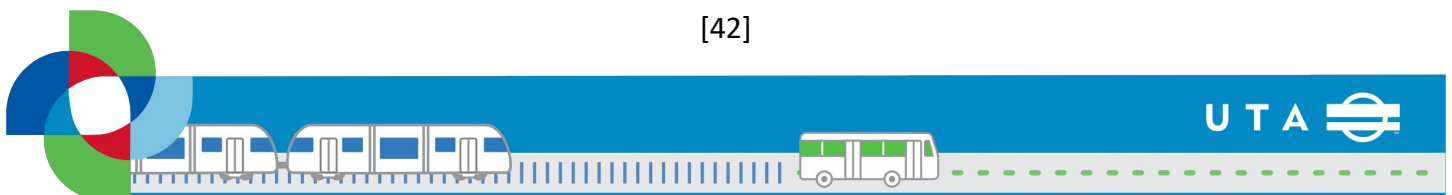
2025 Passenger Revenue – \$39 million:

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

Year	2020	2021	2022	2023	2024*	2025*
Passenger Revenue	\$52,052,000	\$52,649,000	\$32,845,000	\$35,418,000	\$36,964,000	\$38,620,000
Ridership	23,583,000	23,993,000	31,440,000	35,060,000	41,002,000	41,725,000



* Budget/Projected



Federal Formula Funds

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

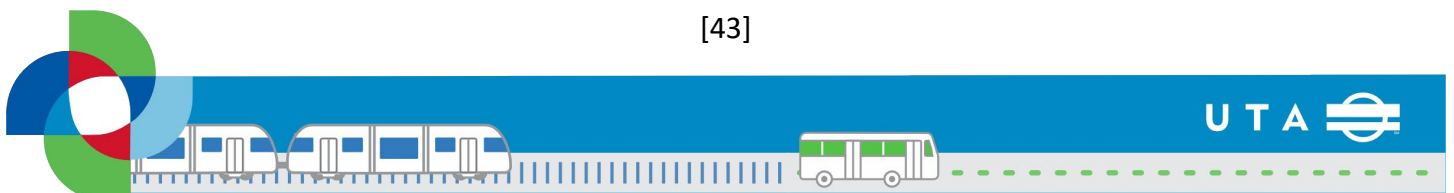
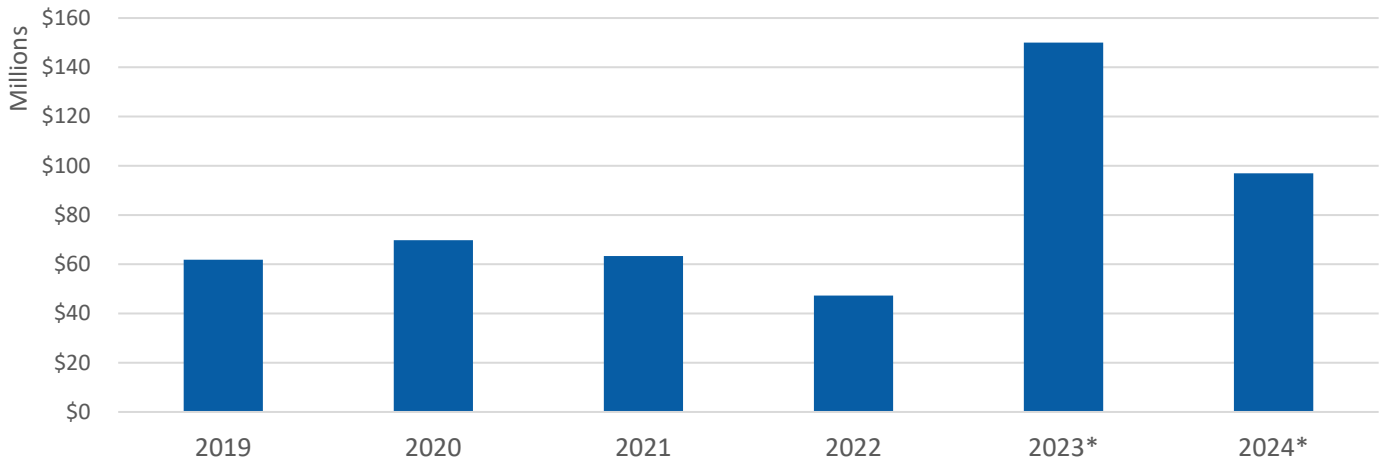
2025 Federal Formula Funds – \$72 million

The financial plan assumes \$72.4 million in FTA formula funds to support the operating program (preventive maintenance and paratransit). Although this appears to be a decrease from 2024, the change is instead due to grant award delays for 2023 expenses that added to the 2024 budget. Inconsistency in UTA’s budgeted formula funds revenue started in 2021, when federal COVID-19 relief first complicated drawdown of these funds. However, actual awarded amounts have grown steadily each year.

Year	2020	2021	2022	2023	2024*	2025*
Operating Grants	\$61,821,000	\$69,746,000	\$63,351,000	\$63,626,000	\$114,798,000	\$72,411,000

* Budget/Projected

Federal Formula Funds



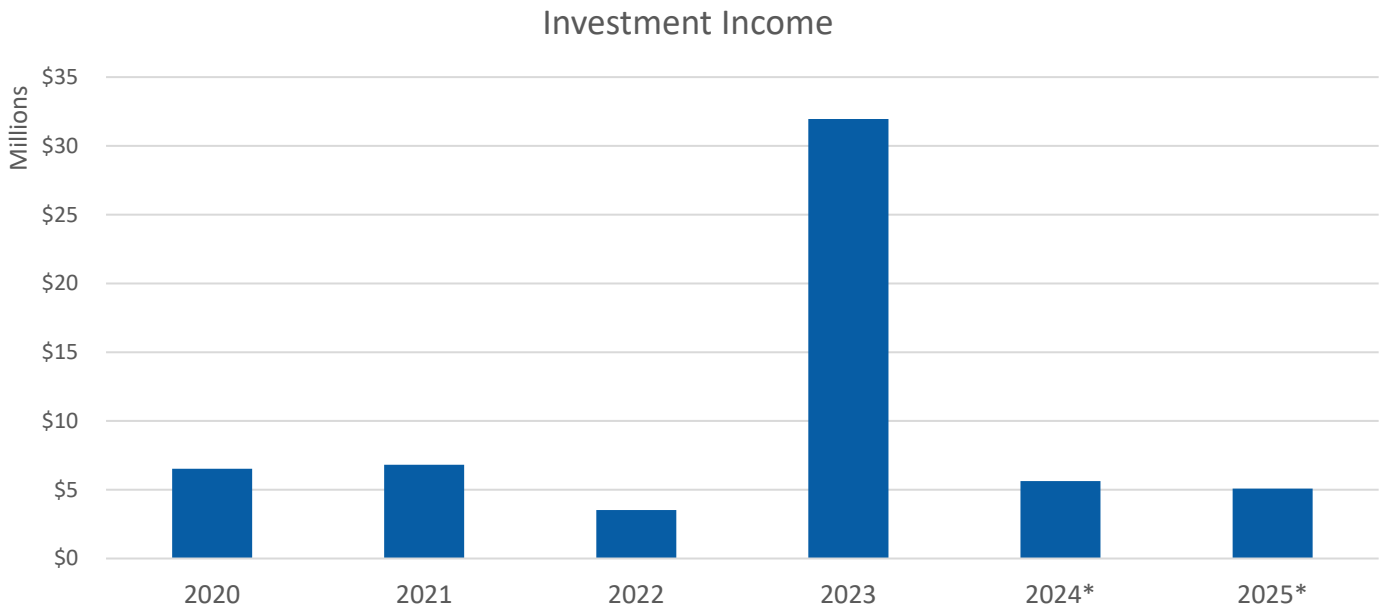
Investment Income

Investment income consists of revenue generated from invested operating fund balances and reserves. Some of the Authority’s funds are invested with the Public Treasurers Investment Fund managed by the State Treasurer’s office; others are invested by UTA’s Investment Management firm (Chandler Asset Management) in accordance with the State’s Money Management Act¹. These investments may yield a higher interest and are secure.

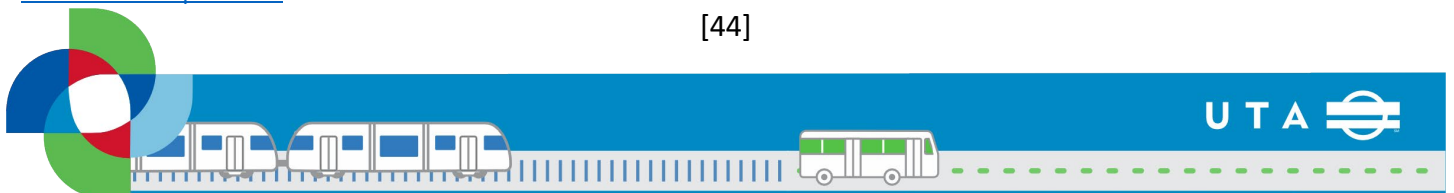
An approximate rate of 2.50% is applied to projected reserve account and cash balances in UTA’s Operating Fund. Projected 2024 investment revenues are \$5.6 million with the possibility of ending the year markedly higher, but 2025 returns remain projected at \$5.1 million due to market volatility.

Year	2020	2021	2022	2023	2024*	2025*
Investment Income	\$6,526,000	\$6,822,000	\$3,526,000	\$31,956,000	\$5,625,000	\$5,085,000

* Budget/Projected



¹ [Utah Code Chapter 51-7](#)

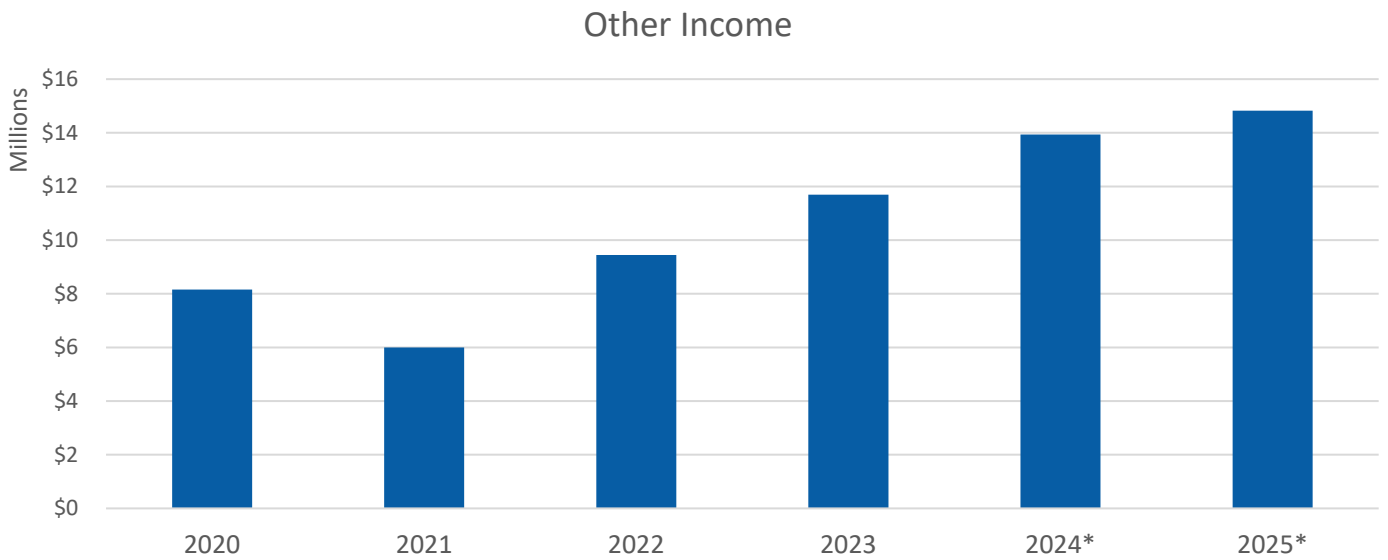


Other Income

Other income for 2025 consists of \$9.6 million from Salt Lake City for enhanced bus service and Microtransit/On Demand services, a \$2.0 million sales tax distribution from the Utah Department of Transportation, and \$2.6 million from transit-oriented development revenues.

Year	2020	2021	2022	2023	2024*	2025*
Other Income	\$8,156,000	\$6,001,000	\$9,443,000	\$11,692,000	\$13,936,000	\$14,826,000

* Budget/Projected



Operating Uses – 2025 Detail

Employee Compensation and Benefits - \$328.5 million:

The 2025 budget reflects an 8.6% increase over the 2024 budget. These increases are due to staffing increases, pay rate increases, increased benefits, and improved working conditions. The 2025 budget also reflects headcount increases in Bus, Ops Support, and Planning/Capital Support.

Utilities - \$8.0 million:

Includes electricity (excluding propulsion power), heat, light, data charges and other utilities. Costs are expected to increase 8.6% in 2025, driven by increased electricity costs proposed by Rocky Mountain Power, higher expected heating fuel usage and increased data charges.

Parts - \$29.5 million:

This 2025 budget reflects a \$3.6 million (14.1%) increase over the 2024 budget. Inflation continues to drive parts costs upwards, including freight costs and other supply chain components. Furthermore, the addition of electric buses in Salt Lake Service Unit and Ogden to run the OGX BRT route has added to the increase in the total parts budget for 2025, both in quantity and through higher costs of parts for the new vehicle type.

Services - \$56.2 million:

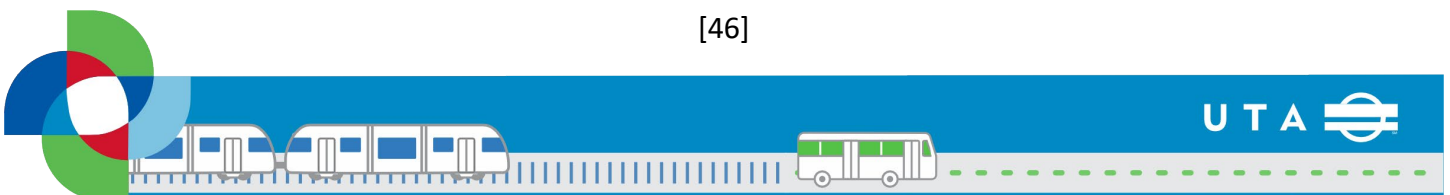
This 2025 budget reflects a \$10.3 million (22.3%) increase over the 2024 budget. This increase is due to the expansion of Microtransit in the Salt Lake City and South Salt Lake service areas (\$3.7 million), additions to the Executive Director department (\$0.4 million), and IT additions (\$1.1 million) for database and business intelligence tools, with Operations additions and smaller amounts accounting for the balance.

Other O&M Costs - \$23.7 million:

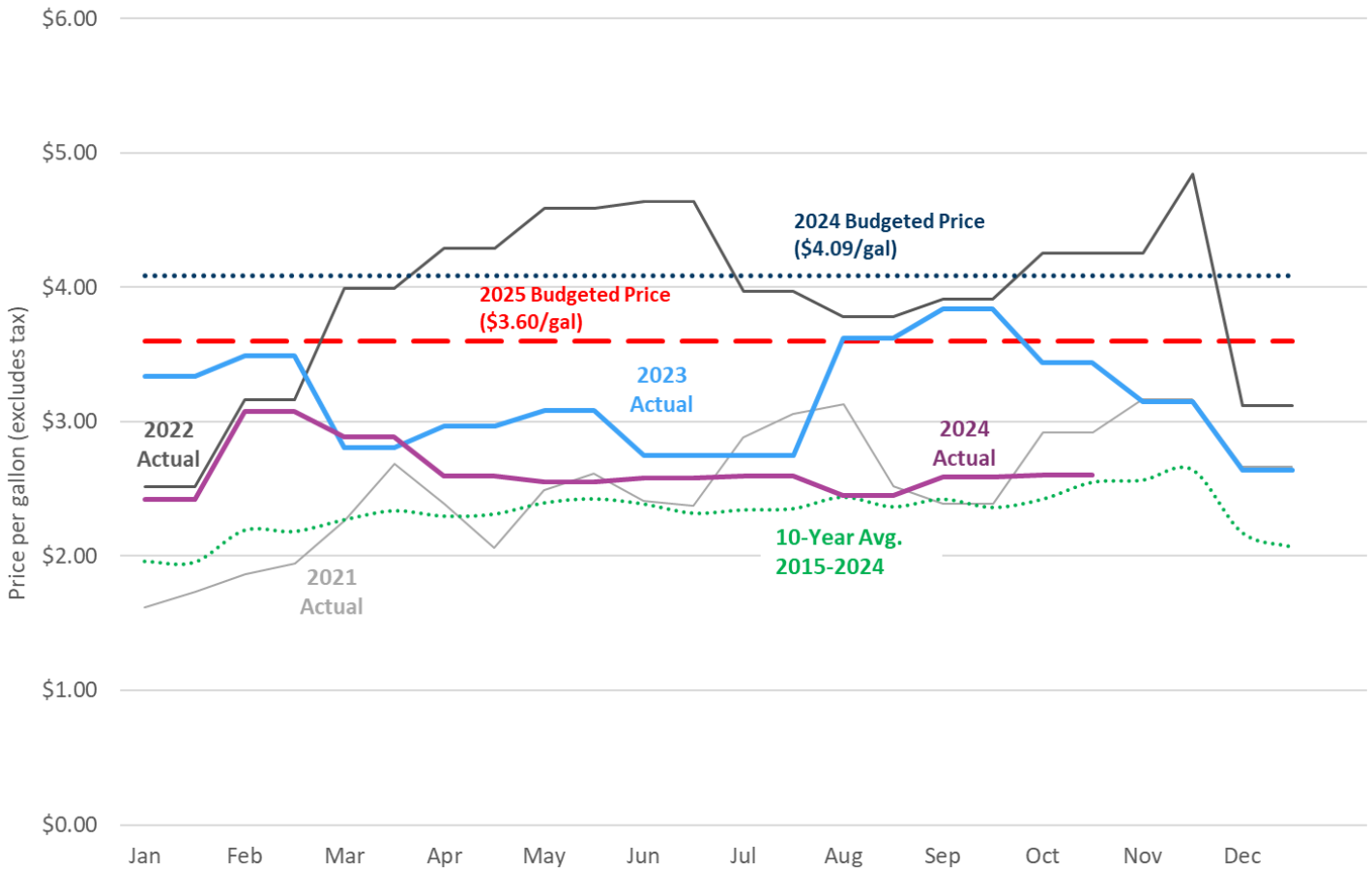
This 2025 budget reflects a \$2.8 million (13%) increase over the 2024 budget. The increase reflects \$1.6 million Contingency additions for the new COO, \$548k media expenses for Communications, reversal of damaged revenue vehicle recovery, and smaller amounts for shop tool price increases, computer supplies, etc.

Fuel and Propulsion Power - \$34.8 million:

This 2025 fuel budget reflects a \$669k (2%) decrease from the 2024 budget. This decline is predominantly due to diesel fuel and gas price reductions, resulting in a \$2.3 million reduction total. Offsetting this were slightly higher projected expenses for propulsion power (\$1.3 million increase).

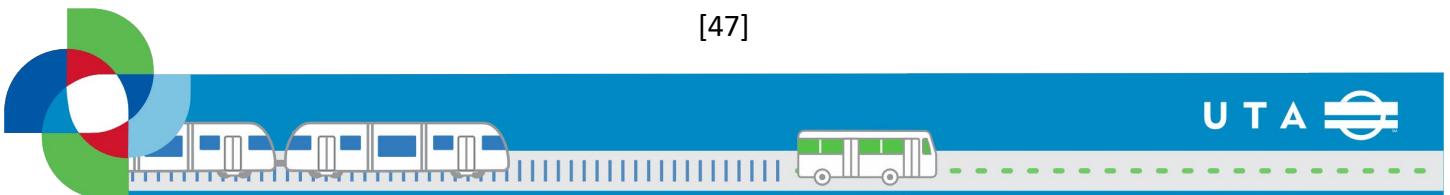


Diesel Price Trends



Capitalized Costs – minus \$16.4 million:

Staff time in support of the capital program is initially charged to the operating program and is ultimately charged to capital through a reimbursable process. This \$16.4 million credit is the estimated cost of UTA operating costs being charged to the capital program and the Rail overhaul program.



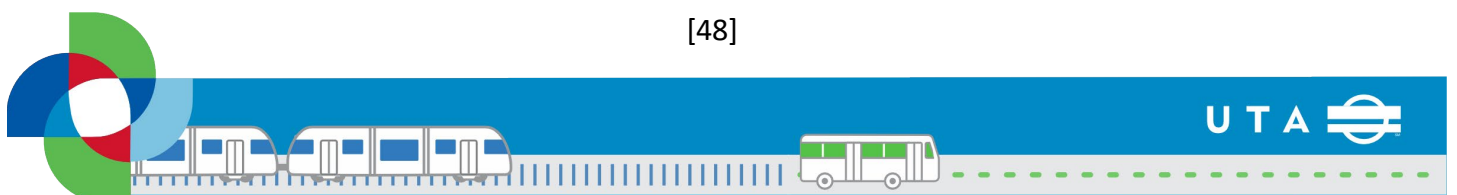
Sources and Uses

5-Year Sources & Uses

UTA develops a long-term (3 years or longer) financial plan incorporating the Board of Trustees' strategic plan. It identifies the Authority's long-term financial challenges and proposes solutions based upon reasonable projections of revenue and expenses. The plan includes operations and maintenance, reasonably anticipated new funding programs, capital expansion, maintenance of a state of good repair of existing assets, asset replacement, and debt issuance.

The current long-range financial plan reflects and supports the current Board of Trustees' strategic plan (key elements highlighted below) as follows:

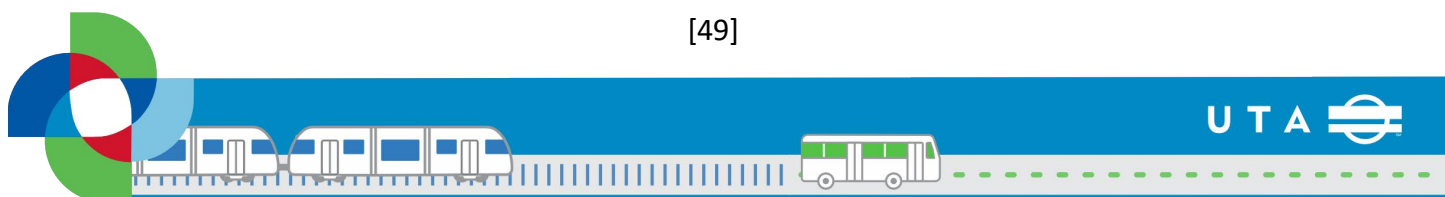
- **Quality of Life:** Plan reflects investment by UTA in developing and maintaining sustainable service connections across the Wasatch Front.
- **Customer Experience:** Plan reflects investments in increased customer service initiatives, such as Transit Ambassadors, to improve the customer experience.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



		Actuals	Forecast	Budget	Projected	Projected
	Sources	2023	2024	2025	2026	2027
A	Beginning Balance	\$ 435.2	\$ 373.4	\$ 453.2	\$ 426.6	\$ 312.9
	Sales Tax	482.4	492.9	505.2	521.1	544.9
	PM Funds (FTA)	63.6	114.8	72.4	73.1	73.9
	Stimulus Funds	-	-	-	-	-
	Passenger Funds	35.4	39.0	38.6	40.9	41.6
B	Capital Sources	103.3	196.6	288.4	174.1	239.8
	Other Sources	42.2	31.7	22.1	31.4	24.8
C	Total Sources	\$ 726.9	\$ 874.9	\$ 926.6	\$ 840.7	\$ 925.0
	Uses					
D	Operating Expense	\$ 386.3	\$ 420.0	\$ 464.5	\$ 505.2	\$ 521.6
E	Capital Expense	209.9	184.6	330.2	265.1	245.4
F	Debt Service	157.9	160.5	158.6	184.0	193.8
G	Total Uses	\$ 754.1	\$ 765.1	\$ 953.3	\$ 954.3	\$ 960.8
H	Net Change	\$ (27.2)	\$ 109.8	\$ (26.6)	\$ (113.7)	\$ (35.8)
I	Cash Amended	(34.6)	(30.0)	-	-	-
J	Ending Balance	\$ 373.4	\$ 453.2	\$ 426.6	\$ 312.9	\$ 277.1
K	Reserves	203.3	212.1	227.7	243.4	252.4
L	Unrestricted Fund Balance	\$ 170.2	\$ 241.1	\$ 198.8	\$ 69.5	\$ 24.7

J= A + C - G + I

L = J - K

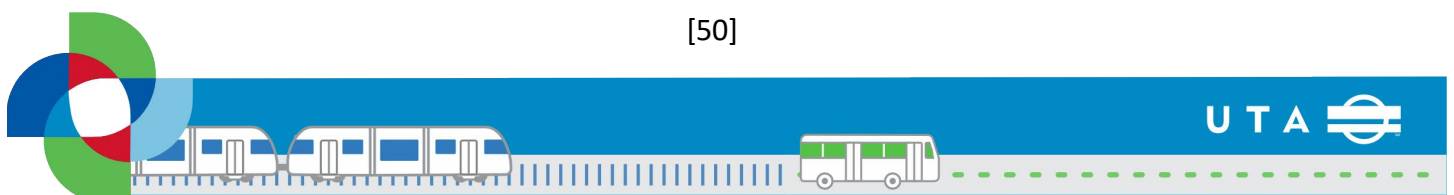


Agency Initiatives

This \$4.8 million package of initiatives includes long-term continuation of the TRAX Ambassador Program, reallocating funding for supplemental and ski services, additional IT support staff, and budget for contract auditing, policy development, and grant support.

In total, the agency is adding 40 initiative-related new positions to the operating budget and 4.5 FTEs to the capital budget.

Office	Request	2025 Total Exp	FTE Change
Planning & Engagement	New Positions	\$ 1,084,438	16.3
	Planning & Engagement Initiatives	2,050,000	-
	Total	3,134,438	16.3
Enterprise Strategy	New Positions	595,000	6.5
	Total	595,000	6.5
Capital Services	New Positions (80% capital)	132,800	1.0
	Total	132,800	1.0
People	New Positions	729,500	10.8
	Funding for PTC Training for MOW (Requirement)	123,420	-
	Total	852,920	10.8
Operations	Shift Ski Budget to Planning & Engagement	(1,900,000)	-
	Operations Initiatives	1,080,000	-
	Total	(820,000)	-
Executive Director	Net New Positions (1.0 FTE move to TVM Maintenance)	20,966	-
	Legal: Policy Development Consultant	350,000	-
	Total	370,966	-
Board	Board Initiatives	310,000	-
	Total	310,000	-
Finance	New Positions	238,000	4.0
	Total	238,000	4.0
Communications	Staff Reorganization	30,000	1.5
	Total	30,000	1.5
Grand Total: Operating Budget		\$ 4,844,124	40.14

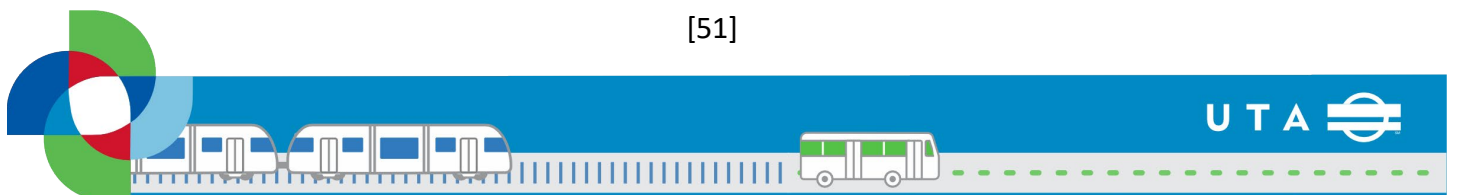


Capital Position Initiatives

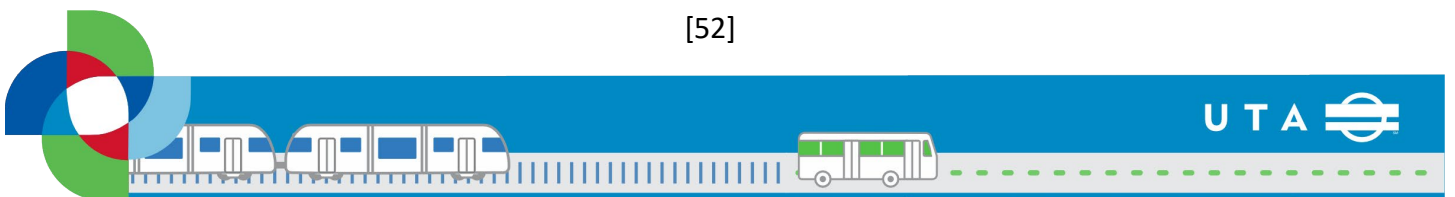
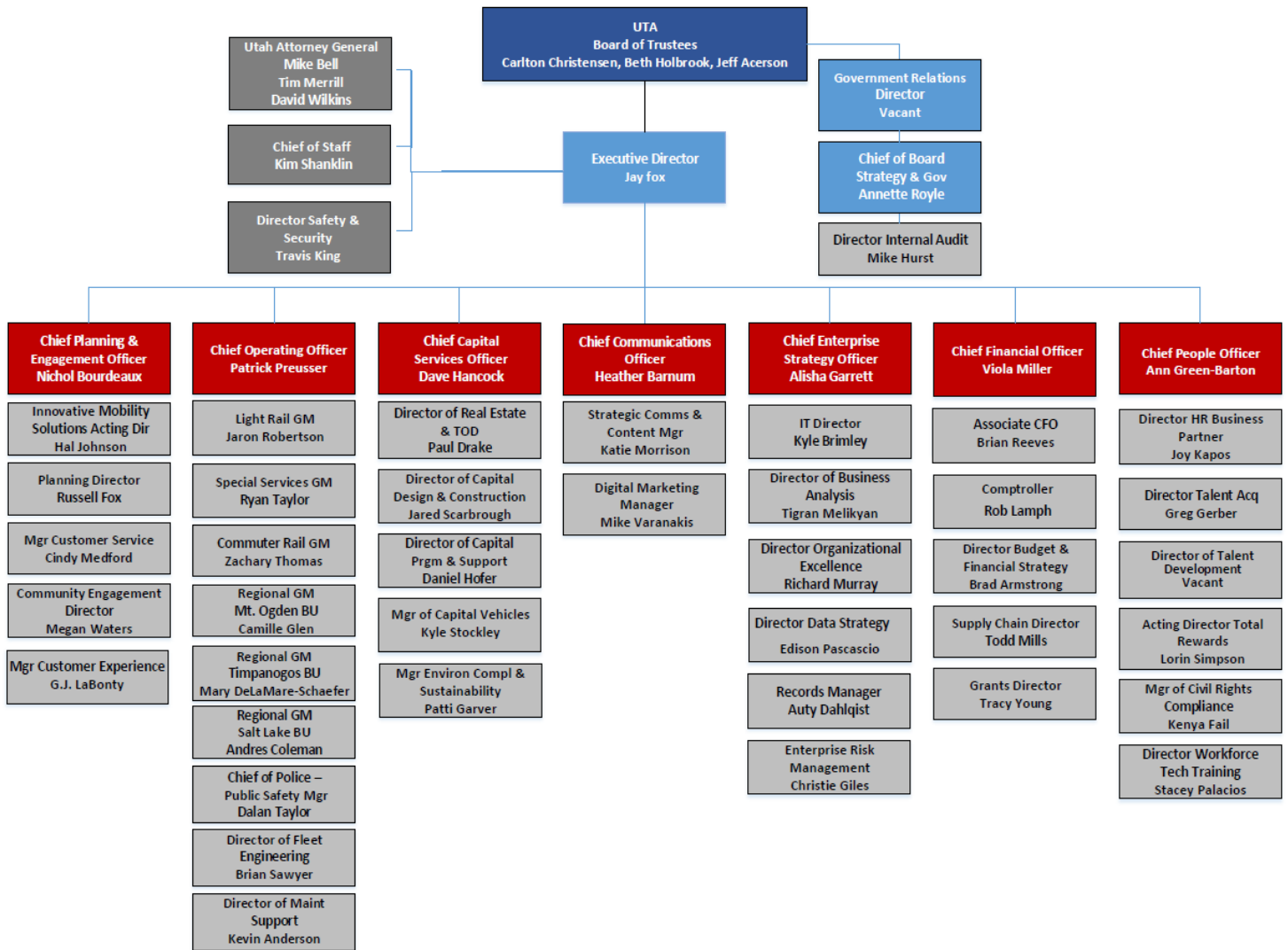
UTA approves all headcount in the Operating budget request. Capital staff expenses will move to the capital program through a reimbursable process. Funding for these positions in the Operating budget include start-up costs (computers, supplies, office space, etc.), while the expenses below will be absorbed by the Capital budget.

Office	Request	2025 Total Exp	FTE Change
Enterprise Strategy	New Position (50% capital)	\$ 88,950	0.50
	Total	88,950	0.50
Capital Services	New Positions (80% capital)	664,000	4.00
	Total	664,000	4.00
Grand Total: Capital Budget		\$ 752,950	4.50

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

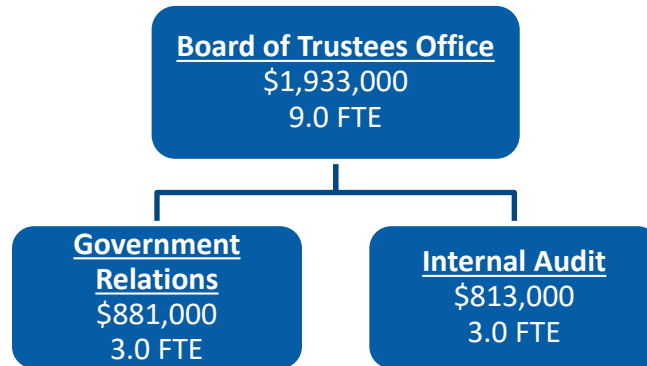


Org Chart – 2025



2025 Operating Budget by Office, Cost Center, Category & FTE

UTA Board of Trustees



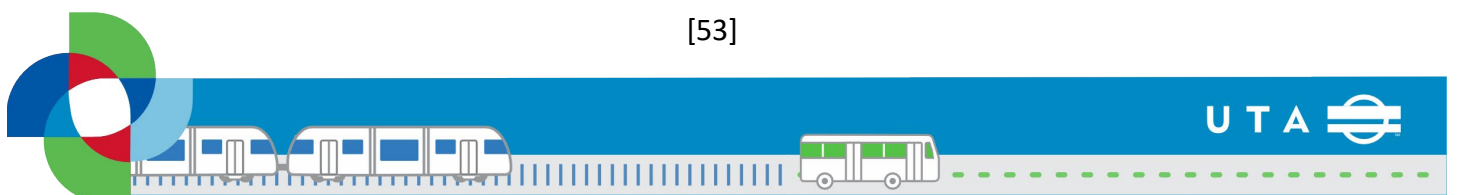
The UTA Board of Trustees are appointed by the Governor to represent their respective counties. The Trustees work closely with legislators, local governments, stakeholders, and community members. They partner with the Executive Director in setting the vision and long-term priorities for the Agency.

The Board of Trustees Office provides the following to make the UTA System work:

- *Board of Trustees.* Provide leadership, fiscal oversight and support the Executive Director in the daily management of UTA’s services.
- *Internal Audit.* The audit team plays a critical role in evaluating and improving UTA's system of governance, risk management, and controls. This is done primarily through execution of the annual internal audit plan, which is defined and approved by the Audit Committee.
- *Government Relations.* Engages externally with elected officials at a federal, state, and local level to inform, advocate and influence public policy that impacts UTA. They also collaborate and coordinate with partners and advocates on all three of these levels to promote the best interests of the organization.

2025 Board of Trustees Operating Budget: Expenses by Department

Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
Board of Trustees	\$1,768,000	\$1,933,000	\$165,000
Government Relations	879,000	881,000	2,000
Internal Audit	723,000	813,000	90,000
Totals	\$3,370,000	\$3,627,000	\$257,000



2025 Board of Trustees Operating Budget: Expenses by Category

Category	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Wages	\$1,724,000	\$1,776,000	3.0%
Fringe	787,000	773,000	-1.8%
Services	622,000	830,000	33.4%
Fuel/Power	0	0	0.0%
Utilities	10,000	7,000	-30.0%
Parts	0	0	0.0%
Other O&M	227,000	241,000	6.2%
Capitalized Costs	0	0	0.0%
Totals	\$3,370,000	\$3,627,000	7.6%

Board of Trustees FTE Summary: 2024 Budget and 2025 Budget

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Board of Trustees	9.0	9.0	-
Government Relations	3.0	3.0	-
Internal Audit	4.0	3.0	(1.0)
Totals	16.0	15.0	(1.0)

Summary of budget changes

2024	2024 Adjustments		2024 Additions			2025 Budget					
	2024 Adj. Budget	One-Time Expenses	Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond	2025 Base	2025 Svc Requests	2025 Additions	Other
\$ 3,370	\$ -	\$ 88	\$ 19	\$ (153)	\$ -	\$ -	\$ 3,324	\$ -	\$ 310	\$ (7)	\$ 3,627

One-time expenses:

None

2025 Additions:

Internal Audit contracting consultant: \$200k

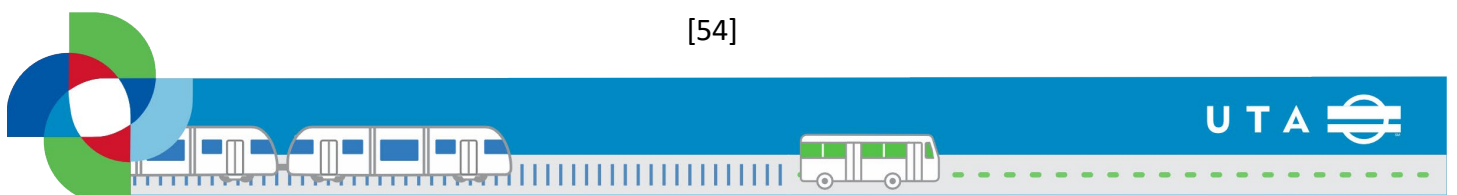
Staff reorganization: \$110k

Staffing Changes:

EOE Investigator moved to AG Office

Other Increases:

Other materials and services increases: \$19k



2025 Targets & Initiatives

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.

2025 Strategic Budget Change Initiatives

Initiative	2025 Cost	FTEs
Internal Audit: Consultant for Constructs Audits	\$ 200,000	-
Board Staffing Reorganization	110,000	-
	\$ 310,000	-

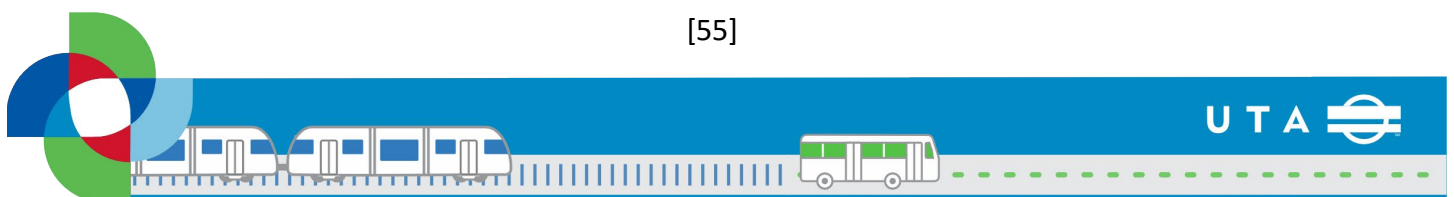
Quality of Life

Customer Experience

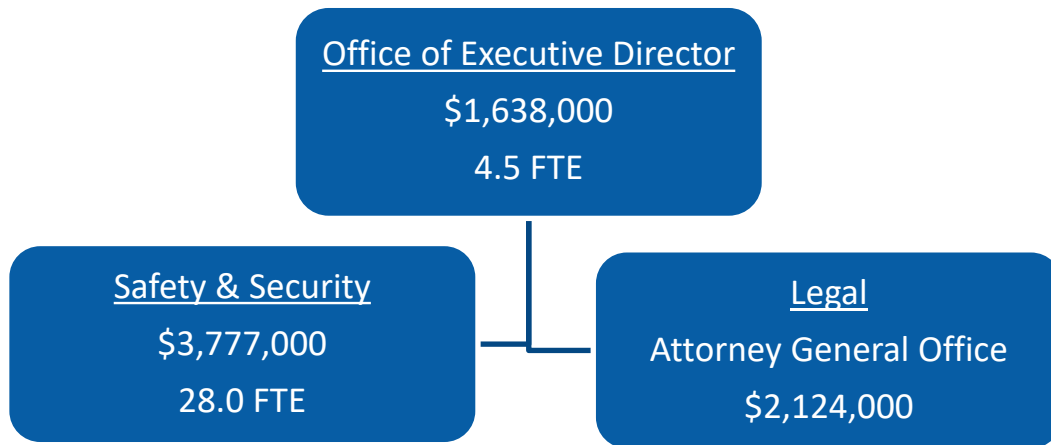
Organizational Excellence

Community Support

Economic Return



Executive Director



The Executive Director’s Office focuses internally on running the day-to-day functions of the organization, ensuring alignment with the Board’s priorities using the Agency’s long-term strategic plan. The Executive Director sets the annual strategies, initiatives, and goals for the Agency and partners with each Executive Office to fulfill UTA’s mission and vision.

UTA Executive Office provides the following to meet the needs of the Agency:

- *Executive Director.* Provides leadership and daily management to UTA’s workforce.

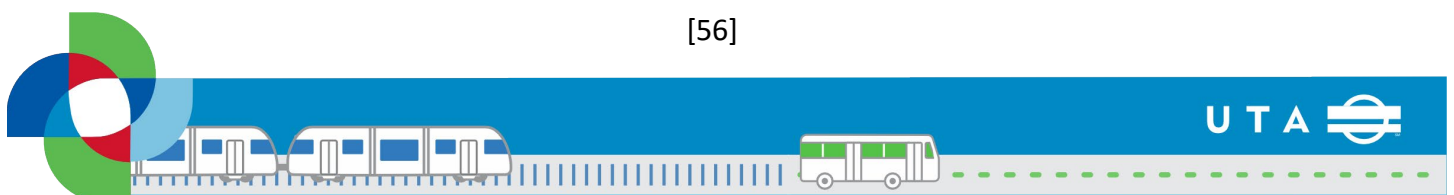
In addition to the seven chief offices, the Executive Director also oversees the following departments:

- *Safety & Security.* Focused on UTA safety and security practices and ensuring regulations are met.
- *Legal.* Works directly with our in-house representation from the Attorney General’s Office.

2025 Office of Executive Director Operating Budget: Expenses by Division

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Office of Executive Director	\$1,056,000	\$1,638,000	\$582,000
Legal Services	1,811,000	2,124,000	313,000
Safety & Security	3,655,000	3,777,000	122,000
Non-Departmental	682,000	1,000,000	318,000
Totals	\$7,204,000	\$8,539,000	\$1,335,000

*Non-Departmental cost center has \$1 million in this budget to fund emerging/emergency needs.



2025 Office of Executive Director Operating Budget: Expenses by Category

Category	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Wages	\$2,197,000	\$2,414,000	9.9%
Fringe	1,020,000	1,111,000	8.9%
Services	3,021,000	3,691,000	22.2%
Fuel/Power	14,000	16,000	14.3%
Utilities	12,000	16,000	33.3%
Parts	6,000	6,000	0.0%
Other O&M	251,000	286,000	13.9%
Capitalized Costs	-	-	0.0%
Non-Departmental	682,000	1,000,000	46.6%
Totals	\$7,204,000	\$8,539,000	18.5%

Office of Executive Director FTE Summary: 2024 Budget and 2025 Budget

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Office of Executive Director	4.5	4.5	-
Legal Services	-	-	-
Safety & Security	28.0	28.0	-
Non-Departmental	-	-	-
Totals	32.5	32.5	-

Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond /Barg	2025 Base	2025 Svc Requests	2025 Additions	2025 Other	2025 Budget Request
\$ 7,204	\$ 68	\$ 310	\$ 67	\$ 518	\$ -	\$ -	\$ 8,166	\$ -	\$ 371	\$ 2	\$ 8,539

One-time expenses:

Safety Hep B Immunization: \$150k
 Ex. Director Coaching/Org Dev Svcs: \$100k
 Non-Departmental Funds Used Tech Budget Adj: (\$318k)

Staffing:

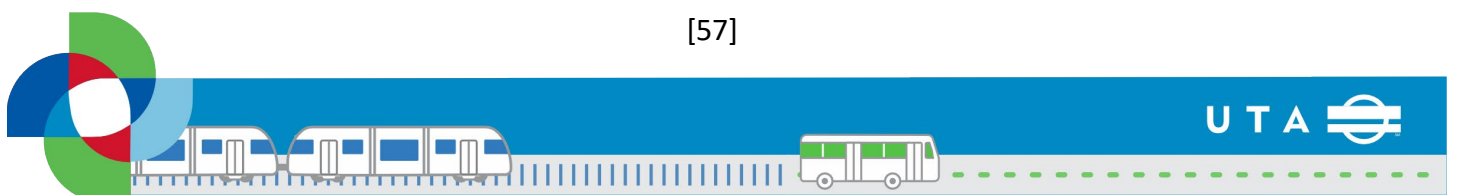
AG Office EOE Investigator Staffing: \$153k
 Safety Director Position Upgrade: \$65k
 Exec Director Chief of Staff: \$212k

Other:

Misc Changes: \$27k
 Legal rate increase: \$160k

2025 Additions:

Video Tech: \$77K
 Corporate Policy Consultant: \$350k
 Shift security guard position to TVM Maintenance: (\$56k)

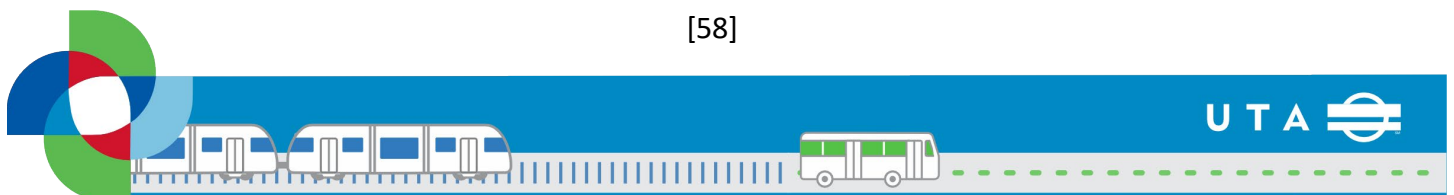


2025 Targets & Initiatives

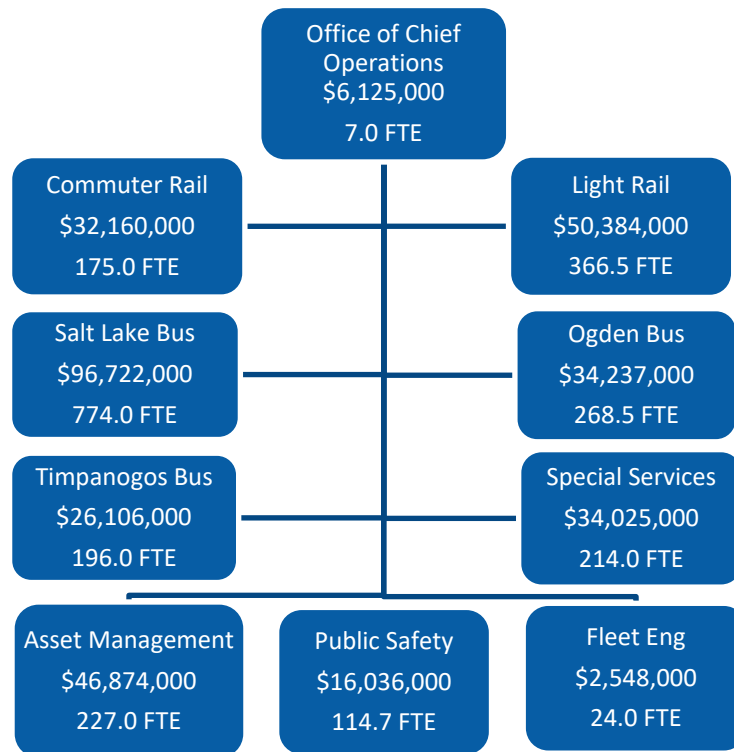
The Executive Director’s targets and initiatives are synonymous with the UTA organization level targets and objectives, as found in the 2025 Strategic Priorities section.

