

UTA Board of Trustees Meeting

March 11, 2026

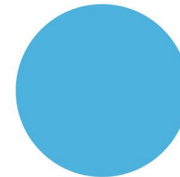
CALL TO ORDER AND OPENING REMARKS



PLEDGE OF ALLEGIANCE



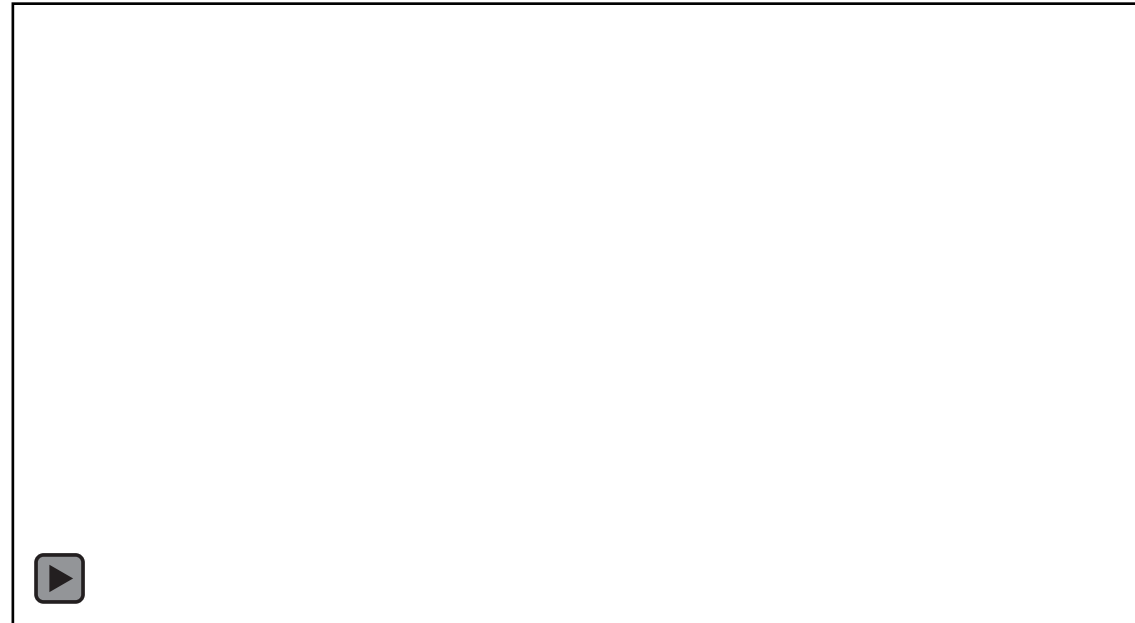
SAFETY FIRST MINUTE



PUBLIC COMMENT

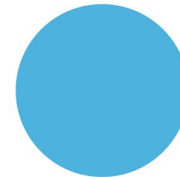
- Live comments are limited to 3 minutes per commenter
- One person's time may not be used to extend another person's time
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make a comment
- Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website
- Any comments received through alternate means were distributed to the body for review in advance of the meeting

PUBLIC COMMENT



- Please state your name for the record
 - Limit comments to 3 minutes

CONSENT



Consent Agenda

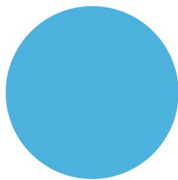
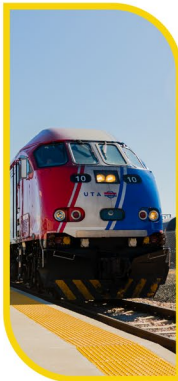
a. Approval of the February 25, 2026, Board of Trustees Meeting Minutes

Recommended Action (by acclamation)

Motion to approve the consent agenda.