2025 Strategic Budget Change Initiatives

Initiative	2025 Cost	FTEs
Video Security Tech	\$ 76,966	1.0
Legal: Policy Development Consultant	350,000	-
Security Guard move to TVM Maintenance	(56,000)	(1.0)
	\$ 370,966	-



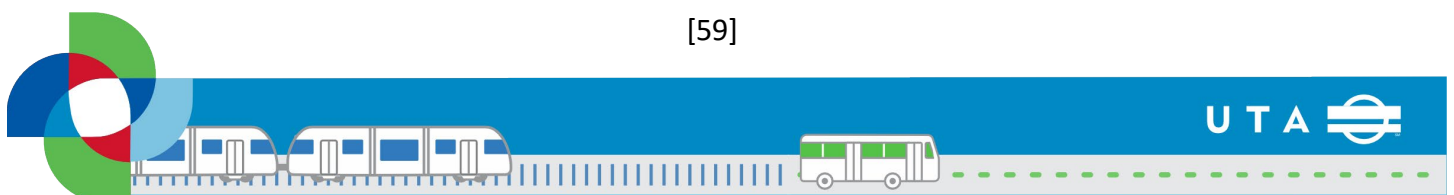
Operations



The Operations organization is comprised of nine service units, covering UTA’s service modes and Public Safety (including Transit Communications Center), Fleet Engineering and Asset Management (Engineering & Support Maintenance) Departments.

UTA Operations provides the following functions:

- *Office of the Chief.* Provides oversight, direction, and leadership for Operations.
- *Modal Offices.* Operates buses (3 business units), light rail, commuter rail, vanpool, and special services across the UTA service area in a safe and efficient manner.
- *Asset Management.* Maintain the buses, rail cars and rail right of way to allow the safe and comfortable operation of services to UTA’s customers.
- *Public Safety.* UTA has an internal police department focused on keeping our community, our riders, and our employees safe. Our police also engage in community service and support our local authorities. Includes *Transit Communications Center*.
- *Fleet Engineering.* Provides technical engineering expertise and quality assurance oversight to Bus and Rail Maintenance, Operation personnel and Capital acquisition.



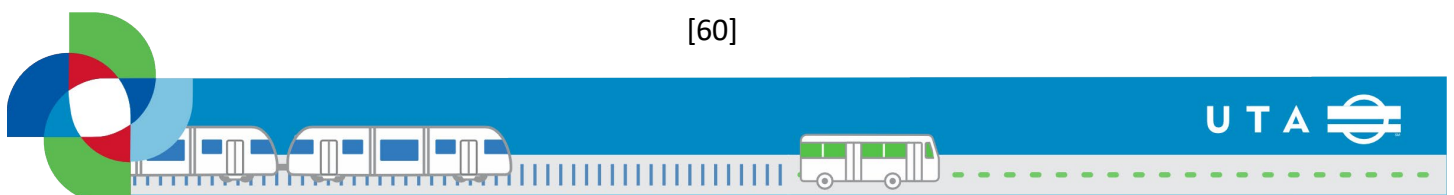
2025 Operations Budget Expenses by Department

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
COO Office*	\$19,658,000	\$24,709,000	\$5,051,000
Asset Management	44,417,000	46,874,000	2,457,000
Salt Lake Bus	85,129,000	96,722,000	11,593,000
Mt. Ogden Bus	31,861,000	34,237,000	2,376,000
Timpanogos Bus	23,574,000	26,106,000	2,532,000
Special Services	33,233,000	34,025,000	792,000
Light Rail	48,416,000	50,384,000	1,968,000
Commuter Rail	32,654,000	32,160,000	-494,000
Totals	\$318,942,000	\$345,218,000	\$26,276,000

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

2025 Operations Budget Expenses by Category

Category	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Wages	\$156,649,000	\$168,810,000	7.8%
Fringe	80,133,000	87,374,000	9.0%
Services	13,530,000	18,270,000	35.0%
Fuel/Power	34,923,000	34,204,000	-2.1%
Parts	25,675,000	29,335,000	14.3%
Utilities	5,845,000	6,451,000	10.4%
Non-Departmental	1,092,000	2,696,000	146.9%
Other O&M	9,253,000	9,609,000	3.8%
Capitalized Costs	(8,158,000)	(11,530,000)	41.3%
Totals	\$318,942,000	\$345,218,000	8.2%



Operations FTE Summary: 2024 Adj. Budget and 2025 Budget

Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
COO Office	6.0	7.0	1.0
Public Safety	114.7	114.7	0.0
Fleet Engineering	24.0	24.0	0.0
Asset Management	227.0	227.0	0.0
Salt Lake Bus	752.0	774.0	22.0
Mt. Ogden Bus	254.5	268.5	14.0
Timpanogos Bus	195.0	196.0	1.0
Special Services	214.0	214.0	0.0
Light Rail	366.5	366.5	0.0
Commuter Rail	175.0	175.0	0.0
Totals	2,328.7	2,366.7	38.0

2025 Operations Budget Changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				2025 Budget Request
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond/ Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	
\$ 319,027	\$ (2,052)	\$ 8,241	\$ 266	\$ 1,645	\$ 4,008	\$ 9,316	\$ 340,450	\$ 5,740	\$ (820)	\$ (153)	\$ 345,218

One-time expenses:

Recruitment Costs: \$350k
 Supervisor Initiatives: \$1.58mm
 COO Operating Contingencies: \$0.5 million
 Other small items

Staffing Changes:

Supervisor initiatives: \$1.65mm

APTA/Wkg Cond/Teamsters:

Working conditions changes: \$8.93mm
 Bargaining Unit Changes: \$389k

Service Changes:

Salt Lake Ski Service: \$3.66mm
 Ogden Ski Service: \$450k

Other Increases:

Fuel Decreases: \$(510k)
 Parts Increases: \$500k
 Other materials and services increases: \$276k

2025 Service Request:

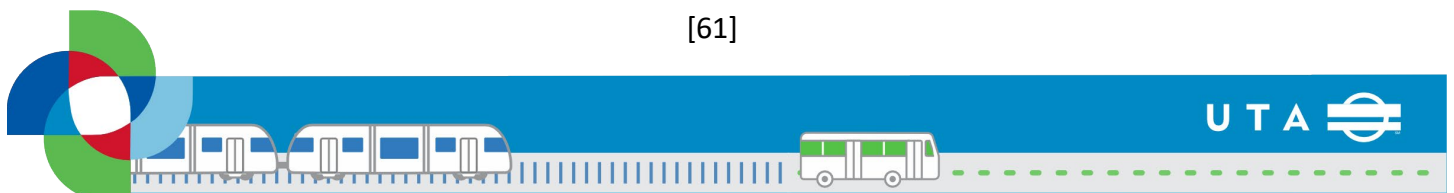
Title IV Service Restoration: \$2mm
 April 2025 Service additions: \$3.65mm

2025 Additions:

COO Initiatives: \$1mm
 Offset For Supplemental Services: \$(1.9mm)
 Propulsion Power Increase

Operations Contingency:

Operating Conditions contingency: \$1.5mm
 Service contingency: \$500k



2025 Targets & Initiatives

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.
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EXECUTIVE TEAM ANNUAL TARGETS

<ul style="list-style-type: none"> • Increase Ridership 11% • Achieve 54% Access to All Day Service • Reduce Carbon Footprint 5% 	<ul style="list-style-type: none"> • Increase Net Promoter 10% • Increase Perceived Safety 5% • Achieve 21% Access to All Day Frequent Service • Improve Customer Info Score 3% 	<ul style="list-style-type: none"> • Increase Improvement Score 4% • Improve OE Systems Maturity 25% 	<ul style="list-style-type: none"> • Share 100 Digital Stories • Increase Public Relations Score 6% 	<ul style="list-style-type: none"> • Improve Financial Position 5%
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2025 ANNUAL TARGETS

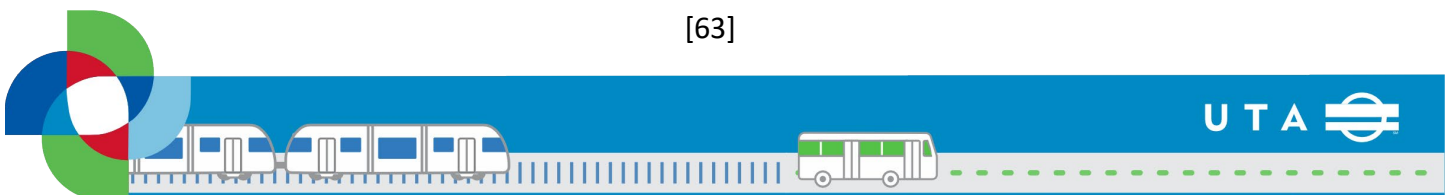
<ul style="list-style-type: none"> • Increase Ridership 11% • Achieve 54% Access to All Day Service • Reduce Carbon Footprint 5% 	<ul style="list-style-type: none"> • Increase Net Promoter 10% • Improve Perceived Safety 5% • Reduce operating rule violations, safety rule violations, and regulatory findings 10% • Achieve or exceed 88% reliability 	<ul style="list-style-type: none"> • Increase Improvement Score 4% • Improve OE Systems Maturity 25% • Achieve 80% Preventative Maintenance and 20% Corrective Maintenance Ratio • Achieve 95% On Time PM Completion 	<ul style="list-style-type: none"> • Share 100 Digital Stories • Increase Public Relations Score 6% 	<ul style="list-style-type: none"> • Improve Financial Position 5%
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ANNUAL STRATEGIC INITIATIVES

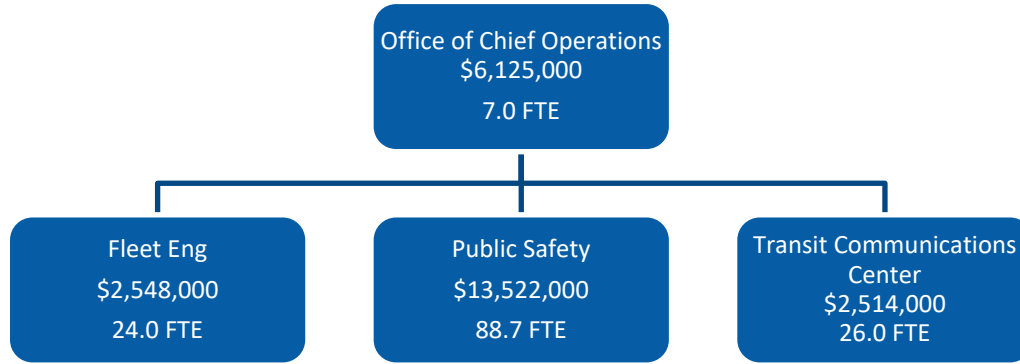
<ul style="list-style-type: none"> • Implement 5- Year Service Plan • Support the procurement of electric and CNG vehicles • Update and maintain Fleet Management Plan 	<ul style="list-style-type: none"> • Develop and implement safety/reliability improvement campaigns • Define relevant/measurable KPIs for each functional area and establish KPI dashboards for employees . • Support approved CE plan deliverables 	<ul style="list-style-type: none"> • Implement Ops structure changes • Implement Supervisor standard work, work instructions, and score cards • Implement governance structure for committees/working groups • Produce plans, procedures, and work instructions • Support Workday&Trapeze deploymt • Implement employee ideas 	<ul style="list-style-type: none"> • Explore rapid-response drone and proactive policing programs • Increase Police presence on the system • Foster community engagement through partnerships and volunteer-driven projects 	<ul style="list-style-type: none"> • Implement cost per hour model for operations and maintenance • Develop and implement staffing models
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2025 Strategic Budget Change Initiatives

Initiative	2025 Cost	FTEs
COO Initiative Funds	\$ 1,000,000	-
Shift Ski Budget to Planning & Engagement	(1,900,000)	-
Vanpool Insurance Increase	80,000	-
	\$ (820,000)	-



COO Office

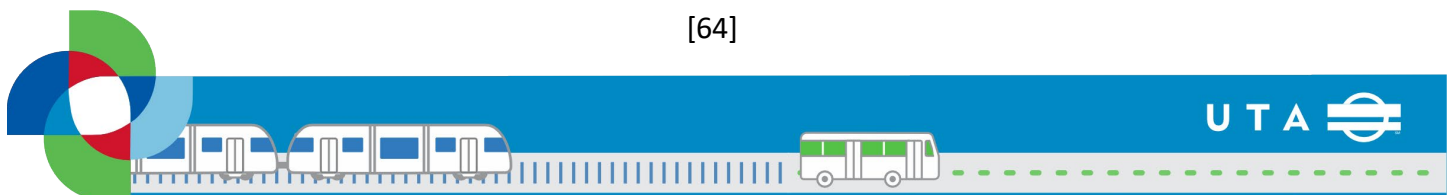


2025 COO Operating Budget: Expenses by Department

Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
COO Office	\$2,042,000	\$6,125,000	\$4,083,000
Transit Comms Center	2,407,000	2,514,000	107,000
Public Safety	12,830,000	13,522,000	692,000
Fleet Engineering	2,379,000	2,548,000	169,000
Totals	\$19,658,000	\$24,709,000	\$5,051,000

2025 COO Operating Budget: Expenses by Category

Category	FY 2024 Adj. Budget	FY 2025 Budget	Change
Wages	\$12,146,000	\$12,843,000	5.7%
Fringe	5,762,000	6,199,000	7.6%
Services	275,000	2,266,000	724.0%
Fuel/Power	251,000	251,000	0.0%
Utilities	173,000	162,000	-6.4%
Non-Departmental	1,092,000	2,696,000	146.9%
Other O&M	842,000	1,227,000	45.7%
Capitalized Costs	(883,000)	(937,000)	6.1%
Totals	\$19,658,000	\$24,709,000	25.7%



COO FTE Summary: 2024 Adj. Budget and 2025 Budget

Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
COO Office	6.0	7.0	1.0
Transit Comms Center	26.0	26.0	-
Public Safety	88.7	88.7	-
Fleet Engineering	24.0	24.0	-
Totals	144.7	145.7	1.0

Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				2025 Budget Request
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond/Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	
\$ 19,655	\$ (1,933)	\$ 940	\$ 20	\$ 261	\$ 4,008	\$ 2,000	\$ 24,952	\$ 656	\$ (900)	\$ 1	\$ 24,709

One-time expenses:

Recruitment Costs: \$350k
Supervisor Initiatives: \$1.58mm

2025 Service Request:

Title IV Service Restoration: \$2mm
April 2025 Service additions: \$3.65mm

Staffing Changes:

Supervisor initiatives: \$261k

2025 Additions:

COO Initiatives: \$1mm
Offset For Supplemental Services: \$(1.9mm)

APTA/Wkg Cond/Teamsters:

Working conditions changes: \$2.0mm

Operations Contingency:

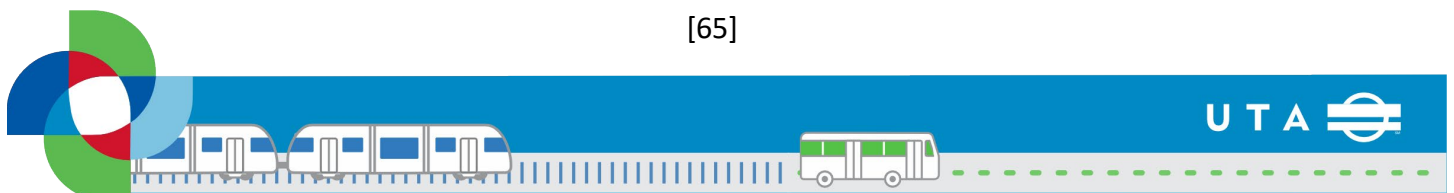
Operating Conditions contingency: \$1.5mm
Service contingency: \$500k

Service Changes:

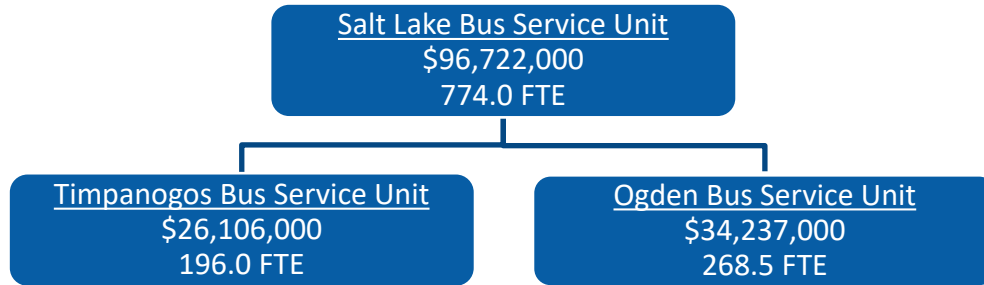
Salt Lake Ski Service: \$3.66mm
Ogden Ski Service: \$450k

Other Increases:

Fuel price decrease: \$(2.35mm)
Parts and Other expense: \$1.76mm



Bus Service



2025 Bus Service Operating Budget: Expenses by Department

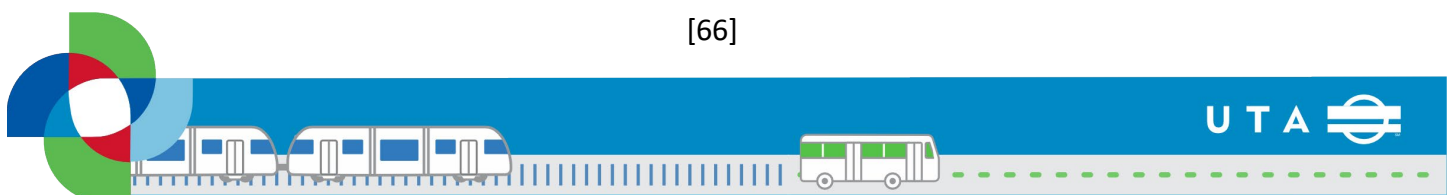
Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Administration	\$2,306,000	\$3,359,000	\$1,053,000
Operations	89,538,000	104,478,000	14,940,000
Maintenance	48,721,000	49,228,000	507,000
Totals	\$140,565,000	\$157,065,000	\$16,500,000

2025 Bus Service Operating Budget: Expenses by Category

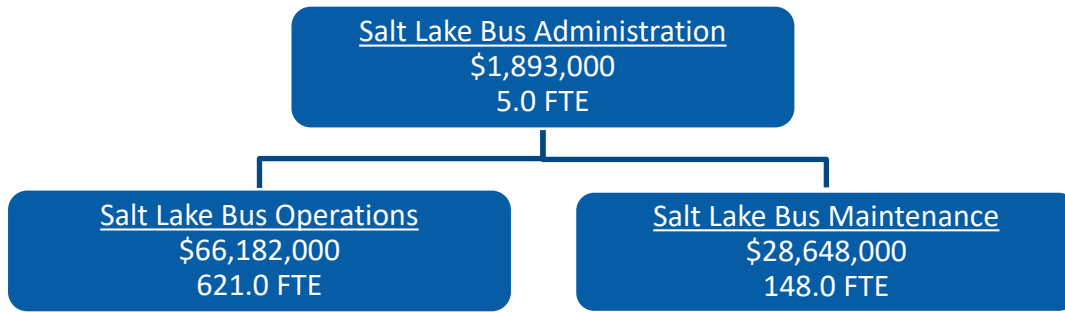
Category	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Wages	\$76,009,000	\$84,909,000	11.7%
Fringe	39,828,000	44,897,000	12.7%
Services	573,000	3,371,000	488.3%
Fuel/Power	15,154,000	14,133,000	-6.7%
Utilities	148,000	519,000	250.7%
Parts	6,431,000	6,714,000	4.4%
Other O&M	2,422,000	2,522,000	4.1%
Totals	\$140,565,000	\$157,065,000	11.7%

Bus Service FTE Summary: 2024 Adj. Budget and 2025 Budget

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Administration	13.0	12.0	(1.0)
Operations	945.5	983.5	38.0
Maintenance	243.0	243.0	-
Totals	1,201.5	1,238.5	37.0



Salt Lake Service Unit



2025 Salt Lake Operating Budget: Expenses by Department

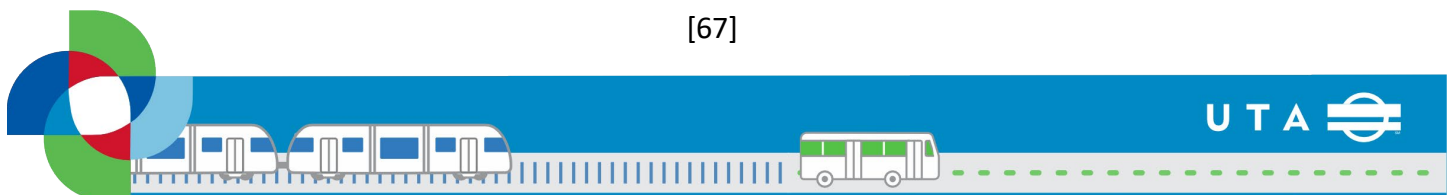
Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
Salt Lake Administration	\$1,156,000	\$1,893,000	\$737,000
Salt Lake Operations	55,738,000	66,182,000	10,444,000
Salt Lake Maintenance	28,235,000	28,648,000	413,000
Totals	\$85,129,000	\$96,722,000	\$11,593,000

2025 Salt Lake Operating Budget: Expenses by Category

Category	FY 2024 Adj. Budget	FY 2025 Budget	Change
Wages	\$ 46,716,000	\$ 53,210,000	13.9%
Fringe	24,669,000	28,058,000	13.7%
Services	336,000	2,143,000	537.8%
Fuel/Power	7,866,000	7,364,000	-6.4%
Utilities	113,000	484,000	328.3%
Parts	3,800,000	3,735,000	-1.7%
Other O&M	1,629,000	1,728,000	6.1%
Totals	\$85,129,000	\$96,722,000	13.6%

Salt Lake FTE Summary: 2024 Adj. Budget and 2025 Budget

Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
Salt Lake Administration	6.0	5.0	(1.0)
Salt Lake Operations	598.0	621.0	23.0
Salt Lake Maintenance	148.0	148.0	-
Totals	752.0	774.0	22.0



Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				2025 Budget Request
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond/ Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	
\$ 85,126	\$ (50)	\$2,667	\$ (413)	\$ 717	\$ -	\$ 5,116	\$ 93,163	\$ 3,558	\$ -	\$ 1	\$ 96,722

One-time expenses:

Furniture updates: \$50k

APTA/Wkg Cond/Teamsters:

Working conditions changes: \$5.12mm

Staffing Changes:

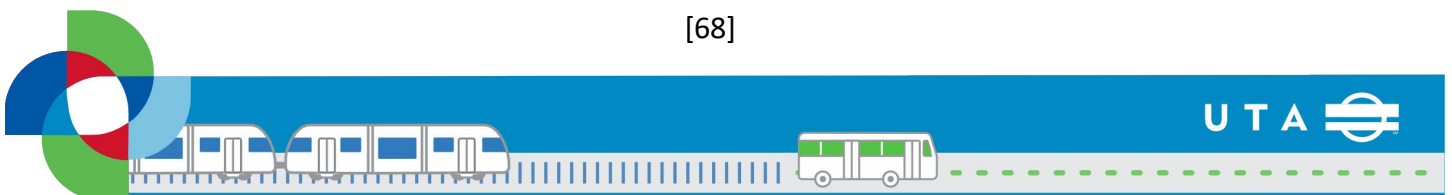
Supervisor initiatives: \$717k

Other Increases:

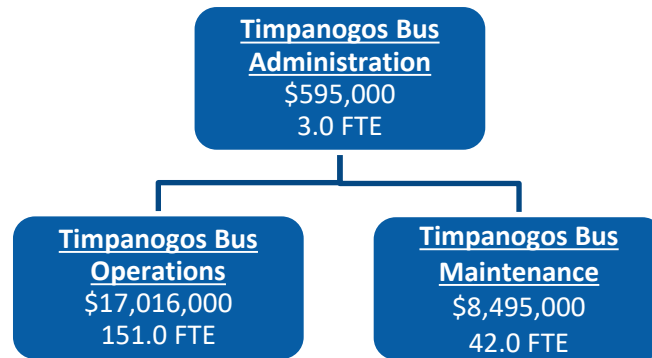
Fuel Decreases: \$(580k)

Parts Increases: \$92k

Other materials and services increases: \$76k



Timpanogos Service Unit



2025 Timpanogos Operating Budget: Expenses by Department

Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
Timp Administration	\$487,000	\$595,000	\$108,000
Timp Operations	14,260,000	17,016,000	2,756,000
Timp Maintenance	8,826,000	8,495,000	(331,000)
Totals	\$23,573,000	\$26,106,000	\$2,533,000

2025 Timpanogos Operating Budget: Expenses by Category

Category	FY 2024 Adj. Budget	FY 2025 Budget	Change
Wages	\$12,432,000	\$13,596,000	9.4%
Fringe	6,432,000	7,107,000	10.5%
Services	50,000	1,301,000	2502.0%
Fuel/Power	3,230,000	2,747,000	-15.0%
Utilities	15,000	14,000	-6.7%
Parts	1,098,000	1,072,000	-2.4%
Other O&M	317,000	269,000	-15.1%
Capitalized Costs	-	-	-
Totals	\$23,574,000	\$26,106,000	10.7%

Timpanogos FTE Summary: 2024 Adj. Budget and 2025 Budget

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Timp Administration	3.0	3.0	-
Timp Operations	150.0	151.0	1.0
Timp Maintenance	42.0	42.0	-
Totals	195.0	196.0	1.0

Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				2025 Budget Request
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond/ Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	
\$ 23,574	\$ -	\$ 738	\$ (289)	\$ 224	\$ -	\$ 1,000	\$ 25,247	\$ 858	\$ -	\$ -	\$ 26,106

One-time expenses:

None

APTA/Wkg Cond/ Barg:

Working Conditions: \$1.0mm

Staffing Changes:

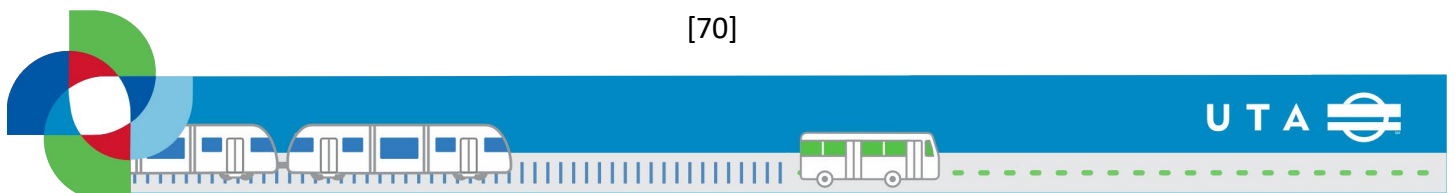
Supervisor initiatives: \$224k

Other Increases:

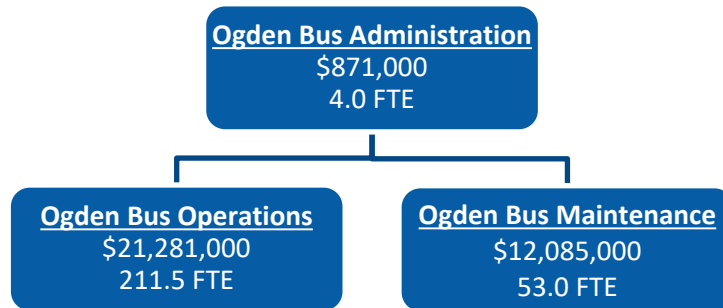
Fuel Decreases: \$(331k)

Parts Increases: \$22k

Other materials and services increases: \$21k



Mt. Ogden Service Unit

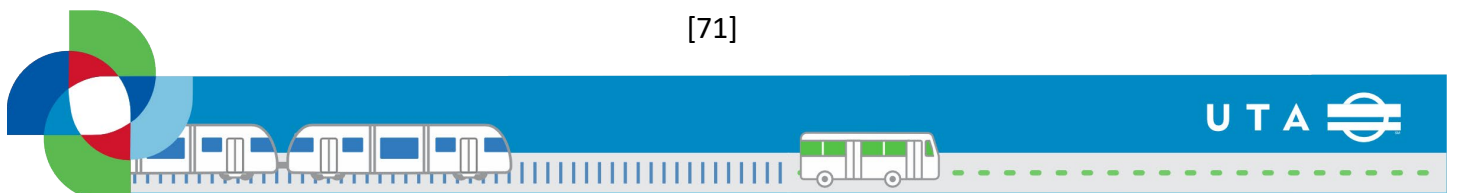


2025 Mt. Ogden Operating Budget: Expenses by Department

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Ogden Administration	\$663,000	\$871,000	\$208,000
Ogden Operations	19,539,000	21,281,000	1,742,000
Ogden Maintenance	11,659,000	12,085,000	426,000
Totals	\$31,861,000	\$34,237,000	\$2,376,000

2025 Mt. Ogden Operating Budget: Expenses by Category

Category	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Wages	\$16,860,000	\$18,103,000	7.4%
Fringe	8,727,000	9,732,000	11.5%
Services	188,000	(73,000)	-138.8%
Fuel/Power	4,057,000	4,022,000	-0.9%
Utilities	20,000	20,000	0.0%
Parts	1,533,000	1,907,000	24.4%
Other O&M	476,000	525,000	10.3%
Totals	\$31,861,000	\$34,237,000	7.5%



Mt. Ogden FTE Summary: 2024 Adj. Budget and 2025 Budget

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Ogden Administration	4.0	4.0	-
Ogden Operations	197.5	211.5	14.0
Ogden Maintenance	53.0	53.0	-
Totals	254.5	268.5	14.0

Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				2025 Budget Request
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond / Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	
\$ 31,861	\$ -	\$ 929	\$ (305)	\$ 273	\$ -	\$ 811	\$ 33,569	\$ 668	\$ -	\$ -	\$ 34,237

One-time expenses:

None

APTA/Wkg Cond/Barg

Working Cond: \$811k

Staffing Changes:

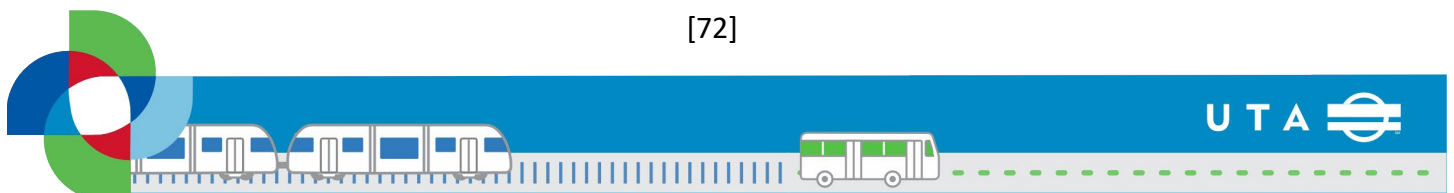
Supervisor initiatives: \$273k

Other Increases:

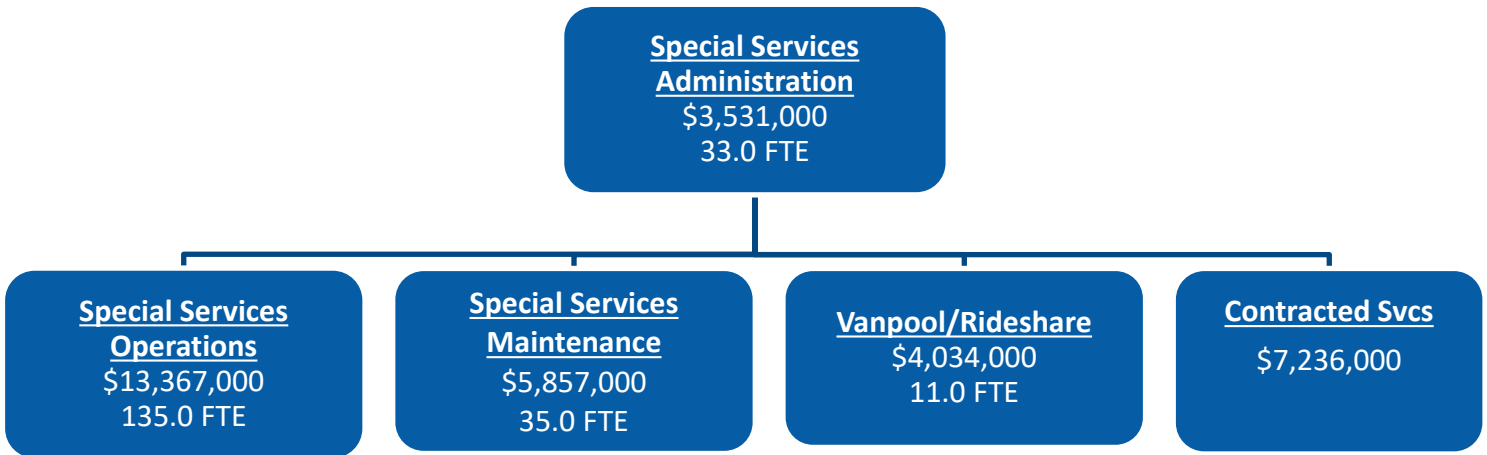
Fuel Decreases: \$(367k)

Parts Increases: \$33k

Other materials and services increases: \$29k



Special Services Service Unit

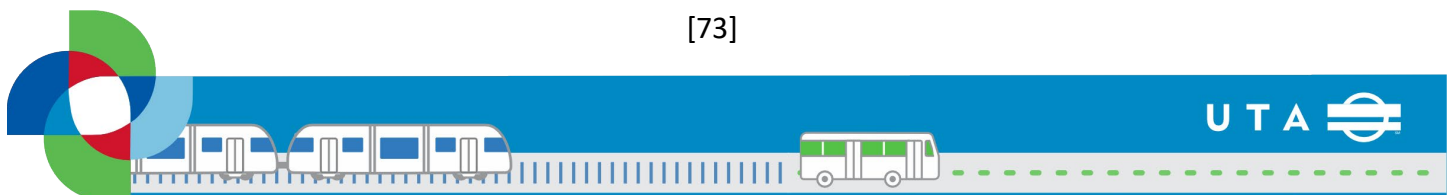


2025 Special Services Operating Budget: Expenses by Department

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Special Svcs Administration	\$3,275,000	\$3,531,000	\$256,000
Special Svcs Operations	13,095,000	13,367,000	272,000
Special Svcs Maintenance	6,004,000	5,857,000	(147,000)
Vanpool/Rideshare	4,012,000	4,034,000	22,000
Contracted Services	6,848,000	7,236,000	388,000
Totals	\$33,234,000	\$34,025,000	\$791,000

2025 Special Services Operating Budget: Expenses by Category

Category	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Wages	\$13,746,000	\$14,068,000	2.3%
Fringe	7,274,000	7,563,000	4.0%
Services	7,039,000	7,424,000	5.5%
Fuel/Power	3,241,000	2,918,000	-10.0%
Utilities	18,000	29,000	61.1%
Parts	472,000	523,000	10.8%
Other O&M	1,443,000	1,499,000	3.9%
Totals	\$33,233,000	\$34,025,000	2.4%



Special Services FTE Summary: 2024 Adj. Budget and 2025 Budget

Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
Special Svcs Administration	33.0	33.0	-
Special Svcs Operations	135.0	135.0	-
Special Svcs Maintenance	35.0	35.0	-
Vanpool/Rideshare	11.0	11.0	-
Contracted Services	-	-	-
Totals	214.0	214.0	-

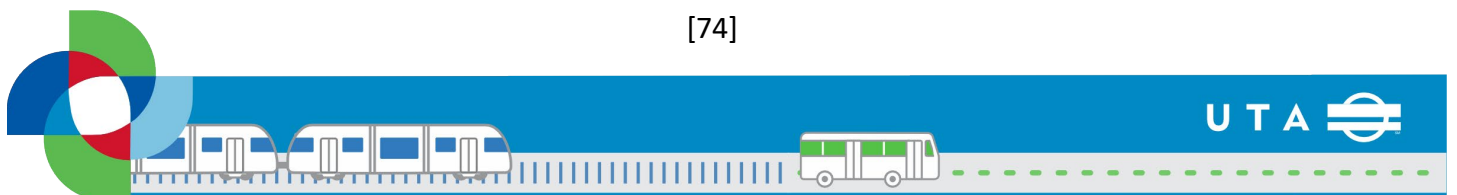
Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				
		Wage and Fringe	Other	Staffing	Service	APTA/ Wkg Cond/ Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	2025 Budget Request
\$ 33,233	\$ -	\$ 690	\$ (91)	\$ 171	\$ -	\$ -	\$ 34,003	\$ -	\$ 80	\$ (58)	\$ 34,025

One-time expenses:
None

Staffing Changes:
Supervisor initiatives: \$171k

Other Increases:
Fuel Decreases: \$(100k)
Parts Increases: \$9k
Other materials and services increases: \$446k
Include Contracted Paratransit Svcs



Rail Service

Light Rail Service Unit

\$50,384,000

366.5 FTE

Commuter Rail Service Unit

\$32,160,000

175.0 FTE

2025 Rail Service Operating Budget: Expenses by Department

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Administration	\$1,584,000	\$2,150,000	\$566,000
Operations	32,844,000	33,958,000	1,114,000
Maintenance	46,641,000	46,437,000	(204,000)
Totals	\$81,069,000	\$82,545,000	\$1,476,000

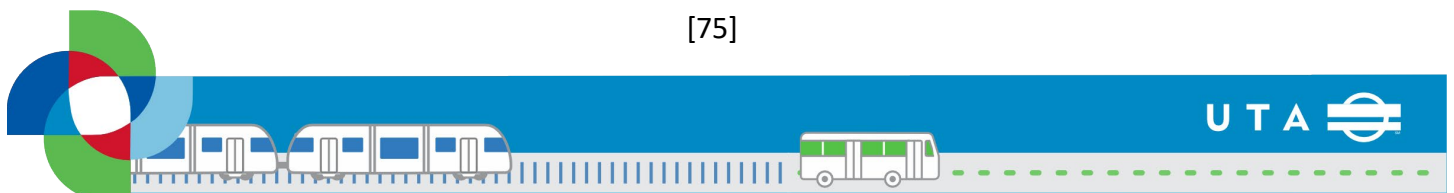
2025 Rail Service Operating Budget: Expenses by Category

Category	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Wages	\$38,335,000	\$40,028,000	4.4%
Fringe	18,702,000	19,752,000	5.6%
Services	2,158,000	1,673,000	-22.5%
Fuel/Power	9,364,000	8,510,000	-9.1%
Utilities	367,000	356,000	-3.0%
Parts	16,933,000	20,278,000	19.8%
Other O&M	2,526,000	2,440,000	-3.4%
Totals	\$81,069,000	\$82,545,000	1.8%

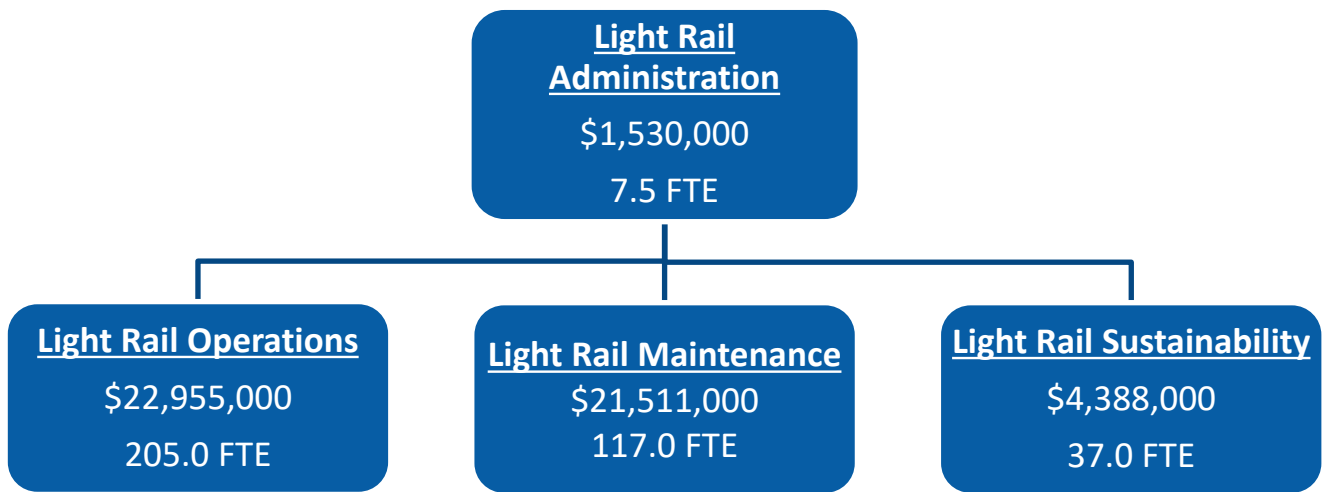
Rail Service FTE Summary: 2024 Adj. Budget and 2025 Budget

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Administration	9.5	9.5	-
Operations	314.0	314.0	-
Maintenance	218.0	218.0	-
Totals	541.5	541.5	-

[75]



Light Rail Service Unit

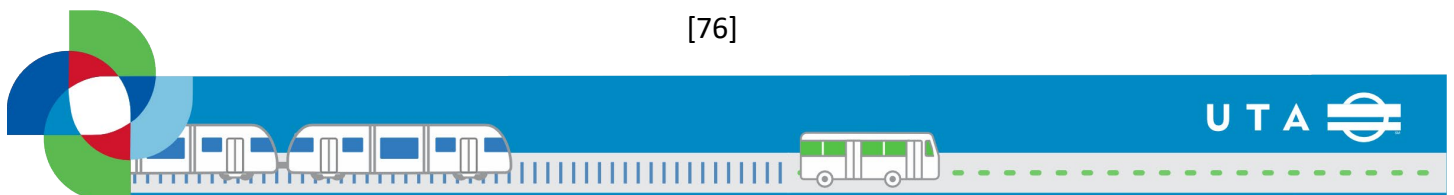


2025 Light Rail Operating Budget: Expenses by Department

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Light Rail Administration	\$1,158,000	\$1,530,000	\$372,000
Light Rail Operations	21,648,000	22,955,000	1,307,000
Light Rail Maintenance	21,258,000	21,511,000	253,000
Light Rail Sustainability	4,352,000	4,388,000	36,000
Totals	\$48,416,000	\$50,384,000	\$1,968,000

2025 Light Rail Operating Budget: Expenses by Category

Category	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Wages	\$26,060,000	\$27,568,000	5.8%
Fringe	12,918,000	13,778,000	6.7%
Services	1,373,000	950,000	-30.8%
Fuel/Power	106,000	158,000	49.1%
Utilities	53,000	42,000	-20.8%
Parts	12,938,000	16,176,000	25.0%
Other O&M	1,663,000	1,585,000	-4.7%
Capitalized Costs	(6,695,000)	(9,873,000)	47.5%
Totals	\$48,416,000	\$50,384,000	4.1%



Light Rail FTE Summary: 2024 Adj. Budget and 2025 Budget

Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
Light Rail Administration	7.5	7.5	-
Light Rail Operations	205.0	205.0	-
Light Rail Maintenance	117.0	117.0	-
Light Rail Sustainability	37.0	37.0	-
Totals	366.5	366.5	-

Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				2025 Budget Request
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond/Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	
\$ 48,416	\$ (60)	\$ 1,431	\$ 215	\$ -	\$ -	\$ 389	\$ 50,390	\$ -	\$ -	\$ (6)	\$ 50,384

One-time expenses:

Contract Svc Planning: \$60k

APTA/Wkg Cond/ Barg:

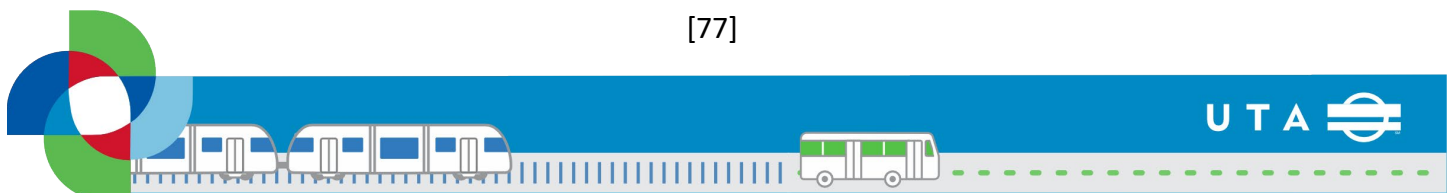
Bargaining Unit Changes: \$389k

Other Increases:

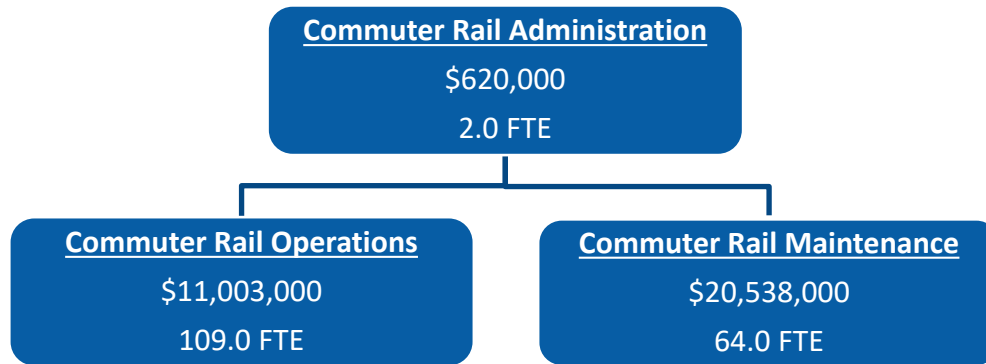
Fuel Decreases: \$(3k)

Parts Increases: \$449k

Other materials and services increases: \$69k



Commuter Rail Service Unit

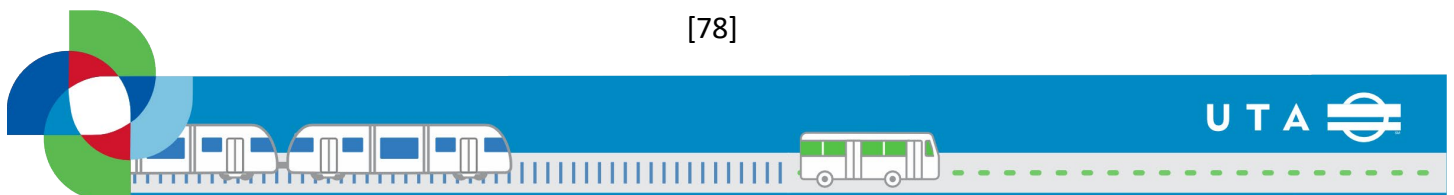


2025 Commuter Rail Operating Budget: Expenses by Department

Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
Com. Rail Administration	\$426,000	\$620,000	\$194,000
Com. Rail Operations	11,196,000	11,003,000	(193,000)
Com. Rail Maintenance	21,031,000	20,538,000	(493,000)
Totals	\$32,653,000	\$32,160,000	(\$493,000)

2025 Commuter Rail Operating Budget: Expenses by Category

Category	FY 2024 Adj. Budget	FY 2025 Budget	Change
Wages	\$12,275,000	\$12,460,000	1.5%
Fringe	5,784,000	5,974,000	3.3%
Services	784,000	723,000	-7.8%
Fuel/Power	9,257,000	8,351,000	-9.8%
Utilities	314,000	314,000	0.0%
Parts	3,996,000	4,102,000	2.7%
Other O&M	863,000	855,000	-0.9%
Capitalized Costs	(620,000)	(620,000)	0.0%
Totals	\$32,653,000	\$32,160,000	-1.5%



Commuter Rail FTE Summary: 2024 Adj. Budget and 2025 Budget

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Com. Rail Administration	2.0	2.0	-
Com. Rail Operations	109.0	109.0	-
Com. Rail Maintenance	64.0	64.0	-
Totals	175.0	175.0	-

Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				2025 Budget Request
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond/Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	
\$ 32,744	\$ (10)	\$ 221	\$ (762)	\$ -	\$ -	\$ -	\$32,193	\$ -	\$ -	\$ (32)	\$ 32,160

One-time expenses:

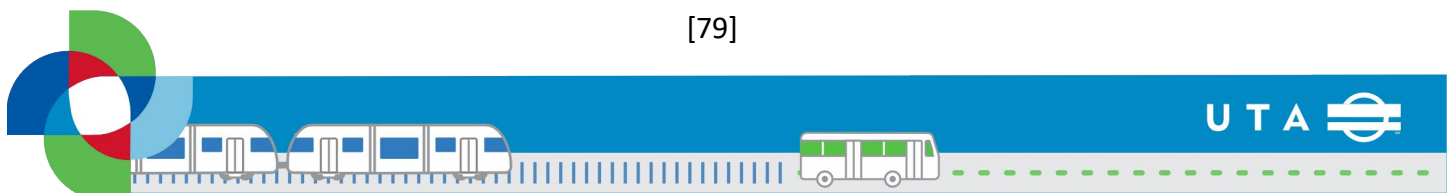
Misc expenses: \$10k

Other Increases:

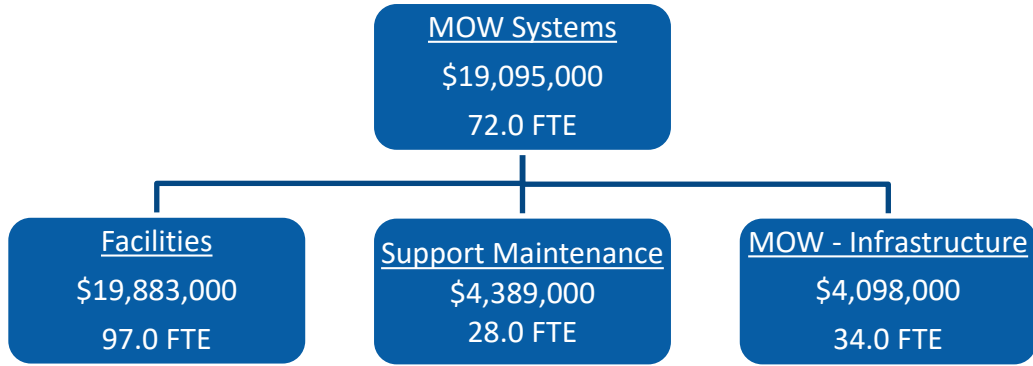
Fuel Decreases: \$(948k)

Parts Increases: \$133k

Other materials and services increases: \$53k



Asset Management Service Unit

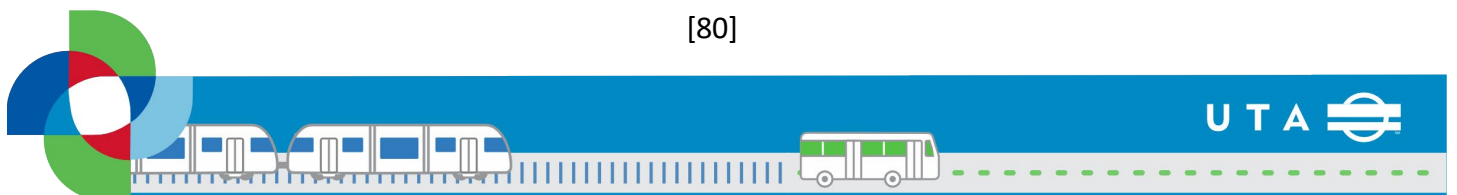


2025 Asset Management Operating Budget: Expenses by Department

Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
Support Maintenance	\$4,174,000	\$4,389,000	\$215,000
Facilities	19,596,000	19,883,000	287,000
MOW - Systems	17,384,000	19,095,000	1,711,000
MOW - Infrastructure	4,061,000	4,098,000	37,000
Totals	\$44,417,000	\$46,874,000	\$2,457,000

2025 Asset Management Operating Budget: Expenses by Category

Category	FY 2024 Adj. Budget	FY 2025 Budget	Change
Wages	\$16,414,000	\$16,963,000	3.3%
Fringe	8,567,000	8,963,000	4.6%
Services	3,485,000	3,535,000	1.4%
Fuel/Power	6,914,000	8,392,000	21.4%
Utilities	5,138,000	5,384,000	4.8%
Parts	1,839,000	1,819,000	-1.1%
Other O&M	2,021,000	1,919,000	-5.0%
Capitalized Costs	40,000	(100,000)	-350.0%
Totals	\$44,418,000	\$46,874,000	5.5%



Asset Management FTE Summary: 2024 Adj. Budget and 2025 Budget

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Support Maintenance	28.0	28.0	-
Facilities	99.0	97.0	(2.0)
MOW - Systems	72.0	72.0	-
MOW - Infrastructure	34.0	34.0	-
Totals	233.0	231.0	(2.0)

Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				2025 Budget Request
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond/Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	
\$ 44,417	\$ -	\$ 624	\$ 1,891	\$ -	\$ -	\$ -	\$ 46,933	\$ -	\$ -	\$ (58)	\$ 46,874

One-time expenses:

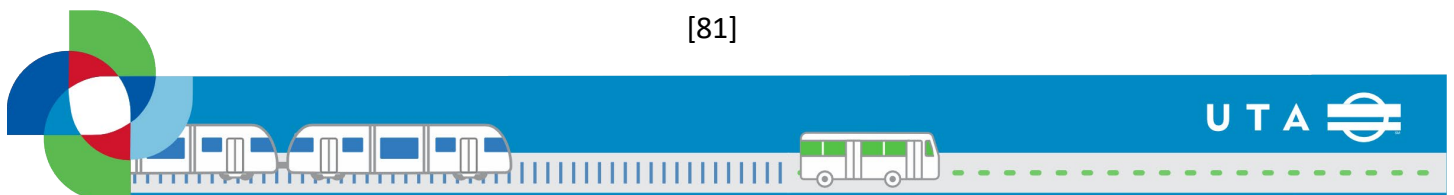
None

Other Increases:

Fuel Increases: \$1.2M

Parts Increases: \$63k

Other materials and services increases: \$235k



Communications

Communications
\$4,842,000
19 FTE

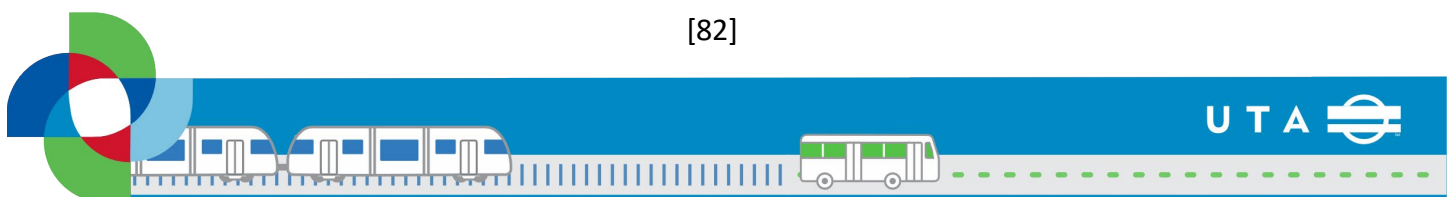
The Communications Office maintains and strengthens the brand identity of the Utah Transit Authority, building internal and external trust in UTA with the ultimate goal of attracting customers and increasing awareness and understanding of the value of transit in our service area.

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

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

2025 Communications Operating Budget: Expenses by Division

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Office of Communications	\$4,279,000	\$4,842,000	\$563,000
Totals	\$4,279,000	\$4,842,000	\$563,000



2025 Communications Operating Budget: Expenses by Category

Category	FY 2024 Adj. Budget	FY 2025 Budget	Change
Wages	\$1,607,000	\$1,626,000	1.2%
Fringe	775,000	716,000	-7.6%
Services	1,008,000	1,056,000	4.8%
Fuel/Power	1,000	1,000	0.0%
Utilities	5,000	8,000	60.0%
Parts	-	-	0.0%
Other O&M	883,000	1,434,000	62.4%
Capitalized Costs	-	-	0.0%
Totals	\$4,279,000	\$4,842,000	13.2%

2025 Communications FTE Summary: 2024 Budget and 2025 Budget

Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
Office of Communications	17.5	19.0	1.5
Totals	17.5	19.0	1.5

Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				2025 Budget Request
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond/ Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	
\$ 4,279	\$ -	\$ (3)	\$ 42	\$ -	\$ -	\$ 500	\$ 4,818	\$ -	\$ 30	\$ (6)	\$ 4,842

One-time expenses:

None

Other Increases:

Inflation adjustments for contract services and other items

APTA

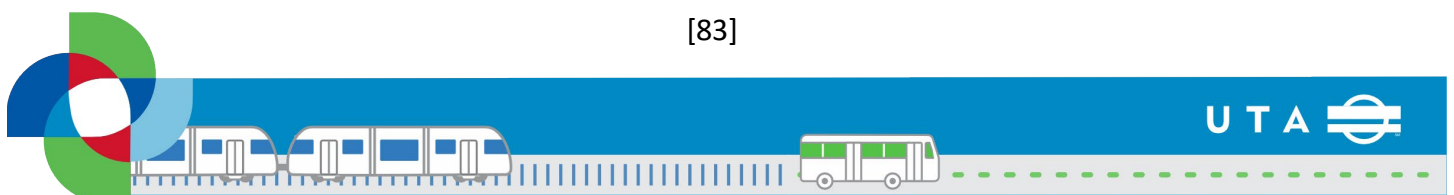
Hosting Prep costs for APTA Mobility 2026

2025 Additions:

Comms staff reorganization: \$30k

Wage/Fringe Changes:

Reduced salaries, no change in FTE



2025 Targets & Initiatives

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

<p>QUALITY OF LIFE</p> <p>UTA supports community development, sustainably connecting the Wasatch Front through accessible mobility options, strategic investments, and partnerships.</p>	<p>CUSTOMER EXPERIENCE</p> <p>UTA puts its customers first by providing an easy, enjoyable and accessible transit experience where customers feel engaged, safe and cared about.</p>	<p>ORGANIZATIONAL EXCELLENCE</p> <p>UTA's well-resourced workforce excels, innovates and demonstrates empowerment.</p>	<p>COMMUNITY SUPPORT</p> <p>UTA's communities tell our story and transit is recognized as a keystone to Utah's future growth.</p>	<p>ECONOMIC RETURN</p> <p>UTA is an economic engine which positively impacts Utah's statewide economy, benefiting every Utahn.</p>
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EXECUTIVE TEAM ANNUAL TARGETS

<ul style="list-style-type: none"> • Increase Ridership 11% • Achieve 54% Access to All Day Service • Reduce Carbon Footprint 25% 	<ul style="list-style-type: none"> • Increase Net Promoter 10% • Improve Perceived Safety 5% • Achieve 21% Access to All Day Frequent Service • Improve Customer Info Score 3% 	<ul style="list-style-type: none"> • Increase Improvement Score 4% • Improve OE Systems Maturity 25% 	<ul style="list-style-type: none"> • Share 100 Digital Stories • Improve Public Relations Score 6 % 	<ul style="list-style-type: none"> • Improve Financial Position 5%
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2025 ANNUAL TARGETS

<ul style="list-style-type: none"> • Increase ridership 11% • Improve click-thru rates from paid media sources to website by 5% 	<ul style="list-style-type: none"> • Increase average engagement score by 10% • Improve website traffic to core customer information pages by 10% 	<ul style="list-style-type: none"> • Increase Workvivo usage by 30% • Complete 100% individual goal setting and quarterly performance reviews 	<ul style="list-style-type: none"> • Share 100 digital stories/social content with external voice • Improve Public Relations Score by 6% 	<ul style="list-style-type: none"> • 12 digital stories/social content convey economic value from external voice
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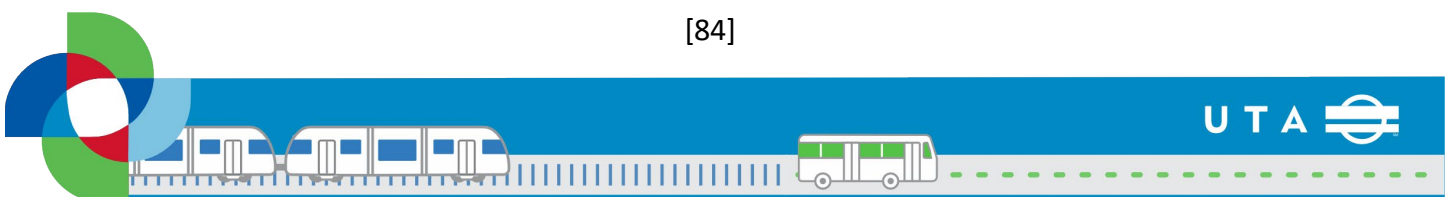
ANNUAL STRATEGIC INITIATIVES

<ul style="list-style-type: none"> • Execute flexible messaging paid media plan 	<ul style="list-style-type: none"> • Implement Transit Connection Program public communications • Deploy communications plan for fares system changes 	<ul style="list-style-type: none"> • Launch Workvivo agencywide • Support Workday and Trapeze change communications 	<ul style="list-style-type: none"> • Deploy UTA Thought Leadership Plan • Create Community Advocacy Plan 	<ul style="list-style-type: none"> • Deploy economic value campaign
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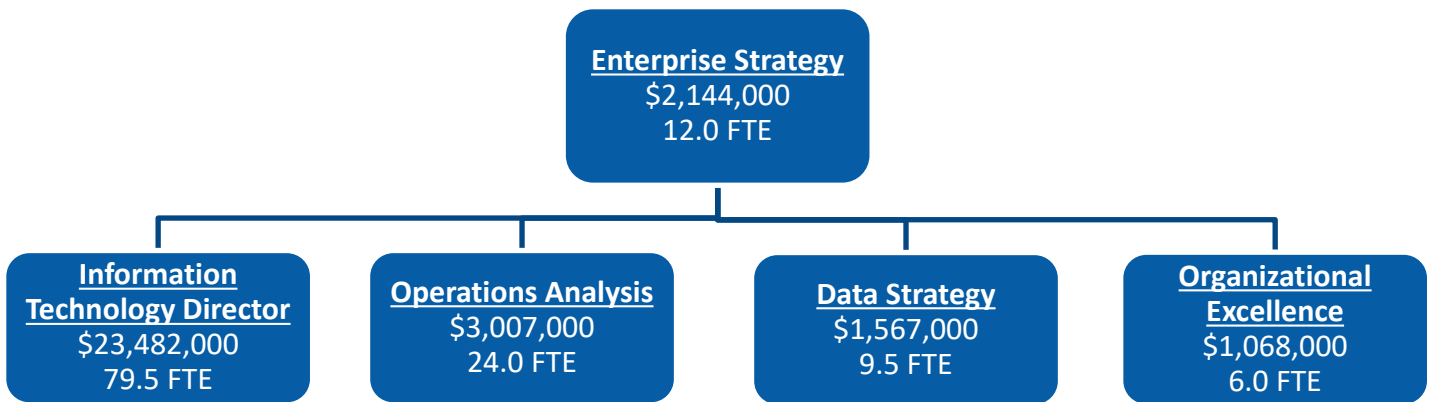
2025 Strategic Budget Change Initiatives

Initiative	2025 Cost	FTEs
Comms Staff Reorganization	\$ 30,000	1.5
	\$ 30,000	1.5

Quality of Life	Customer Experience	Organizational Excellence	Community Support	Economic Return
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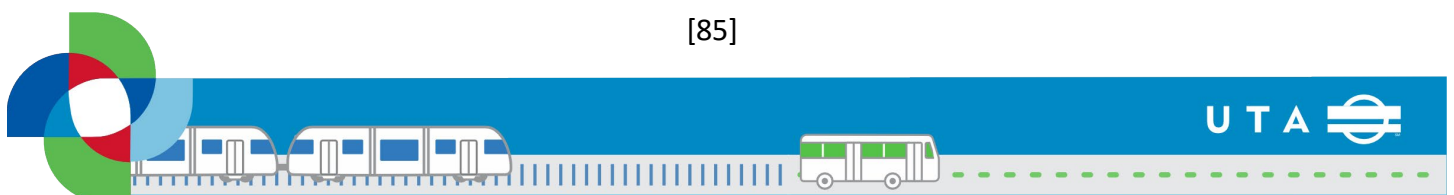
Enterprise Strategy



This Office brings together an Enterprise-wide view of UTA’s critical systems that drive Agency performance.

UTA Enterprise Strategy office provides the following to make the UTA System work:

- *Information Technology Director*: Provides ongoing support for and improvements to applications, data network needs, telephone communication, on-board technologies, radio communication, passenger information, and administrative systems.
- *Operations Analysis (Operations Analysis & Solutions, OAS)*: Focuses on two critical areas: Promoting a data-driven culture and improving client experience in using technology tools to meet day to day business needs.
- *Data Strategy*: Evaluates and implements processes (i.e., records management, etc.) and oversees our UTA Policies and Agency standard operating procedures and ensure support of our long-term Agency strategies and goals.
- *Organizational Excellence*: Oversees the design, development, and deployment of UTA’s cultural initiatives and organizational development. Implements continuous improvement tools and concepts which support and align with UTA’s goals and culture model - the UTA Way.



2025 Enterprise Strategy Operating Budget: Expenses by Department

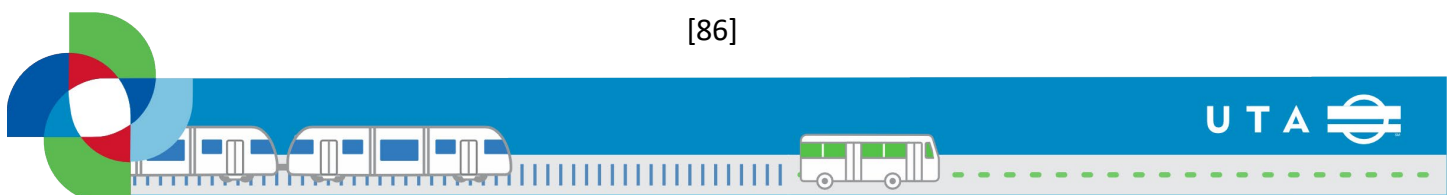
Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
Enterprise Strategy	\$1,835,000	\$2,144,000	\$309,000
IT Director	21,300,000	23,482,000	2,182,000
Ops Analysis	2,843,000	3,007,000	164,000
Data Strategy	1,441,000	1,567,000	126,000
Organizational Excellence	1,226,000	1,068,000	(158,000)
Totals	\$28,645,000	\$31,267,000	\$2,622,000

2025 Enterprise Strategy Operating Budget: Expenses by Category

Category	FY 2024 Adj. Budget	FY 2025 Budget	Change
Wages	\$11,413,000	\$12,266,000	7.5%
Fringe	4,884,000	5,421,000	11.0%
Services	9,800,000	10,948,000	11.7%
Fuel/Power	15,000	16,000	6.7%
Utilities	1,281,000	1,302,000	1.6%
Parts	53,000	23,000	-56.6%
Other O&M	1,200,000	1,293,000	7.7%
Capitalized Costs	-	-	0.0%
Totals	\$28,645,000	\$31,267,000	9.2%

Enterprise Strategy FTE Summary: 2024 Budget and 2025 Budget

Department	FY 2024 Adj. Budget	FY 2025 Budget	Change
Enterprise Strategy	11.0	12.0	1.0
IT Director	74.5	79.5	5.0
Ops Analysis	24.0	24.0	-
Data Strategy	8.5	9.5	1.0
Organizational Excellence	7.0	6.0	(1.0)
Totals	125.0	131.0	6.0



Summary of budget changes:

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond/ Barg	2025 Base	2025 Svc Requests	2025 Additions	2025 Other	2025 Budget Request
\$ 28,645	\$ (50)	\$ 978	\$ 1,283	\$ (188)	\$ -	\$ -	\$ 30,668	\$ -	\$ 595	\$ 4	\$ 31,267

One-time expenses:

WINS funding (moved to base): \$50k

Staffing Changes:

Transfer Sr. Project Mgr FTE to People Office: \$188k

Other Increases:

Other materials and services increases: \$1.28mm

Primary cost driver IT contract cost increases

2025 Additions:

Sr Project Mgr: \$89k (50% capitalized)

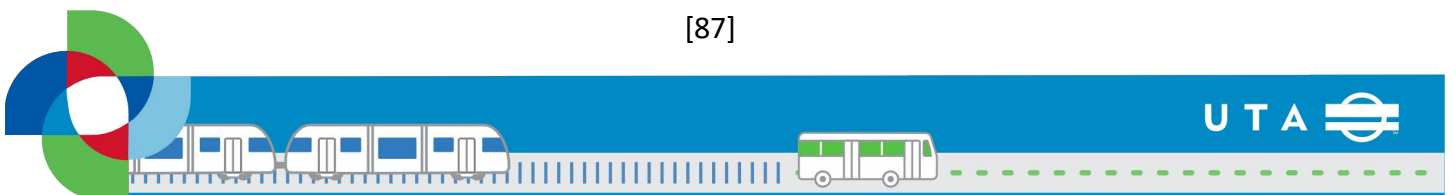
Records Specialist Supv: \$96k

Information Security Spec: \$126k

Network Info Architect (6 mo): \$77k

ERP Administrator: \$155k

Data Governance Engineer (6 mo): \$52k



2025 Targets & Initiatives

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.
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EXECUTIVE TEAM ANNUAL TARGETS

<ul style="list-style-type: none"> • Increase Ridership 11% • Achieve 54% Access to All Day Service • Reduce Carbon Footprint 5% 	<ul style="list-style-type: none"> • Increase Net Promoter 10% • Improve Perceived Safety 5% • Achieve 21% Access to All Day Frequent Service • Improve Customer Info Score 3% 	<ul style="list-style-type: none"> • Increase Improvement Score 4% • Improve OE Systems Maturity 25% 	<ul style="list-style-type: none"> • Share 100 Digital Stories • Improve Public Relations Score 6 % 	<ul style="list-style-type: none"> • Improve Financial Position 5%
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2025 ANNUAL TARGETS

<ul style="list-style-type: none"> • 35 GEMBAS (< 5 Internal) • Reduce Top 5 Risks by a Minimum of One Risk Level 	<ul style="list-style-type: none"> • Increase Customer Experience 10% • Increase Quality of Service 10% • Priority 1 System Up Time X% 	<ul style="list-style-type: none"> • 1000 Implemented Ideas • Every ESO Employee has an IDP • Improve Org Improvement Score 3% 	<ul style="list-style-type: none"> • Submit 12 ESO Stories to WorkVivo & Talking Transit • ESO Leadership Complete 6 "field" Trips in the System 	<ul style="list-style-type: none"> • \$1M Budget Reinvestment • 25 Success Stories on Economic Value
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ANNUAL STRATEGIC INITIATIVES

<ul style="list-style-type: none"> • Radio System Replacement - Phase I • Deploy Origami - GRC Modules • Continue Data Governance Implementation 	<ul style="list-style-type: none"> • Implement Customer Experience Improvement Strategies • Launch Qualtrics • Map and Improve 5 Customer Impacting Processes • Develop Tech Product Catalog 	<ul style="list-style-type: none"> • Develop ESO Career Matrix • Deploy OE System Elements (Sup) • Create an ESO Service Model • Implement WorkDay HRIS & Trapeze Workforce Management 	<ul style="list-style-type: none"> • Elevate ESO Leadership in Professional Organizations • Participate in 4 Community Events 	<ul style="list-style-type: none"> • Seek Opportunities for Grants • Fare System Replacement • APC System Upgrade • Complete 5 Year Technology Strategic Plan
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2025 Strategic Budget Change Initiatives

Initiative	2025 Cost	FTEs
IT Sr. Project Manager (50% capitalized)	\$ 88,950	0.5
Information Security Analyst II	126,300	1.0
IT Asset and Inventory Analyst	-	1.0
Network Infrastructure Architect	77,450	1.0
ERP Administrator	154,800	1.0
Data Governance Engineer	51,500	1.0
Records Specialist Supervisor	96,000	1.0
	\$ 595,000	6.5

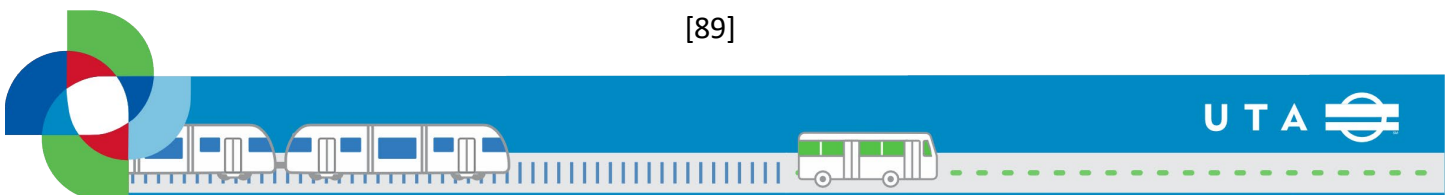
Quality of Life

Customer Experience

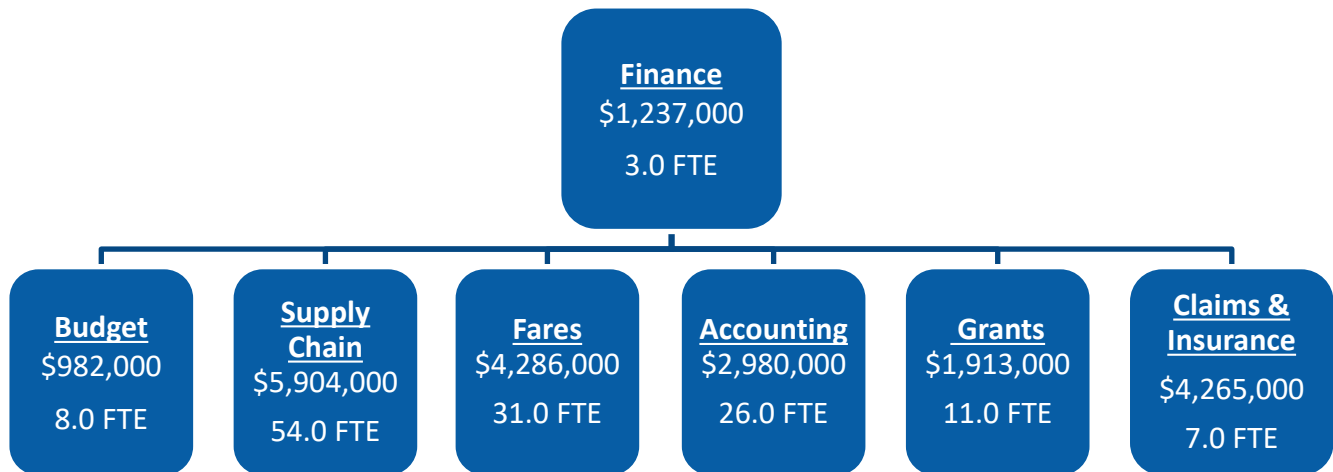
Organizational Excellence

Community Support

Economic Return



Finance Office



Finance ensures UTA practices efficient, sound financial and resource management practices and oversees financial controls necessary to support the enterprise. Finance plans, allocates, and manages UTA's financial resources, leads financial risk management/mitigation, financial audit management, revenue collection, investments, financial contract relationships, and debt management. Finance also provides financial administrative support to the pension fund.

UTA Finance office provides the following to make the UTA System work:

- *Treasury.* Responsible for investment forecasting, planning, reporting, and analysis.
- *Budget and Financial Strategy.* Responsible for financial analysis, forecasting and planning, budget development, management, and monitoring/reporting on budget execution.
- *Supply Chain.* Supply Chain manages procurement, contracting, inventory, warranty claims, shipping & receiving, central warehouse operations and production control processes in support of TRAX, FrontRunner, and all administrative functions.
- *Fares.* Responsible for fare policy development, fare reporting and analysis, program administration of contract fares and all activities related to public fares including fare revenue collections and operations. Responsible for repairing, maintaining, and keeping all fare collection machines in proper working order and a state of good repair.
- *Accounting.* Manages payroll operations, accounts payable, accounts receivable, and financial reporting. Accounting is also the owner of the Enterprise Resource Planning system (ERP) – the financial system of record for the Agency.
- *Grant Management.* Responsible for grant strategy, acquisition, management, and administration.
- *Risk Management.* Manages risk and exposure for the Agency. The Department manages all UTA claims and insurance programs including property damage, workers compensation, Personal Injury Protection and oversees capital development project insurance programs.

2025 Finance Operating Budget: Expenses by Department

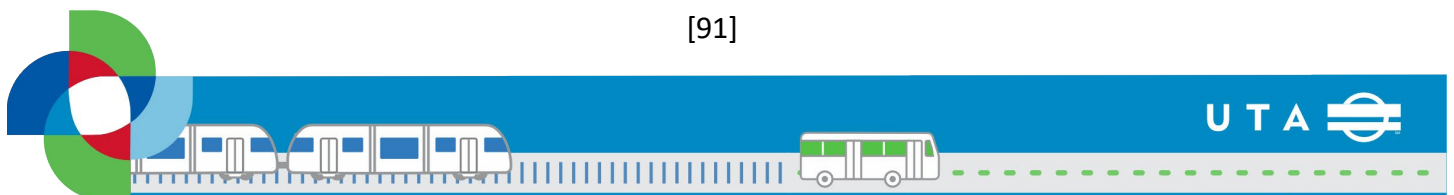
Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Accounting	\$2,842,000	\$2,980,000	\$138,000
Budget	1,033,000	982,000	(51,000)
Fares	3,823,000	4,286,000	463,000
Finance	1,260,000	1,237,000	(23,000)
Grants	1,671,000	1,913,000	242,000
Claims & Insurance	3,930,000	4,265,000	335,000
Supply Chain	5,728,000	5,904,000	176,000
Totals	\$20,287,000	\$21,568,000	\$1,281,000

2025 Finance Operating Budget: Expenses by Category

Category	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Wages	\$10,261,000	\$10,821,000	5.5%
Fringe	4,923,000	5,262,000	6.9%
Services	1,602,000	1,540,000	-3.9%
Fuel/Power	42,000	42,000	0.0%
Utilities	77,000	72,000	-6.5%
Parts	169,000	183,000	8.3%
Other O&M	4,019,000	4,536,000	12.9%
Capitalized Costs	(806,000)	(888,000)	10.2%
Totals	\$20,287,000	\$21,568,000	6.3%

Finance FTE Summary: 2024 Budget and 2025 Budget

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Accounting	25.0	26.0	1.0
Budget	8.0	8.0	-
Fares	30.0	31.0	1.0
Finance	3.0	3.0	-
Grants	10.0	11.0	1.0
Claims & Insurance	6.0	7.0	1.0
Supply Chain	54.0	54.0	-
Totals	136.0	140.0	4.0



Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				2025 Budget Request
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond/ Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	
\$ 20,287	\$ (280)	\$ 898	\$ 333	\$ 69	\$ -	\$ -	\$ 21,307	\$ -	\$ 238	\$ 23	\$ 21,568

One-time expenses:

ERP Change Study \$250k
 Card Printers \$30k

Staffing Changes:

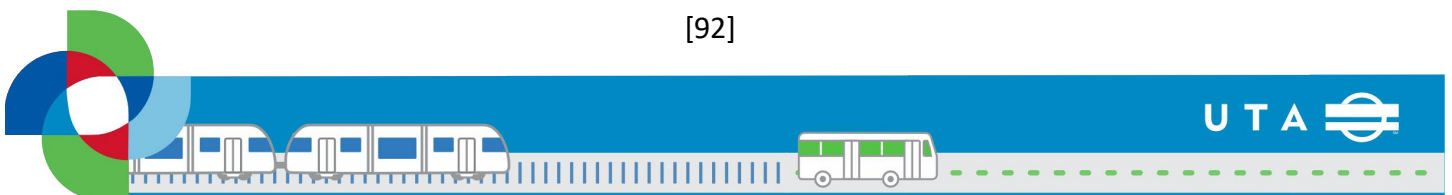
Assistant CFO Upgrade from Treasurer \$69k

Other Increases:

Inflation adjustments for contract services and other items

2025 Additions:

Grants Accountant \$105k
 Grants Analyst \$115k (funded by new Grant)
 Workers Comp Adjuster \$91k
 Fares TVM Reorg: \$42k



2025 Targets & Initiatives

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

<p>QUALITY OF LIFE</p> <p>UTA supports community development, sustainably connecting the Wasatch Front through accessible mobility options, strategic investments, and partnerships.</p>	<p>CUSTOMER EXPERIENCE</p> <p>UTA puts its customers first by providing an easy, enjoyable and accessible transit experience where customers feel engaged, safe and cared about.</p>	<p>ORGANIZATIONAL EXCELLENCE</p> <p>UTA's well-resourced workforce excels, innovates and demonstrates empowerment.</p>	<p>COMMUNITY SUPPORT</p> <p>UTA's communities tell our story and transit is recognized as a keystone to Utah's future growth.</p>	<p>ECONOMIC RETURN</p> <p>UTA is an economic engine which positively impacts Utah's statewide economy, benefiting every Utahn.</p>
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EXECUTIVE TEAM ANNUAL TARGETS

<ul style="list-style-type: none"> Increase Ridership 11% Achieve 54% Access to All Day Service Reduce Carbon Footprint 5% 	<ul style="list-style-type: none"> Increase Net Promoter 10% Improve Perceived Safety 5% Achieve 21% Access to All Day Frequent Service Improve Customer Info Score 3% 	<ul style="list-style-type: none"> Increase Improvement Score 4% Improve OE Systems Maturity 25% 	<ul style="list-style-type: none"> Share 100 Digital Stories Improve Public Relations Score 6 % 	<ul style="list-style-type: none"> Improve Financial Position 5%
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2025 ANNUAL TARGETS

<ul style="list-style-type: none"> Add 7 new Fare Partnerships Digital ID Cards (Validator) increase by 5% Increase Human Service Provider trips 5% 	<ul style="list-style-type: none"> Establish internal customer satisfaction baseline Q2, repeat assessment in Q4 	<ul style="list-style-type: none"> Improve O.E. system adoption at the department level >25% Improve average days to pay (Accounts Payable) to 30 days or less 	<ul style="list-style-type: none"> Improve passenger fare collection 5% 	<ul style="list-style-type: none"> Share Finance School with 3+ industry partners Continue financial stewardship momentum with "UTA Finance Olympics" 2 Finance Lunch & Learns monthly
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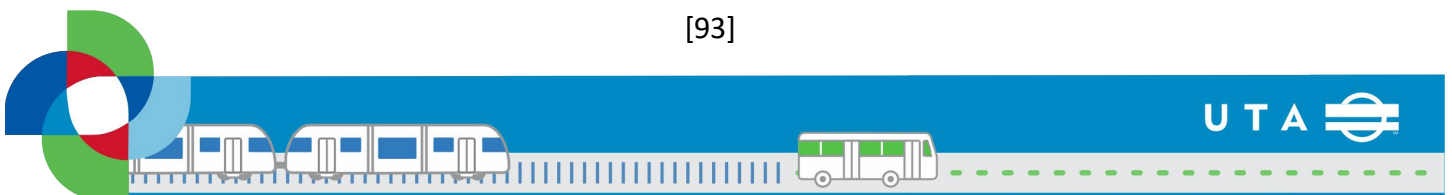
ANNUAL STRATEGIC INITIATIVES

<ul style="list-style-type: none"> Grants to implement temp trips Work with Top Five Fare contract partners on using validators more frequently Streamline Fares contracting process 	<ul style="list-style-type: none"> Design and refine Customer Experience standards for Budget, Payroll, Procurement, and Accounts Payable Establish survey baseline scores 	<ul style="list-style-type: none"> Follow up on exceptions past 30 days Support Trapeze (procurement) and Workday implementation (payroll) 	<ul style="list-style-type: none"> Establish and implement fare compliance campaign in conjunction with Comms 	<ul style="list-style-type: none"> Package UTA Finance School framework for external adoption Present framework at APTAT Flex to multiple transit agency Produce Financial Risk Dashboard
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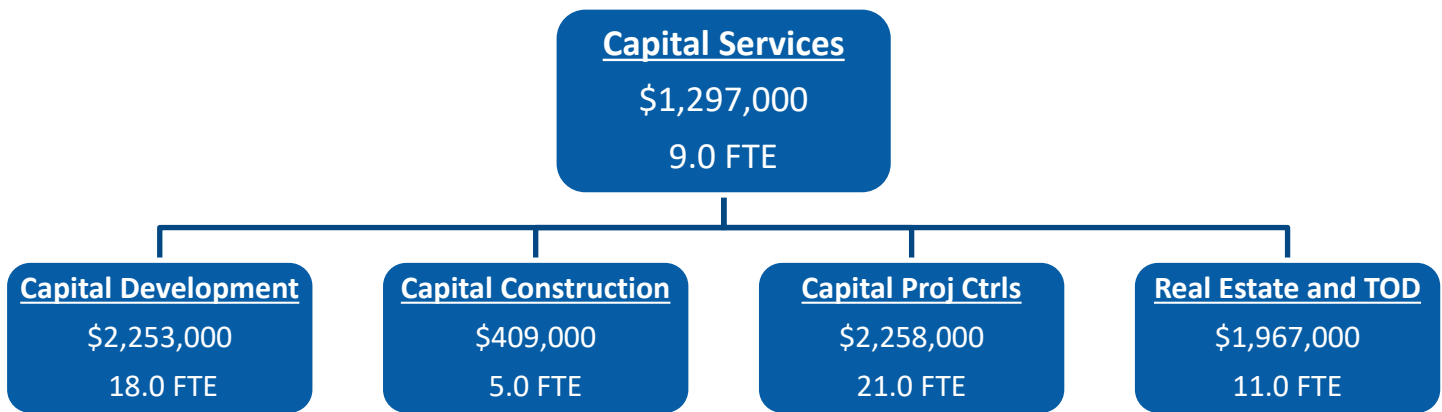
2025 Strategic Budget Change Initiatives

Initiative	2025 Cost	FTEs
Grants Accountant	\$ 105,000	1.0
Workers' Comp Adjuster	91,000	1.0
Fares TVM Reorganization	42,000	1.0
Grant Services Team Administrator (\$115k Grant funded)	-	1.0
	\$ 238,000	4.0

Quality of Life	Customer Experience	Organizational Excellence	Community Support	Economic Return
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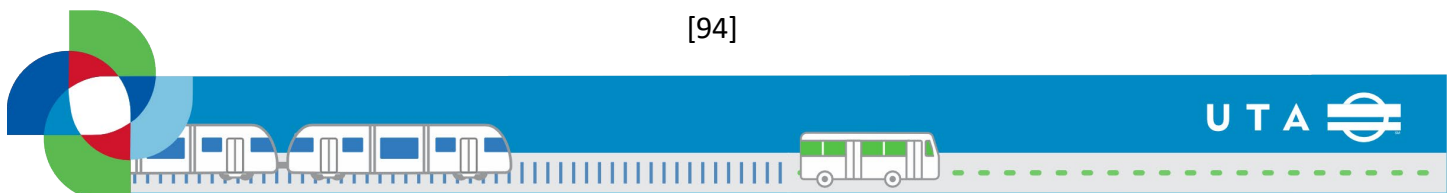
Capital Services



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

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

- *Capital Development.* Work to transition projects from the visioning and local planning provided by the Planning Department to the project implementation phase.
- *Capital Construction.* Responsible for project design, design review, and project construction management.
- *Capital Project Controls.* Provide support for all departments on project controls/reporting, asset management, and environmental issues.
- *Real Estate and Transit Oriented Development.* Facilitates the acquisition, lease, management, disposition, and development of all UTA real property. Responsible for protecting UTA's real estate property portfolio while generating revenue and upholding UTA's principal objectives.



2025 Capital Services Operating Budget: Expenses by Department

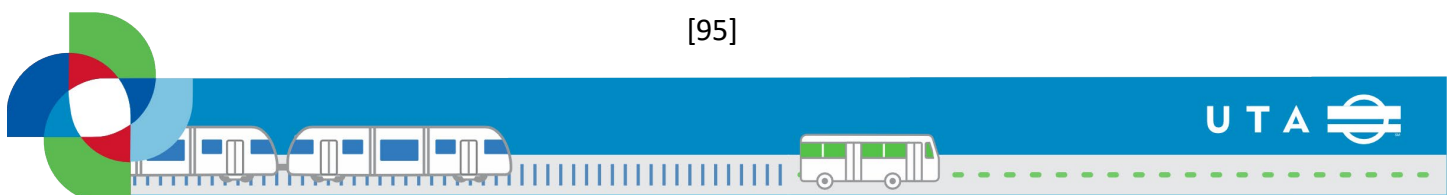
Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Capital Construction	\$305,000	\$409,000	\$104,000
Capital Development	2,177,000	2,253,000	76,000
Capital & Project Controls	1,936,000	2,258,000	322,000
Capital Services	1,347,000	1,297,000	(50,000)
Real Estate & TOD	1,779,000	1,967,000	188,000
Totals	\$7,543,000	\$8,183,000	\$640,000

2025 Capital Services Operating Budget: Expenses by Category

Category	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Wages	\$5,991,000	\$6,650,000	11.0%
Fringe	2,760,000	3,085,000	11.8%
Services	1,772,000	1,776,000	0.2%
Fuel/Power	47,000	48,000	2.1%
Utilities	98,000	97,000	-1.0%
Parts	1,000	1,000	0.0%
Other O&M	503,000	437,000	-13.1%
Capitalized Costs	(3,629,000)	(3,910,000)	7.7%
Totals	\$7,543,000	\$8,183,000	8.5%

Capital Services FTE Summary: 2024 Budget and 2025 Budget

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Capital Construction	3.0	5.0	2.0
Capital Development	17.0	18.0	1.0
Capital & Project Controls	18.0	21.0	3.0
Capital Services	10.0	9.0	(1.0)
Real Estate & TOD	11.0	11.0	-
Totals	59.0	64.0	5.0



Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				2025 Budget Request
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond/ Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	
\$ 7,543	\$ (90)	\$ 544	\$ 50	\$ -	\$ -	\$ -	\$ 8,047	\$ -	\$ 133	\$ 3	\$ 8,183

One-time expenses:

Local Match Items \$50k
Studies \$40k

Other Increases:

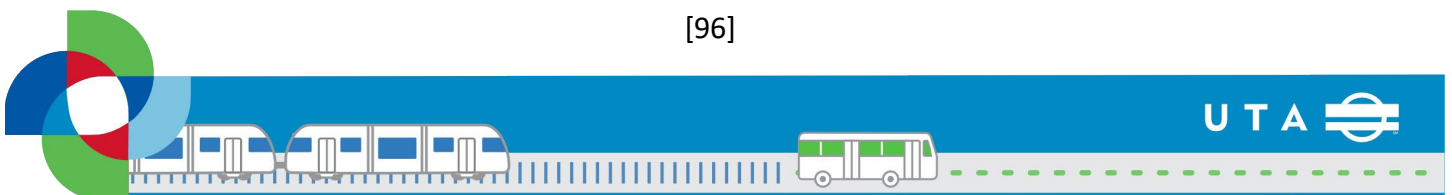
Other materials and services increases

Staffing Changes:

None

2025 Additions:

Light Rail Overhaul Project Mgr \$30k, 80% capitalized
Commuter Rail Overhaul Project Mgr \$30k, 80% capitalized
Project Controls Staff 2 FTE \$48k, 80% capitalized
Sr Quality Control Inspector \$24k, 80% capitalized



2025 Targets & Initiatives

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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.