REPORTS



Legislative Update



Executive Director Report

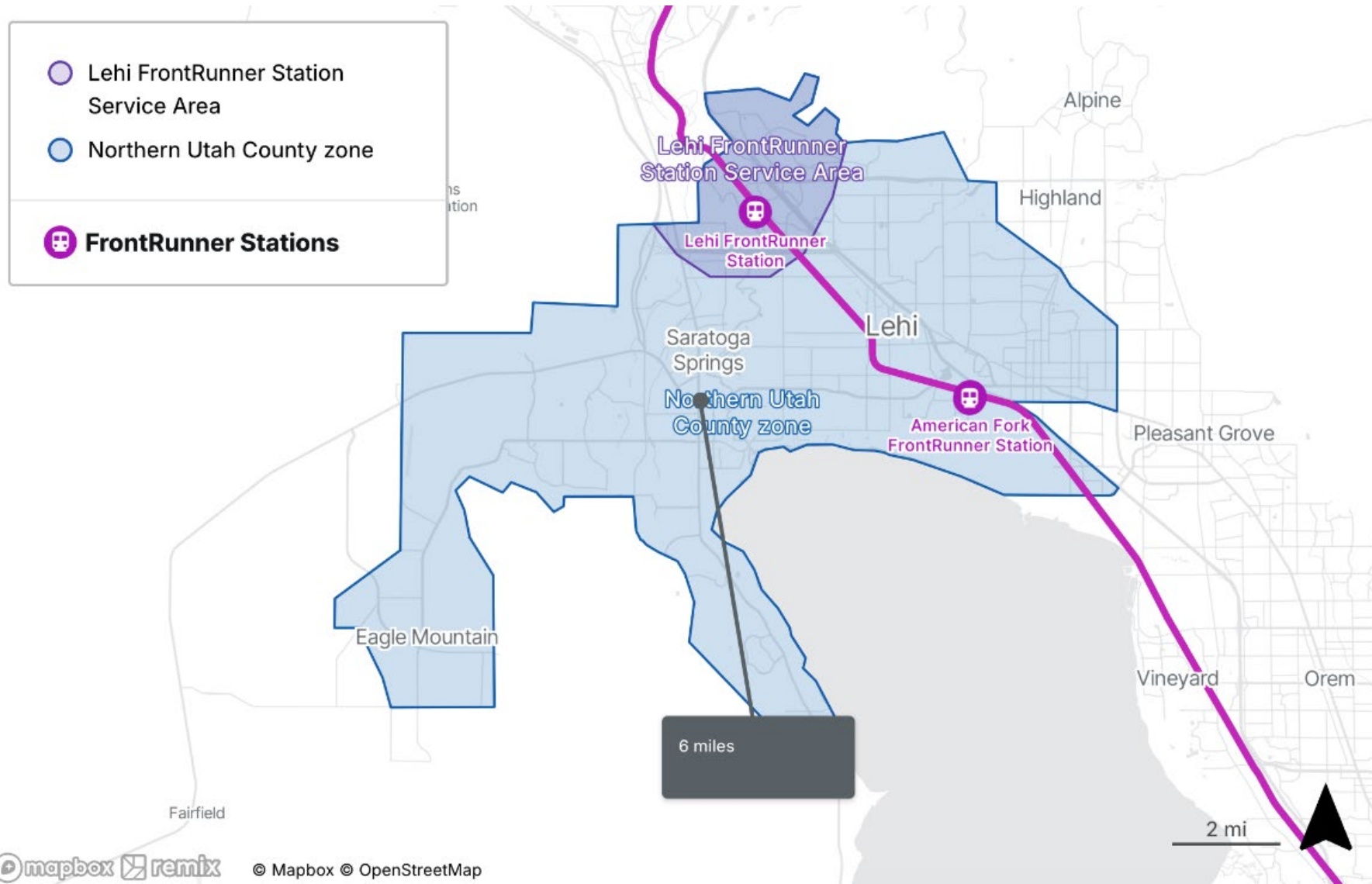
- Utah County Commission Meeting
- Continuous Improvement Excellence Award: Operator De-Escalation Training