EXECUTIVE TEAM ANNUAL TARGETS

- Increase Ridership 11%
- Achieve 54% Access to All Day Service
- Reduce Carbon Footprint 5%

- Increase Net Promoter 10%
- Improve Perceived Safety 5%
- Achieve 21% Access to All Day Frequent Service
- Improve Customer Info Score 3%

- Increase Improvement Score 4%
- Improve OE Systems Maturity 25%

- Share 100 Digital Stories
- Improve Public Relations Score 6%

- Improve Financial Position 5%

2025 ANNUAL TARGETS

- Reduce Carbon Footprint by 5%

- Open Two New Fixed Guideway Stations
- Provide 80 New Bus Stops

- Complete 5 New System Operator Restrooms
- Project Delivery Improved by 10%

- Complete State Requirements for 35 Stations
- Release 12 Digital Stories about Capital Projects

- Fund One project through Federal Funds
- Fund One project through State Funds

ANNUAL STRATEGIC INITIATIVES

- Finalize and Deploy UTA Sustainability Program
- Identify Carbon Footprint Metrics
- Reduce Irrigation at Stations
- Instituting Recycling Program

- Complete 900 East UVX Station
- Complete SJ Downtown TRAX Station

- Complete and Publish the Facilities Strategic Plan
- Develop Process for Internal Projects Interfaces

- Coordinate with Cities & MPOs on SAP(s)
- Publish TOD Design Guidelines & Standards

- Continue Defining the TRAX Modernization Plan
- Apply for Grants
- Prioritize grant eligible projects
- Procure Orange / Red Line NEPA Consultant

2025 Strategic Budget Change Initiatives

Initiative	2025 Cost	FTEs
Add a Light Rail Vehicle Overhaul PM (80% capital)	\$ 30,400	0.2
Add a Commuter Rail Overhaul PM (80% capital)	30,400	0.2
Project Controls Staff (80% capital)	48,000	0.4
Sr Quality Inspector to Quality team (80% capital)	24,000	0.2
	\$ 132,800	1.0

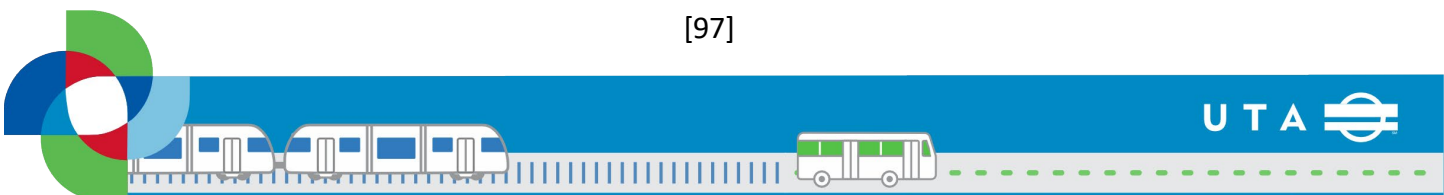
Quality of Life

Customer Experience

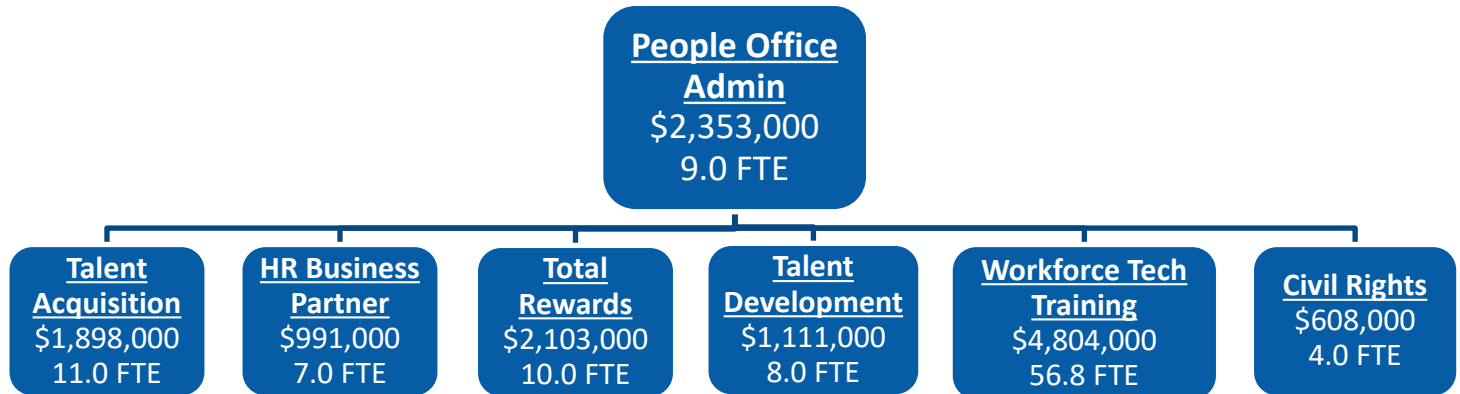
Organizational Excellence

Community Support

Economic Return



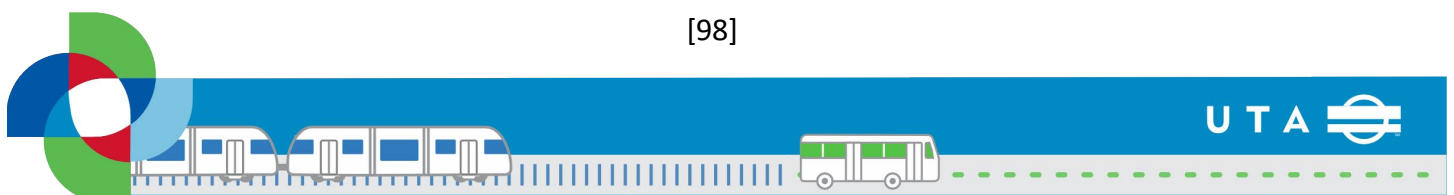
People Office



The People Office is focused on providing service to our employees through the entire employee life cycle from recruitment to retirement and ensures UTA's employees and leaders have what they need to succeed at accomplishing the Agency's objectives and goals.

UTA People Office provides the following to make the UTA System work:

- *Talent Acquisition.* In partnership with hiring officials, the team analyzes current and future staffing needs and identifies effective strategies for sourcing, recruiting, and onboarding.
- *HR Business Partners.* From daily HR transactions to long-term talent goals, HR and Labor Relations collaborates with employees and leaders to fulfil the people portion of UTA's business strategies, using deliberate talent management and deployment.
- *Total Rewards.* Manages and administers employee programs such as health & wellness, retirement, and leave administration.
- *Talent Development & Workforce Technical Training.* An internal resource to UTA providing technical, professional, regulatory/compliance training and leadership development that support the UTA Way.
- *Civil Rights.* Ensure UTA remains in compliance with all relevant civil rights laws, regulations, standards, and Executive Orders which prohibit discrimination or harassment of employees, applicants, or customers. This office also oversees UTA's ADA & DBE teams.
- *Compensation/Analytics.* Embedded within the People Office are also a Compensation Analyst and Strategic Analyst who focus on using data, best practices, and benchmarking to ensure UTA has competitive and fair pay practices and using data to continuously improve compensation practices and impact across the Agency.



2025 People Office Operating Budget: Expenses by Department

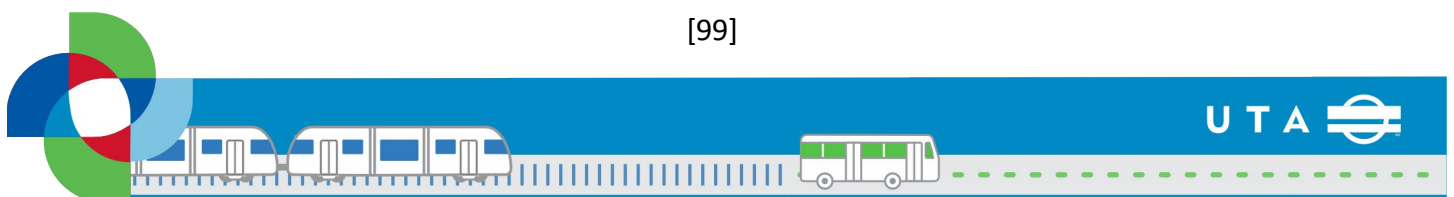
Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Chief People Officer	\$2,582,000	\$2,353,000	(\$229,000)
Talent Acquisition	1,765,000	1,898,000	133,000
Talent Development	1,081,000	1,111,000	30,000
HR Business Partner	728,000	991,000	263,000
Workforce Technical Training	3,614,000	4,804,000	1,190,000
Civil Rights	606,000	608,000	2,000
Total Rewards	1,723,000	2,103,000	380,000
Totals	\$12,098,000	\$13,868,000	\$1,770,000

2025 People Office Operating Budget: Expenses by Category

Category	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Wages	\$6,716,000	\$7,776,000	15.8%
Fringe	2,791,000	3,301,000	18.3%
Services	924,000	1,334,000	44.4%
Fuel/Power	4,000	3,000	-25.0%
Utilities	23,000	26,000	13.0%
Other O&M	1,641,000	1,429,000	-12.9%
Totals	\$12,098,000	\$13,868,000	14.6%

People FTE Summary: 2024 Budget and 2025 Budget

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Chief People Officer	11.0	9.0	(2.0)
Talent Acquisition	10.0	11.0	1.0
Talent Development	8.0	8.0	-
HR Business Partner	6.0	7.0	1.0
Workforce Technical Training	46.0	56.8	10.8
Civil Rights	4.0	4.0	-
Total Rewards	9.0	10.0	1.0
Totals	94.0	105.8	11.8
Trainees (included above)	27.0	27.0	-



Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				2025 Budget Request
		Wage and Fringe	Other	Staffing	Service	APTA/Wkg Cond/ Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	
\$ 12,013	\$ 9	\$ 719	\$ 57	\$ 188	\$ -	\$ -	\$ 12,987	\$ -	\$ 853	\$ 28	\$ 13,868

One-time expenses:

Temporary Help: \$9k

Staffing Changes:

Drug and Alcohol Mgr \$188k

Other Increases:

Contract and Supplies cost increase

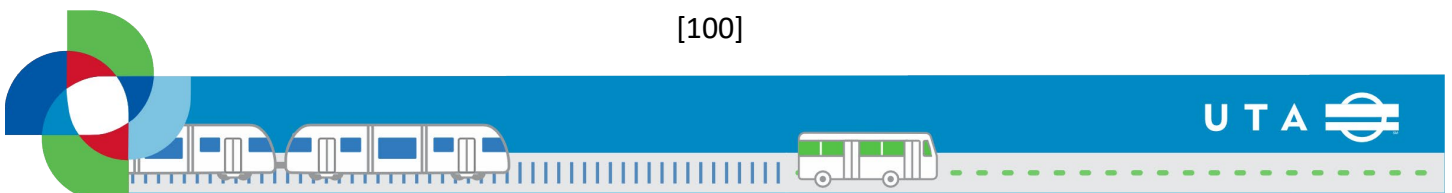
2025 Additions:

PTC Training (MOW requirement): \$123k

LR Maint Training Specialist: \$103k

CR Maint Training Specialist: \$103k

Operator Trainee Increase: \$524k



2025 Targets & Initiatives

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

<p>QUALITY OF LIFE</p> <p>UTA supports community development, sustainably connecting the Wasatch Front through accessible mobility options, strategic investments, and partnerships.</p>	<p>CUSTOMER EXPERIENCE</p> <p>UTA puts its customers first by providing an easy, enjoyable and accessible transit experience where customers feel engaged, safe and cared about.</p>	<p>ORGANIZATIONAL EXCELLENCE</p> <p>UTA's well-resourced workforce excels, innovates and demonstrates empowerment.</p>	<p>COMMUNITY SUPPORT</p> <p>UTA's communities tell our story and transit is recognized as a keystone to Utah's future growth.</p>	<p>ECONOMIC RETURN</p> <p>UTA is an economic engine which positively impacts Utah's statewide economy, benefiting every Utahn.</p>
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EXECUTIVE TEAM ANNUAL TARGETS

<ul style="list-style-type: none"> • Increase Ridership 11% • Achieve 54% Access to All Day Service • Reduce Carbon Footprint 5% 	<ul style="list-style-type: none"> • Increase Net Promoter 10% • Improve Perceived Safety 5% • Achieve 21% Access to All Day Frequent Service • Improve Customer Info Score 3% 	<ul style="list-style-type: none"> • Increase Improvement Score 4% • Improve OE Systems Maturity 25% 	<ul style="list-style-type: none"> • Share 100 Digital Stories • Improve Public Relations Score 6 % 	<ul style="list-style-type: none"> • Improve Financial Position 5%
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2025 ANNUAL TARGETS

<ul style="list-style-type: none"> • Mitigate 5 People Office Risks • Complete 30 Client Interactions 	<ul style="list-style-type: none"> • Create Customer Experience Baseline Measure 	<ul style="list-style-type: none"> • Increase Org Improvement Score by 4% • Improve OE Management System Maturity by 25% • Generate and Track 500 People Office Ideas 	<ul style="list-style-type: none"> • Complete 50 Individual Ambassador Service Projects • Complete 12 Team Community Service Projects • Share 20 Digital Stories 	<ul style="list-style-type: none"> • Maintain Budget at or Within 5%
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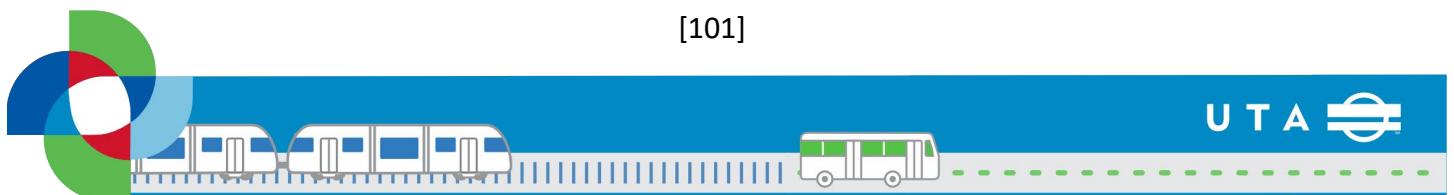
ANNUAL STRATEGIC INITIATIVES

<ul style="list-style-type: none"> • Support Sustainable Service Delivery Plan for Maintenance • Negotiate ATU CBA • Educate and Re-mediate 5 People Office Risks 	<ul style="list-style-type: none"> • Create and Implement Tools to Measure Customer Experience • Complete Employee Exit Survey Redesign 	<ul style="list-style-type: none"> • Implement Workday HRIS and Trapeze Workforce Management • Educate and Implement Four Management Systems • Complete Employee Voice Survey Redesign 	<ul style="list-style-type: none"> • Complete Service Projects to Support Service Units and Community • Develop and Implement Digital Stories 	<ul style="list-style-type: none"> • Review People Office Budget Items Monthly • Educate People Office Staff on People Office Budget Allocations
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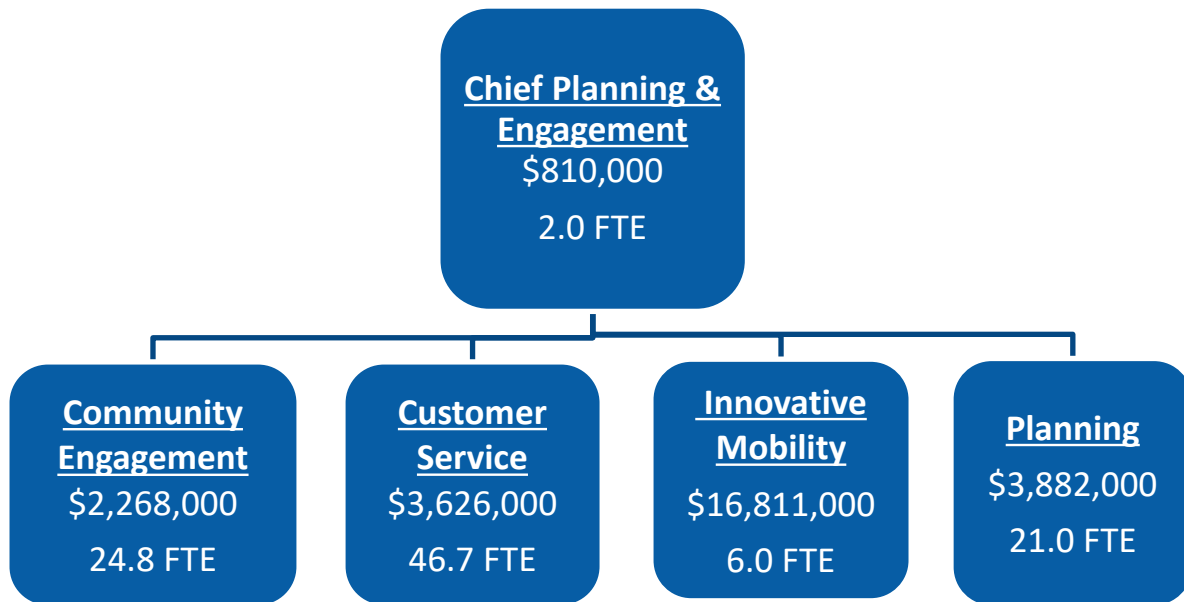
2025 Strategic Budget Change Initiatives

Initiative	2025 Cost	FTEs
■ Maintenance Training Specialist for Rail	\$ 205,500	2.0
■ Operator Trainee increase	524,000	8.8
■ Funding for PTC Training for MOW	123,420	
	\$ 852,920	10.8

Quality of Life	Customer Experience	Organizational Excellence	Community Support	Economic Return
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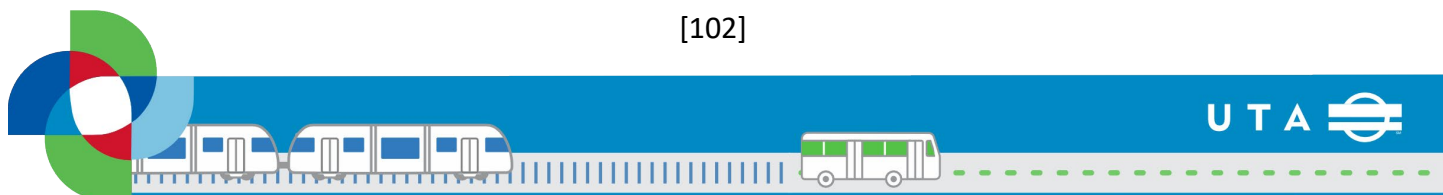
Planning & Engagement



The Office of Planning & Engagement supports UTA’s planning and community engagement efforts focused on customer service, customer experience and providing innovative mobility solutions.

UTA Planning & Engagement provides the following to make the UTA System work:

- **Planning.** The Planning team’s role is to ensure that UTA is prepared to meet the needs of the future. This includes working with local governments, regional and state agencies to anticipate future growth and development and find the right transit solutions to meet those needs. This team analyzes and optimizes specific routes, and coordinates with Operations to determine the miles and hours added to each mode during change day.
- **Customer Service.** The Customer Service teams provide information about UTA services, receive and process customer feedback, provide rider information through the Gov Delivery system and social media outlets, sell UTA fare media and handle the lost and found items found on public transit. They are responsible to ensure that customers can maneuver throughout the service areas with confidence in UTA’s service districts and service types. They also evaluate UTA’s system focused on the impact ease of the customer journey and partners with service units to ensure consistency across the service area, optimizing customer experience.
- **Community Engagement.** This team serves as a trusted resource and a catalyst for effective partnerships with UTA’s riders, key stakeholders, and community. Acts as a facilitator/access point for public hearings and community events/activities.
- **Innovative Mobility.** Manages the On Demand program for UTA and identifies opportunities and tests new ideas that can improve transit service.



2025 Planning & Engagement Operating Budget: Expenses by Department

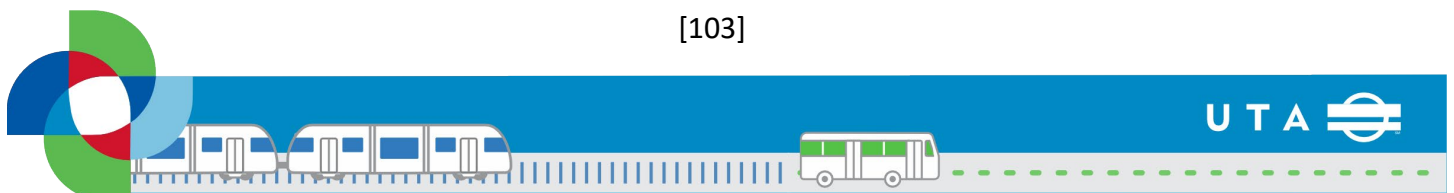
Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Chief Planning & Engagement	\$765,000	\$810,000	\$45,000
Community Engagement	1,634,000	2,268,000	634,000
Customer Service	3,340,000	3,626,000	286,000
Innovative Mobility	12,949,000	16,811,000	3,862,000
Planning	4,456,000	3,882,000	(574,000)
Totals	\$23,144,000	\$27,397,000	\$4,253,000

2025 Planning & Engagement Operating Budget: Expenses by Category

Category	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Wages	\$5,345,000	\$6,439,000	20.5%
Fringe	2,531,000	2,923,000	15.5%
Services	13,688,000	16,793,000	22.7%
Fuel/Power	445,000	493,000	10.8%
Utilities	23,000	32,000	39.1%
Parts	0	0	0.0%
Other O&M	1,149,000	757,000	-34.1%
Capitalized Costs	(38,000)	(41,000)	7.9%
Totals	\$23,144,000	\$27,397,000	18.4%

Planning & Engagement FTE Summary: 2024 Budget and 2025 Budget

Department	FY 2024	FY 2025	Change
	Adj. Budget	Budget	
Chief Planning & Engagement	2.0	2.0	-
Community Engagement	9.5	24.8	15.3
Customer Service	46.7	46.7	-
Innovative Mobility	5.0	6.0	1.0
Planning	21.0	21.0	-
Totals	84.2	100.6	16.3



Summary of budget changes

2024 Adj. Budget	2024 One-Time Expenses	2024 Adjustments		2024 Additions			2025 Budget				
		Wage and Fringe	Other	Staffing	Service	APTA/ Wkg Cond / Barg	2025 Base	2025 Svc Requests	2025 Additions	Other	2025 Budget Request
\$ 23,144	\$ (1,197)	\$ 544	\$ 578	\$ -	\$ -	\$ -	\$23,069	\$ 1,190	\$ 3,134	\$ 4	\$27,397

One-time expenses:

Onboard Survey \$650k
 Transit Connections pilot \$500k
 Household Survey Decennial \$47k

Staffing Changes:

None

Other Increases:

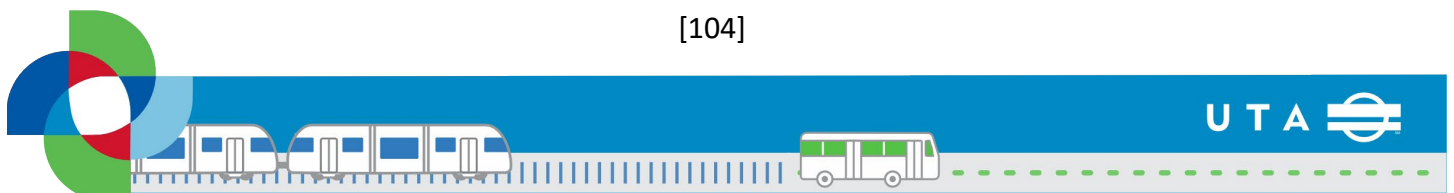
Other materials and services increases

Service Requests

Microtransit Service changes: \$1.19mm

2025 Additions:

Supplemental Service: \$1.9mm
 Trax Ambassador Program Expansion: \$772k
 Community Engagement Staff: 2 FTE \$196k
 On Demand Planning 1.0 FTE \$117k
 Planning Studies: \$150k



2025 Targets & Initiatives

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
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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.
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EXECUTIVE TEAM ANNUAL TARGETS

<ul style="list-style-type: none"> • Increase Ridership 11% • Achieve 54% Access to All Day Service • Reduce Carbon Footprint 25% 	<ul style="list-style-type: none"> • Increase Net Promoter 10% • Improve Perceived Safety 5% • Achieve 21% Access to All Day Frequent Service • Improve Customer Info Score 3% 	<ul style="list-style-type: none"> • Increase Improvement Score 4% • Improve OE Systems Maturity 25% 	<ul style="list-style-type: none"> • Share 100 Digital Stories • Improve Public Relations Score 6 % 	<ul style="list-style-type: none"> • Improve Financial Position 5%
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2025 ANNUAL TARGETS

<ul style="list-style-type: none"> -Achieve 54% Access to All-Day Frequent Service -Increase ridership 11% -Reduce Carbon Footprint by 25% 	<ul style="list-style-type: none"> -Improve Customer Info Score 3% -Improve ABBG Perceived Safety 5% 	<ul style="list-style-type: none"> -Increase Employee Survey participation to 60% -Improve OE Systems Maturity 25% 	<ul style="list-style-type: none"> -Increase strategic approach to community presence to 6 of 10 	<ul style="list-style-type: none"> -Manage budget within 5% -Deliver Capital Projects within 90%
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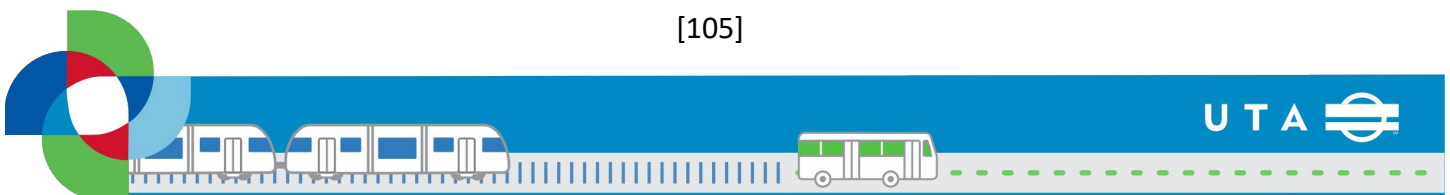
ANNUAL STRATEGIC INITIATIVES

<ul style="list-style-type: none"> -Implement 5YSP [Ops, HR, Service Delivery Dep] -Implement next phase of LRTP -Advance electrification & bio fuel efforts [Capital, Ops, Fleet, Utah State, Vendors] 	<ul style="list-style-type: none"> -Increase access to info & decisions -Implement CX action plan -Expand Transit Connections Program -Expand Reconnect and On-Demand -Lost & Found public accessibility 	<ul style="list-style-type: none"> -Increase Professional Development by including it in yearly goals -Project Management system and process mapping -Improve document organization and storage 	<ul style="list-style-type: none"> -Develop and implement a Strategic P&E Plan (Community Involvement) -Create Community Advocacy Plan [Executive Office, Comms, Capital] 	<ul style="list-style-type: none"> -Implement & monitor 5YSP -Implement & monitor LRTP -Transit Connection Program -Supplemental Service
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2025 Strategic Budget Change Initiatives

Initiative	2025 Cost	FTEs
 Community Engagement staff	\$ 196,130	2.5
 On Demand - Supplemental service contract	116,667	1.0
 TRAX Ambassador Program Continuation	771,641	12.8
 Supplemental Service Ski and SGR pilot	1,900,000	-
 Planning Studies Operational Budget Increase	150,000	-
	\$ 3,134,438	16.3

Quality of Life	Customer Experience	Organizational Excellence	Community Support	Economic Return
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2025 Capital Budget and 5-Year Plan

UTA's \$1.2 billion 5-Year Capital Plan:

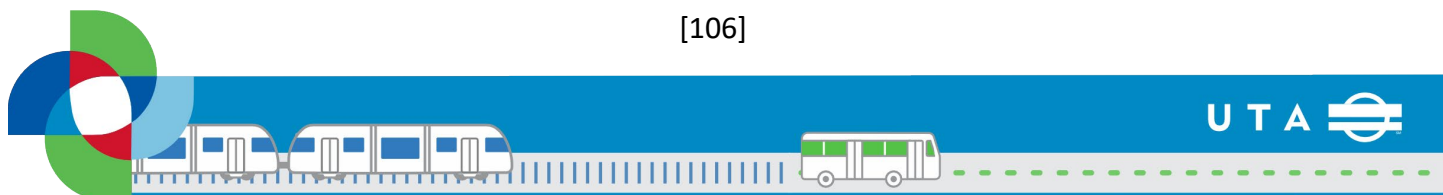
Funds State of Good Repair projects that are consistent with UTA's Transit Asset Management Plan and keep the system operating safely. Over \$791 million of this \$1.2 billion investment is targeted to asset management or safety and security. These high priority investments in UTA's existing infrastructure, equipment, and rolling stock allows the needed maintenance and replacement are programmed to occur at the optimal time to control costs and keep the system in a state of good repair.

Funds expansion projects that are consistent with the regional long-range plan and UTA's future service needs. UTA is continually looking to invest, upgrade, and modernize the system including providing improved bus stops and end of line station additions. It also invests in UTA's facility infrastructure including the Mount Ogden Administration building expansion, Jordan River building remodel, and the new Maintenance Training facility across the street from UTA's Jordan River Rail Service Center. The Bipartisan Infrastructure Law passed in 2021 significantly increased federal transportation and transit funding. UTA has been active and has several large grants currently pending with FTA and plans to submit others as the Notice of Funding Opportunities (NOFO) are published. The plan also includes \$120.4 million in secured funding from State and local partners and \$303.7 million in UTA funding to demonstrate UTA's commitment and financial capacity to deliver these projects and enhance UTA's applications. The UTA funds will be reallocated and repurposed if the grant funds are not secured. UTA funds pooled with Federal, State, and Local partner funds are used to maximize resources and capacity.

Additionally, this plan funds major capacity improvement projects including the Mid-Valley Connector bus rapid transit project, the Westside Express project, and others. This budget also provides funding for studies and seed money for projects across the system.

The 5-Year Capital Plan is fiscally constrained and focused on project delivery. The plan emphasizes the delivery of the capital projects and will focus on updating and standardizing processes and procedures to maximize available capital funds over the forecasted 5-year period. Regular reporting on schedule and budget will be done to ensure consistent project delivery, transparency, and accountability.

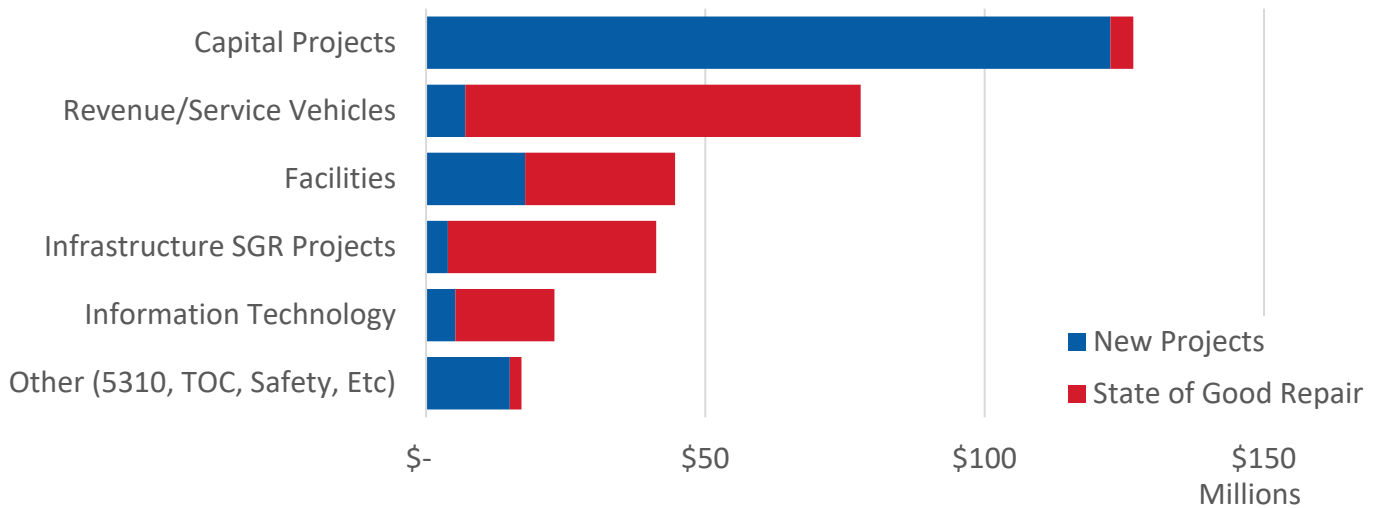
The following tables are developed with reference to the 5-Year Capital Plan documents produced by Project Controls in the Capital Services Office. The capital revenue in this section is listed on an accrual basis such that projects balance in each year of work. Note that the capital revenues listed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



2025 Capital Budget

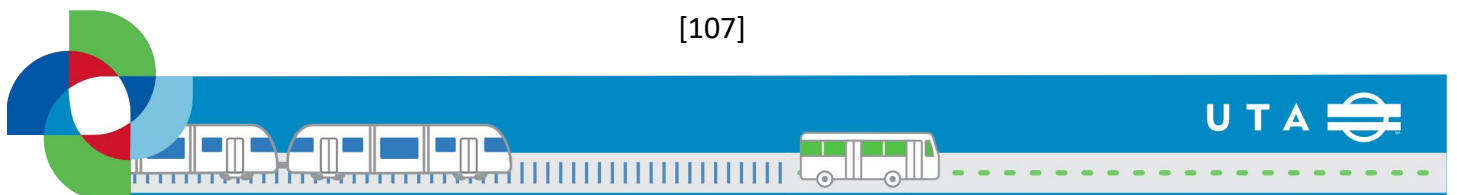
Summary by Reporting Group & Funding Source

Reporting Group	2025 Total Budget	2025 Grants	2025 State & Local	2025 UTA & Lease	2025 Bonds
5310 Projects	\$ 6,121,000	\$ 5,542,000	\$ 490,000	\$ 89,000	\$ -
Capital Projects	126,612,000	60,058,000	46,019,000	20,535,000	-
Charging Infrastructure	2,286,000	-	-	2,286,000	-
Facilities	44,566,000	12,846,000	4,100,000	22,265,000	5,355,000
Information Technology	22,975,000	2,400,000	-	20,575,000	-
Infrastructure SGR Projects	41,187,000	17,534,000	30,000	23,623,000	-
Planning	1,630,000	-	-	1,630,000	-
Property/TOC	4,213,000	540,000	-	3,673,000	-
Revenue/Service Vehicles	77,803,000	27,766,000	-	32,337,000	17,700,000
Safety and Security	2,838,000	885,000	-	1,953,000	-
Grand Total	\$330,231,000	\$127,571,000	\$50,639,000	\$128,966,000	\$23,055,000



Capital Project Summary by Chief Office

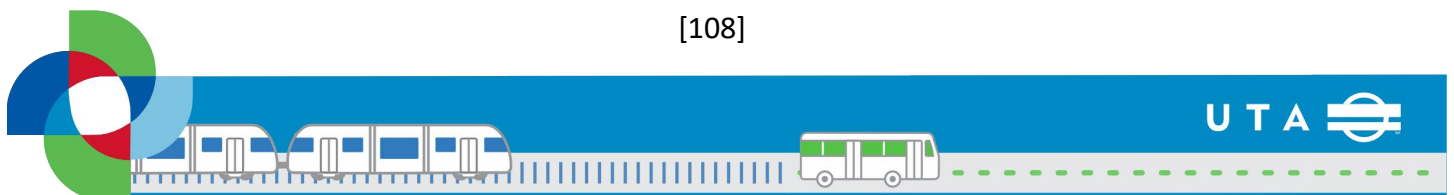
Office	2025 Total Budget
Capital Services	\$276,029,000
Enterprise Strategy	15,809,000
Executive Director (Safety)	1,996,000
Finance	21,211,000
Operations	9,700,000
People	2,145,000
Planning & Engagement	3,341,000
Grand Total	\$330,231,000



2025 State of Good Repair Summary

Highlighted Projects (\$ Thousands)	2025 Total Budget	2025 Grants	2025 State & Local	2025 UTA & Lease	2025 Bonds
Revenue/Service Vehicles	\$ 70,767	\$ 27,720	\$ -	\$ 25,347	\$ 17,700
Light Rail Vehicle Replacement	35,400	17,700	-	-	17,700
Light Rail Vehicle Rehab	10,200	8,160	-	2,040	-
Replace Non-Rev Support Vehicles	5,000	-	-	5,000	-
Paratransit Replacements	4,851	-	-	4,851	-
Commuter Rail Vehicle Procurement - Used	4,500	-	-	4,500	-
Other Revenue/Service Vehicles	10,816	1,860	-	8,956	-
Infrastructure SGR Projects	\$ 37,298	\$ 17,534	\$ -	\$ 19,764	\$ -
Train Control Rehab & Replacement	8,000	-	-	8,000	-
Rail Replacement Program	6,500	5,200	-	1,300	-
TPSS Component Replacement	5,000	4,000	-	1,000	-
OCS Rehab/Replace	5,000	4,000	-	1,000	-
Rail Switch & Track Ctrl Rehab/Replace	4,500	-	-	4,500	-
Other Infrastructure SGR Projects	8,298	4,334	-	3,964	-
Facilities	\$ 26,820	\$ 3,726	\$ -	\$ 17,739	\$ 5,355
Mt. Ogden Admin Bldg. Expansion	9,081	3,726	-	-	5,355
Jordan River #2 Remodel	8,200	-	-	8,200	-
New Maintenance Training Facility	5,229	-	-	5,229	-
Building Remodels/Reconfigurations	1,290	-	-	1,290	-
Facilities Rehab/Replacement	1,130	-	-	1,130	-
Other Facilities	1,890	-	-	1,890	-
Information Technology	\$ 17,735	\$ 2,400	\$ -	\$ 15,335	\$ -
Operations Systems	5,183	-	-	5,183	-
ICI222- Fares Systems Replacement Program	4,996	-	-	4,996	-
Radio Communication System	4,200	2,400	-	1,800	-
Network Infrastructure Equipment & Software	1,600	-	-	1,600	-
APC Upgrade	850	-	-	850	-
Other Information Technology	906	-	-	906	-
Capital Projects	\$ 4,095	\$ -	\$ -	\$ 4,095	\$ -
System Restrooms	2,245	-	-	2,245	-
Bus Stop Enhancements	1,275	-	-	1,275	-
Route End of Line (EOL) Enhancements	500	-	-	500	-
Bus Maintenance Training	75	-	-	75	-
Other Capital Projects	-	-	-	-	-
Other	\$ 2,105	\$ 884	\$ -	\$ 1,221	\$ -
Grand Total	\$ 158,820	\$ 52,264	\$ -	\$ 83,501	\$ 23,055

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



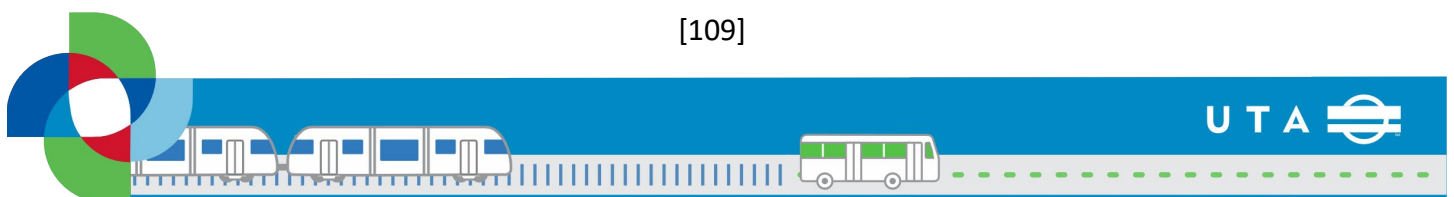
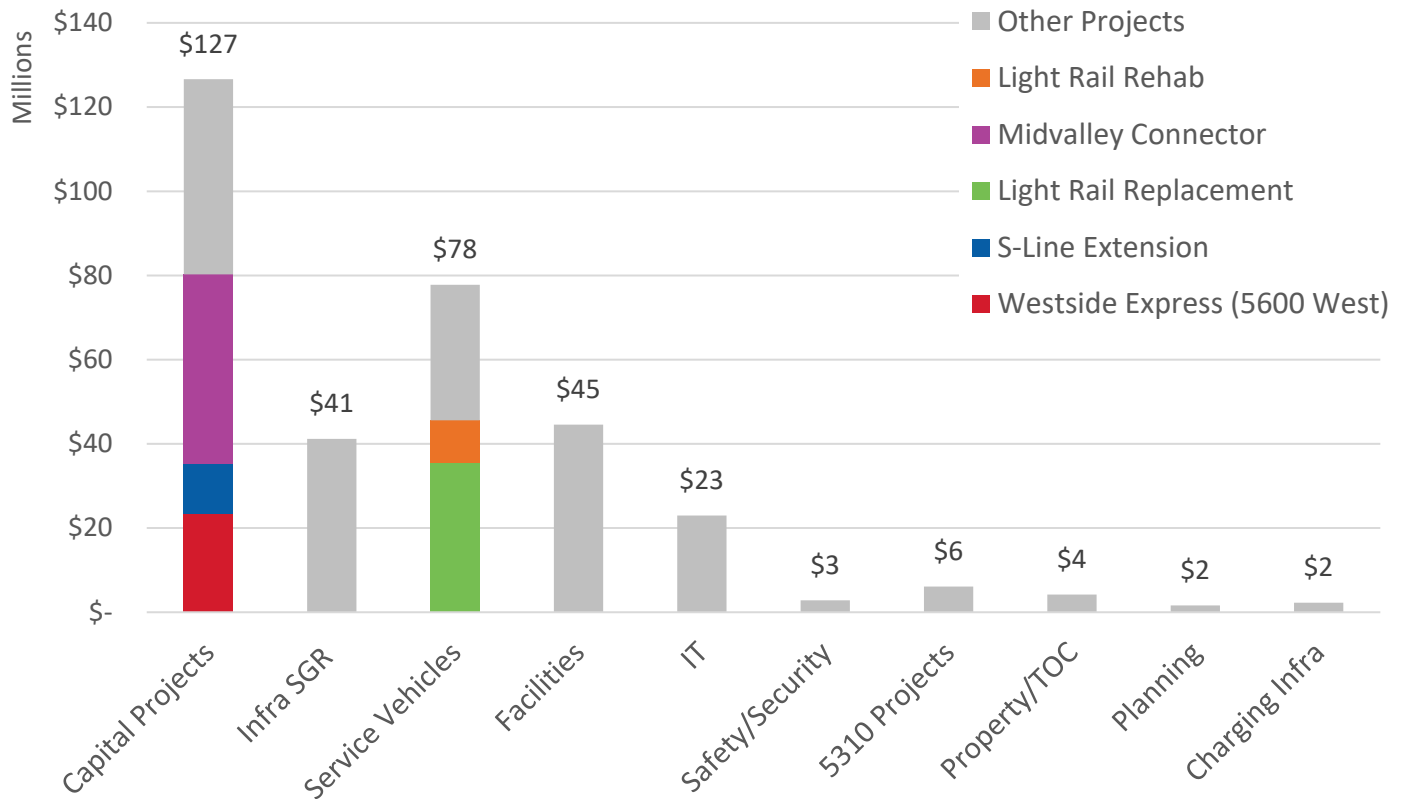
2025 Major Project Summary

Non-SGR projects with the top 10 highest 2025 budgets:

Highlighted Projects	2025 Total Budget	2025 Grants	2025 State & Local	2025 UTA & Lease
Mid-Valley Connector	\$ 45,000,000	\$ 28,008,000	\$ 16,992,000	\$ -
Westside Express (5600 West)	23,498,000	18,899,000	4,599,000	-
S-Line Extension	11,746,000	-	11,746,000	-
Davis-SLC Community Connector	6,790,000	2,000,000	4,790,000	-
Utah County Park & Ride Lots	6,185,000	3,334,000	2,600,000	251,000
Ogden/Weber State University BRT	6,000,000	5,580,000	-	420,000
Capital Contingency	5,000,000	-	-	5,000,000
HB322 Future Rail Car Purchase Payment	5,000,000	-	-	5,000,000
Program Management Support	4,430,000	-	-	4,430,000
TechLink	4,000,000	3,200,000	-	800,000
Grand Total	\$ 117,649,000	\$ 61,021,000	\$ 40,727,000	\$ 15,901,000

No Bonding for major non-SGR projects in 2025.

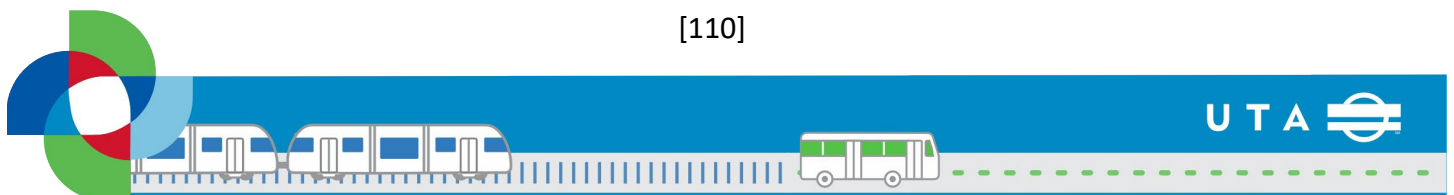
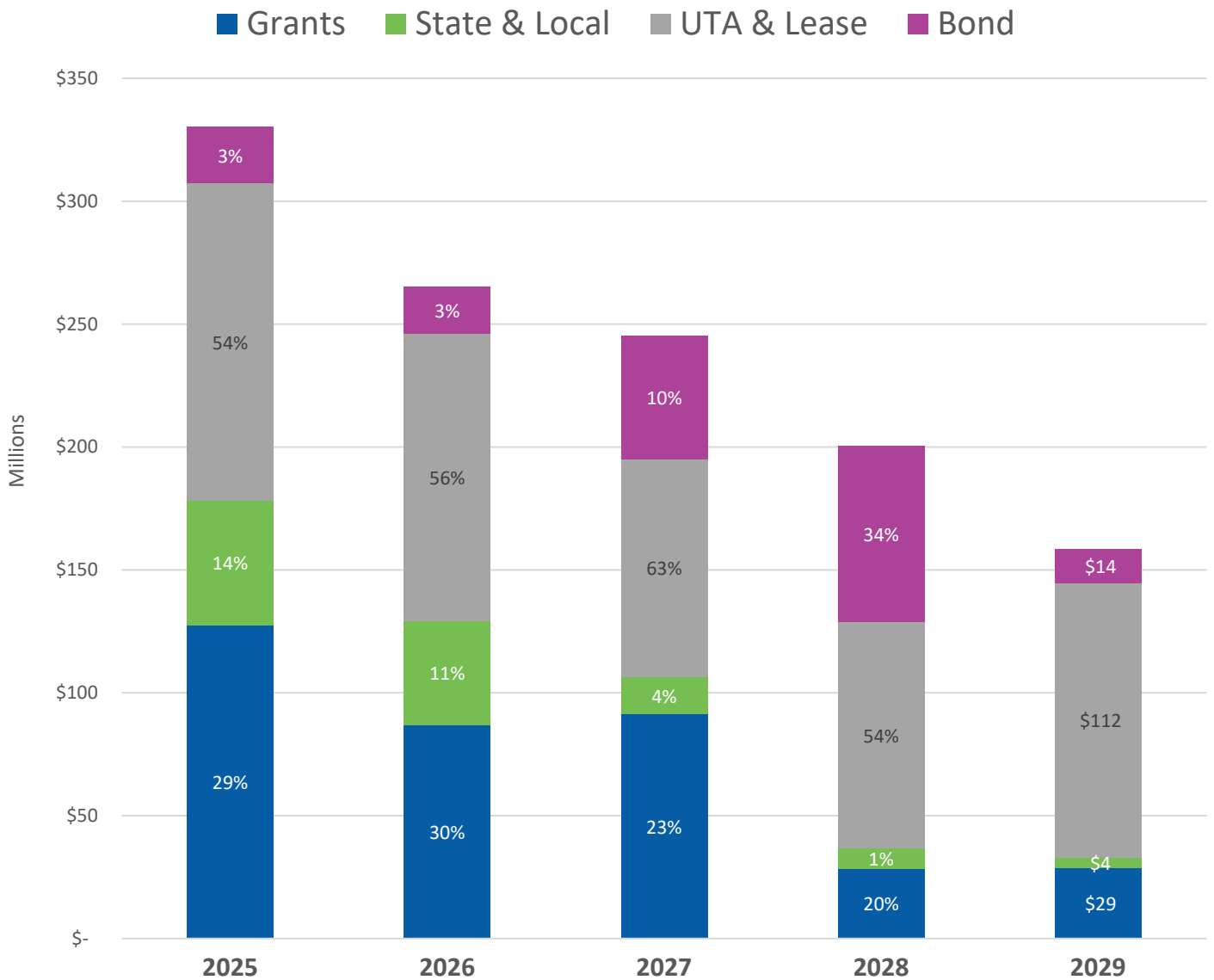
2025 Capital Expenses (\$330.2 million)



5-Year Plan: 2025-2029

Year	Total Budget	Grants	State & Local	UTA & Lease	Bonds
2025	\$330,231,000	\$127,571,000	\$50,639,000	\$128,966,000	\$23,055,000
2026	265,120,000	86,944,000	42,332,000	116,724,000	19,120,000
2027	245,352,000	91,276,000	15,202,000	88,674,000	50,200,000
2028	200,405,000	28,606,000	8,093,000	92,106,000	71,600,000
2029	158,460,000	28,817,000	4,103,000	111,840,000	13,700,000
Grand Total	\$1,199,568,000	\$363,214,000	\$120,369,000	\$538,310,000	\$177,675,000

Capital Sources



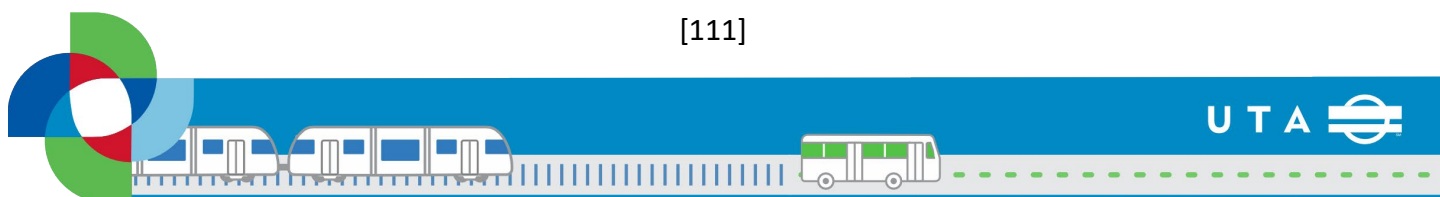
Capital Sources & Uses

Sources	2025	2026	2027	2028	2029	Total	%
UTA Local	\$96,314	\$71,809	\$45,415	\$51,436	\$38,690	\$303,664	25%
Grants	127,571	86,944	91,276	28,606	28,817	363,214	30%
Lease	32,652	44,915	43,259	40,670	73,150	234,646	20%
Bond	23,055	19,120	50,200	71,600	13,700	177,675	15%
State	45,619	39,795	13,002	6,893	2,903	108,212	9%
Local Partner	5,020	2,537	2,200	1,200	1,200	12,157	1%
TOTAL (\$USD Thousands)	\$330,231	\$265,120	\$245,352	\$200,405	\$158,460	\$1,199,568	100%


Uses	2025	2026	2027	2028	2029	Total	%
LR Vehicle Replacement	\$35,400	\$28,200	\$78,400	\$71,600	\$13,700	\$227,300	19%
Replacement Buses	-	29,798	30,000	30,000	61,790	151,588	13%
Mid-Valley Connector	45,000	30,000	8,594	-	-	83,594	7%
Light Rail Vehicle Rehab	8,000	9,467	10,000	10,000	10,000	47,467	4%
Train Ctrl Rehab/Replace	5,000	8,429	10,000	10,000	10,000	43,429	4%
Revenue/Service Vehicles	42,403	34,393	35,612	28,160	25,610	166,178	14%
Capital Projects	81,612	53,689	44,221	22,393	19,693	221,608	18%
Infrastructure SGR Projects	28,187	19,124	9,192	6,336	6,460	69,299	6%
Facilities	44,566	22,742	3,363	2,790	2,769	76,230	6%
Information Technology	22,975	18,027	7,324	10,306	3,350	61,982	5%
Safety and Security	2,838	2,858	2,263	1,680	1,785	11,424	1%
5310 Projects	6,121	2,544	3,395	4,152	415	16,627	1%
Charging Infrastructure	2,286	3,136	1,300	1,300	1,300	9,322	1%
Planning	1,630	1,200	1,000	1,000	900	5,730	0%
Property/TOC	4,213	1,513	688	688	688	7,790	1%
TOTAL (\$USD Thousands)	\$330,231	\$265,120	\$245,352	\$200,405	\$158,460	\$1,199,568	100%

Capital Budget Acronyms & Terms

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



Major Capital Projects

SGR040	Light Rail Vehicle Rehab		
Approved 2025 Budget: \$ 10,200,000		2025-2029 Five Year Capital Plan: \$ 40,923,000	
Total Estimated Lifetime Budget: N/A – Ongoing			
		<p>Summary: The project addresses the overhaul needs of the UTA’s Light Rail Vehicle fleet and is an ongoing program. The project does not have a defined end until the vehicles are retired. Since we will always have LRV’s, this project bucket will continue to be funded.</p> <p>Current ongoing projects:</p> <ul style="list-style-type: none"> • SD1X0 Communication System: All parts are received from Woojin Inc. Installation of LRV# 30 of 40 is in progress. • SD160 Gearbox Overhaul: All overhaul kits from Voith are received, training is complete. Overhaul started. 	
<ul style="list-style-type: none"> • S70 Carbody Wrap: Besides two accident LRVs (1122 and 1137) all S70 vehicles are wrapped. 			
<p>Upcoming projects:</p> <ul style="list-style-type: none"> • S70 PT Brake Caliper Overhaul: RFP closed on 10/29/2024. Proposals are under Supply Chain review. • Truck Shop Wheel Press: RFP closed on 10/30/2024. Proposals are under Supply Chain review. 			
<p>As of November 8, 2024, total project expenditure in 2024 is approximately \$ 6,861,915.</p>			

Phase	SD1X0 Communication System		S70 Carbody Wrap	
	% Complete	Scheduled Completion	% Complete	Scheduled Completion
Planning	100%	Complete	100%	Complete
Environmental	N/A	N/A	N/A	N/A
Design	100%	Complete	100%	Complete
Procurement	100%	Complete	100%	Complete
Construction/Product Delivery	80%	In progress	95%	In progress
Closeout	80%	8/2025	%95	12/2024

REV211	Replacement Buses
Approved 2025 Budget: \$ 0	2025-2029 Five Year Capital Plan: \$ 151,588,000
Total Estimated Lifetime Budget: N/A – Ongoing	



Summary: The program is to replace the existing bus fleet. Being a program, the phases below are ongoing. Numbers represent 2023-2024 budgets since the \$5.2M programmed for 2024 was mostly carryforward from the 2023 budget. 2024 was initially an off year for bus purchases in this project, so the budget shown as spent in 2024 was to close out the 2023 order.

2023 procurements are:

- 32– Gillig Diesel Transit buses: Delivered 11/23
- 6 – Gillig Diesel Commuter buses: Delivery 12/23
- 12 – Gillig CNG Transit buses: Deliver 1/24

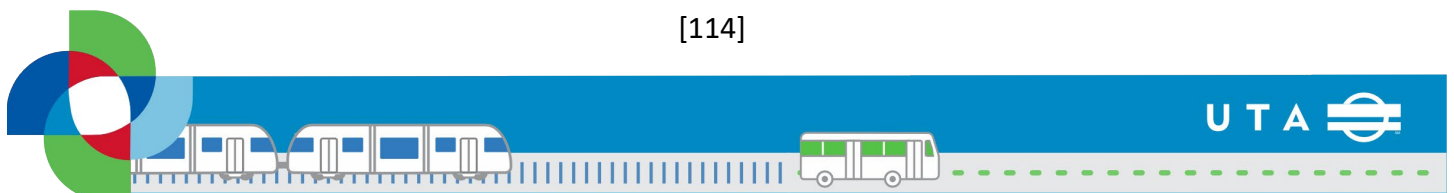
As noted above, there were no bus procurements planned for 2024 in this project.

As of November 8th, 2024, total project expenditure in 2024 is approximately \$4,558,690.

Phase	% Complete	Scheduled Completion
Planning	100%	Completed
Environmental	N/A	N/A
Design	100%	Completed
Procurement	100%	Completed
Construction/Product Delivery	100%	12/2023
Testing & Revenue Service	100%	12/2023
Closeout	100%	4/2024

Replacement Buses Project Details:

Replacement Year	EOL Age	Model Year Replacement	Total New Buses	Price Per Bus (Est)	Extended Cost	Year Total \$
2025	N/A	N/A	4	\$ 1,200,000	\$ 4,800,000.00	\$ 23,725,000
2025	12	N/A	25	\$ 757,000	\$ 18,925,000.00	
2026	12	2013	25	\$ 757,000	\$ 18,925,000.00	\$ 43,696,500.00
2026	14	2011	5	\$ 669,500	\$ 3,347,500.00	
2026	12	2013	2	\$ 669,500	\$ 1,339,000.00	
2026	14	2012	15	\$ 669,500	\$ 10,042,500.00	
2026	14	2012	15	\$ 669,500	\$ 10,042,500.00	
2027	12	2015	23	\$ 742,000	\$ 17,066,000.00	\$ 41,366,000
2027	12	2015	18	\$ 1,350,000	\$ 24,300,000.00	
2028	12	2016	5	\$ 669,500	\$ 3,347,500.00	\$ 23,278,000
2028	14	2014	10	\$ 1,390,500	\$ 13,905,000.00	
2028	14	2014	9	\$ 669,500	\$ 6,025,500.00	
2029	12	2017	25	\$ 2,250,000	\$ 56,250,000.00	\$ 61,077,095
2029	12	2017	7	\$ 689,585	\$ 4,827,095.00	



REV238	SD100/SD160 Light Rail Vehicle Replacement
Approved 2025 Budget: \$ 35,400,000	2025-2029 Budget Plan: \$ 227,300,000
Total Estimated Lifetime Budget: \$ 240,000,000	



Summary: This project will replace 23 of the SD100 light rail vehicles and 17 of the SD160 Light Rail vehicles. UTA has secured \$60M in Federal funds to procure 20 of the 23 SD100 LRVs. Currently, the Capital Construction team is supporting Grants team with the application for replacement of the remaining 3 SD100 and 17 SD160 LRVs. Pending funding availability, the Contract is to be carried out as Base order for 20 LRVs and Option order of up to 60 LRVs.

As of November 8, 2024, total project expenditure in 2024 is \$ 44,993.

Project Status:

2023: Scope development and advertisement: Complete

2024: Contract negotiations finalized and Notice to Proceed issues on 10/23/2024. Project kick-off meeting is scheduled for December 4-5, 2024.

Estimated project timeline is:

2025: Start production

2026: Continue production

2027: LRV's begin to arrive on site for commissioning.

2028: LRVs commissioned and released for Revenue service.

Phase	% Complete	Scheduled Completion
Planning	100%	December 2023
Environmental	N/A	N/A
Design	100%	Specification development
Procurement	100%	RFP closed April 30, 2024. NTP issued October 23, 2024.
Construction/Product Delivery	0%	Pending approved schedule December,2028.
Closeout	0%	Pending approved schedule December,2029.

Approved 2025 Budget: \$ 6,500,000	2025-2029 Five Year Capital Plan: \$ 15,500,000
-------------------------------------------	--------------------------------------------------------

Total Estimated Lifetime Budget: N/A - Ongoing

Summary: This project addresses our federal commitment to rehabilitate or replace aging assets identified in the UTA TAM (Transit Asset Management) plan. These assets play a critical role in allowing our system to operate in a safe and reliable manner.

This project code is a culmination of several projects that are completed each year. Projects within this project code include rail replacement, ballast and tie replacement, rail turnout replacement, transit facility heavy civil repairs, tamping, Curve rail in ballasted, embedded and Direct Fixation areas, and other project related to transit infrastructure. The numbers below represent the 2024 projects.

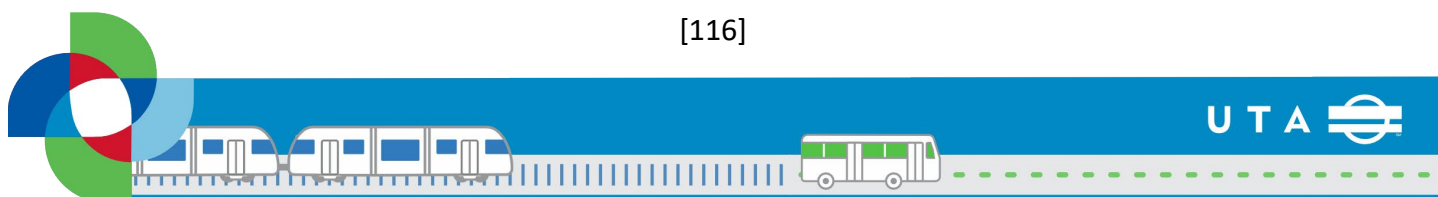
As of November 30, 2024, total project expenditure in 2024 is approximately \$3,557,464.00.

Phase	% Complete	Scheduled Completion
Planning	100%	Complete
Environmental	N/A	
Design	95%	12/2024
Procurement	N/A	Ongoing
Construction/Product Delivery	95%	12/2024
Testing & Revenue Service	N/A completed for each project	12/2024
Closeout	N/A	12/2024

Project Details:

Rail Infrastructure

Year	Project Name	Notes	Individual Pricing	Quantity	Total Cost
2025	450 South Crossover	Moved back from 2024 Replacement Plan to coincide with Systems Engineering Project. Procure in 2023/2024. Install in 2025.	\$ 750,000.00	4	\$ 3,000,000.00
2025	Rice Interlocking	Moved up from the 2027 Replacement Plan. Procure in 2023/2024. Install in 2025.	\$ 550,000.00	4	\$ 2,200,000.00
					\$ 5,200,000.00
2026	Yellowstone Interlocking	Moved back from 2024	\$ 475,000.00	4	\$ 1,900,000.00
2026	700 South Crossovers	From Keck. Procure on 2024, construct in 2025	\$ 475,000.00	4	\$ 1,900,000.00
2026	Cushing Interlocking	2025 Replacement Plan	\$ 375,000.00	4	\$ 1,500,000.00
2026	Contingency		\$ 0.10	1	\$ 530,000.00
2026	Design Services		\$ 300,000.00		\$ 300,000.00
					\$ 6,130,000.00
2027	Beetdigger Interlocking	2026 Replacement Plan	\$ 350,000.00	4	\$ 1,400,000.00
2027	Design Services	design of curves, turn outs and swithces	\$ 0.10	1	\$ 140,000.00
					\$ 1,540,000.00
2028	Health Interlocking	Moved up from 2028 Replacement Plan	\$ 400,000.00	5	\$ 2,000,000.00
2028	Lovendahl Interlocking	Moved back from the 2022 Replacement Plan. Reevaluate.	\$ 400,000.00	5	\$ 2,000,000.00
					\$ 400,000.00
					\$ 4,400,000.00
2029	Rc Willey Spur	From 2028 replacement plan	\$ 450,000.00	2	\$ 900,000.00
2029	Margo	From 2028 replacement plan	\$ 450,000.00	4	\$ 1,800,000.00
2029	Midvale yard	From 2028 replacement plan	\$ 500,000.00	5	\$ 270,000.00
2029	Design Service				\$ 300,000.00
					\$ 3,270,000.00



SGR397	Traction Power Rehab / Replacement
Approved 2025 Budget: \$ 5,000,000	2025-2029 Five Year Capital Plan: \$6,000,000
Total Estimated Lifetime Budget: \$57,132,000	



Summary:

SGR397 – TPSS Rehabilitation project seeks to upgrade the 19 original substations of the north/south and university line. This is a design-build project with an estimated duration of five years.

The goal of this project is to extend the useful life of the traction power substations and improve revenue service reliability by:

- Replacing aging equipment nearing the end of its useful life
- Increasing power capacity of the system
- Adding remote monitoring capabilities to the substations

As of November 8, 2024, total project expenditure in 2024 is approximately \$ 6,395,302.

Phase	% Complete	Scheduled Completion
Planning	100%	Completed
Environmental	100%	Completed
Design	100%	Completed
Procurement	48%	March 2025
Construction/Product Delivery	72%	3/14/2025
Testing & Revenue Service	40%	5/16/2025
Closeout	0%	8/12/2025

SGR403	Train Control Rehab - Replacement
Approved 2025 Budget: \$ 8,000,000	2025-2029 Five Year Capital Plan: \$47,467,000
Total Estimated Lifetime Budget: \$70,828,000	

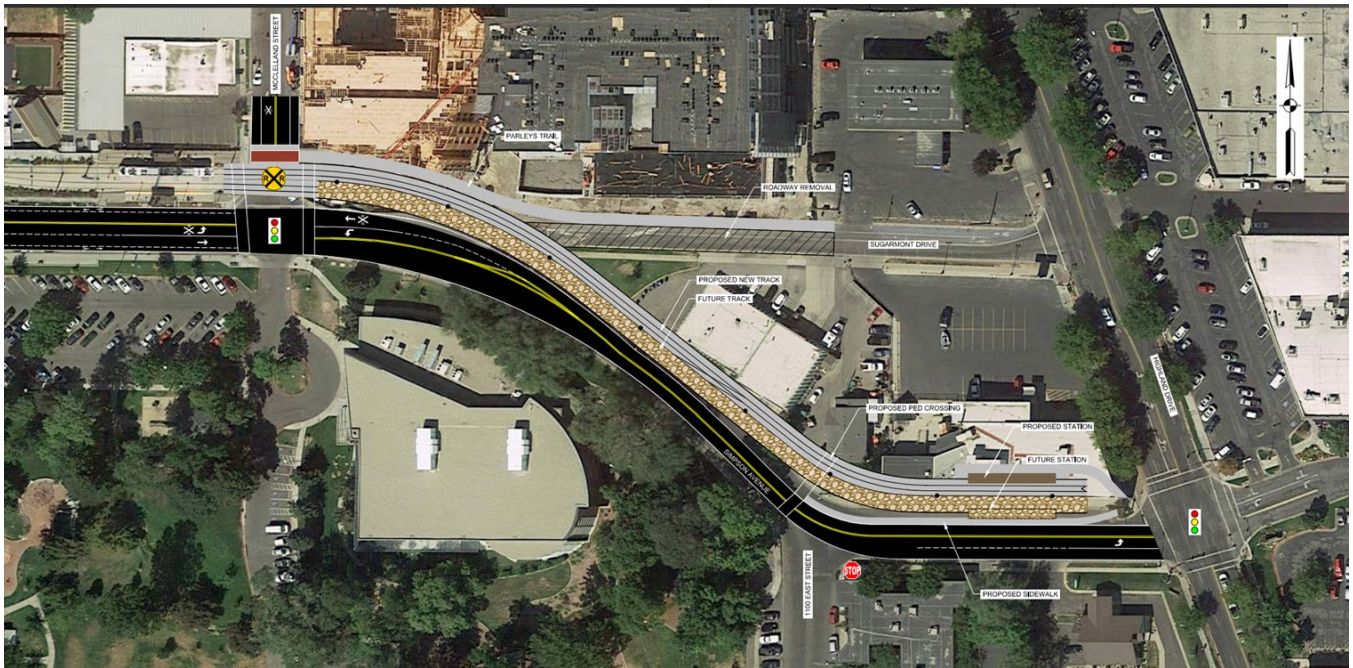


Summary: This project code consists of several Train Control rehabilitation and modernization projects. These projects include safety upgrades, grade crossing timing modifications, remote time of day timer modernization, time synchronization for wayside devices, bar signal maintenance, powering up of interlockings, bi-directional signaling, PTC upgrades, back-office maintenance and control upgrades, elimination of unindicated territory, elimination of obsolete equipment, and various other repair, troubleshooting, and modernization projects. This is an ongoing project.

As of November 8, 2024, total project expenditure in 2024 is approximately \$1,509,984.

Phase	% Complete	Scheduled Completion
Planning	Ongoing	Ongoing
Environmental	As needed	N/A
Design	Ongoing	Ongoing
Procurement	Completed	Completed
Construction/Product Delivery	Ongoing	Ongoing
Testing & Revenue Service	Ongoing	Ongoing
Closeout	Ongoing	Ongoing

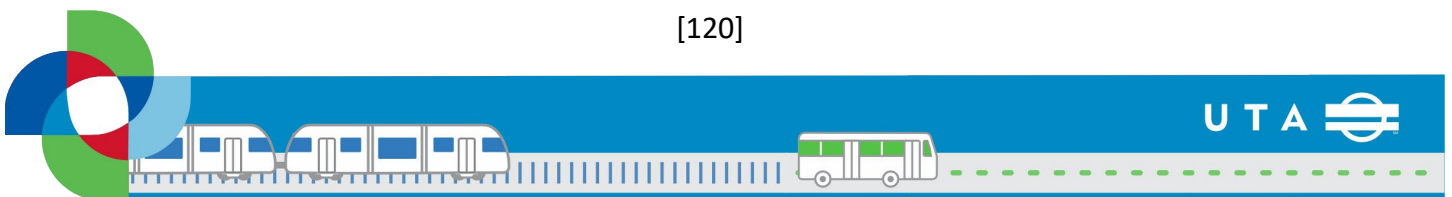
Summary: UTA, in collaboration with Salt Lake City, is extending the S-Line from the end of the line at Fairmont Station at 1040 East to the heart of the Sugar House business district at Highland Drive. This project will also add double tracking to the S-Line to help maintain reliability. This project is being delivered through a progressive design-build contract. Phase 1 Pre-Construction services began in October 2024. Phase 2 Final Design and Construction Services will begin in the spring of 2025 after UTA and the contractor have negotiated the guaranteed maximum price. This project has \$21.9 million in state funds. Additionally, Salt Lake City and the Redevelopment Agency of Salt Lake City are donating property for the extension.





<https://www.rideuta.com/Current-Projects/S-Line-Extension-Project>

Phase	% Complete	Scheduled Completion
Planning	100	Summer 2022
Environmental	100	Early 2024
Design	30	Spring 2025
Procurement	50	Spring 2025
Construction/Product Delivery	0	Summer 2026
Testing & Revenue Service	0	Summer 2026
Closeout	0	Fall 2026



ICI222 | **Fare Collection Replacement Project**

Approved 2025 Budget: \$ 4,996,000 | **2025-2029 Five Year Capital Plan: \$ 18,620,000**

Total Estimated Lifetime Budget: \$ 37,907,000



Integrated System for Collecting Fares (ISCF)

Summary: Today, UTA's ticket vending machines, mobile ticketing app (Transit), and Electronic Fare Collection (EFC) systems are separate, independent, standalone fare systems. Further, these systems have neared or exceeded their useful life. Influenced by the recommendations from the Clevor Consulting group, **UTA intends to**

procure a new integrated, vendor-hosted, account-based, electronic fare collection (EFC) system. Note that the replacement of bus fareboxes is not in scope.

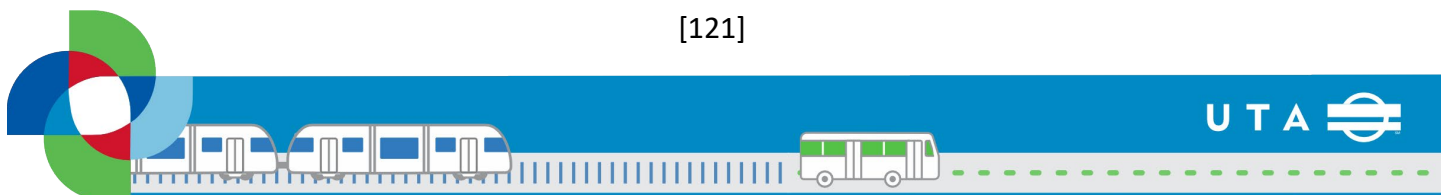
We will realize the following benefits with this new integrated fare system:

- Riders will be able to purchase and reload FAREPAY cards at the ticket vending machines on the rail platforms instead of having to go find a participating retail merchant location to purchase a card.
- Riders will be able to use their mobile smartphones as tokens to be prepaid, reloadable, closed-loop, back-office accounts. This will eliminate the need for a mobile ticketing application (mobile tickets will phase out).
- The system will comply with PCI security standards and will support open payments. Riders will be able to use bank-issued cards to pay their fares.
- All end-of-life hardware devices will be replaced with new, supportable devices.

2022 \$ 100,000	
CapEx (40-2222.65000.5006)	
Year	(06/30/23) Revised CapEx
2023	\$ 7,187,898
2024	\$ 12,138,460
2025	\$ 4,996,468
2026	\$ 5,269,147
2027	\$ 2,014,447
2028	\$ 6,341,257
2029	
2030	
2031	
Total	\$ 37,947,677
Total	\$ 38,047,677

The Fare Collection Replacement Project is a multi-phased, multi-year program that will oversee at least ten projects.

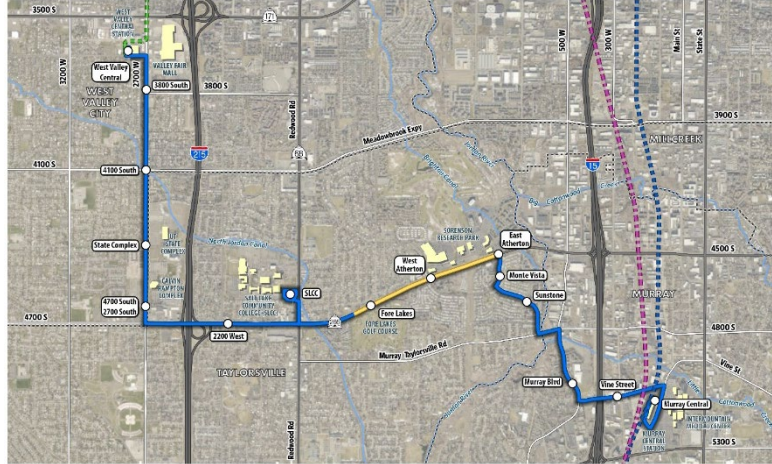
Phase	% Complete	Scheduled Completion
Procurement	100%	Vendor NTP - May 2023
Planning	100%	Q2 2023
Environmental	N/A	N/A
Design	50%	Phase 1 (TVMs) – Q4 2023 - Completed Phase 2 (Validators) – Q2 2024- Completed Phase 3 (Back-office) – Q1 2025 Phase 4 (Fare Editor) – Q2 2025
Construction/Product Delivery	25%	Phase 1 (TVMs) – Q3 2024- Completed Phase 2 (Validators) – Q2 2025 Phase 3 (Back-office) – Q4 2025 Phase 4 (Fare Editor) – Q3 2026
Final System Acceptance / Beginning of Multi-year SLA Period	0%	Q4 2026



MSP253 | Mid-Valley Connector (MVX)

Approved 2025 Budget: \$ 45,000,000 | 2025-2029 Five Year Capital Plan: \$ 83,594,000

Total Estimated Lifetime Budget: \$ 106,712,000



Summary: The Mid-Valley Bus Rapid Transit (BRT) project (MVX) is a 7 mile long (14 miles round trip) route with a southern terminus at the Murray Central Light Rail/FrontRunner Station. The BRT route travels along local roads in Taylorsville and Murray then along 4700 South to SLCC. From SLCC, the BRT route would continue west on 4700 South to 2700 West terminating at the West Valley Central Station (light rail). The BRT Elements within the Capital Investment Grant Program (CIG) project limits include: Project branding, 1.4 miles

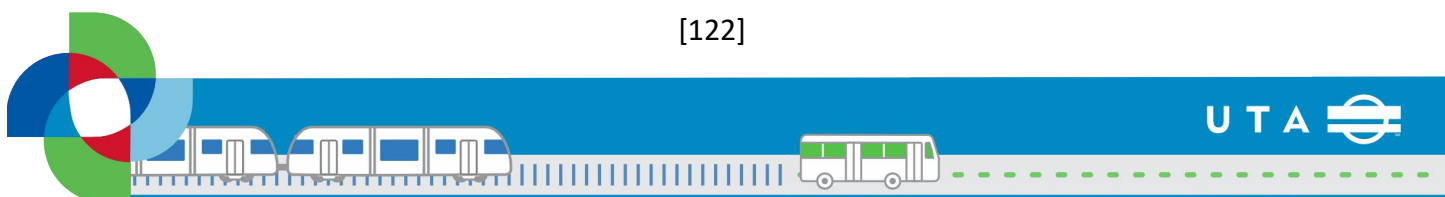
of dedicated BRT lanes, short headways, enhanced stations compliant with ADA requirements, off-board fare collection, improved lighting, security cameras, and transit signal priority treatments at signalized intersections to reduce transit travel time, and improve safe pedestrian access.

The project will begin operations as a zero-fare route.

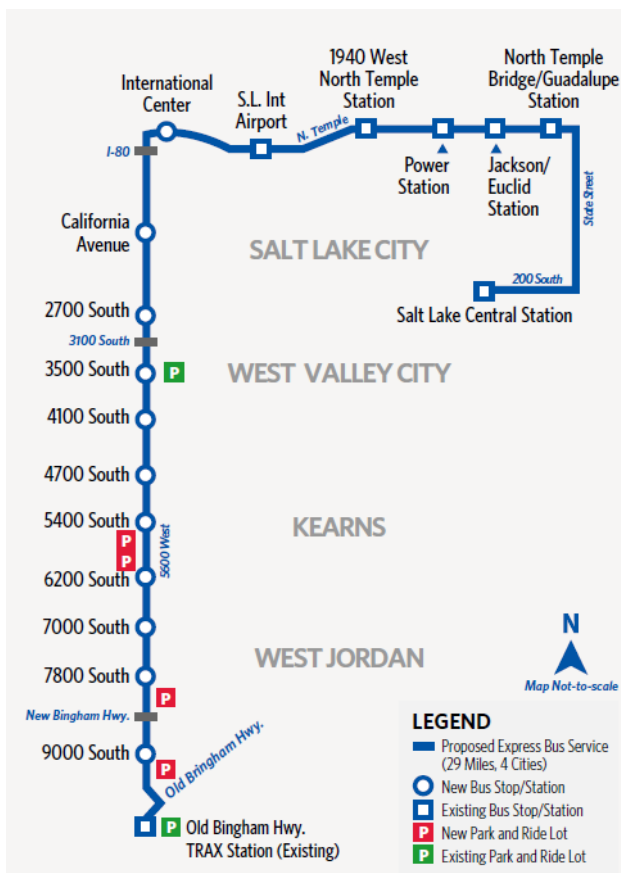
As of November 8, 2024, total project expenditure in 2024 is approximately \$ 17,084,083.

<http://midvalleyconnector.com/>

Phase	% Complete	Scheduled Completion
Environmental	100%	
Design	100%	
Procurement* misc UTA procured items, contract procurement was completed January 2024	75%	Spring 2026
Construction/Product Delivery		December 2026
Closeout		12/30/2027

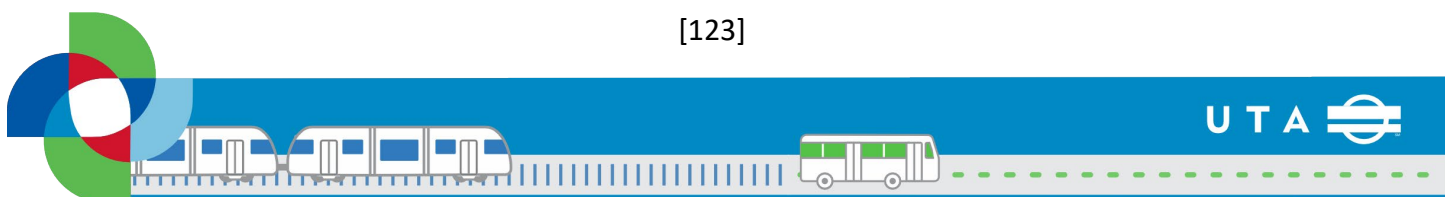


MSP260	5600 West Bus Route	
Approved 2025 Budget: \$ 23,498,000		2025-2029 Five Year Capital Plan: \$ 39,298,000
Total Estimated Lifetime Budget: \$ 43,130,000		



Summary: The Utah Transit Authority (UTA) – in partnership with the Utah Department of Transportation (UDOT) has initiated an expansion of bus service in the west side of Salt Lake County, covering the cities of Salt Lake, West Valley, West Jordan, and Kearns. The state population is projected to double by 2050, with current and future growth occurring on the west side of the county. This project is the transit alternative for UDOT’s Mountain View Corridor project and has been identified in the UTA Five-Year Service Plan to address the future growth of west Salt Lake County. The project includes 22 new enhanced stops with amenities, four new park-&-rides, and 25 compressed natural gas (CNG) buses with facility improvements. Funding is coming from a Low or No Emission Grant, UDOT’s TTIF program, a Congestion Mitigation and Air Quality (CMAQ) grant, and a federal earmark. The final design kicked off in November 2024.

Phase	% Complete	Scheduled Completion
Planning	100	Early 2024
Environmental	95	Fall 2024
Design	0	Fall 2025
Procurement	50	Fall 2025
Construction/Product Delivery	0	Fall 2026
Closeout	0	Fall 2026



Measuring the State of Good Repair (SGR)

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

Published in July 2016, the rule:

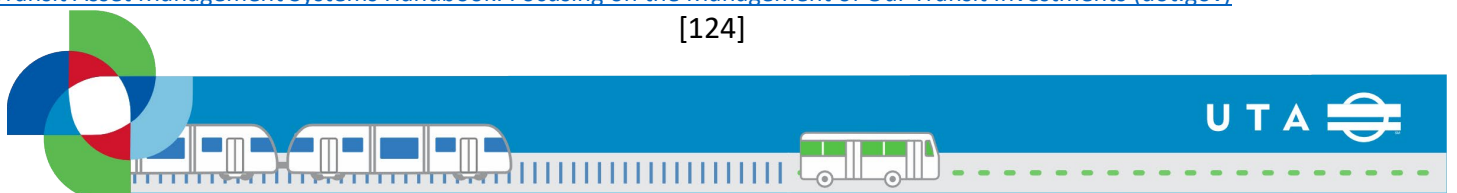
- Defines “State of Good Repair”
- Requires grantees to develop a Transit Asset Management (TAM) plan
- Establishes standard state of good repair performance measures
- Requires grantees to set state of good repair performance targets based on those measures
- Establishes annual reports requirements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

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

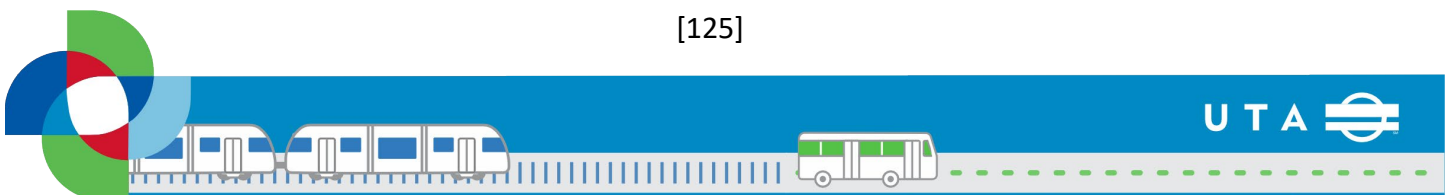
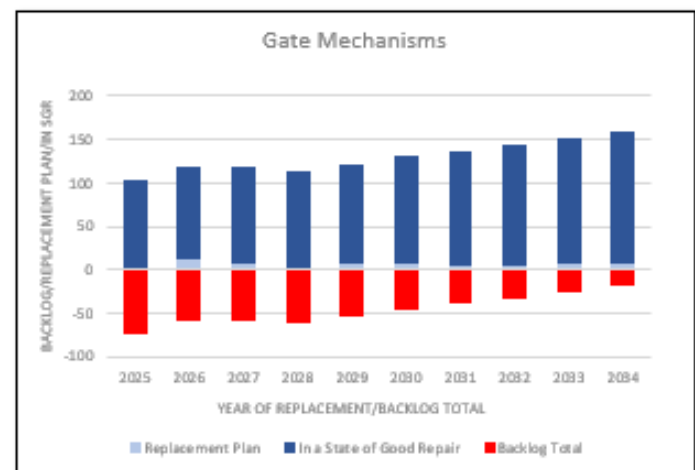
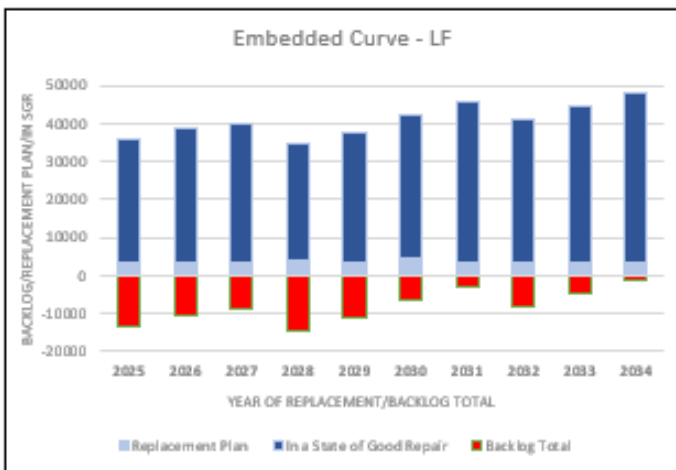
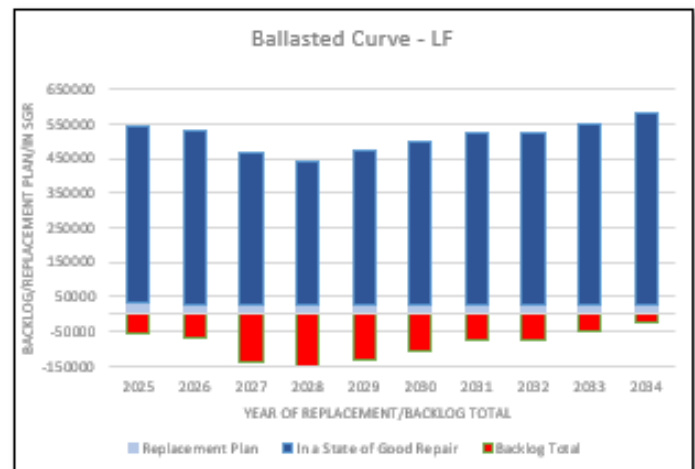
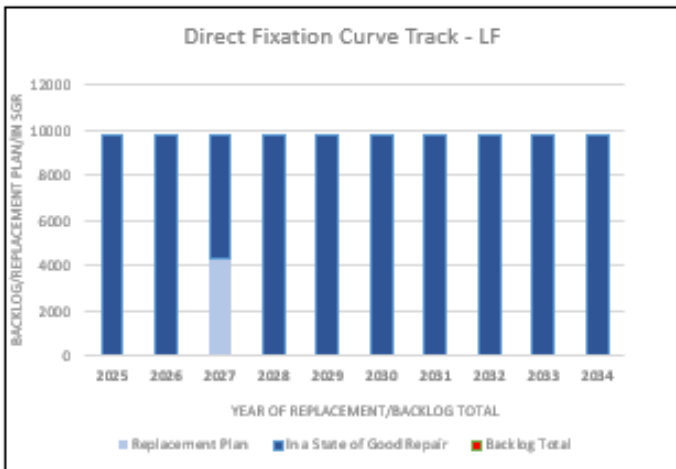
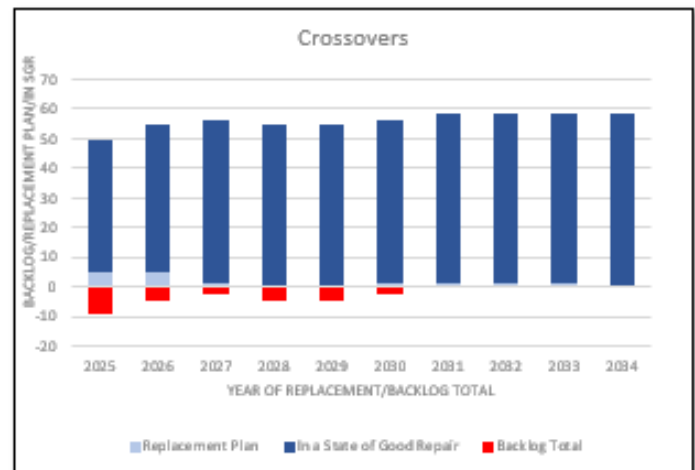
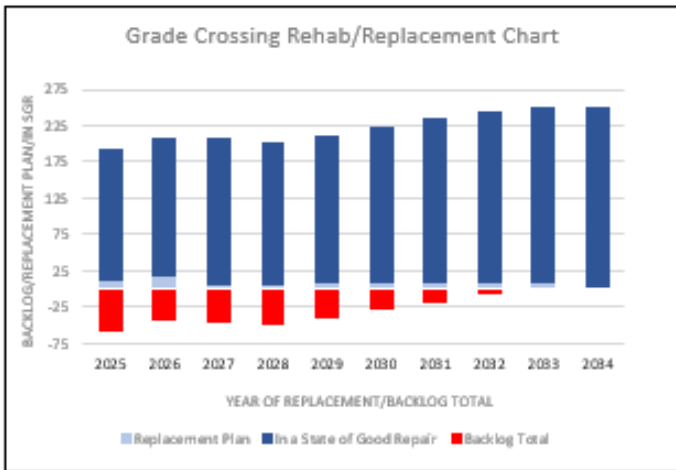
UTA staff participated in the development of TAM and contributed to the Transit Asset Management Systems Handbook². Using the guiding principles and TAM framework, UTA implemented an integrated program of preventive maintenance, capital repairs, and asset replacement to achieve the lowest life cycle costs and keep the system in a state of good repair.

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

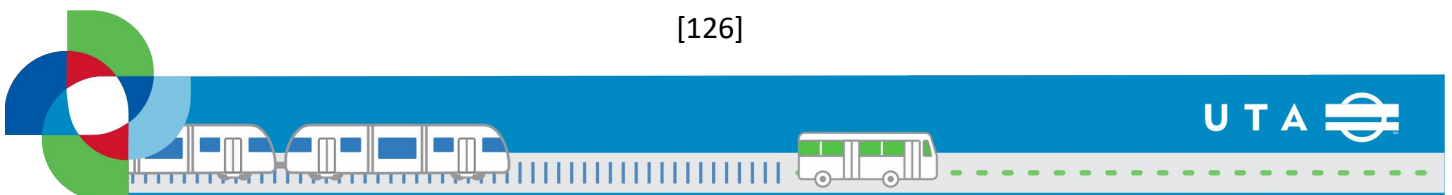
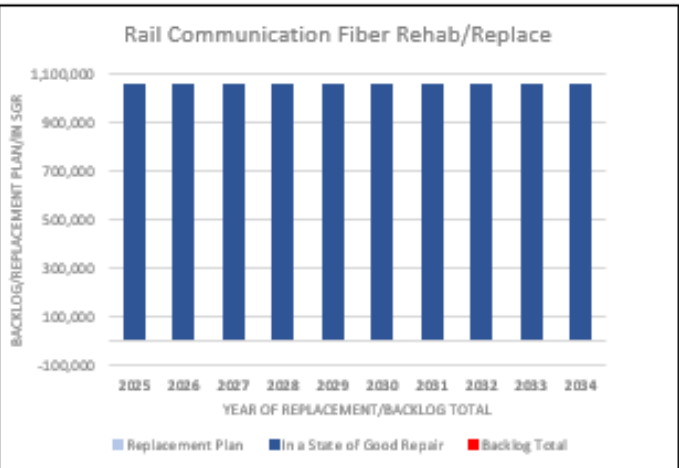
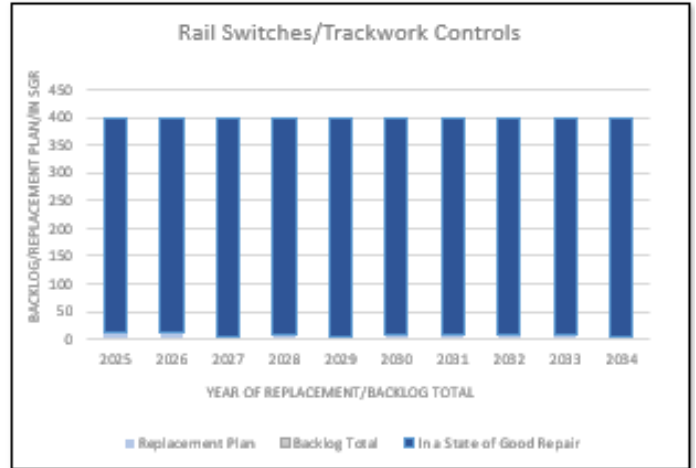
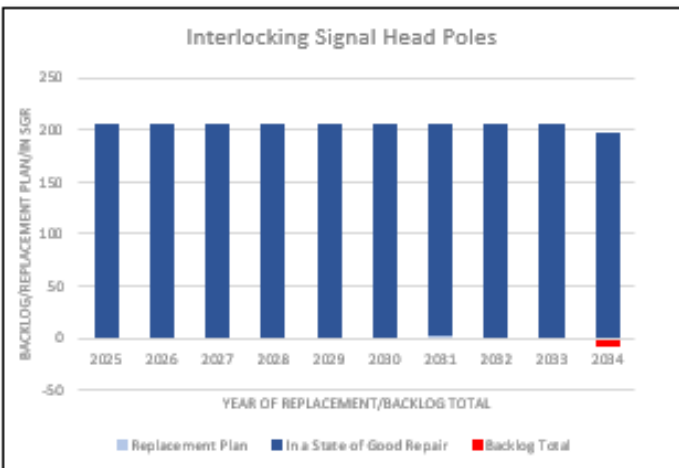
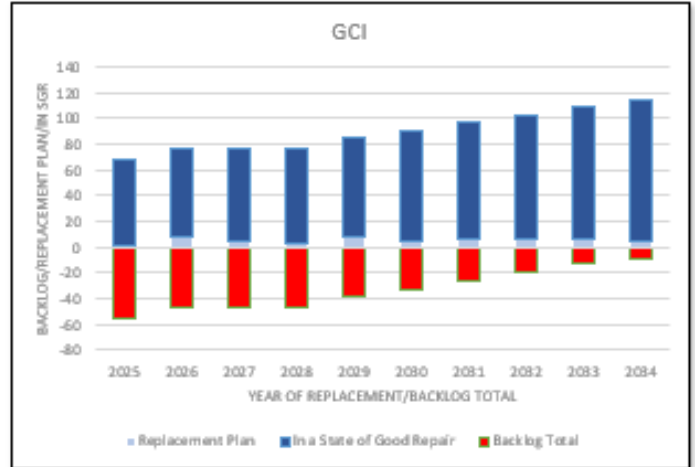
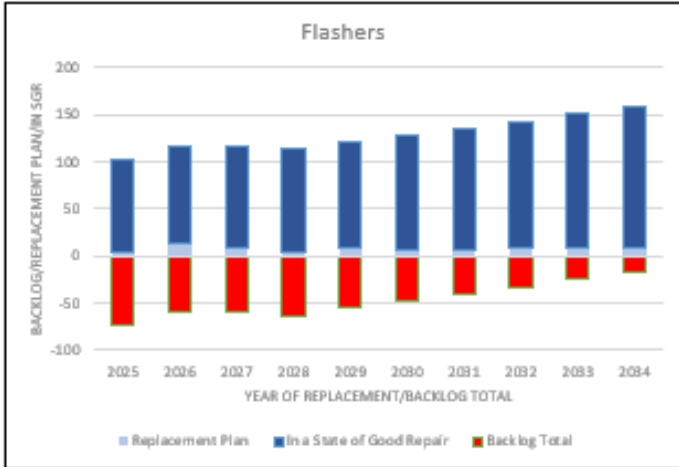
² [Transit Asset Management Systems Handbook: Focusing on the Management of Our Transit Investments \(dot.gov\)](#)