Utah County Commission Meeting



Northern Utah County IMZ



Continuous Improvement Excellence Award: Operator De-Escalation Training



UTA 

CI

EXCELLENCE

AWARD





SALT LAKE

Service Unit

SALT LAKE SERVICE UNIT

ASSAULT AWARENESS AND PREVENTION FOR TRANSIT OPERATORS

2024

AWARENESS - EMOTIONS AND BEHAVIOR

Emotions increase

			Hostility
Confusion	Frustration	Blame	Anger
<ul style="list-style-type: none"> ▪ Bewildered or distracted ▪ Unsure or uncertain of the next course of action 	<ul style="list-style-type: none"> ▪ Impatient and reactive ▪ Resists information you are giving ▪ May try to bait you 	<ul style="list-style-type: none"> ▪ Places responsibility on everyone else ▪ May place blame on you ▪ Accuse you or hold you responsible ▪ Find fault with others 	<ul style="list-style-type: none"> ▪ Visible change in body posture ▪ Threatening actions (pounding fists, pointing fingers, shouting, screaming) ▪ VERY RISKY BEHAVIOR!
			<ul style="list-style-type: none"> ▪ Physical actions or threats appear imminent ▪ Out-of-control behavior (person has "crossed the line") ▪ Immediate danger of physical harm or property damage

22

30%

monthly reductions in assaults

640

employees trained

Strategic Plan Minute: Achieving Organizational Excellence - Strengthen and Coordinate Safety Committees





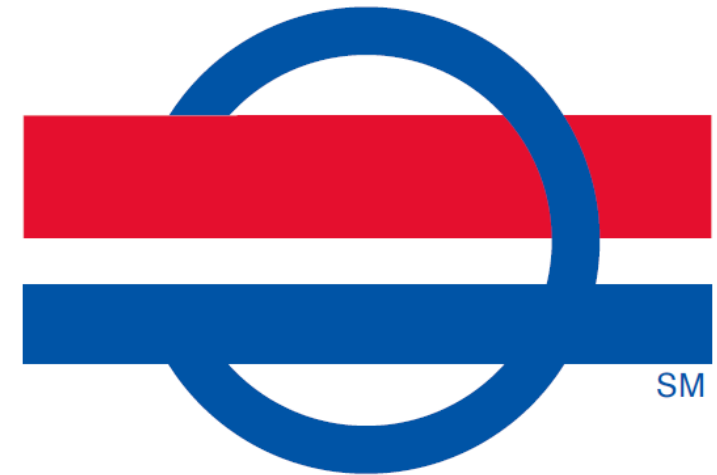
Achieving Organizational Excellence



Strategic Initiative: Strengthen and Coordinate Safety Committees

Highlights:

- Committee charter
- Trainings completed
- Roles and expectations defined
- MS Teams channels established
- Templates set