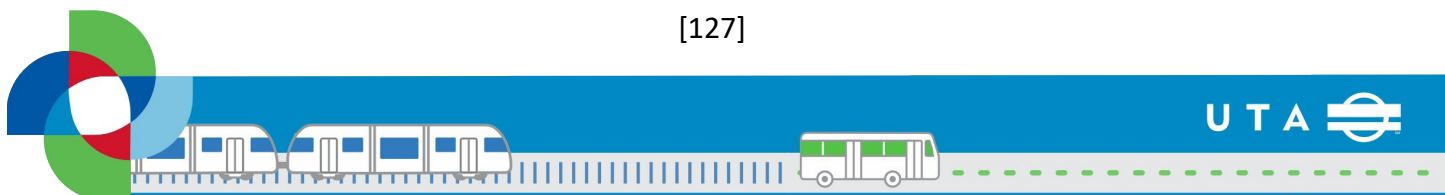
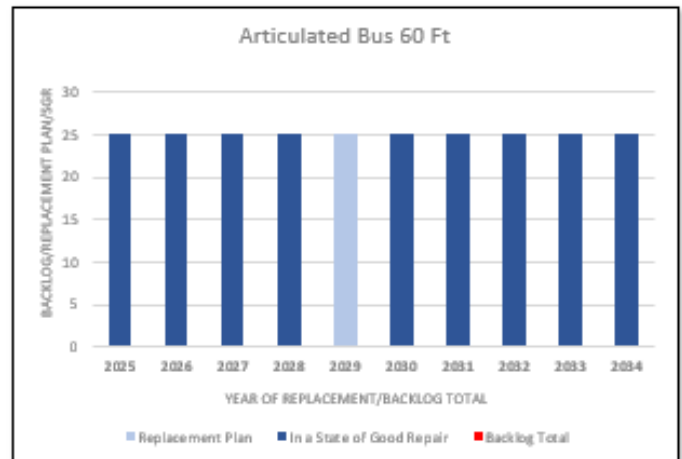
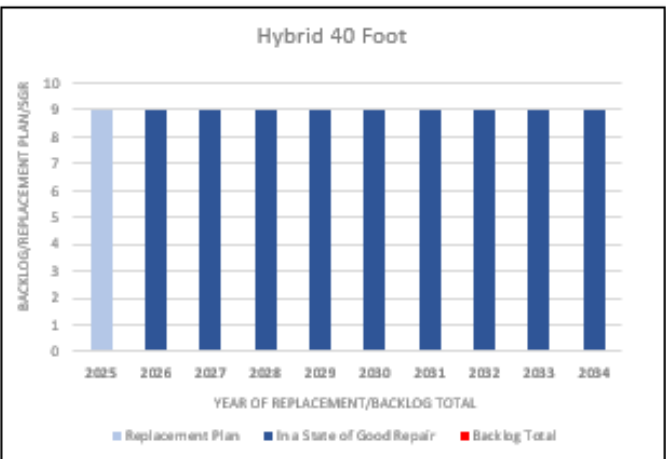
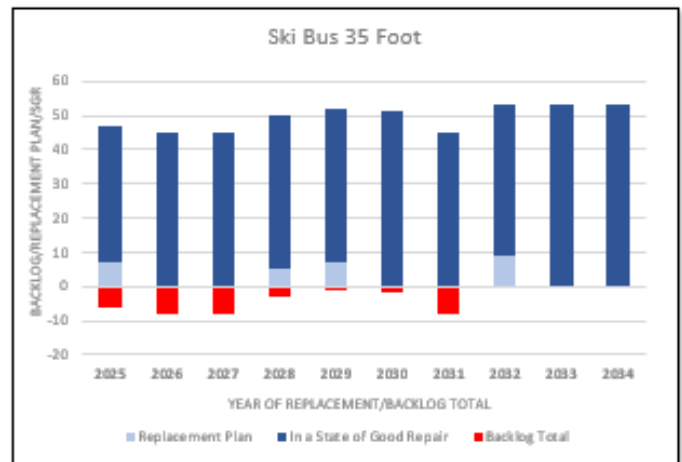
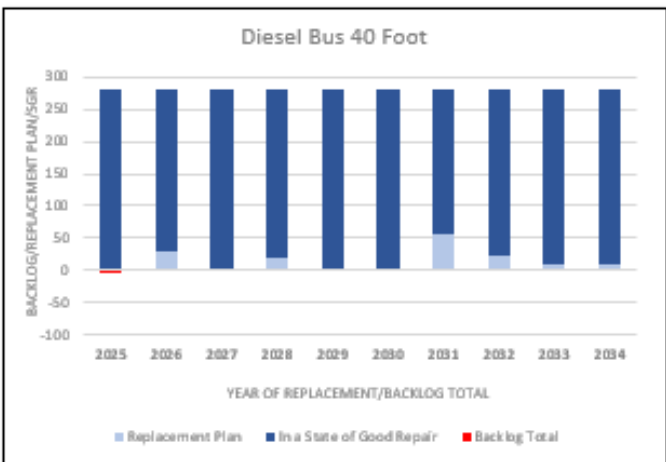
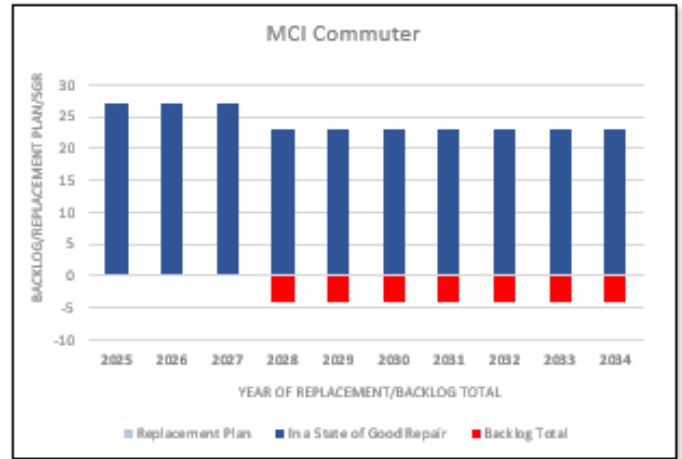
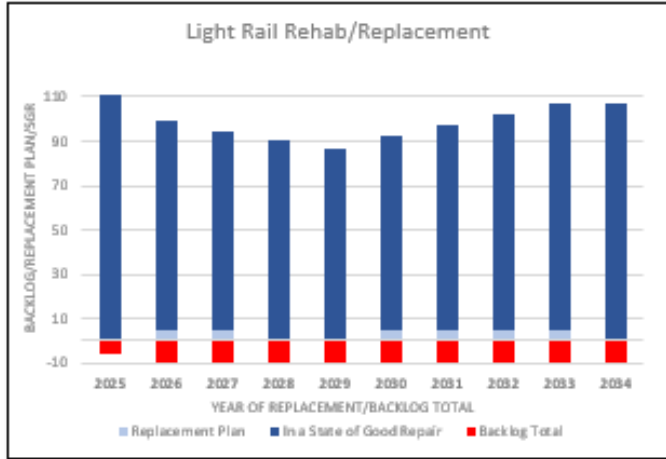
Track and Structures



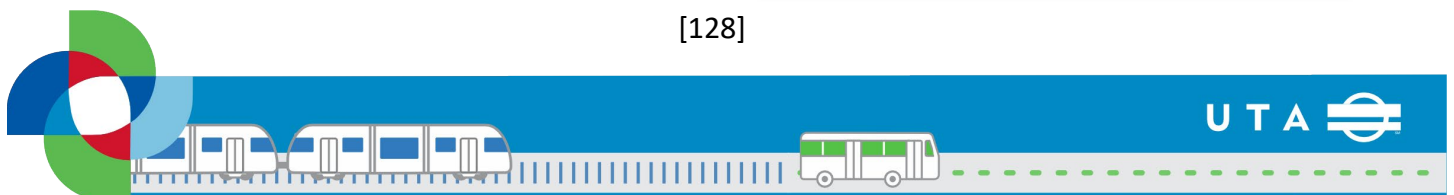
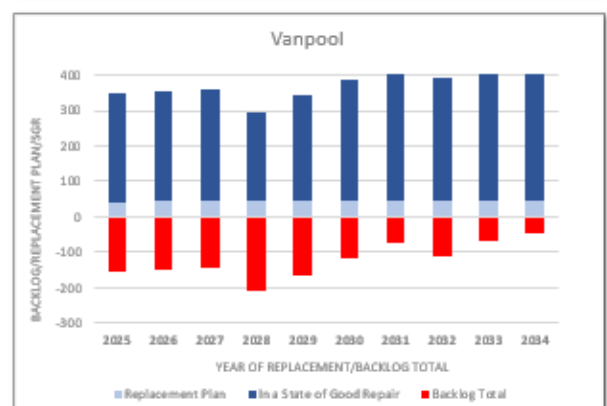
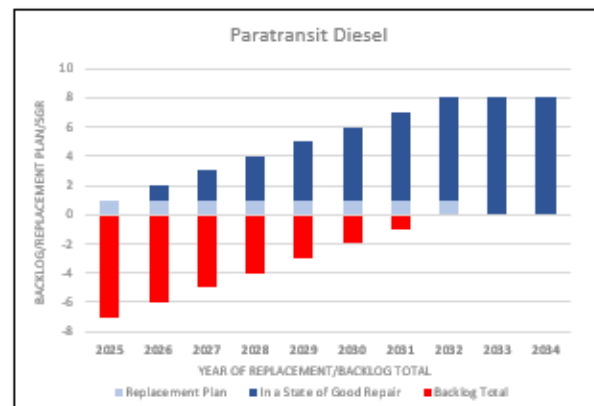
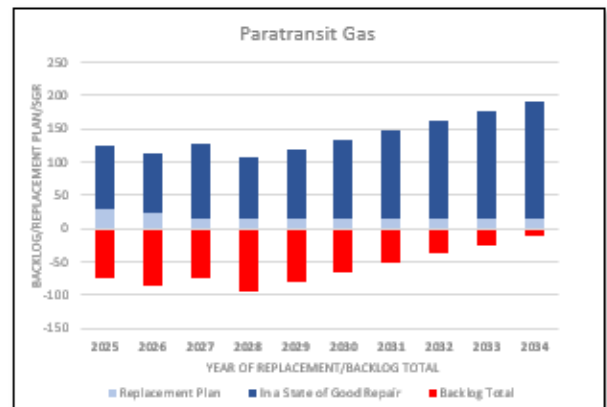
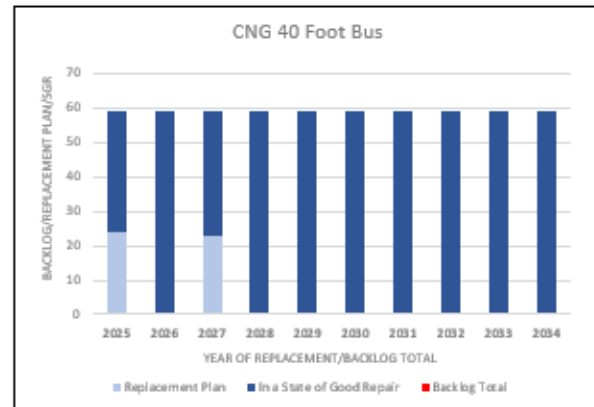
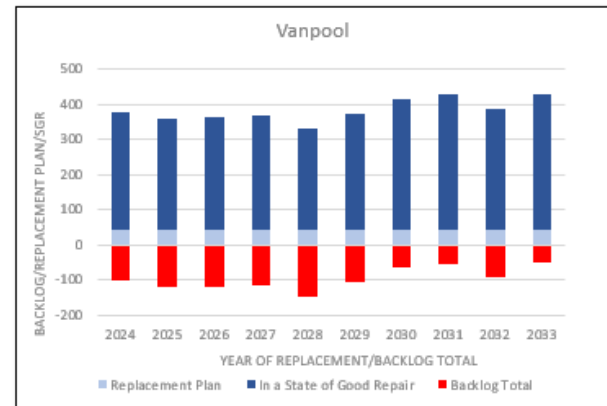
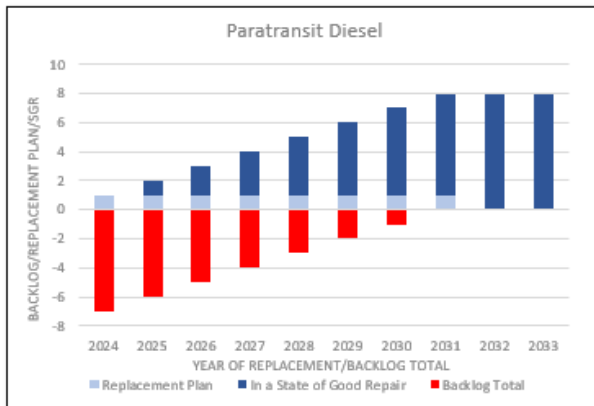
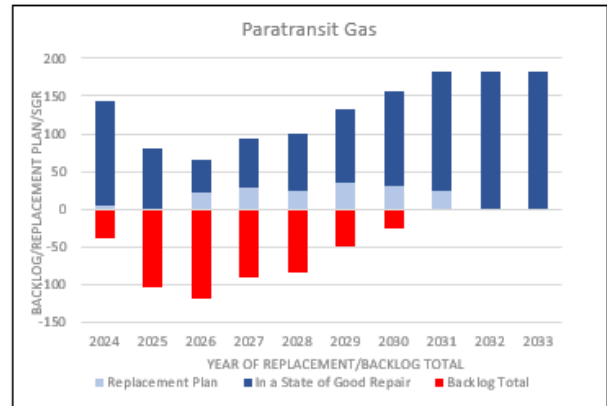
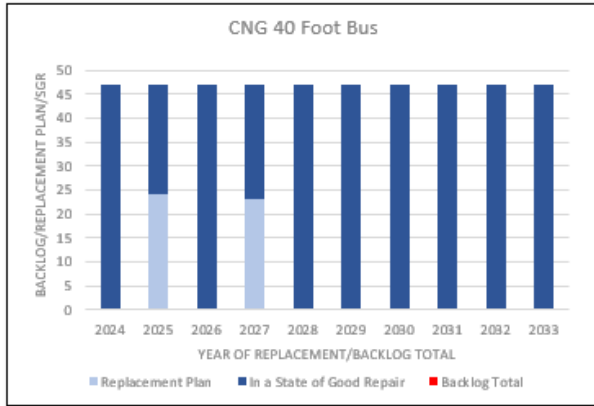
Track & Structures (Continued)



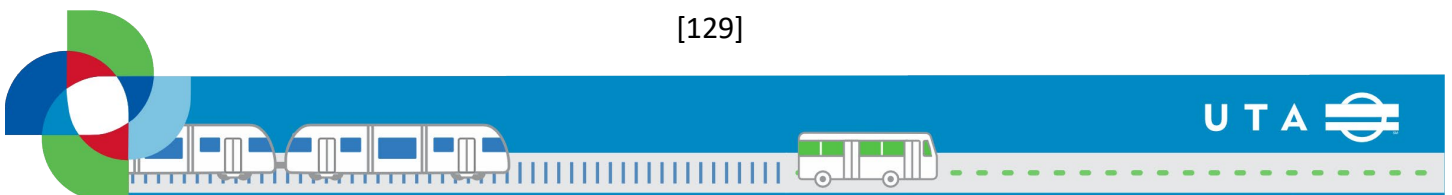
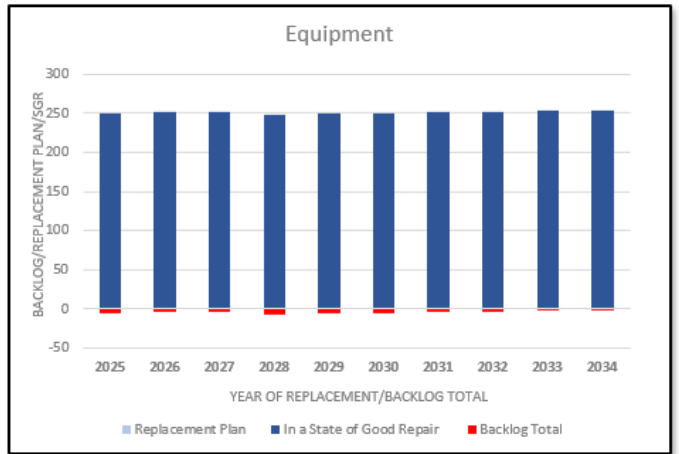
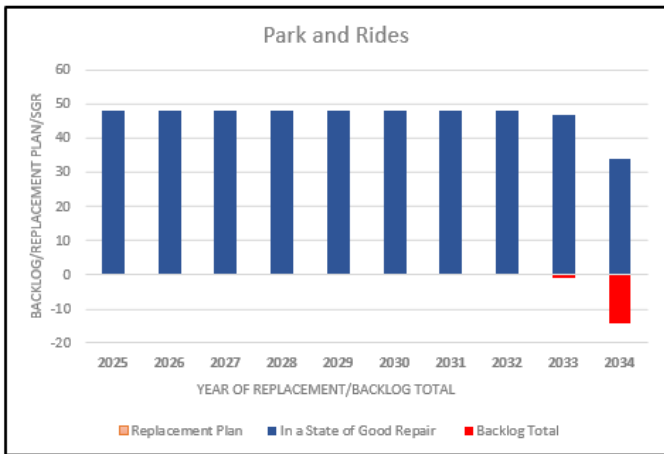
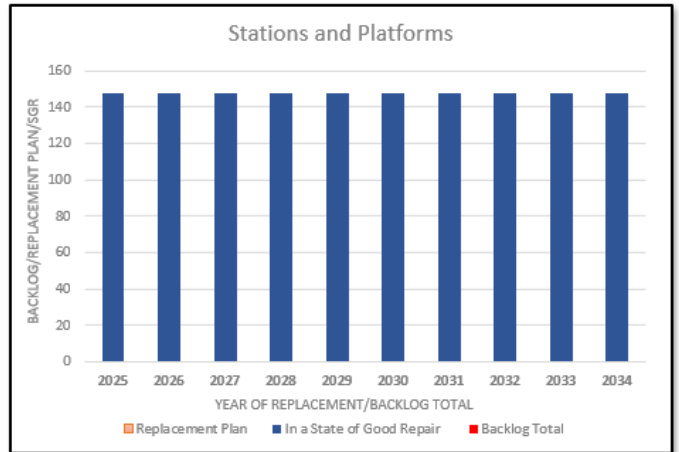
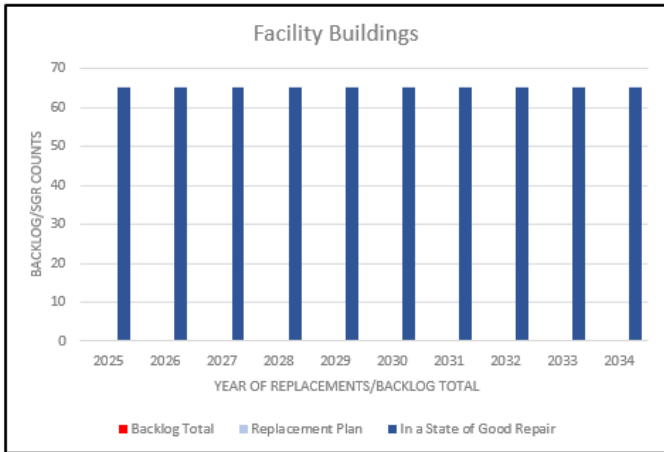
Revenue Fleet



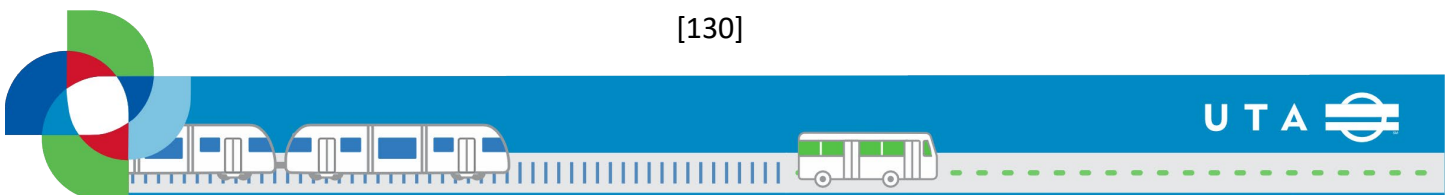
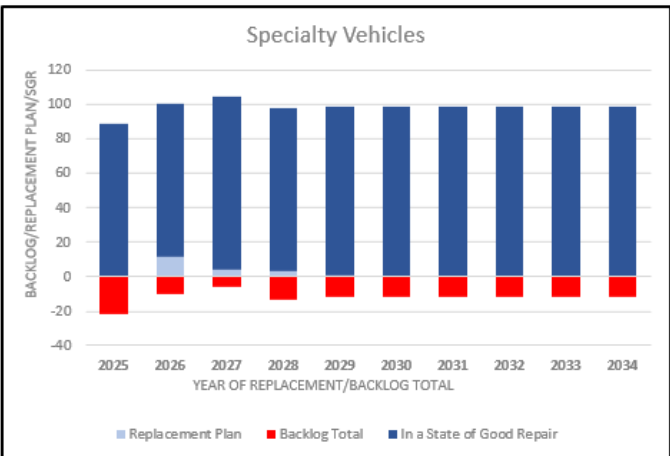
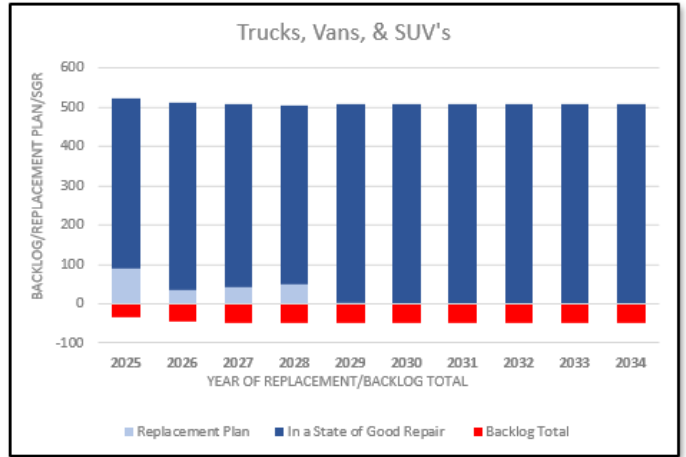
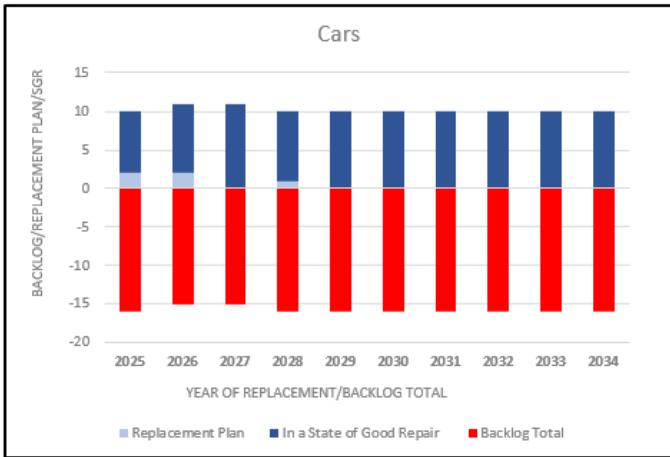
Revenue Fleet (Continued)



Facilities



Non-Revenue Fleet



Debt

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

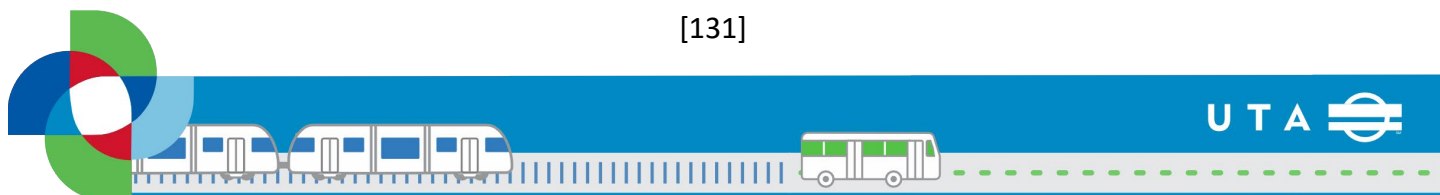
Capacity

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

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

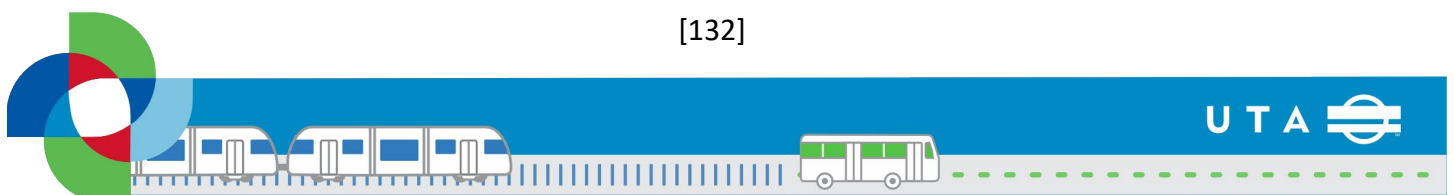
All bonds issued by UTA are under the Amended and Restated General Indenture of Trust, dated September 1, 2002 ("General Indenture"). The DSCR serves as an ongoing measure for the Additional Bonds Test (ABT) which forecasts UTA's financing capacity for additional debt issuance while satisfying minimum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

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



UTA's Senior Lien DSCR is expected to be at its lowest rate of 4.10 in 2026 and is projected to increase steadily through 2032 before dropping back to 4.57 then continuing to increase over the life of the existing debt portfolio. Similarly, UTA's Subordinate Lien DSCR is expected to be at its lowest rate of 3.18 in 2027 and is projected to follow a similar trajectory. Adherence to minimum DSCR specific to the lien are detailed on the table below.

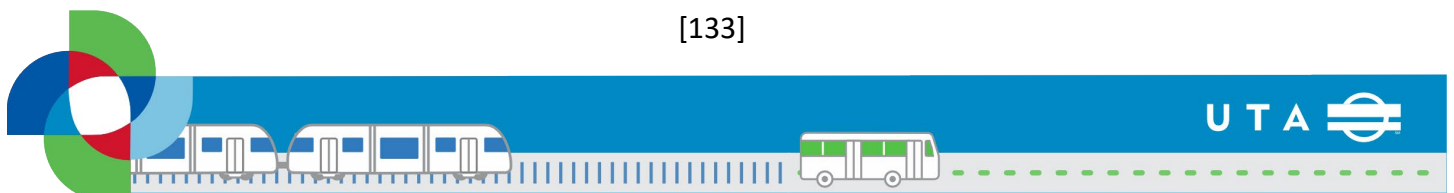
Year	Projected Pledged Sales Taxes	Senior Lien Debt Payments	Senior Lien Projected DSCR	Sub. Lien Debt Payments	Total Debt Payments	Total Projected DSCR
2025	438,093,761	97,005,597	4.52	37,822,474	134,828,071	3.25
2026	455,091,799	110,973,900	4.10	31,869,821	142,843,721	3.19
2027	472,112,233	106,938,317	4.41	41,604,716	148,543,033	3.18
2028	489,108,273	106,934,197	4.57	41,594,692	148,528,889	3.29
2029	506,129,241	106,949,580	4.73	47,843,078	154,792,658	3.27
2030	523,742,538	105,533,109	4.96	50,221,445	155,754,554	3.36
2031	541,968,779	105,747,702	5.13	49,905,143	155,652,845	3.48
2032	560,829,292	103,146,284	5.44	52,582,608	155,728,892	3.60
2033	580,346,152	126,982,061	4.57	33,070,741	160,052,802	3.63
2034	600,542,198	128,168,959	4.69	33,072,949	161,241,908	3.72
2035	624,924,211	128,663,963	4.86	33,071,264	161,735,227	3.86
2036	650,296,134	132,562,678	4.91	27,955,473	160,518,151	4.05
2037	676,698,157	130,823,585	5.17	32,322,196	163,145,781	4.15
2038	704,172,102	128,859,745	5.46	35,009,794	163,869,539	4.30
2039	732,761,490	124,079,857	5.91	39,544,944	163,624,801	4.48
2040	762,511,606	117,018,569	6.52	46,297,726	163,316,295	4.67
2041	793,469,577	92,315,183	8.60	66,369,476	158,684,659	5.00
2042	825,684,442	127,258,855	6.49	23,475,140	150,733,995	5.48
2043	859,207,230	4,445,000	193.30	0	4,445,000	193.30
2044	894,091,044	4,439,300	201.40	0	4,439,300	201.40



Performance and ratings

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

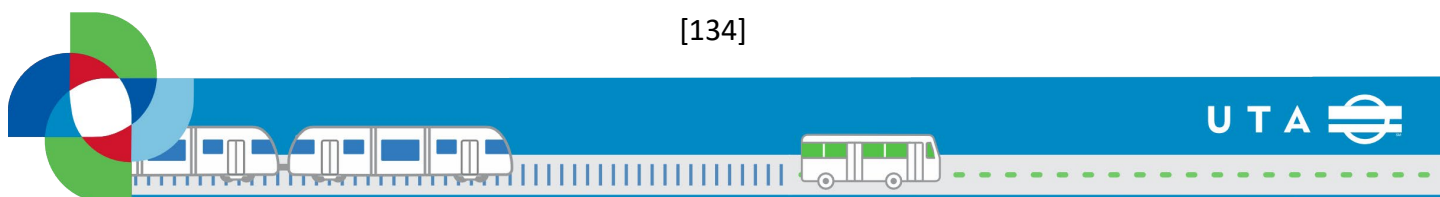
Credit Rating Agency	Senior Lien	Subordinate Lien
Moody’s Investors Service	Aa2 <i>Outlook: Stable</i> <i>Date: July 25, 2024</i>	Aa3 <i>Outlook: Stable</i> <i>Date: July 25, 2024</i>
S&P Global Ratings	AA+ <i>Outlook: Positive</i> <i>Date: July 31, 2024</i>	AA <i>Outlook: Stable</i> <i>Date: July 31, 2024</i>
Fitch Ratings	AA <i>Outlook: Stable</i> <i>Date: July 31, 2024</i>	AA <i>Outlook: Stable</i> <i>Date: July 31, 2024</i>



2025 Debt Service Detail

2025 Debt Service (000's)	Cash Basis	Full Accrual Basis
Principal on Bonds	72,045	75,070
Interest on Bonds	98,233	74,067
Interest Subsidy (Build America Bonds)	0	0
Premium/Discount Amortization		(7,374)
Refunding Gains/Losses Amortization		9,704
Accrued Interest on 2016 CAB		832
Net Interest Expense	98,233	74,067
Net Bond Principal and Interest	170,278	149,137
On-going Bond Sale Cost	90	90
Principal on 2016 Utah County Debt	1,700	1,700
Interest on 2016 Utah County Debt	1,678	1,678
Restricted Reserves for 2029 Principal 4th Quarter Cent in Utah County	3,378	8,500 11,878
Principal on Existing Leases	13,243	13,243
Interest on Existing Leases	3,400	3,400
Net Lease Principal and Interest	16,643	16,643
Total 2024 Debt Service	163,364	177,748

UTA continues to look for opportunities to refund/tender bonds when possible. In August 2024, UTA completed a bond refunding and tendering reducing existing outstanding debt by \$30.5 million.



Debt Uses

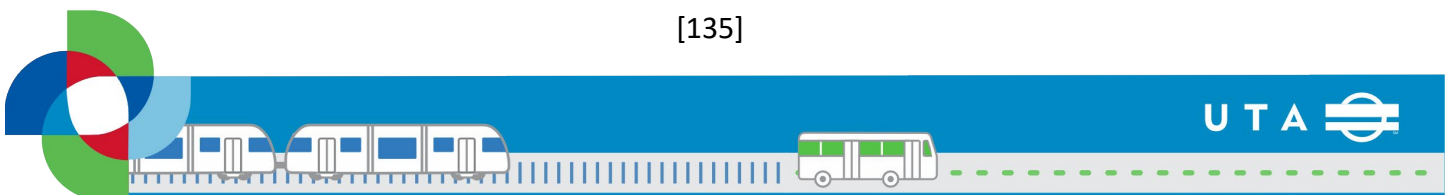
Utah Transit Authority has the following senior and subordinate sale tax revenue bonds projected outstanding as of January 1, 2025. The purposes of each debt category are described in the tables below.

Senior Debt

Series	Purpose	Original Principal Amount	Final Maturity	Projected Principal Outstanding
2024	Refunding	\$419,365,000	June 15, 2042	\$419,365,000
2023	Refunding	\$77,600,000	December 15, 2042	\$77,600,000
2021	Refunding	\$431,625,000	December 15, 2036	\$407,680,000
2020	Refunding	\$216,650,000	December 15, 2038	\$194,770,000
2020B	Refunding	\$74,750,000	December 15, 2039	\$62,625,000
2019A	Systems Projects	\$61,830,000	December 15, 2044	\$54,485,000
2019B	Refunding	\$188,810,000	December 15, 2042	\$94,725,000
2018	Systems Projects	\$82,265,000	December 15, 2036	\$74,155,000
2015A	Refunding	\$668,655,000	June 15, 2025	\$22,660,000
2006C	Refunding	\$134,650,000	June 15, 2032	\$70,985,000

Subordinate Debt

Series	Purpose	Original Principal Amount	Final Maturity	Projected Principal Outstanding
2024	Refunding	\$120,975,000	June 15, 2040	\$120,975,000
2021	Refunding	\$16,220,000	December 15, 2037	\$15,520,000
2019	Refunding	\$59,070,000	December 15, 2042	\$59,070,000
2018	Refunding	\$115,540,000	December 15, 2041	\$85,535,000
2016	Refunding	\$145,691,498	December 15, 2032	\$114,086,498
2015A	Refunding	\$192,005,000	June 15, 2026	\$21,310,000
2007A	System Projects/Refund	\$261,124,109	June 15, 2035	\$78,610,000



Financial Structure

Accounting Method

UTA reports as a single enterprise fund and uses the accrual method of accounting. Under this method, revenues are recognized when they are earned, and expenses are recognized when they are incurred.

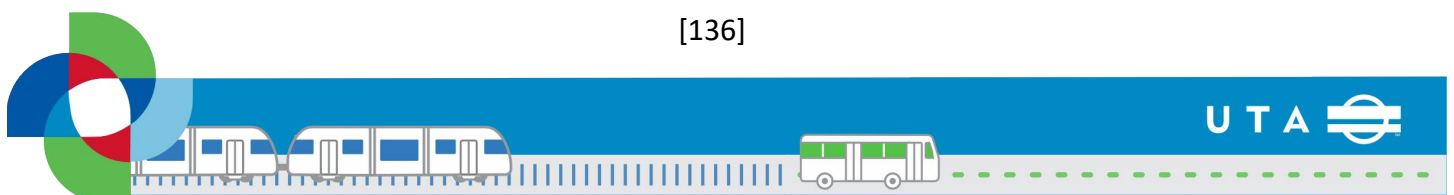
Department /Fund Relationship

Within the enterprise fund, UTA maintains two budgets – one for operations and one for capital. Within the operations budget, expenses are tracked by type of service mode (bus, light rail, commuter rail, paratransit, or rideshare/vanpool) as well as operations support, administrative, non-operating, and debt service.

Departments within operations and operations support by type of service are:

Bus	Light Rail	Commuter Rail	Paratransit	Rideshare Vanpool
Mt. Ogden	Light Rail Operations	Commuter Rail	Paratransit	Van Pools
Mt. Ogden Maintenance	Light Rail Maintenance	Commuter Rail Maintenance	Paratransit Maintenance	Rideshare Administration
Mt. Ogden Administration	Light Rail Jordan River Maintenance	Commuter Rail Administration	Special Service Administration	
Timpanogos Operations	Light Rail Administration	Maintenance of Way Systems		
Timpanogos Maintenance	Rail Fleet Sustainability	Maintenance of Way Infrastructure		
Timpanogos Administration	Maintenance of Way Systems			
Meadowbrook Operations	Maintenance of Way Infrastructure			
Meadowbrook Maintenance				
Meadowbrook Administration				
Central Maintenance				
Integrated Service Planning				
Transit Communications Center				

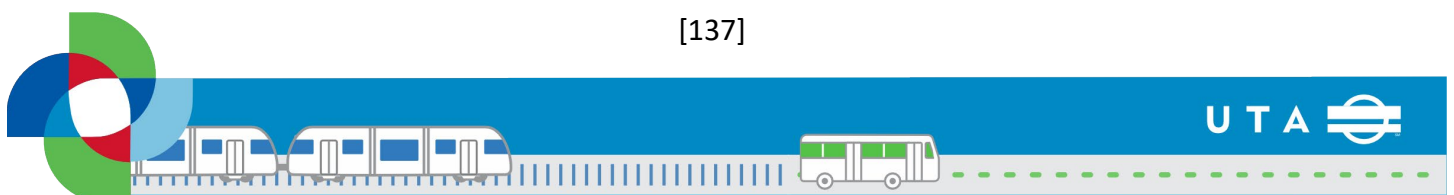
Departments within the operations support, and administrative classifications are provided on the following page.



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

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

Within the capital budget, expenses are tracked by discrete projects, Safety & Security, State of Good Repair (capital maintenance to the transit infrastructure), and Information Technology. Details about capital investments are provided in the Capital and Debt section.



Basis of Budgeting

Budgeting is based upon the accrual basis with these exceptions:

- UTA budgets capital expense rather than depreciation expense
- UTA does not budget for change in actuarial estimates for the pension
- In addition to bond interest expense, UTA budgets annual bond principal payments
- The annual budget excludes amortization of bond issuance premiums and discounts

Financial Information and Policies

Basis of Accounting

The Authority reports as a single enterprise fund and uses the accrual method of accounting. Under this method, revenues are recognized when they are earned, and expenses are recognized when they are incurred.

Standards for Reporting Purposes

The financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America as prescribed by GASB.

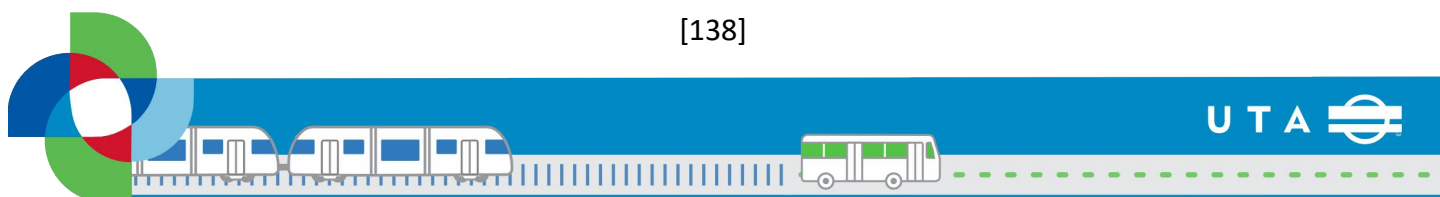
The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, deferred inflows of resources, and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts or revenues and expenses during the reporting period. Actual results could differ from those estimates.

Federal Planning Assistance and Preventive Maintenance Grants

Federal planning assistance grants received from the Federal Transit Administration (FTA) and preventive maintenance grants are recognized as revenue and receivable during the period in which the related expenses are incurred and eligibility requirements are met. The current reauthorizations act, Fix America's Surface Transportation (FAST), allows for the replacement and repair of aging infrastructure. Congress is engaged in negotiations on the next Transportation Act at the time this document was printed.

Federal Grants for Capital Expenses

The U.S. Department of Transportation, through contracts between the Authority and the FTA, provides federal funds of 35% to 93% of the cost of property and equipment acquired by the Authority through federal grants. Grant funds for capital expenses are earned and recorded as capital contribution revenue when the capital expenses are made, and eligibility requirements are met.



Contributions from Other Governments (Sales Tax)

As approved by the voters or county governing bodies, sales tax for transit is collected to provide the Authority with funds for mass transit purposes. Funds are utilized for operations and for the local share of capital expenses. Sales tax revenue is accrued as a revenue and receivable for the month in which the sales take place. The Authority does not have taxing authority in any jurisdiction; therefore, this revenue is considered a contribution from another government.

Approved Local Option Sales Tax:

Salt Lake County	0.7875%
Davis County	0.6500%
Weber County	0.6500%
Box Elder County	0.5500%
Utah County	0.6260%
Tooele County	0.4000%

These represent 2024 budgeted values. Decreases to UTA directed Local Option Sales Tax rates took place across all counties in 2024, but final values for 2025 are currently undefined.

Budgetary and Accounting Controls

The Authority's annual budgets are approved by the Board of Trustees, as provided for by law. Operating and non-operating revenues and expenses are budgeted on the accrual basis except for depreciation, actuarial pension expenses, bond principal payments, and amortization of bond issuance premiums and discounts. Capital expenses and grant reimbursements are budgeted on a project basis. Multi-year projects are approved in whole but are budgeted based on estimated annual expenses and revenues.

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

UTA Board of Trustees Bylaws and Policies (Budget Related)

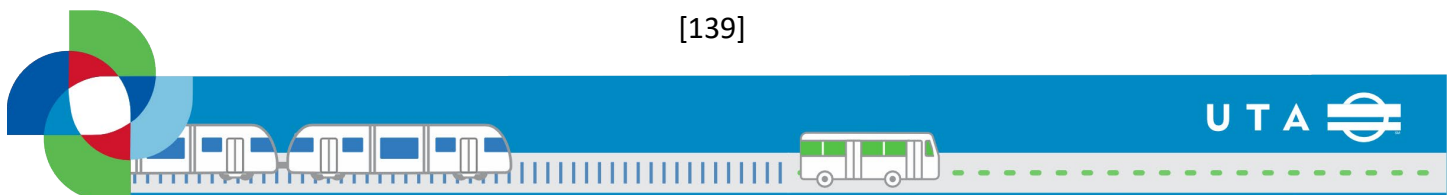
ARTICLE VII – CONDUCTING BUSINESS

Section 1 Resolutions, Orders and Ordinance – Vote Recorded

Each and every formal action by the Board and Advisory Council shall be taken by the passage of a resolution, order or ordinance by the Board or Advisory Council. Resolutions and ordinances shall be by roll call vote with each affirmative and negative vote recorded. Proposed resolutions and ordinances shall be forwarded to each Trustee and Member by electronic means at least twenty-four hours before the ordinance is presented for adoption. All resolutions and ordinances passed by the Board and Advisory Council shall be authenticated as soon as practicable after their passage by the signature of the applicable Chair and attested to by the Board Secretary or Advisory Council, Second Vice-Chair, and kept in the official records of the Authority. A record of meetings of the Board and Advisory Council shall be made and retained as provided by law.

Section 2 Adoption and Amendment of Bylaws

[139]



These Bylaws may be adopted and amended by an affirmative vote by a majority of the Board after consultation with the Advisory Council.

Section 3 Fiscal Year

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

Section 4 Principal Place of Business

The principal place of business for the Authority, and the location of all offices and departments, shall be determined from time to time by the Board. The Board Secretary shall publish the location of the principal place of business in the Government Entity Database maintained by the Division of Corporations of the State of Utah.

Section 5 Budget

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

Section 6 Audit Reports

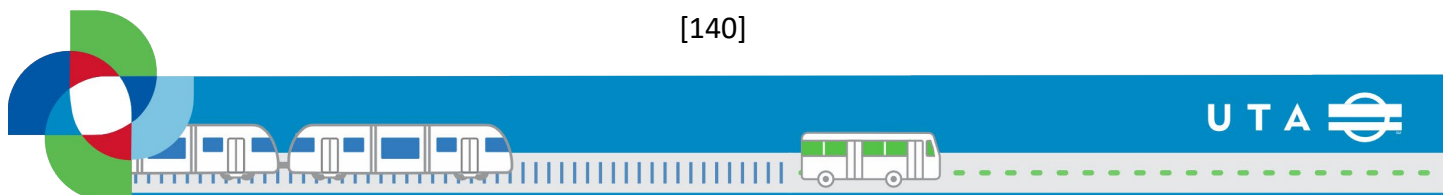
- A. Annual Audit - The Board shall cause an annual audit of the Authority's financial statements to be conducted in accordance with general accepted auditing standards following the end of each fiscal year and in compliance with the Act. The audit shall be performed by an independent certified public accounting firm selected by the Board. The auditor shall provide a signed auditor's opinion as to the fair presentation of the financial position of the Authority and the results of Authority operations and changes in its financial position for the fiscal year ended. The audit shall be made available in compliance with the Act.
- B. Other Audits - In consultation with the Advisory Council, the Board may cause audits other than the annual audit to be made, which shall be made available in compliance with the Act.

BUDGET

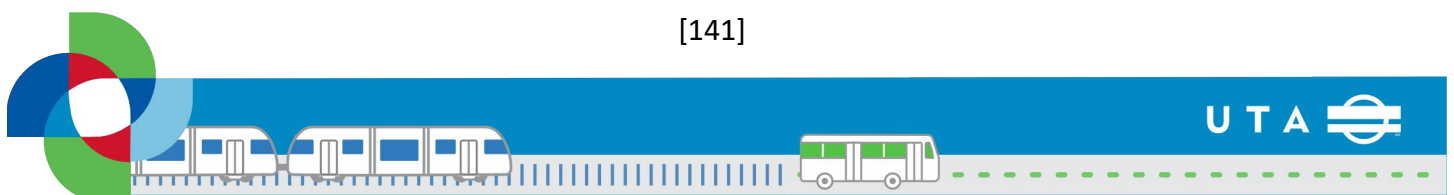
Board of Trustees Policy No. 2.3

Application: Board of Trustees and Local Advisory Council

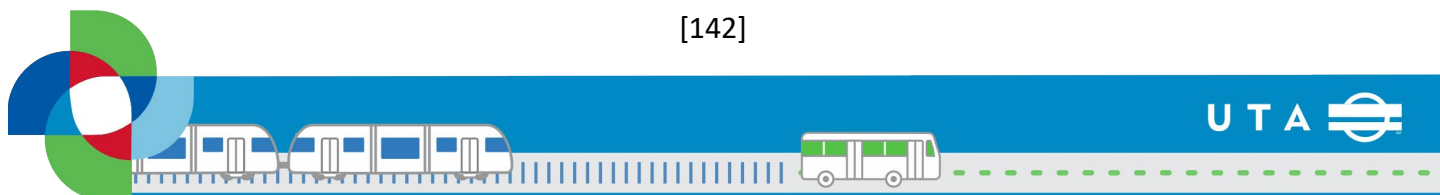
- I. Purpose: The purpose of this policy is to define the requirements, duties, and responsibilities for developing, proposing, and amending annual budgets of the Authority.
- II. Definitions:
 - A. "Annual Budget" means a financial plan for the fiscal year which includes estimates of operating revenues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



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



- M. “Local Advisory Council” means the UTA Local Advisory Council established in Utah’s Public Transit District Act (17B-2a-801 et seq.)
- N. “Mode” means type of transit service including bus, light rail, commuter rail, paratransit, rideshare/vanpool, microtransit, or any future type of transit service that the Authority adopts.
- O. “Operating Budget” means the budget that tracks operating expenses by Mode as well as direct operations support, general management and support, and administration. The budget also tracks operating expenses by Executive or Chief Office classification. The Operating Budget should outline expenditures and revenue sources in support of current operations. The Operating Budget does not include debt service, capital, or reserve monies.
- P. “Public Engagement Report” means a document comprising all public comments received during the public comment period for the Authority’s annual budget.
- Q. “Technical Budget Adjustment” means the process of allocating contingency or unallocated expenses to an approved capital project or line item in the operating budget, or an action that reallocates funds from one executive or chief office classification to another.
- R. “Tentative Budget” means the annual budget approved by the Board of Trustees before the public comment period and consultation by the Local Advisory Council. The Tentative Budget is replaced by the Final Budget after that is adopted by the Board of Trustees.
- III. Policy: The development, review and approval of the Authority’s Annual Budget will proceed as follows:
- A. Budget Development
1. As provided for in the Authority’s Bylaws, the Authority will prepare an Annual Budget and the Board of Trustees, after consultation with the Local Advisory Council, will approve the budget prior to the end of each fiscal year.
 2. The budget will be developed in compliance with Chapter 1, Part 7 of the Special Districts Act.
 3. The agency will incorporate the following plans while developing the Annual Budget:
 - a. UTA’s Strategic Plan; and
 - b. UTA’s Long-Term Financial Plan (as required in Board Policy 2.1. Financial Management); and

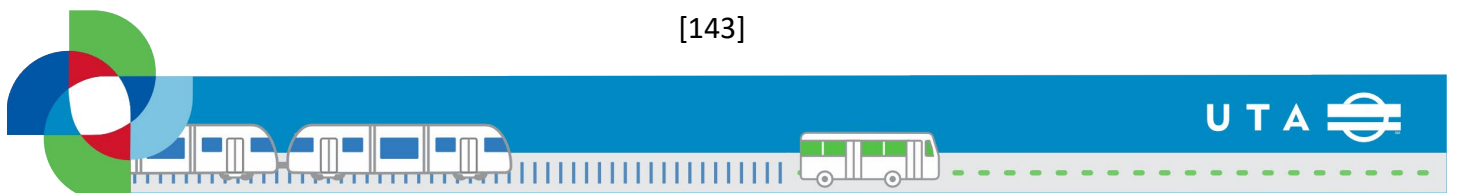


- c. UTA's Five-Year Capital Plan (as required in Board Policy 2.1 Financial Management). The Annual Budget will reflect the first year of the approved Capital Plan as adopted annually or amended.
4. The Tentative and Final Operating Budgets will include detailed summaries of revenue by source, operating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

B. Budget Review and Approval

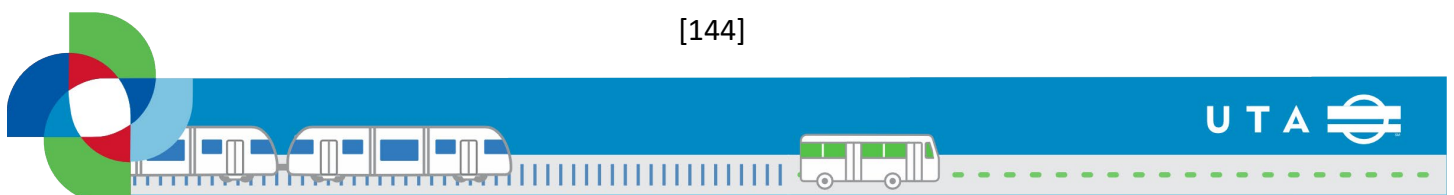
1. A Tentative Budget will be presented to the Board of Trustees for discussion in a public meeting prior to the Tentative Budget being presented to the Board for approval. The Tentative Budget will be adopted by resolution.
2. Following the Board's adoption of the Tentative Budget:
 - a. The Authority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

C. Budget Adjustments and Amendments



1. The Board of Trustees may amend or supplement the budget at any time after its adoption as follows:
 - a. Technical Budget Adjustment – the Authority may request the Board’s approval to reallocate existing resources in the Annual Budget when the request does not increase budget authority. A Technical Budget Adjustment must be placed on a public meeting agenda for the Board’s action by a voice vote.
 - b. Contingency and Unallocated Resources in the Annual Budget will require the Board’s approval through a Technical Budget Adjustment to provide appropriation authority for those funds.
 - c. Budget Amendment – after consulting with the Local Advisory Council, the Board may authorize a Budget Amendment for the current fiscal year to increase the Annual Budget appropriation authority. A Budget Amendment will be adopted in a public meeting by resolution.

2. The Executive Director may make administrative adjustments to an adopted budget without Board approval under the following circumstances:
 - a. The Executive Director may make Operating Budget adjustments within the same Mode or Executive or Chief Office.
 - b. The Executive Director may make a Capital Budget adjustment within the same respective Capital project in the approved Capital Plan.
 - c. The Executive Director may reassign existing headcount approved in the Annual Budget to another Mode, Executive or Chief Office as long there is a neutral (net zero) impact to the Annual Budget, and the Board is notified of the adjustment.
 - d. The administrative adjustments authorized in this section will not have a significant policy impact or affect budgeted year-end Fund Balances.
 - e. Excluding the circumstances authorized above, administrative adjustments which

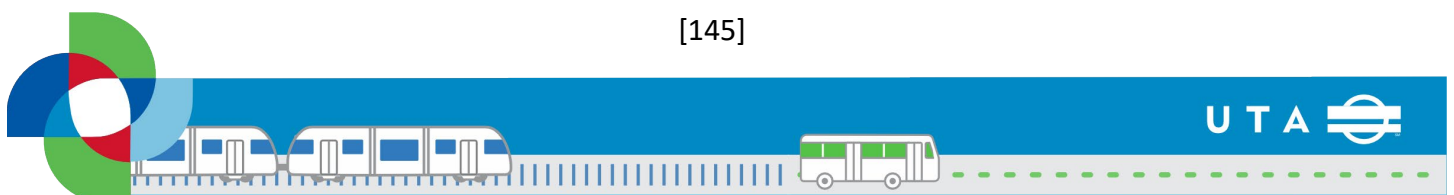


seek to reallocate funds across Mode, Executive and Chief Offices, or between capital projects will be brought to the Board for a Technical Budget Adjustment consideration.

D. Lapse of Appropriation

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

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



Utah's Provisions Applicable to All Local Districts

17B-1-702 Local District to Submit Budgets

Except as provided in paragraph (a), within 30 days after it is approved by the board, and at least 30 days before the board adopts a final budget, the board of each local district with an annual budget of \$50,000 or more shall send a copy of its tentative budget and notice of the time and place for its budget hearing to 1) each of its constituent entities that has in writing requests a copy; and (2) to each of its customer agencies that has in writing requested a copy.

(a) Within 30 days after it is approved by the board, and at least 30 days before the board adopts a final budget, the board of trustees of a large public transit district as defined in Section 17B-2a-802 shall send a copy of its tentative budget and notice of the time and place for its budget hearing to 1) each of its constituent entities; 2) each of its customer agencies that has in writing requested a copy; 3) the governor; and 4) the Legislature.

The local district shall include with the tentative budget a signature sheet that includes 1) language that the constituent entity or customer agency received the tentative budget and has no objection to it; and 2) a place for the chairperson or other designee of the constituent entity or customer agency to sign.

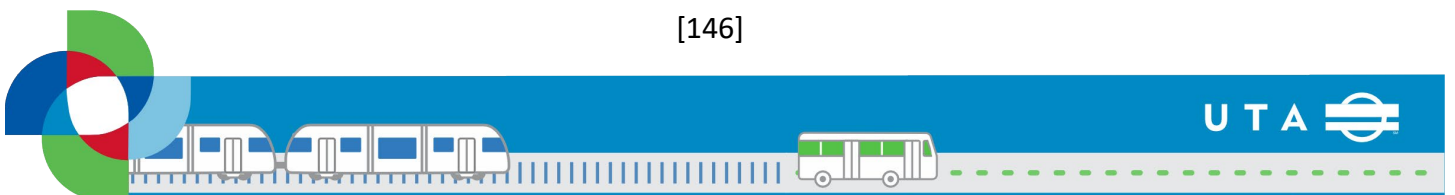
Each constituent entity and each customer agency that receives the tentative budget shall review the tentative budget submitted by the district and either 1) sign the signature sheet and return it to the district; or 2) attend the budget hearing or other meeting scheduled by the district to discuss the objections to the proposed budget.

If any constituent entity or customer agency that received the tentative budget has not returned the signature sheet to the local district within 15 calendar days after the tentative budget was mailed, the local district shall send a written notice of the budget hearing to each constituent entity or customer agency that did not return a signature sheet and invite them to attend that hearing. If requested to do so by any constituent entity or customer agency, the local district shall schedule a meeting to discuss the budget with the constituent entities and customer agencies. At the budget hearing, the local district board shall 1) explain its budget and answer any questions about it; 2) specifically address any questions or objections raised by the constituent entity, customer agency, or those attending the meeting; and 3) seek to resolve the objections.

Nothing in this part prevents a local district board from approving or implementing a budget over any or all constituent entity's or customer agency's protest, objections, or failure to respond.

Utah's Provisions Applicable to All Local District 17-B-1-1102 Limitation on Bonds

A public transit district may not issue general obligations bonds if the issuance of the bonds will cause the outstanding principal amount of all the district's general obligation bonds to exceed the amount that results from multiplying the fair market value of the taxable property within the district, as determined under Section 11-14-301(3)(b) by 3%. Bonds or other obligations of a public transit district that are not general obligation bonds are not included in this limit.



Board of Trustees Policy No. 2.1

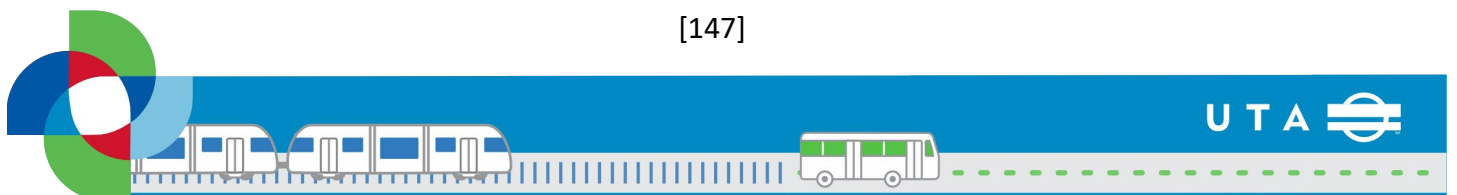
Financial Management – Key Budget Provisions (~December 2022)

A. Reserves

1. The Authority will maintain the following reserves:
 - a. General operating reserves, including the risk reserve, funded at a level equal to at least twelve percent (12%) of the Authority's budgeted operating expense, excluding non-operating expense, to be used as a working capital account throughout the year. The Treasurer will manage the use of the funds in the general operating reserve.
 - b. Service stabilization reserve funded at a level equal to three percent (3%) of the Authority's budgeted operating expense, excluding nonoperating expense, to be used to avoid service reductions at such times as the Authority faces a revenue shortfall or cost overrun due to extraordinary circumstances. The Board of Trustees must give its prior approval before funds in the service stabilization reserve are used.
 - c. Bond reserves funded at a level required by bond covenants to be used for the payment of debt service in the event that the Authority fails to make scheduled bond principal and interest payments. The Board of Trustees must give its prior approval before funds in the bond reserve are used.
 - d. Capital replacement reserve to reach a level equal to one percent (1%) of the property, facilities, and equipment cost as reported in the comprehensive annual financial report to be used for capital repair or replacement costs due to extraordinary circumstances. The Board of Trustees must give its prior approval before funds in the capital replacement reserve are used.
 - e. Self-insurance/catastrophic reserve established annually through the budget process to reflect claims outstanding from risk management and estimable and presumed liability on open legal cases through the attorney general's office. The amount in this reserve is reported to the Department of Public Safety annually. An element of the reserve will fund a catastrophic loss reserve for vanpool claims over existing insurance coverage. The funding of the catastrophic loss reserve may be funded by vanpool fees to mitigate large claims.
 - f. Debt reduction reserve fund for the purpose of retiring outstanding bonds or long-term obligations, with advance approval by the Board of Trustees, may be used to supplement the general operating reserve.
2. The Board of Trustees may establish other reserves and make additional contributions to existing reserves.
3. Reserve balances will be reported on the Authority's monthly financial statements.
4. Upon the use of any service stabilization, bond, or capital replacement reserves, or debt reduction reserve the Board of Trustees will, by resolution, establish a timeline for the full reimbursement of the reserves within 60 months after their first use and begin to restore reserves used no later than 24 months after their first use.

B. Long-term Financial Planning

1. The Executive Director will develop a long-term (5 years or longer) financial plan incorporating the Board of Trustees' strategic plan, identifying the Authority's long-term financial challenges and



proposed solutions based upon reasonable projections of revenue and expense including operations and maintenance, reasonably anticipated new funding programs, capital expansion, maintenance of a state of good repair of existing assets, asset replacement, and debt issuance. The Executive Director will update the long-term financial plan three times a year.

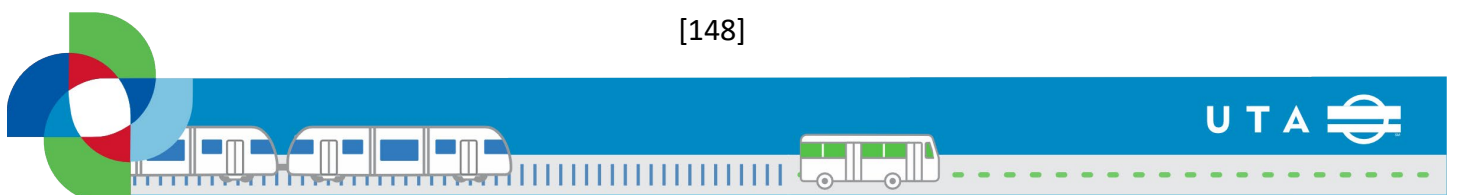
2. The Board of Trustees will review the long-term financial plan annually and report it to the State Bonding Commission.

C. Budgeting

1. As provided for in the Authority's Bylaws, the Authority will prepare an annual budget and the Board of Trustees, after consultation with the Advisory Council, will approve the budget.
2. The Board of Trustees may amend or supplement the budget at any time after its adoption.
3. The Executive Director may make administrative adjustments to an adopted budget without Board of Trustee approval as long as those changes will not have a significant policy impact or affect budgeted year-end fund balances.

Capital

The Executive Director will develop a Five-Year Capital Plan to be approved by the Board of Trustees annually after consultation with the Local Advisory Council where they approve and recommended adoption by the Board of Trustees. The plan will be updated every year for inclusion in the annual budget process discussions and approvals. The Five-Year Capital Plan will be fiscally constrained and will maintain all assets at a state of good repair to protect the Authority's capital investment and minimize future maintenance and replacement costs.



Budget Process

This section describes the process for preparing, reviewing, and adopting the budget for the coming fiscal year. It also includes procedures for amending the budget after adoption and the process used in developing the capital budget. A budget calendar for the budgeted year 2024 is included at the end of this section.

Budget Process: The Executive Director and Chief Financial Officer, with the advice and counsel of the Board of Trustees and the Local Advisory Council, prepare a preliminary budget for the ensuing year including operation, maintenance, administration expenses, debt service, and capital expenditures.

Preparation of the annual budget is intertwined and coordinated with input from various updates of the Agency's financial plan. There are four stages in the annual budget process:

1. Budget Planning
2. Establishing the Base Budget
3. Identification, prioritization, and selection of Budget Initiatives from Budget Planning phase or other processes for inclusion in the Tentative Budget
4. Preparation, and approval of Tentative and Final Budgets

The annual process starts in the Spring with the Authority's Executive Team and staff assessing estimates for revenues, operating expenses, and capital projects. Budget priorities are discussed, and a preliminary five-year capital plan is developed.

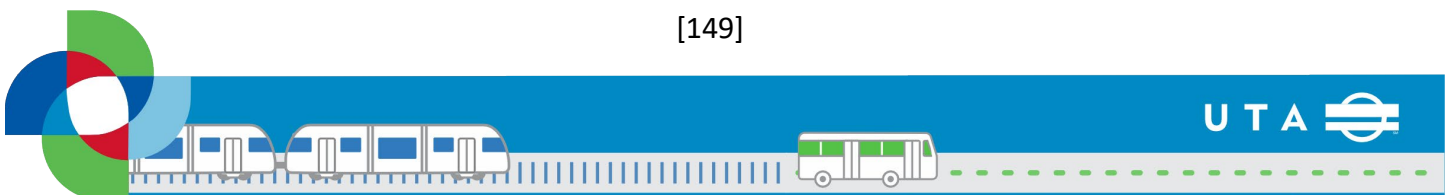
Budget Planning starts the Budget Development process. Budget Plans provide key information for UTA's decision-making process around resource allocation. They clearly articulate Office/Department objectives, business, or operating environment, change drivers, change initiatives, prioritization criteria and connection to the UTA Way and Strategic Framework. Budget Plans are an input to the budget outlook process and form the foundation for potential Budget Initiatives.

After a preliminary budget outlook is reviewed with the Board of Trustees, the Executive Director develops and distributes budget preparation instructions for Authority staff.

Changes in assumptions are incorporated into the 5-Year financial plan and a Base Operating Budget (Base Budget) for the upcoming year is calculated. One-time costs are eliminated, current year technical budget adjustments, mid-year service changes, and known labor cost changes, fuel and power cost change projections, and inflationary factors are applied to the current adopted budget to arrive at a Base Budget at the account code level for each Office. The Base Budget is then projected over the 5-year planning horizon and the agency determines if the Base Budget is sustainable.

The next phase of the Budget Development process is the development of new Budget Initiatives. Budget Initiatives are informed by the Budget Planning process, emerging factors, and are aligned with UTA's Strategic Plan. This is the process to identify priority investments in the Operating program or, if the Base Budget is not sustainable, initiatives are identified to bring the financial plan back into balance. Budget Initiatives are reviewed and prioritized by the Executive Team for inclusion in the budget request.

A draft five-year capital plan is completed and reviewed with the Board of Trustees and the Local Advisory Council in September. The first year of the capital plan, which includes specific capital projects and the funding



available through outside funding such as grants, local partners, state funding, and financing are included in the next year's capital budget.

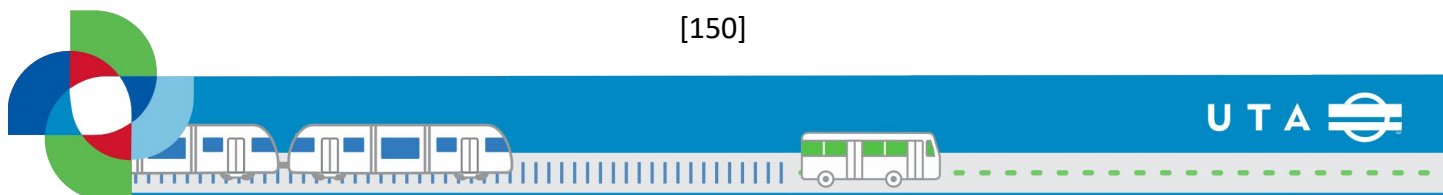
In August, each Chief Officer submits an operating budget which includes the Base Budget level and any approved Budget Initiatives. The Executive Team reviews the operating budgets and makes any adjustments it deems necessary. Preliminary budgets are reviewed with the Board of Trustees in August. Any modifications to the budget are completed by early September.

In September, the Executive Director presents the Tentative Budget to the Board of Trustees for their review and approval. Once the Tentative Budget is approved by the Board of Trustees, it is sent to the Governor's Office, State Legislature and Local Governments and a 30-day comment period, which includes a public hearing, is established. Input from the Local Advisory Council on the Tentative Budget is sought following Board approval.

In early December, the Executive prepares and presents the Final Budget to the Board of Trustees for its review and approval.

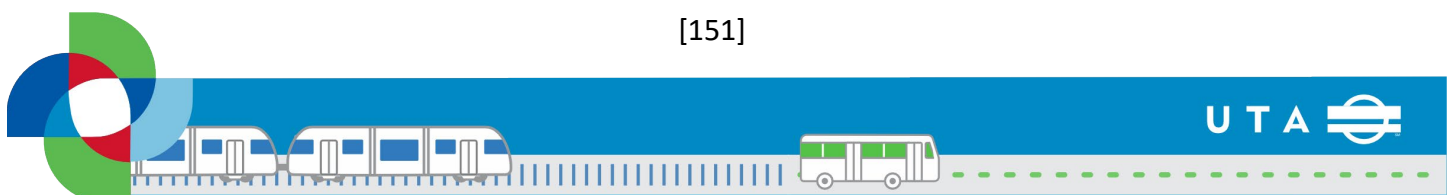
Adoption of Annual Budget: Before the first day of each fiscal year, the Board shall adopt the annual budget by a vote of a quorum of the total Board. If, for any reason, the Board has not adopted the annual budget on or before the first day of January of any fiscal year, the preliminary budget (Tentative Budget) for such year shall be in effect for such fiscal year until the annual budget is adopted.

Please refer to the UTA Budget Preparation Schedule at the end of this section.



Annual Budget Schedule

Task	Completion Date
Budget Office Distributes Budget Memo	Apr. 1, 2024
Executive Team Reviews & Approves Base Targets	Apr. 23, 2024
Executive Team Reviews and Approves Draft Tentative Budget	Jul. 5, 2024
Board Budget Work Sessions	Aug. 5 to Aug. 16, 2024
Board Reviews Tentative Budget	Sep. 11, 2024
Board approves Tentative Budget and public hearing date	Sep. 25, 2024
Budget Review and Comment Period	Oct. 7 to Nov. 6, 2024
Local Advisory Council approves 5-Year Capital Plan, Consults on Ops. Budget	Nov. 6, 2024
2024 Budget Open House/Public Hearing	Oct. 10, 2024
Board of Trustees reviews public comments, LAC input, and final budget	Nov. 13, 2024
Final Public Engagement report presented to Board of Trustees	Dec. 4, 2024
Board of Trustees considers approval of the Final Budget and 5-Year Capital Plan	Dec. 4, 2024
Staff prepares, prints, and distributes Budget Document to the Board of Trustees, Operating Departments, and State Auditor, and other interested parties	Dec. 30, 2024



Community Profile

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

Salt Lake County - Salt Lake County comprises an area of 764 square miles and accounts for approximately 46% of the population and approximately 57% of the private sector employment of the Service Area. The principal cities include Salt Lake City, West Valley City, and Sandy City. Salt Lake City is the capital and largest city in the State. Due to continuous economic and population growth, most of the cities in Salt Lake County have grown into a single large metropolitan area with Salt Lake City as its commercial center. The county's population increased approximately 15% from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, manufacturing, professional, scientific, and technical services. For Fiscal Year 2023, approximately 50% of UTA total Sales and Use Taxes were collected within Salt Lake County boundaries³.

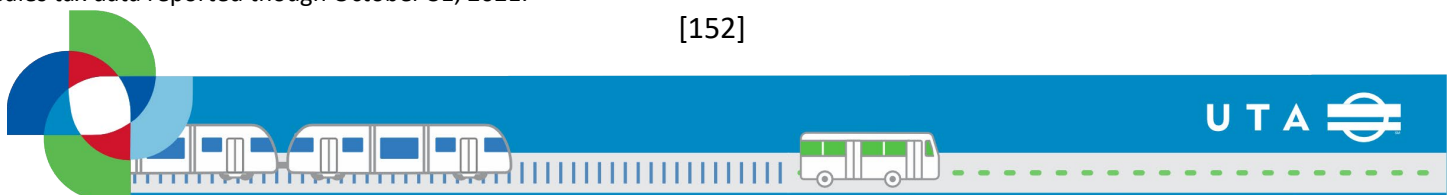
Utah County - Utah County comprises an area of 1,998 square miles and accounts for approximately 25% of the population and approximately 22% of the private sector employment of the Service Area. The principal cities include the Provo City and Orem City. The county's population increased approximately 28% from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, education services and construction. For Fiscal Year 2023, approximately 30% of total UTA Sales and Use Taxes were collected within Utah County boundaries.

Davis County - Davis County comprises an area of 268 square miles and accounts for approximately 14% of the population and approximately 10% of the private sector employment of the Service Area. The principal cities include Bountiful, Clearfield, Clinton, Kaysville, Layton, and Syracuse. The county's population increased approximately 18% from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, manufacturing, and local government. For Fiscal Year 2023, approximately 10% of total UTA Sales and Use Taxes were collected within Davis County boundaries.

Weber County - Weber County comprises an area of 531 square miles and accounts for approximately 10% of the population and approximately 8% of the private sector employment of the Service Area. The principal city is Ogden City. The county's population increased approximately 13% from 2010 to 2020. The largest employment sectors are manufacturing, health care and social assistance, retail trade and local government. For Fiscal Year 2023, approximately 5% of total UTA Sales and Use Taxes were collected within Weber County boundaries.

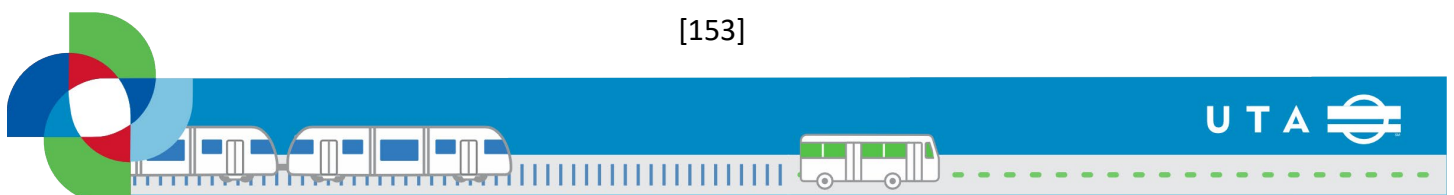
Tooele County - The portion of Tooele County served by UTA includes the cities of Tooele and Grantsville and some unincorporated areas. Tooele County comprises an area of 6,923 square miles (the second largest county in the State) and accounts for approximately 3% of the population and approximately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

³ Sales tax data reported though October 31, 2021.



private sector employment of the Service Area. The principal cities include Tooele City and Grantsville City. The county's population increased approximately 25% from 2010 to 2020. The largest employment sectors are local government, retail trade and transportation and warehousing. For Fiscal Year 2023, approximately 4% of total Sales and UTA Use Taxes were collected within Tooele County boundaries.

Box Elder County - The portion of Box Elder County served by UTA includes the cities of Brigham, Perry and Willard and some unincorporated areas. Box Elder County comprises an area of 5,627 square miles (the fourth largest county in the State) and accounts for approximately 2% of the population and approximately 2% of the private sector employment of the Service Area. The principal city is Brigham City. The county's population increased approximately 15% from 2010 to 2020. The largest employment sectors are manufacturing, local government, retail trade, and health care and social assistance. For Fiscal Year 2023, approximately 0.5% of total UTA Sales and Use Taxes were collected within Box Elder County boundaries.



Glossary

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

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

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

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

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

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

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

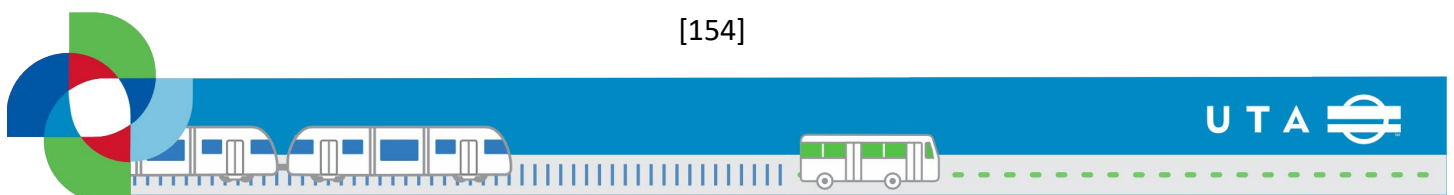
ATU - Amalgamated Transit Union

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

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

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

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



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

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

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

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

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

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

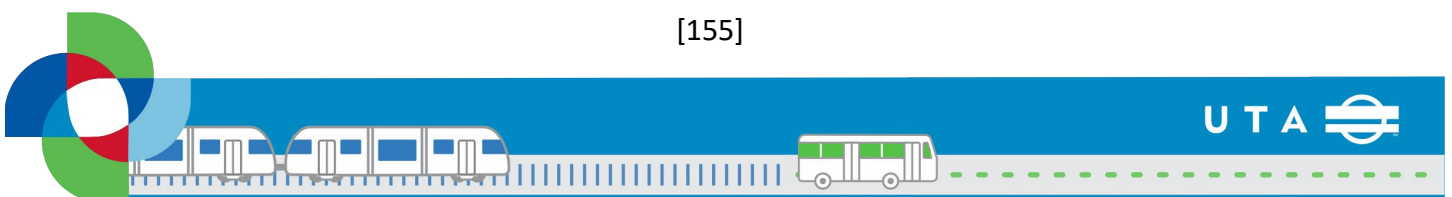
CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act of 2021. Signed into law on December 27, 2020. Stimulus funds for COVID-19 relief, to support the transit industry during the COVID-19 public health emergency. Similar eligibility requirements as CARES Act funding. UTA was allocated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

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

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

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

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



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

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

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

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

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

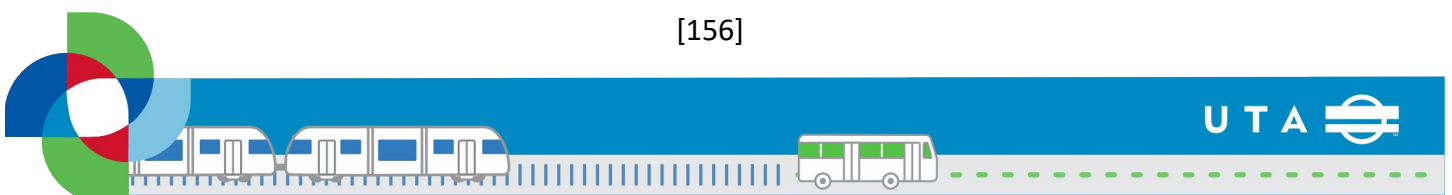
Farebox Revenues - All revenues gained from the sale of passenger tickets, passes, tokens or other instruments of fare payments.

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

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

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

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



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

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

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

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

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

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

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

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

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

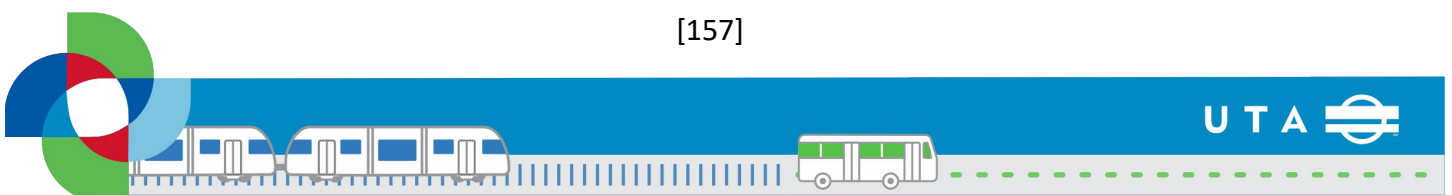
Internal Controls - Methods and measures implemented to safeguard assets, provide for accuracy of accounting data, and encourage compliance with policies.

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

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

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

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



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

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

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

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

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

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

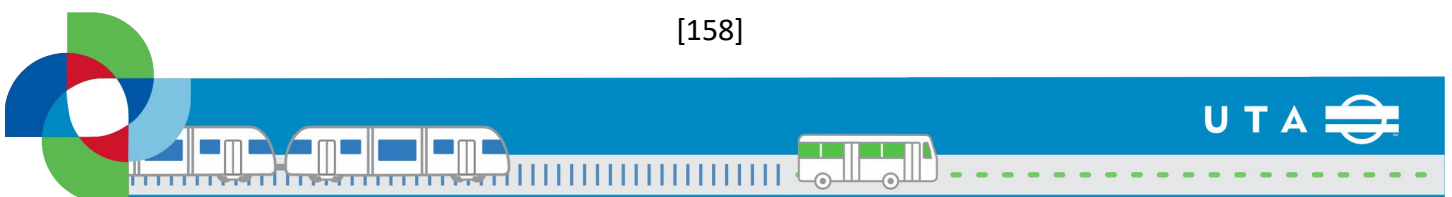
Operating Revenue - Funds the agency receives as income to pay for ongoing operations. It includes such items as sales taxes, fares, interest earnings, and grant revenues. Operating revenues are used to pay for day-to-day services.

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

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

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

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



morning, and between 3 and 6 p.m. at night.

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

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

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

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

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

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

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

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

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

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

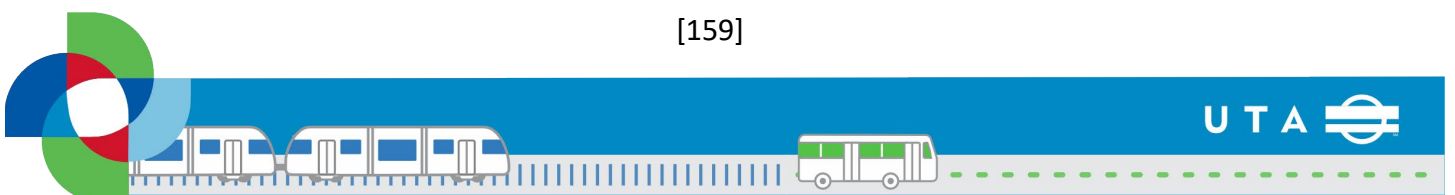
RFP - Request for proposal.

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

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

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

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



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

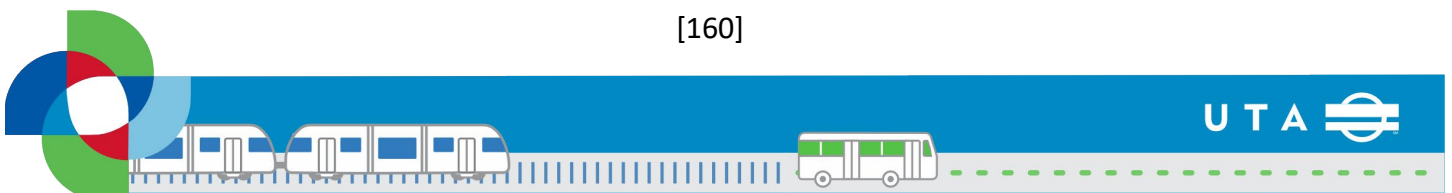
Strategic Plan - UTA's long-term plan for providing transit services to the communities served by the agency. Identifies key elements and strategies to be used in providing such services.

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

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

UDOT - Utah Department of Transportation

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



Attachment 1: Capital Plan Detail

1 Introduction

1.1 Purpose of document

Utah Transit Authority Board of Trustees Policy No. 2.1 Financial Management requires the Executive Director to develop a five-year capital plan and update it every year for inclusion in the annual budget process discussions and approvals. The plan must be fiscally constrained and maintain all assets in a State of Good Repair to protect the Authority's capital investments, maintain safety, and minimize future maintenance and replacement costs. Five-year forecasts help mitigate challenges of applying a one-year budget to multi-year projects and help in long-range budget planning, including setting of priorities.

1.2 Definition of Capital Projects

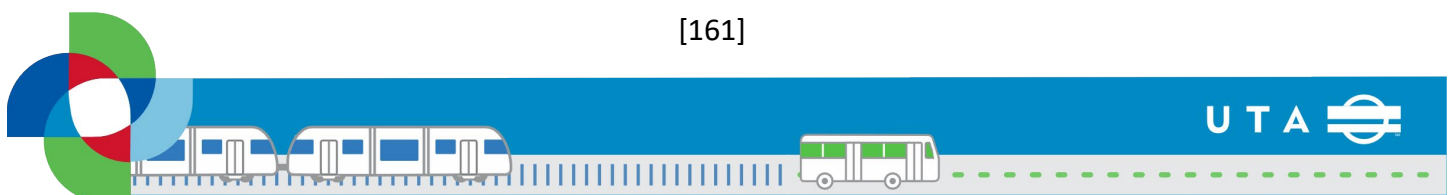
For the purpose of this document, capital projects include all construction, capital improvements, major equipment purchases, and other special projects requiring one or more expenditures totaling \$25,000 or more. This includes projects that are partially or fully funded by outside sources (e.g. grants, state funds, local partners, etc.). Other requests under \$25,000 should be included in departmental operating budgets.

Examples of capital projects include:

- New construction (new transit infrastructure, facilities, buildings, or major additions, including studies/design to support future project construction)
- Building repairs, renovations, demolition, or upgrades
- Major maintenance (capital renewal and deferred maintenance)
- Safety, ADA, or legal compliance construction projects
- Energy conservation improvements
- Grounds improvements
- Real estate acquisition or leasing
- Vehicles
- HVAC or reroofing projects
- Telecommunication and Information Technology systems (hardware and software)
- New or replacement equipment or furniture

2 Five-Year Capital Plan Development Process

The annual capital planning process results in a prioritized list of projects for the upcoming fiscal year capital budget and a forward-looking five-year capital plan. In general, the projects incorporated into the capital plan must reflect UTA's Strategic Plan and regional transit initiatives.



2.1 Project Requests

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

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

Project requests must include the overall project costs, the yearly budget needs for the project development, and the long-term operating and maintenance costs, including State of Good Repair costs if applicable. Potential funding sources are also identified in the project request.

2.2 Project Prioritization

Completed project requests are compiled and then prioritized and discussed by Executives. Prioritization considerations encompass UTA's Strategic Goals and Objectives, including:

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

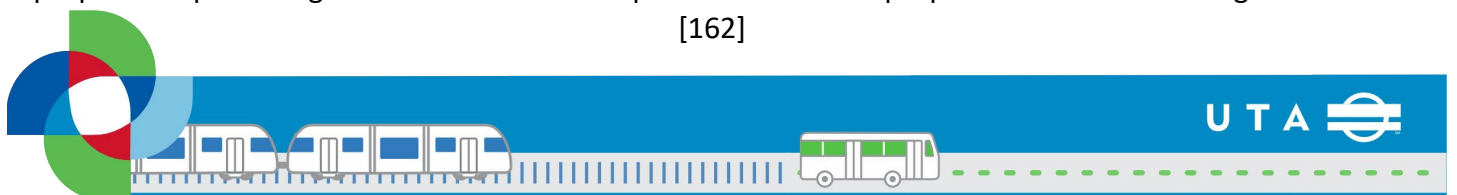
Executives reviewed the requests and weighed them against agency goals and objectives. Projects with a lower priority may be reduced in scope or moved to subsequent years as necessary. Once the project list was finalized, a draft five-year plan was submitted to the Executive team for review. Requests are trimmed as needed to meet the anticipated five-year funding resources, which are based on committed or reasonably foreseeable funding sources.

3 Proposed Capital Plan

Overview

The 2025-2029 capital requests have been compiled, and a new 2025-2029 Five-Year Capital Plan has been produced. Tables showing the proposed capital plan by year are presented below in year of expenditure dollars, as well as overall five-year summaries by both project type and funding source. Attachment A shows the detailed list of projects proposed to be funded, including the annual and five-year budget, anticipated grant and local partner funds, and the required UTA funds for each project. The proposed capital budget for 2025 will be incorporated into UTA's proposed 2025 annual budget.

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Any new, unforeseen items that come up during the year will be considered for annual budget adjustments or amendments as needed.

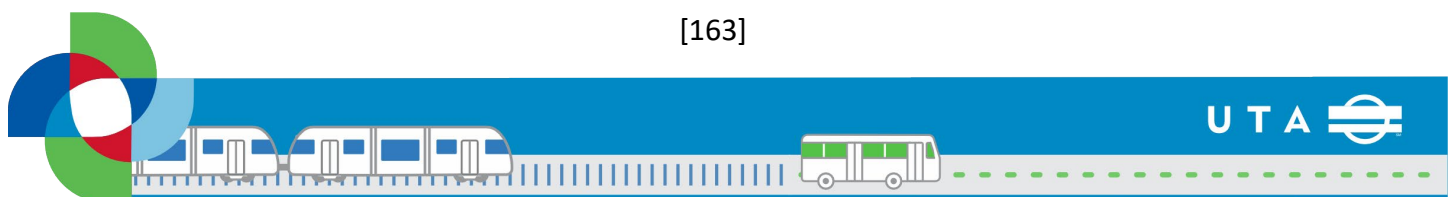
The capital budget and plan will be organized and presented by the respective Chief Office. Projects being managed by that Office will be organized under each respective office.

Proposed 2025 Capital Plan Summary

Chief Office	2025 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	276,029,000	115,899,000	50,149,000	55,707,000	54,274,000
Enterprise Strategy	15,809,000	2,400,000	-	-	13,409,000
Executive Director (Safety)	1,996,000	-	-	-	1,996,000
Finance	21,211,000	5,542,000	490,000	-	15,179,000
Operations	9,700,000	3,730,000	-	-	5,970,000
People	2,145,000	-	-	-	2,145,000
Planning & Engagement	3,341,000	-	-	-	3,341,000
Grand Total	330,231,000	127,571,000	50,639,000	55,707,000	96,314,000

Proposed 2026 Capital Plan Summary

Chief Office	2026 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	223,723,000	78,827,000	42,195,000	64,035,000	38,666,000
Enterprise Strategy	12,623,000	3,200,000	-	-	9,423,000
Executive Director (Safety)	1,485,000	-	-	-	1,485,000
Finance	17,868,000	2,407,000	137,000	-	15,324,000
Operations	7,213,000	2,510,000	-	-	4,703,000
People	75,000	-	-	-	75,000
Planning & Engagement	2,133,000	-	-	-	2,133,000
Grand Total	265,120,000	86,944,000	42,332,000	64,035,000	71,809,000

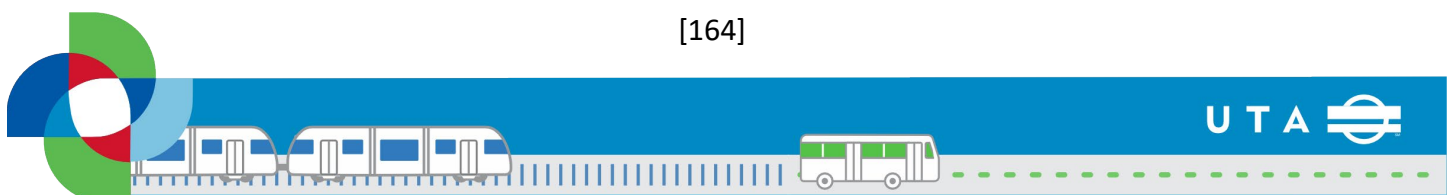


Proposed 2027 Capital Plan Summary

Chief Office	2027 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	218,018,000	85,344,000	15,202,000	93,459,000	24,013,000
Enterprise Strategy	5,275,000	1,600,000	-	-	3,675,000
Executive Director (Safety)	756,000	-	-	-	756,000
Finance	15,532,000	3,395,000	-	-	12,137,000
Operations	4,247,000	937,000	-	-	3,310,000
People	75,000	-	-	-	75,000
Planning & Engagement	1,449,000	-	-	-	1,449,000
Grand Total	245,352,000	91,276,000	15,202,000	93,459,000	45,415,000

Proposed 2028 Capital Plan Summary

Chief Office	2028 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	170,588,000	23,874,000	8,093,000	112,270,000	26,351,000
Enterprise Strategy	3,930,000	-	-	-	3,930,000
Executive Director (Safety)	620,000	-	-	-	620,000
Finance	20,543,000	4,152,000	-	-	16,391,000
Operations	3,200,000	580,000	-	-	2,620,000
People	75,000	-	-	-	75,000
Planning & Engagement	1,449,000	-	-	-	1,449,000
Grand Total	200,405,000	28,606,000	8,093,000	112,270,000	51,436,000

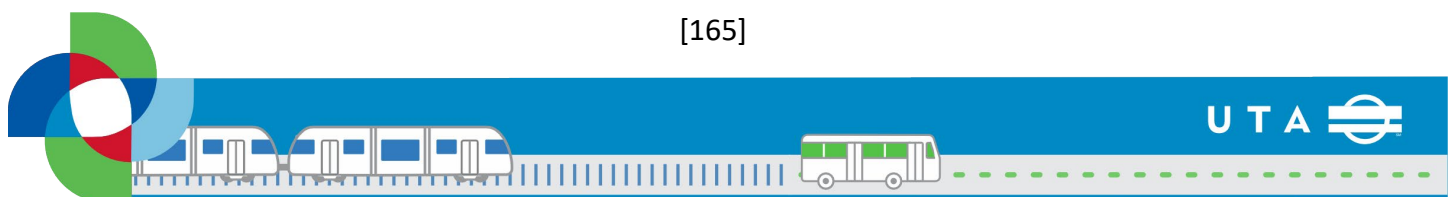


Proposed 2029 Capital Plan Summary

Chief Office	2029 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	139,347,000	27,818,000	4,103,000	86,850,000	20,576,000
Enterprise Strategy	3,280,000	-	-	-	3,280,000
Executive Director (Safety)	720,000	-	-	-	720,000
Finance	10,484,000	415,000	-	-	10,069,000
Operations	3,205,000	584,000	-	-	2,621,000
People	75,000	-	-	-	75,000
Planning & Engagement	1,349,000	-	-	-	1,349,000
Grand Total	158,460,000	28,817,000	4,103,000	86,850,000	38,690,000

Proposed Five-Year Capital Plan Summary by Program Category

Chief Office	2029 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	1,027,705,000	331,762,000	119,742,000	412,321,000	163,880,000
Enterprise Strategy	40,917,000	7,200,000	-	-	33,717,000
Executive Director (Safety)	5,577,000	-	-	-	5,577,000
Finance	85,638,000	15,911,000	627,000	-	69,100,000
Operations	27,565,000	8,341,000	-	-	19,224,000
People	2,445,000	-	-	-	2,445,000
Planning & Engagement	9,721,000	-	-	-	9,721,000
Grand Total	1,199,568,000	363,214,000	120,369,000	412,321,000	303,664,000



Proposed Five-Year Capital Plan Summary by Year

Year	Total Budget	Grants	State/Local Partners	Financing	UTA Funds
2025	330,231,000	127,571,000	50,639,000	55,707,000	96,314,000
2026	265,120,000	86,944,000	42,332,000	64,035,000	71,809,000
2027	245,352,000	91,276,000	15,202,000	93,459,000	45,415,000
2028	200,405,000	28,606,000	8,093,000	112,270,000	51,436,000
2029	158,460,000	28,817,000	4,103,000	86,850,000	38,690,000
Total	1,199,568,000	363,214,000	120,369,000	412,321,000	303,664,000

4 Five-Year Capital Plans

The five-year capital plan will be updated annually. Cost estimates and potential funding sources for projects are more accurate the closer they are to the year of expenditure; therefore, in addition to including new project requests each year, the plan will be updated as necessary to adjust project costs and years of expenditure as they become more refined for each project. Funding sources and amounts will also be updated as they become more certain.

Approval of the five-year capital plan will authorize the Agency to enter into contracts for those projects that are multi-year in nature.

This five-year capital plan will inform the ongoing updates to regional transportation plans and associated implementation funding plans prepared by the metropolitan planning organizations within UTA's service area.

4.1 UTA/UDOT Coordination

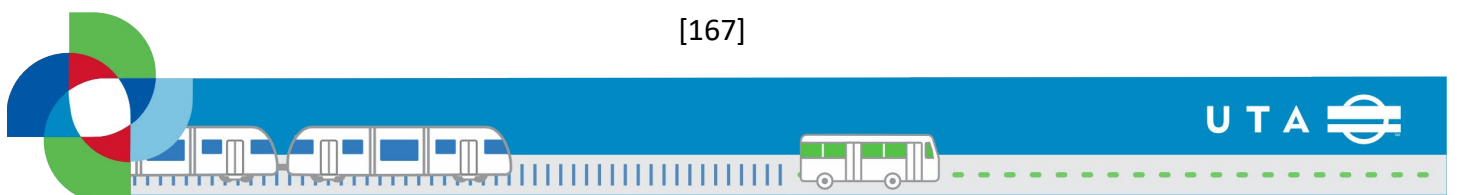
House Bill 322 passed in the 2022 Session by the Utah State Legislature directed UDOT and UTA to partner on fixed guideway projects with state funding and identified UDOT as the lead agency for project delivery. This significant legislation requires a strong working relationship between UDOT and UTA and provides state funding for major transit investments across the region. These funds can be used to leverage grant funds. The following are projects that UTA and UDOT are partnering on as a result of this legislation:

- 1) FrontRunner 2X
 - a. Double tracking of UTA's FrontRunner system to increase overall capacity and frequency of this service
- 2) Point of Mountain Improvements
 - a. Tied to FrontRunner 2X; includes a new station and double tracking in the Bluffdale area

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

Conclusion

The details of the UTA 2025-2029 Five-Year Capital Plan are presented in the attached tables.



Final UTA 2025-2029 Capital Plan

Attachment A

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
Capital Services	276,029,000	223,723,000	218,018,000	170,588,000	139,347,000	1,027,705,000
FMA516 - Corridor Fencing	60,000	60,000	60,000	60,000	60,000	300,000
FMA679 - Building Remodels/Reconfigurations	1,290,000	1,190,000	1,040,000	540,000	500,000	4,560,000
FMA680 - Suicide Prevention Research Project	2,000	-	-	-	-	2,000
FMA687 - Layton Station Improvements	60,000	550,000	-	-	-	610,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	150,000	150,000	-	-	-	300,000
FMA693 - Meadowbrook Electrification	1,786,000	1,836,000	-	-	-	3,622,000
FMA694 - Electric Bus Chargers	500,000	1,300,000	1,300,000	1,300,000	1,300,000	5,700,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	250,000	1,750,000	-	-	-	2,000,000
MSP102 - Depot District	-	-	-	-	-	-
MSP132 - IPCS Tech Support	-	35,000	35,000	35,000	70,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	1,000,000	-	-	3,000,000
MSP156- Prop 1 Davis County	170,000	-	-	-	-	170,000
MSP185 - Ogden/Weber State University BRT	6,000,000	-	-	-	-	6,000,000
MSP189 - Signal Pre-emption Projects w/UDOT	30,000	-	-	-	-	30,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	6,000,000
MSP202 - Davis-SLC Community Connector	6,790,000	2,500,000	25,695,000	4,200,000	3,000,000	42,185,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	691,000	-	-	-	-	691,000
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	70,000	70,000	1,500,000	-	1,710,000
MSP216 - Point of the Mountain Transit	500,000	200,000	200,000	200,000	200,000	1,300,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	364,000	-	-	-	-	364,000
MSP228- Operator Restrooms in Salt Lake County	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	364,000	-	-	-	-	364,000
MSP231- Operator Shack at University Medical EOL	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	2,592,000	2,856,000	3,156,000	2,693,000	2,693,000	13,990,000
MSP253 - Mid-Valley Connector	45,000,000	30,000,000	8,594,000	-	-	83,594,000
MSP254 – TechLink	4,000,000	2,000,000	-	-	-	6,000,000
MSP255 - Central Corridor	50,000	-	-	-	-	50,000
MSP257- Gap Filler on FR Stations	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	9,081,000	8,746,000	-	-	-	17,827,000
MSP259 - S-Line Extension	11,746,000	11,746,000	-	-	-	23,492,000
MSP260 - Westside Express (5600 West)	23,498,000	15,800,000	-	-	-	39,298,000
MSP262 - SL Central HQ Office	1,000,000	-	-	-	-	1,000,000
MSP263 - TOD Working Capital	2,388,000	688,000	688,000	688,000	688,000	5,140,000
MSP264 - FrontRunner South Extension	3,050,000	2,300,000	300,000	300,000	300,000	6,250,000

Final UTA 2025-2029 Capital Plan

Sum of Total Budget- Rounded	Column Labels						
Office/Projects	2025	2026	2027	2028	2029	Grand Total	
MSP265 - Program Management Support	4,430,000	4,430,000	3,730,000	3,730,000	3,730,000	20,050,000	
MSP267 - New Maintenance Training Facility	5,229,000	5,039,000	-	-	-	10,268,000	
MSP271 - MOW Training Yard	3,196,000	1,000,000	-	-	-	4,196,000	
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	
MSP275 - Station Area Planning	675,000	675,000	-	-	-	1,350,000	
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	
MSP286 - Utah County Park & Ride Lots	6,185,000	-	-	-	-	6,185,000	
MSP287 - 900 East UVX Station	3,211,000	212,000	-	-	-	3,423,000	
MSP288 - Sustainability Project Pool	300,000	200,000	200,000	200,000	200,000	1,100,000	
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	
MSP290- Orange Street Microtransit	-	-	-	-	-	-	
MSP293 - FrontRunner Shephard Lane	3,700,000	-	-	-	-	3,700,000	
MSP300 - New TRAX platform in South Jordan	1,500,000	-	-	-	-	1,500,000	
MSP301 - Federal Bus Stops 5339	802,000	717,000	-	-	-	1,519,000	
MSP312 - FrontRunner Point Improvements	300,000	300,000	300,000	-	-	900,000	
MSP313 - Electric Charger Program	-	-	-	-	-	-	
MSP320- TRAX Modernization Program	100,000	100,000	100,000	100,000	100,000	500,000	
REV205 - Replacement Non-Revenue Support Vehicles	5,000,000	3,000,000	3,000,000	3,000,000	3,500,000	17,500,000	
REV209 - Paratransit Replacements	4,851,000	3,961,000	5,780,000	5,967,000	6,000,000	26,559,000	
REV211 - Replacement Buses	-	29,798,000	30,000,000	30,000,000	61,790,000	151,588,000	
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	
REV224 - Bus Overhaul	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000	
REV232 - Van Pool Van Replacements	1,716,000	1,757,000	1,800,000	1,843,000	1,900,000	9,016,000	
REV233 - Commuter Rail Vehicle Procurement - Used	4,500,000	500,000	4,964,000	-	-	9,964,000	
REV236 - VW Battery Buses	275,000	-	-	-	-	275,000	
REV238 - SD100/SD160 Light Rail Vehicle Replacement	35,400,000	28,200,000	78,400,000	71,600,000	13,700,000	227,300,000	
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	100,000	100,000	100,000	100,000	500,000	
REV242 - Replacement Non-rev equipment/special vehicles	500,000	500,000	500,000	500,000	500,000	2,500,000	
SGR040 - Light Rail Vehicle Rehab	10,200,000	11,342,000	8,919,000	6,801,000	3,661,000	40,923,000	
SGR047 - LRT Stray Current Control	450,000	450,000	450,000	450,000	450,000	2,250,000	
SGR353 - Commuter Rail Engine Overhaul	2,000,000	1,200,000	-	-	-	3,200,000	
SGR359 - Bridge Rehabilitation & Maintenance	420,000	440,000	460,000	500,000	520,000	2,340,000	
SGR370 - Red Signal Enforcement	3,409,000	2,863,000	-	-	-	6,272,000	
SGR385 - Rail Replacement Program	6,500,000	4,500,000	3,500,000	500,000	500,000	15,500,000	
SGR390 - Jordan River #2 Remodel	8,200,000	-	-	-	-	8,200,000	
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000	
SGR393 - Grade Crossing Replacement Program	2,500,000	2,500,000	2,200,000	2,500,000	2,500,000	12,200,000	
SGR397 - TPSS Component Replacement	5,000,000	1,000,000	-	-	-	6,000,000	
SGR398 - OCS Rehab/Replace	5,000,000	8,429,000	10,000,000	10,000,000	10,000,000	43,429,000	
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000	

Final UTA 2025-2029 Capital Plan

Sum of Total Budget- Rounded Office/Projects	Column Labels					
	2025	2026	2027	2028	2029	Grand Total
SGR403 - Train Control Rehab & Replacement	8,000,000	9,467,000	10,000,000	10,000,000	10,000,000	47,467,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,500,000	4,500,000	1,600,000	1,400,000	1,500,000	13,500,000
SGR407 - Bus Stop Enhancements	1,275,000	1,275,000	1,275,000	1,275,000	1,275,000	6,375,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR409 - System Restrooms	2,245,000	1,120,000	1,120,000	1,120,000	1,120,000	6,725,000
SGR410 - Fiber Rehab/Replacement	1,600,000	1,000,000	682,000	686,000	690,000	4,658,000
SGR411 - Farmington Ped Bridge Repairs	560,000	-	-	-	-	560,000
SGR412- PCC Replacement Project	2,918,000	1,571,000	-	-	-	4,489,000
Enterprise Strategy	15,809,000	12,623,000	5,275,000	3,930,000	3,280,000	40,917,000
ICI001 - Passenger Information	1,350,000	1,350,000	-	-	-	2,700,000
ICI146 - FrontRunner WiFi Enhancements	200,000	200,000	150,000	150,000	100,000	800,000
ICI173 - JDE System Enhancements	50,000	50,000	50,000	50,000	50,000	250,000
ICI179 - Network Infrastructure Equipment & Software	1,600,000	1,200,000	500,000	500,000	500,000	4,300,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-
ICI186 - In-House Application Development	200,000	200,000	200,000	200,000	200,000	1,000,000
ICI191 - IT Managed Reserves	400,000	400,000	400,000	400,000	400,000	2,000,000
ICI197 - Bus Communications On-Board Technology	200,000	200,000	100,000	200,000	200,000	900,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	410,000	475,000	250,000	330,000	550,000	2,015,000
ICI199 - Rail Communication Onboard Tech	100,000	100,000	100,000	100,000	200,000	600,000
ICI201 - Server, Storage Infrastructure Equipment & Software	506,000	200,000	200,000	1,600,000	880,000	3,386,000
ICI202 - Radio Comm Infrastructure	100,000	100,000	100,000	50,000	50,000	400,000
ICI214 - APC Upgrade	850,000	750,000	1,000,000	-	-	2,600,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-
ICI221 - Customer Relations Software Replacement	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	225,000	-	225,000	-	450,000
ICI225- SharePoint 2016 Migration to SharePoint Online	-	-	-	-	-	-
ICI226 - Radio Communication System	4,200,000	4,000,000	2,000,000	-	-	10,200,000
ICI230- Operations System	5,183,000	2,903,000	-	-	-	8,086,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	60,000	145,000	100,000	-	-	305,000
ICI233- Technology Systems- State of Good Repair	100,000	125,000	125,000	125,000	150,000	625,000
ICI235 - ERP Phase 2: Procurement	300,000	-	-	-	-	300,000
Executive Director (Safety)	1,996,000	1,485,000	756,000	620,000	720,000	5,577,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - Camera Sustainability	656,000	645,000	636,000	500,000	600,000	3,037,000
FMA658 - Bus Replacement Camera System	620,000	620,000	-	-	-	1,240,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	600,000	100,000	-	-	-	700,000
Finance	21,211,000	17,868,000	15,532,000	20,543,000	10,484,000	85,638,000
CDA006 - 5310 Administration Funds All Years	313,000	322,000	332,000	342,000	352,000	1,661,000

Final UTA 2025-2029 Capital Plan

Sum of Total Budget- Rounded Office/Projects	Column Labels						
	2025	2026	2027	2028	2029	Grand Total	
FMA686 - Warehouse Equipment Managed Reserve	94,000	55,000	123,000	50,000	69,000	391,000	
ICI213 - eVoucher Phase 2	89,000	-	-	-	-	89,000	
ICI222 - Fares Systems Replacement Program	4,996,000	5,269,000	2,014,000	6,341,000	-	18,620,000	
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	63,000	315,000	
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	
MSP276 - FFY 2022 UT 2023 SL/WV 5310	591,000	200,000	-	-	-	791,000	
MSP277 - FFY 2022 UT-2023-024 P/O 5310	115,000	-	-	-	-	115,000	
MSP278 - FFY 2022 UT02023 O/L 5310	200,000	-	-	-	-	200,000	
MSP279 - FFY 2021 UT-2023-013 O/L 5310	50,000	-	-	-	-	50,000	
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	-	-	-	-	100,000	
MSP281 - FFY 2021 UT-2023-023 P/O 5310	50,000	-	-	-	-	50,000	
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	50,000	-	-	-	-	50,000	
MSP302 - FFY 2024 O/L 5310	700,000	185,000	-	-	-	885,000	
MSP303 - FFY 2023 O/L 5310	700,000	160,000	-	-	-	860,000	
MSP304 - FFY 2023 P/O 5310	500,000	134,000	-	-	-	634,000	
MSP305 - FFY 2023 SL/WV 5310	1,000,000	639,000	-	-	-	1,639,000	
MSP306 - FFY 2026 All UZAs 5310	-	-	-	3,423,000	-	3,423,000	
MSP307 - FFY 2025 All UZAs 5310	-	-	3,000,000	324,000	-	3,324,000	
MSP308 - FFY 2024 SL/WV 5310	1,000,000	688,000	-	-	-	1,688,000	
MSP309 - FFY 2024 P/O 5310	500,000	153,000	-	-	-	653,000	
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	50,000	-	-	-	-	50,000	
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	50,000	-	-	-	-	50,000	
MSP999 - Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000	
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000	
Operations	9,700,000	7,213,000	4,247,000	3,200,000	3,205,000	27,565,000	
FMA543 - Police Fleet Vehicles	1,105,000	1,138,000	1,172,000	725,000	730,000	4,870,000	
FMA652 - Facilities, Equipment Managed Reserve	800,000	800,000	800,000	800,000	800,000	4,000,000	
FMA653 - Facilities Rehab/Replacement	1,130,000	800,000	800,000	800,000	800,000	4,330,000	
FMA672 - Park & Ride Rehab/Replacement	400,000	400,000	400,000	400,000	400,000	2,000,000	
FMA673 - Stations and Platforms Rehab/Replacement	440,000	200,000	200,000	200,000	200,000	1,240,000	
FMA684 - Police Managed Reserve	275,000	275,000	275,000	275,000	275,000	1,375,000	
FMA685 - Wheel Truing Machine JRSC	3,500,000	2,000,000	-	-	-	5,500,000	
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	
MSP210 - FrontRunner Bike Rack project	50,000	-	-	-	-	50,000	
SGR386 - LRV repairs for 1137 and 1122	2,000,000	1,600,000	600,000	-	-	4,200,000	
People	2,145,000	75,000	75,000	75,000	75,000	2,445,000	

Final UTA 2025-2029 Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
ICI228 - CPO New HRIS system application upgrade	1,570,000	-	-	-	-	1,570,000
MSP291 - CareATC Location Build Out	-	-	-	-	-	-
MSP310 - Bus Training Simulator	450,000	-	-	-	-	450,000
MSP318 - MOW Apprenticeship & Training	50,000	-	-	-	-	50,000
MSP319 - Bus Maintenance Training	75,000	75,000	75,000	75,000	75,000	375,000
Planning & Engagement	3,341,000	2,133,000	1,449,000	1,449,000	1,349,000	9,721,000
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	1,711,000	933,000	449,000	449,000	449,000	3,991,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	-	400,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-
MSP294 - Planning Studies	605,000	300,000	300,000	300,000	300,000	1,805,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	200,000	-	-	-	400,000
REV234 - Tooele County Microtransit & Vehicle Electrification	125,000	-	-	-	-	125,000
Grand Total	330,231,000	265,120,000	245,352,000	200,405,000	158,460,000	1,199,568,000

Final UTA 2025-2029 Five Year Plan - Capital

Office/Projects	Sum of Capital Sources-							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	1,027,705,000	177,675,000	331,762,000	-	234,646,000	108,212,000	11,530,000	163,880,000
FMA516 - Corridor Fencing	300,000	-	-	-	-	-	-	300,000
FMA679 - Building Remodels/Reconfigurations	4,560,000	-	-	-	-	-	-	4,560,000
FMA680 - Suicide Prevention Research Project	2,000	-	1,000	-	-	-	-	1,000
FMA687 - Layton Station Improvements	610,000	-	-	-	-	-	-	610,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	300,000	-	-	-	-	-	-	300,000
FMA693 - Meadowbrook Electrification	3,622,000	-	-	-	-	-	-	3,622,000
FMA694 - Electric Bus Chargers	5,700,000	-	-	-	-	-	-	5,700,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,000,000	-	-	-	-	-	-	2,000,000
MSP102 - Depot District	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	175,000	-	-	-	-	-	-	175,000
MSP140 - Box Elder County Corridor Preservation	3,000,000	-	-	-	-	-	3,000,000	-
MSP156- Prop 1 Davis County	170,000	-	-	-	-	-	-	170,000
MSP185 - Ogden/Weber State University BRT	6,000,000	-	5,580,000	-	-	-	-	420,000
MSP189 - Signal Pre-emption Projects w/UDOT	30,000	-	-	-	-	-	30,000	-
MSP193 - Weber County Corridor Preservation	6,000,000	-	1,500,000	-	-	-	4,500,000	-
MSP202 - Davis-SLC Community Connector	42,185,000	-	24,185,000	-	-	18,000,000	-	-
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	691,000	-	642,000	-	-	-	-	49,000
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	1,710,000	-	-	-	-	-	-	1,710,000
MSP216 - Point of the Mountain Transit	1,300,000	-	1,250,000	-	-	-	-	50,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	364,000	-	338,000	-	-	-	-	26,000
MSP228- Operator Restrooms in Salt Lake County	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	364,000	-	-	-	-	-	-	364,000
MSP231- Operator Shack at University Medical EOL	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	1,500,000	-	-	-	-	-	-	1,500,000
MSP252 - FrontRunner 2X	13,990,000	-	-	-	-	13,990,000	-	-
MSP253 - Mid-Valley Connector	83,594,000	-	52,028,000	-	-	31,566,000	-	-
MSP254 – TechLink	6,000,000	-	4,800,000	-	-	-	-	1,200,000
MSP255 - Central Corridor	50,000	-	-	-	-	50,000	-	-
MSP257- Gap Filler on FR Stations	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	17,827,000	10,375,000	7,452,000	-	-	-	-	-
MSP259 - S-Line Extension	23,492,000	-	-	-	-	19,746,000	-	3,746,000
MSP260 - Westside Express (5600 West)	39,298,000	-	21,688,000	-	-	17,610,000	-	-
MSP262 - SL Central HQ Office	1,000,000	-	-	-	-	-	-	1,000,000
MSP263 - TOD Working Capital	5,140,000	-	-	-	-	-	-	5,140,000
MSP264 - FrontRunner South Extension	6,250,000	-	-	-	-	4,850,000	1,400,000	-
MSP265 - Program Management Support	20,050,000	-	-	-	-	-	-	20,050,000
MSP267 - New Maintenance Training Facility	10,268,000	-	-	-	10,268,000	-	-	-
MSP271 - MOW Training Yard	4,196,000	-	-	-	4,196,000	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	1,350,000	-	1,080,000	-	-	-	-	270,000

Final UTA 2025-2029 Five Year Plan - Capital

Office/Projects	Sum of Capital Sources-							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	6,185,000	-	3,334,000	-	-	-	2,600,000	251,000
MSP287 - 900 East UVX Station	3,423,000	-	3,183,000	-	-	-	-	240,000
MSP288 - Sustainability Project Pool	1,100,000	-	-	-	-	-	-	1,100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit	-	-	-	-	-	-	-	-
MSP293 - FrontRunner Shephard Lane	3,700,000	-	-	-	-	-	-	3,700,000
MSP300 - New TRAX platform in South Jordan	1,500,000	-	-	-	-	1,500,000	-	-
MSP301 - Federal Bus Stops 5339	1,519,000	-	1,214,000	-	-	-	-	305,000
MSP312 - FrontRunner Point Improvements	900,000	-	-	-	-	900,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	500,000	-	-	-	-	-	-	500,000
REV205 - Replacement Non-Revenue Support Vehicles	17,500,000	-	-	-	17,500,000	-	-	-
REV209 - Paratransit Replacements	26,559,000	-	-	-	26,359,000	-	-	200,000
REV211 - Replacement Buses	151,588,000	-	2,000,000	-	149,143,000	-	-	445,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	7,500,000	-	-	-	-	-	-	7,500,000
REV232 - Van Pool Van Replacements	9,016,000	-	-	-	9,016,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	9,964,000	-	-	-	9,964,000	-	-	-
REV236 - VW Battery Buses	275,000	-	-	-	-	-	-	275,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	227,300,000	167,300,000	60,000,000	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	500,000	-	-	-	-	-	-	500,000
REV242 - Replacement Non-rev equipment/special vehicles	2,500,000	-	-	-	-	-	-	2,500,000
SGR040 - Light Rail Vehicle Rehab	40,923,000	-	32,736,000	-	-	-	-	8,187,000
SGR047 - LRT Stray Current Control	2,250,000	-	-	-	-	-	-	2,250,000
SGR353 - Commuter Rail Engine Overhaul	3,200,000	-	2,820,000	-	-	-	-	380,000
SGR359 - Bridge Rehabilitation & Maintenance	2,340,000	-	-	-	-	-	-	2,340,000
SGR370 - Red Signal Enforcement	6,272,000	-	-	-	-	-	-	6,272,000
SGR385 - Rail Replacement Program	15,500,000	-	12,000,000	-	-	-	-	3,500,000
SGR390 - Jordan River #2 Remodel	8,200,000	-	-	-	8,200,000	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	15,000,000	-	9,600,000	-	-	-	-	5,400,000
SGR393 - Grade Crossing Replacement Program	12,200,000	-	9,760,000	-	-	-	-	2,440,000
SGR397 - TPSS Component Replacement	6,000,000	-	4,800,000	-	-	-	-	1,200,000
SGR398 - OCS Rehab/Replace	43,429,000	-	27,264,000	-	-	-	-	16,165,000
SGR401 - Ballast and Tie replacement	1,500,000	-	-	-	-	-	-	1,500,000
SGR403 - Train Control Rehab & Replacement	47,467,000	-	31,717,000	-	-	-	-	15,750,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	13,500,000	-	7,200,000	-	-	-	-	6,300,000
SGR407 - Bus Stop Enhancements	6,375,000	-	-	-	-	-	-	6,375,000
SGR408 - Route End of Line (EOL) Enhancements	2,500,000	-	-	-	-	-	-	2,500,000
SGR409 - System Restrooms	6,725,000	-	-	-	-	-	-	6,725,000
SGR410 - Fiber Rehab/Replacement	4,658,000	-	-	-	-	-	-	4,658,000
SGR411 - Farmington Ped Bridge Repairs	560,000	-	-	-	-	-	-	560,000
SGR412- PCC Replacement Project	4,489,000	-	3,590,000	-	-	-	-	899,000
Enterprise Strategy	40,917,000	-	7,200,000	-	-	-	-	33,717,000
ICI001 - Passenger Information	2,700,000	-	-	-	-	-	-	2,700,000
ICI146 - FrontRunner WiFi Enhancements	800,000	-	-	-	-	-	-	800,000
ICI173 - JDE System Enhancements	250,000	-	-	-	-	-	-	250,000

Final UTA 2025-2029 Five Year Plan - Capital

Office/Projects	Sum of Capital Sources-							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
ICI179 - Network Infrastructure Equipment & Software	4,300,000	-	-	-	-	-	-	4,300,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-
ICI186 - In-House Application Development	1,000,000	-	-	-	-	-	-	1,000,000
ICI191 - IT Managed Reserves	2,000,000	-	-	-	-	-	-	2,000,000
ICI197 - Bus Communications On-Board Technology	900,000	-	-	-	-	-	-	900,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	2,015,000	-	-	-	-	-	-	2,015,000
ICI199 - Rail Communication Onboard Tech	600,000	-	-	-	-	-	-	600,000
ICI201 - Server, Storage Infrastructure Equipment & Software	3,386,000	-	-	-	-	-	-	3,386,000
ICI202 - Radio Comm Infrastructure	400,000	-	-	-	-	-	-	400,000
ICI214 - APC Upgrade	2,600,000	-	-	-	-	-	-	2,600,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-
ICI221 - Customer Relations Software Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade Unix	450,000	-	-	-	-	-	-	450,000
ICI225- SharePoint 2016 Migration to SharePoint Online	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	10,200,000	-	7,200,000	-	-	-	-	3,000,000
ICI230- Operations System	8,086,000	-	-	-	-	-	-	8,086,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	305,000	-	-	-	-	-	-	305,000
ICI233- Technology Systems- State of Good Repair	625,000	-	-	-	-	-	-	625,000
ICI235 - ERP Phase 2: Procurement	300,000	-	-	-	-	-	-	300,000
Executive Director (Safety)	5,577,000	-	-	-	-	-	-	5,577,000
FMA604 - Safety General Projects	600,000	-	-	-	-	-	-	600,000
FMA645 - Camera Sustainability	3,037,000	-	-	-	-	-	-	3,037,000
FMA658 - Bus Replacement Camera System	1,240,000	-	-	-	-	-	-	1,240,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	700,000	-	-	-	-	-	-	700,000
Finance	85,638,000	-	15,911,000	-	-	-	627,000	69,100,000
CDA006 - 5310 Administration Funds All Years	1,661,000	-	1,661,000	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	391,000	-	-	-	-	-	-	391,000
ICI213 - eVoucher Phase 2	89,000	-	-	-	-	-	-	89,000
ICI222 - Fares Systems Replacement Program	18,620,000	-	-	-	-	-	-	18,620,000
ICI234 - Coordinated Mobility IT Support	315,000	-	315,000	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	791,000	-	507,000	-	-	-	284,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	115,000	-	79,000	-	-	-	36,000	-
MSP278 - FFY 2022 UT02023 O/L 5310	200,000	-	100,000	-	-	-	100,000	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	50,000	-	50,000	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	-	100,000	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	50,000	-	50,000	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	50,000	-	40,000	-	-	-	10,000	-
MSP302 - FFY 2024 O/L 5310	885,000	-	708,000	-	-	-	177,000	-

Final UTA 2025-2029 Five Year Plan - Capital

Office/Projects	Sum of Capital Sources-							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP303 - FFY 2023 O/L 5310	860,000	-	860,000	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	634,000	-	634,000	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	1,639,000	-	1,639,000	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	3,423,000	-	3,423,000	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	3,324,000	-	3,324,000	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	1,688,000	-	1,688,000	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	653,000	-	653,000	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	50,000	-	40,000	-	-	-	10,000	-
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	50,000	-	40,000	-	-	-	10,000	-
MSP999 - Capital Contingency	25,000,000	-	-	-	-	-	-	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	-	25,000,000
Operations	27,565,000	-	8,341,000	-	-	-	-	19,224,000
FMA543 - Police Fleet Vehicles	4,870,000	-	3,895,000	-	-	-	-	975,000
FMA652 - Facilities, Equipment Managed Reserve	4,000,000	-	-	-	-	-	-	4,000,000
FMA653 - Facilities Rehab/Replacement	4,330,000	-	-	-	-	-	-	4,330,000
FMA672 - Park & Ride Rehab/Replacement	2,000,000	-	-	-	-	-	-	2,000,000
FMA673 - Stations and Platforms Rehab/Replacement	1,240,000	-	-	-	-	-	-	1,240,000
FMA684 - Police Managed Reserve	1,375,000	-	-	-	-	-	-	1,375,000
FMA685 - Wheel Truing Machine JRSC	5,500,000	-	4,400,000	-	-	-	-	1,100,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	50,000	-	46,000	-	-	-	-	4,000
SGR386 - LRV repairs for 1137 and 1122	4,200,000	-	-	-	-	-	-	4,200,000
People	2,445,000	-	-	-	-	-	-	2,445,000
ICI228 - CPO New HRIS system application upgrade	1,570,000	-	-	-	-	-	-	1,570,000
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	450,000	-	-	-	-	-	-	450,000
MSP318 - MOW Apprenticeship & Training	50,000	-	-	-	-	-	-	50,000
MSP319 - Bus Maintenance Training	375,000	-	-	-	-	-	-	375,000
Planning & Engagement	9,721,000	-	-	-	-	-	-	9,721,000
MSP198 - Wayfinding Plan	3,000,000	-	-	-	-	-	-	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	3,991,000	-	-	-	-	-	-	3,991,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	400,000	-	-	-	-	-	-	400,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	1,805,000	-	-	-	-	-	-	1,805,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	400,000	-	-	-	-	-	-	400,000
REV234 - Tooele County Microtransit & Vehicle Electrification	125,000	-	-	-	-	-	-	125,000
Grand Total	1,199,568,000	177,675,000	363,214,000	-	234,646,000	108,212,000	12,157,000	303,664,000

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	276,029,000	23,055,000	115,899,000	-	32,652,000	45,619,000	4,530,000	54,274,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,290,000	-	-	-	-	-	-	1,290,000
FMA680 - Suicide Prevention Research Project	2,000	-	1,000	-	-	-	-	1,000
FMA687 - Layton Station Improvements	60,000	-	-	-	-	-	-	60,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	1,786,000	-	-	-	-	-	-	1,786,000
FMA694 - Electric Bus Chargers	500,000	-	-	-	-	-	-	500,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	250,000	-	-	-	-	-	-	250,000
MSP102 - Depot District	-	-	-	-	-	-	-	-
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156- Prop 1 Davis County	170,000	-	-	-	-	-	-	170,000
MSP185 - Ogden/Weber State University BRT	6,000,000	-	5,580,000	-	-	-	-	420,000
MSP189 - Signal Pre-emption Projects w/UDOT	30,000	-	-	-	-	-	30,000	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	6,790,000	-	2,000,000	-	-	4,790,000	-	-
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	691,000	-	642,000	-	-	-	-	49,000
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	500,000	-	450,000	-	-	-	-	50,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	364,000	-	338,000	-	-	-	-	26,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	364,000	-	-	-	-	-	-	364,000
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,592,000	-	-	-	-	2,592,000	-	-
MSP253 - Mid-Valley Connector	45,000,000	-	28,008,000	-	-	16,992,000	-	-
MSP254 - TechLink	4,000,000	-	3,200,000	-	-	-	-	800,000
MSP255 - Central Corridor	50,000	-	-	-	-	50,000	-	-
MSP257- Gap Filler on FR Stations	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	9,081,000	5,355,000	3,726,000	-	-	-	-	-
MSP259 - S-Line Extension	11,746,000	-	-	-	-	11,746,000	-	-
MSP260 - Westside Express (5600 West)	23,498,000	-	18,899,000	-	-	4,599,000	-	-
MSP262 - SL Central HQ Office	1,000,000	-	-	-	-	-	-	1,000,000
MSP263 - TOD Working Capital	2,388,000	-	-	-	-	-	-	2,388,000
MSP264 - FrontRunner South Extension	3,050,000	-	-	-	-	3,050,000	-	-
MSP265 - Program Management Support	4,430,000	-	-	-	-	-	-	4,430,000
MSP267 - New Maintenance Training Facility	5,229,000	-	-	-	5,229,000	-	-	-
MSP271 - MOW Training Yard	3,196,000	-	-	-	3,196,000	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -	Sum of Capital	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
			Award Executed- Rounded	Sources- Unfunded- Rounded				
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	6,185,000	-	3,334,000	-	-	-	2,600,000	251,000
MSP287 - 900 East UVX Station	3,211,000	-	2,986,000	-	-	-	-	225,000
MSP288 - Sustainability Project Pool	300,000	-	-	-	-	-	-	300,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit	-	-	-	-	-	-	-	-
MSP293 - FrontRunner Shephard Lane	3,700,000	-	-	-	-	-	-	3,700,000
MSP300 - New TRAX platform in South Jordan	1,500,000	-	-	-	-	1,500,000	-	-
MSP301 - Federal Bus Stops 5339	802,000	-	641,000	-	-	-	-	161,000
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	-	300,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	5,000,000	-	-	-	5,000,000	-	-	-
REV209 - Paratransit Replacements	4,851,000	-	-	-	4,811,000	-	-	40,000
REV211 - Replacement Buses	-	-	-	-	-	-	-	-
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,716,000	-	-	-	1,716,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	4,500,000	-	-	-	4,500,000	-	-	-
REV236 - VW Battery Buses	275,000	-	-	-	-	-	-	275,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	35,400,000	17,700,000	17,700,000	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	10,200,000	-	8,160,000	-	-	-	-	2,040,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	2,000,000	-	1,860,000	-	-	-	-	140,000
SGR359 - Bridge Rehabilitation & Maintenance	420,000	-	-	-	-	-	-	420,000
SGR370 - Red Signal Enforcement	3,409,000	-	-	-	-	-	-	3,409,000
SGR385 - Rail Replacement Program	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR390 - Jordan River #2 Remodel	8,200,000	-	-	-	8,200,000	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	-	-	-	-	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	5,000,000	-	4,000,000	-	-	-	-	1,000,000
SGR398 - OCS Rehab/Replace	5,000,000	-	4,000,000	-	-	-	-	1,000,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	8,000,000	-	-	-	-	-	-	8,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,500,000	-	-	-	-	-	-	4,500,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	2,245,000	-	-	-	-	-	-	2,245,000
SGR410 - Fiber Rehab/Replacement	1,600,000	-	-	-	-	-	-	1,600,000
SGR411 - Farmington Ped Bridge Repairs	560,000	-	-	-	-	-	-	560,000

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR412- PCC Replacement Project	2,918,000	-	2,334,000	-	-	-	-	584,000
Enterprise Strategy	15,809,000	-	2,400,000	-	-	-	-	13,409,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	200,000	-	-	-	-	-	-	200,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	1,600,000	-	-	-	-	-	-	1,600,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-
ICI186 - In-House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197 - Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	410,000	-	-	-	-	-	-	410,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Software	506,000	-	-	-	-	-	-	506,000
ICI202 - Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI214 - APC Upgrade	850,000	-	-	-	-	-	-	850,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-
ICI221 - Customer Relations Software Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,200,000	-	2,400,000	-	-	-	-	1,800,000
ICI230- Operations System	5,183,000	-	-	-	-	-	-	5,183,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	60,000	-	-	-	-	-	-	60,000
ICI233- Technology Systems- State of Good Repair	100,000	-	-	-	-	-	-	100,000
ICI235 - ERP Phase 2: Procurement	300,000	-	-	-	-	-	-	300,000
Executive Director (Safety)	1,996,000	-	-	-	-	-	-	1,996,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	656,000	-	-	-	-	-	-	656,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	600,000	-	-	-	-	-	-	600,000
Finance	21,211,000	-	5,542,000	-	-	-	490,000	15,179,000
CDA006 - 5310 Administration Funds All Years	313,000	-	313,000	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	94,000	-	-	-	-	-	-	94,000
ICI213 - eVoucher Phase 2	89,000	-	-	-	-	-	-	89,000
ICI222 - Fares Systems Replacement Program	4,996,000	-	-	-	-	-	-	4,996,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	591,000	-	407,000	-	-	-	184,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	115,000	-	79,000	-	-	-	36,000	-

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP278 - FFY 2022 UT02023 O/L 5310	200,000	-	100,000	-	-	-	100,000	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	50,000	-	50,000	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	-	100,000	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	50,000	-	50,000	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	50,000	-	40,000	-	-	-	10,000	-
MSP302 - FFY 2024 O/L 5310	700,000	-	560,000	-	-	-	140,000	-
MSP303 - FFY 2023 O/L 5310	700,000	-	700,000	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	500,000	-	500,000	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	1,000,000	-	1,000,000	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	1,000,000	-	1,000,000	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	500,000	-	500,000	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	50,000	-	40,000	-	-	-	10,000	-
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	50,000	-	40,000	-	-	-	10,000	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	9,700,000	-	3,730,000	-	-	-	-	5,970,000
FMA543 - Police Fleet Vehicles	1,105,000	-	884,000	-	-	-	-	221,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	1,130,000	-	-	-	-	-	-	1,130,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	440,000	-	-	-	-	-	-	440,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	3,500,000	-	2,800,000	-	-	-	-	700,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	50,000	-	46,000	-	-	-	-	4,000
SGR386 - LRV repairs for 1137 and 1122	2,000,000	-	-	-	-	-	-	2,000,000
People	2,145,000	-	-	-	-	-	-	2,145,000
ICI228 - CPO New HRIS system application upgrade	1,570,000	-	-	-	-	-	-	1,570,000
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	450,000	-	-	-	-	-	-	450,000
MSP318 - MOW Apprenticeship & Training	50,000	-	-	-	-	-	-	50,000
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	75,000
Planning & Engagement	3,341,000	-	-	-	-	-	-	3,341,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	1,711,000	-	-	-	-	-	-	1,711,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP294 - Planning Studies	605,000	-	-	-	-	-	-	605,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	-	-	-	-	-	-	200,000
REV234 - Tooele County Microtransit & Vehicle Electrification	125,000	-	-	-	-	-	-	125,000
Grand Total	330,231,000	23,055,000	127,571,000	-	32,652,000	45,619,000	5,020,000	96,314,000

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local Rounded
Capital Services	223,723,000	19,120,000	78,827,000	-	44,915,000	39,795,000	2,400,000	38,666,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	-	-	-	-	-	-	1,190,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	550,000	-	-	-	-	-	-	550,000
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	1,300,000	-	-	-	-	-	-	1,300,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	1,750,000	-	-	-	-	-	-	1,750,000
MSP102 - Depot District	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	2,500,000	-	-	-	-	2,500,000	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	200,000	-	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,856,000	-	-	-	-	2,856,000	-	-
MSP253 - Mid-Valley Connector	30,000,000	-	18,672,000	-	-	11,328,000	-	-
MSP254 - TechLink	2,000,000	-	1,600,000	-	-	-	-	400,000
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	8,746,000	5,020,000	3,726,000	-	-	-	-	-
MSP259 - S-Line Extension	11,746,000	-	-	-	-	8,000,000	-	3,746,000
MSP260 - Westside Express (5600 West)	15,800,000	-	2,789,000	-	-	13,011,000	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	2,300,000	-	-	-	-	1,800,000	500,000	-
MSP265 - Program Management Support	4,430,000	-	-	-	-	-	-	4,430,000
MSP267 - New Maintenance Training Facility	5,039,000	-	-	-	5,039,000	-	-	-
MSP271 - MOW Training Yard	1,000,000	-	-	-	1,000,000	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local Rounded
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	717,000	-	573,000	-	-	-	-	144,000
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	-	300,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	3,961,000	-	-	-	3,921,000	-	-	40,000
REV211 - Replacement Buses	29,798,000	-	-	-	29,698,000	-	-	100,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,757,000	-	-	-	1,757,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	500,000	-	-	-	500,000	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	28,200,000	14,100,000	14,100,000	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	11,342,000	-	9,073,000	-	-	-	-	2,269,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	1,200,000	-	960,000	-	-	-	-	240,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	-	-	-	-	-	-	440,000
SGR370 - Red Signal Enforcement	2,863,000	-	-	-	-	-	-	2,863,000
SGR385 - Rail Replacement Program	4,500,000	-	3,600,000	-	-	-	-	900,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	600,000
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	8,429,000	-	4,724,000	-	-	-	-	3,705,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	9,467,000	-	7,717,000	-	-	-	-	1,750,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,500,000	-	3,600,000	-	-	-	-	900,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	1,000,000	-	-	-	-	-	-	1,000,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,571,000	-	1,256,000	-	-	-	-	315,000
Enterprise Strategy	12,623,000	-	3,200,000	-	-	-	-	9,423,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	200,000	-	-	-	-	-	-	200,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	1,200,000	-	-	-	-	-	-	1,200,000
ICI185 - WFRG Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-
ICI186 - In-House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197 - Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000

2026 Details

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ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	475,000	-	-	-	-	-	-	475,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Software	200,000	-	-	-	-	-	-	200,000
ICI202 - Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI214 - APC Upgrade	750,000	-	-	-	-	-	-	750,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	225,000	-	-	-	-	-	-	225,000
ICI225- SharePoint 2016 Migration to SharePoint Online	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	3,200,000	-	-	-	-	800,000
ICI230- Operations System	2,903,000	-	-	-	-	-	-	2,903,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000	-	-	-	-	-	-	145,000
ICI233- Technology Systems- State of Good Repair	125,000	-	-	-	-	-	-	125,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
Executive Director (Safety)	1,485,000	-	-	-	-	-	-	1,485,000
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	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	-	-	-	-	-	100,000
Finance	17,868,000	-	2,407,000	-	-	-	137,000	15,324,000
CDA006 - 5310 Administration Funds All Years	322,000	-	322,000	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	55,000	-	-	-	-	-	-	55,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	5,269,000	-	-	-	-	-	-	5,269,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SL/WV 5310	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	200,000	-	100,000	-	-	-	100,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 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	-	160,000	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	134,000	-	134,000	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	639,000	-	639,000	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local Rounded
MSP308 - FFY 2024 SL/WV 5310	688,000	-	688,000	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	153,000	-	153,000	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	7,213,000	-	2,510,000	-	-	-	-	4,703,000
FMA543 - Police Fleet Vehicles	1,138,000	-	910,000	-	-	-	-	228,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	1,600,000	-	-	-	-	-	-	1,600,000
People	75,000	-	-	-	-	-	-	75,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	75,000
Planning & Engagement	2,133,000	-	-	-	-	-	-	2,133,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	-	-	-	-	-	-	933,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	-	-	-	-	-	-	200,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	265,120,000	19,120,000	86,944,000	-	44,915,000	39,795,000	2,537,000	71,809,000

2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital		Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
				Sources- Unfunded- Rounded					
Capital Services	218,018,000	50,200,000	85,344,000	-		43,259,000	13,002,000	2,200,000	24,013,000
FMA516 - Corridor Fencing	60,000	-	-	-		-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,040,000	-	-	-		-	-	-	1,040,000
FMA680 - Suicide Prevention Research Project	-	-	-	-		-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-		-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-		-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-		-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-		-	-	-	-
FMA694 - Electric Bus Chargers	1,300,000	-	-	-		-	-	-	1,300,000
FMA695 - Facility Program	-	-	-	-		-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-		-	-	-	-
MSP102 - Depot District	-	-	-	-		-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-		-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-		-	-	1,000,000	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-		-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-		-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-		-	-	900,000	-
MSP202 - Davis-SLC Community Connector	25,695,000	-	19,395,000	-		-	6,300,000	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-		-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-		-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-		-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	200,000	-		-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-		-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-		-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-		-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-		-	-	-	300,000
MSP252 - FrontRunner 2X	3,156,000	-	-	-		-	3,156,000	-	-
MSP253 - Mid-Valley Connector	8,594,000	-	5,348,000	-		-	3,246,000	-	-
MSP254 - TechLink	-	-	-	-		-	-	-	-
MSP255 - Central Corridor	-	-	-	-		-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	-	-	-	-		-	-	-	-
MSP259 - S-Line Extension	-	-	-	-		-	-	-	-
MSP260 - Westside Express (5600 West)	-	-	-	-		-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-		-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-		-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-		-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-		-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-		-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-		-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-		-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-		-	-	-	-
MSP275 - Station Area Planning	-	-	-	-		-	-	-	-
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-		-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-		-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-		-	-	-	-
MSP288 - Sustainability Project Pool	200,000	-	-	-		-	-	-	200,000

2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	-	300,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	5,780,000	-	-	-	5,740,000	-	-	40,000
REV211 - Replacement Buses	30,000,000	-	2,000,000	-	27,755,000	-	-	245,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,800,000	-	-	-	1,800,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	4,964,000	-	-	-	4,964,000	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	78,400,000	50,200,000	28,200,000	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	8,919,000	-	7,135,000	-	-	-	-	1,784,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	460,000	-	-	-	-	-	-	460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	3,500,000	-	2,800,000	-	-	-	-	700,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,200,000	-	1,760,000	-	-	-	-	440,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	6,526,000	-	-	-	-	3,474,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	10,000,000	-	8,000,000	-	-	-	-	2,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,600,000	-	1,280,000	-	-	-	-	320,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	682,000	-	-	-	-	-	-	682,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
Enterprise Strategy	5,275,000	-	1,600,000	-	-	-	-	3,675,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	150,000	-	-	-	-	-	-	150,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI185 - WFRG Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-
ICI186 - In-House Application Development	200,000	-	-	-	-	-	-	200,000

2027 Details

Office/Projects	Sum of Capital							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197 - Bus Communications On-Board Technology	100,000	-	-	-	-	-	-	100,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	250,000	-	-	-	-	-	-	250,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Software	200,000	-	-	-	-	-	-	200,000
ICI202 - Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI214 - APC Upgrade	1,000,000	-	-	-	-	-	-	1,000,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	2,000,000	-	1,600,000	-	-	-	-	400,000
ICI230- Operations System	-	-	-	-	-	-	-	-
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	100,000	-	-	-	-	-	-	100,000
ICI233- Technology Systems- State of Good Repair	125,000	-	-	-	-	-	-	125,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
Executive Director (Safety)	756,000	-	-	-	-	-	-	756,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	636,000	-	-	-	-	-	-	636,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	15,532,000	-	3,395,000	-	-	-	-	12,137,000
CDA006 - 5310 Administration Funds All Years	332,000	-	332,000	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	123,000	-	-	-	-	-	-	123,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	2,014,000	-	-	-	-	-	-	2,014,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-

2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	3,000,000	-	3,000,000	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	4,247,000	-	937,000	-	-	-	-	3,310,000
FMA543 - Police Fleet Vehicles	1,172,000	-	937,000	-	-	-	-	235,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	600,000	-	-	-	-	-	-	600,000
People	75,000	-	-	-	-	-	-	75,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	75,000
Planning & Engagement	1,449,000	-	-	-	-	-	-	1,449,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	245,352,000	50,200,000	91,276,000	-	43,259,000	13,002,000	2,200,000	45,415,000

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	170,588,000	71,600,000	23,874,000	-	40,670,000	6,893,000	1,200,000	26,351,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	540,000	-	-	-	-	-	-	540,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	1,300,000	-	-	-	-	-	-	1,300,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	4,200,000	-	-	-	-	4,200,000	-	-
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	200,000	-	200,000	-	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	-	2,693,000	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254 - TechLink	-	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP288 - Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	-	-	-	-	-	-	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	5,967,000	-	-	-	5,927,000	-	-	40,000
REV211 - Replacement Buses	30,000,000	-	-	-	29,900,000	-	-	100,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,843,000	-	-	-	1,843,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	71,600,000	71,600,000	-	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	6,801,000	-	5,440,000	-	-	-	-	1,361,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	500,000	-	-	-	-	-	-	500,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	500,000	-	400,000	-	-	-	-	100,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	4,014,000	-	-	-	-	5,986,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	10,000,000	-	8,000,000	-	-	-	-	2,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,400,000	-	1,120,000	-	-	-	-	280,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	686,000	-	-	-	-	-	-	686,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
Enterprise Strategy	3,930,000	-	-	-	-	-	-	3,930,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	150,000	-	-	-	-	-	-	150,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-
ICI186 - In-House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197 - Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	330,000	-	-	-	-	-	-	330,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Software	1,600,000	-	-	-	-	-	-	1,600,000
ICI202 - Radio Comm Infrastructure	50,000	-	-	-	-	-	-	50,000
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	225,000	-	-	-	-	-	-	225,000
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230- Operations System	-	-	-	-	-	-	-	-
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-	-
ICI233- Technology Systems- State of Good Repair	125,000	-	-	-	-	-	-	125,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
Executive Director (Safety)	620,000	-	-	-	-	-	-	620,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	500,000	-	-	-	-	-	-	500,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	20,543,000	-	4,152,000	-	-	-	-	16,391,000
CDA006 - 5310 Administration Funds All Years	342,000	-	342,000	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	50,000	-	-	-	-	-	-	50,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	6,341,000	-	-	-	-	-	-	6,341,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	3,423,000	-	3,423,000	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	324,000	-	324,000	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	3,200,000	-	580,000	-	-	-	-	2,620,000
FMA543 - Police Fleet Vehicles	725,000	-	580,000	-	-	-	-	145,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-	-
People	75,000	-	-	-	-	-	-	75,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	75,000
Planning & Engagement	1,449,000	-	-	-	-	-	-	1,449,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	200,405,000	71,600,000	28,606,000	-	40,670,000	6,893,000	1,200,000	51,436,000

2029 Details

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Capital Services	139,347,000	13,700,000	27,818,000	-	73,150,000	2,903,000	1,200,000	20,576,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	500,000	-	-	-	-	-	-	500,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	1,300,000	-	-	-	-	-	-	1,300,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	70,000	-	-	-	-	-	-	70,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	3,000,000	-	2,790,000	-	-	210,000	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	200,000	-	200,000	-	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms in Salt Lake County	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-	-
MSP231- Operator Shack at University Medical EOL	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	-	2,693,000	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254 - TechLink	-	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-

2029 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	-	-	-	-	-	-	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	3,500,000	-	-	-	3,500,000	-	-	-
REV209 - Paratransit Replacements	6,000,000	-	-	-	5,960,000	-	-	40,000
REV211 - Replacement Buses	61,790,000	-	-	-	61,790,000	-	-	-
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,900,000	-	-	-	1,900,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	13,700,000	13,700,000	-	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	3,661,000	-	2,928,000	-	-	-	-	733,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	520,000	-	-	-	-	-	-	520,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	500,000	-	-	-	-	-	-	500,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	8,000,000	-	-	-	-	2,000,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	10,000,000	-	8,000,000	-	-	-	-	2,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,500,000	-	1,200,000	-	-	-	-	300,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	690,000	-	-	-	-	-	-	690,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
Enterprise Strategy	3,280,000	-	-	-	-	-	-	3,280,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	100,000	-	-	-	-	-	-	100,000