U T A

Financial Report – Preliminary January 2026



Utah Transit Authority

Preliminary Board Dashboard: Jan 31, 2026

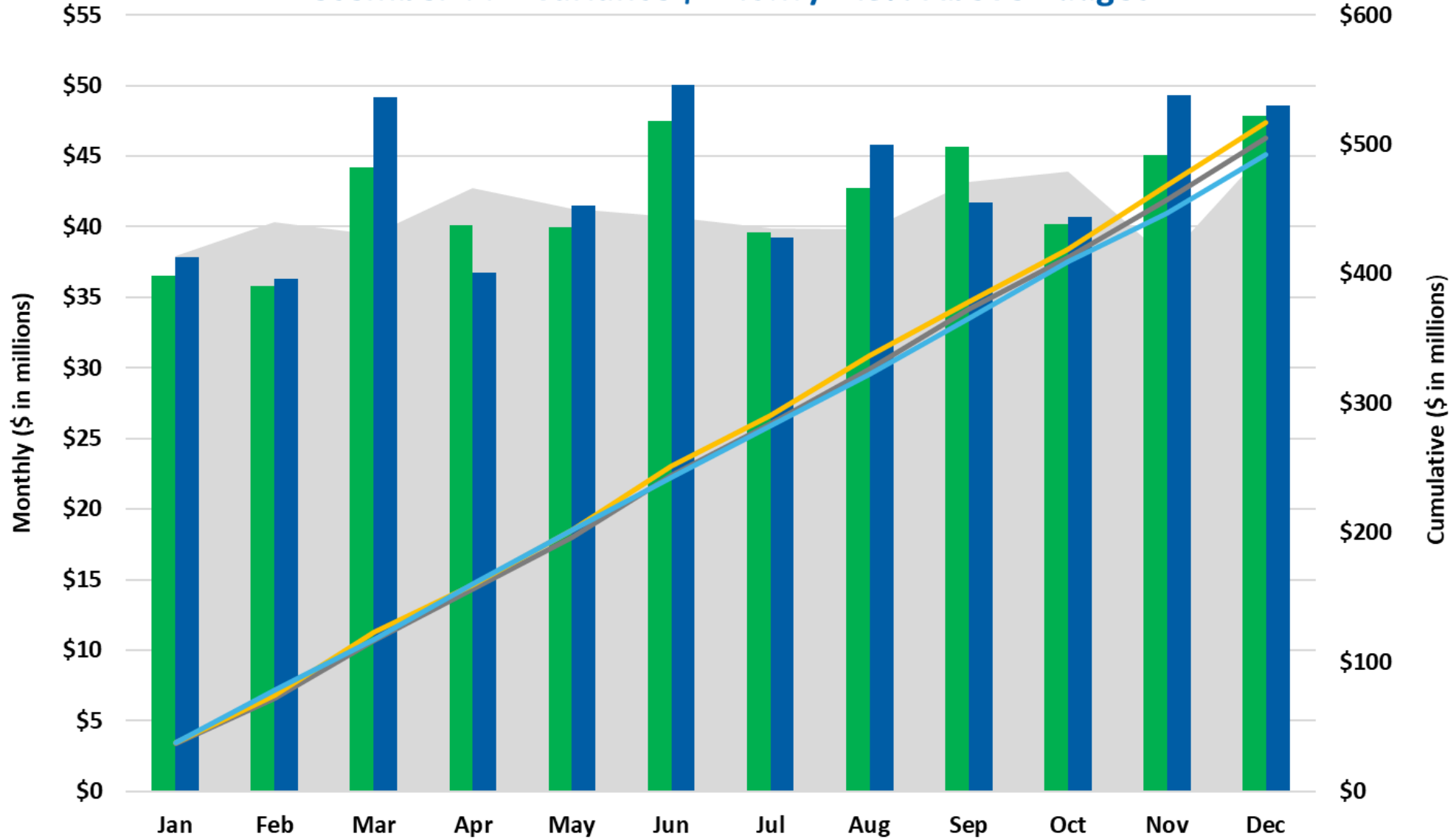
Financial Metrics	Jan Actual	Jan Budget	Fav / (Unfav)	%	YTD Actual	YTD Budget	Fav / (Unfav)	%
Sales Tax (Dec '25 mm \$)	\$ 48.6	\$ 47.8	\$ 0.8	1.6%	\$ 516.8	\$ 505.2	\$ 11.6	2.3%
Fare Revenue (mm)	\$ 3.3	\$ 3.2	\$ 0.1	4.0%	\$ 3.3	\$ 3.2	\$ 0.1	4.0%
Operating Exp (mm)	\$ 37.5	\$ 40.0	\$ 2.4	6.1%	\$ 37.5	\$ 40.0	\$ 2.4	6.1%
Subsidy Per Rider (SPR)	\$ 10.18	\$ 10.65	\$ 0.47	4.4%	\$ 10.18	\$ 10.65	\$ 0.47	4.4%
UTA Diesel Price (\$/gal)	\$ 2.19	\$ 3.45	\$ 1.26	36.5%	\$ 2.19	\$ 3.45	\$ 1.26	36.5%
Operating Metrics	Jan Actual	Jan-25	F / (UF)	%	YTD Actual	YTD 2025	F / (UF)	%
Ridership (mm)	3.36	3.44	(0.08)	-2.2%	3.36	3.44	(0.08)	-2.2%
Energy Cost by Type (Monthly Avg YTD)								
	Diesel Bus (Cost per Mile)				\$ 0.44			
	Diesel CR (Cost per Mile)				\$ 3.82			
	Unleaded Gas (Cost per Mile)				\$ 0.29			
	CNG (Cost per Mile)				\$ 0.33			
	Bus Propulsion Power (Cost per Mile)				\$ 1.04			
	TRAX Propulsion Power (Cost per Mile)				\$ -	Data Pending (2025 = \$0.93)		

"Sales Tax" lists the amount of sales tax revenue received for the month listed in bold. All other data reflects the month listed in the table title.

Agenda Item 6. d.

2025 Sales Tax

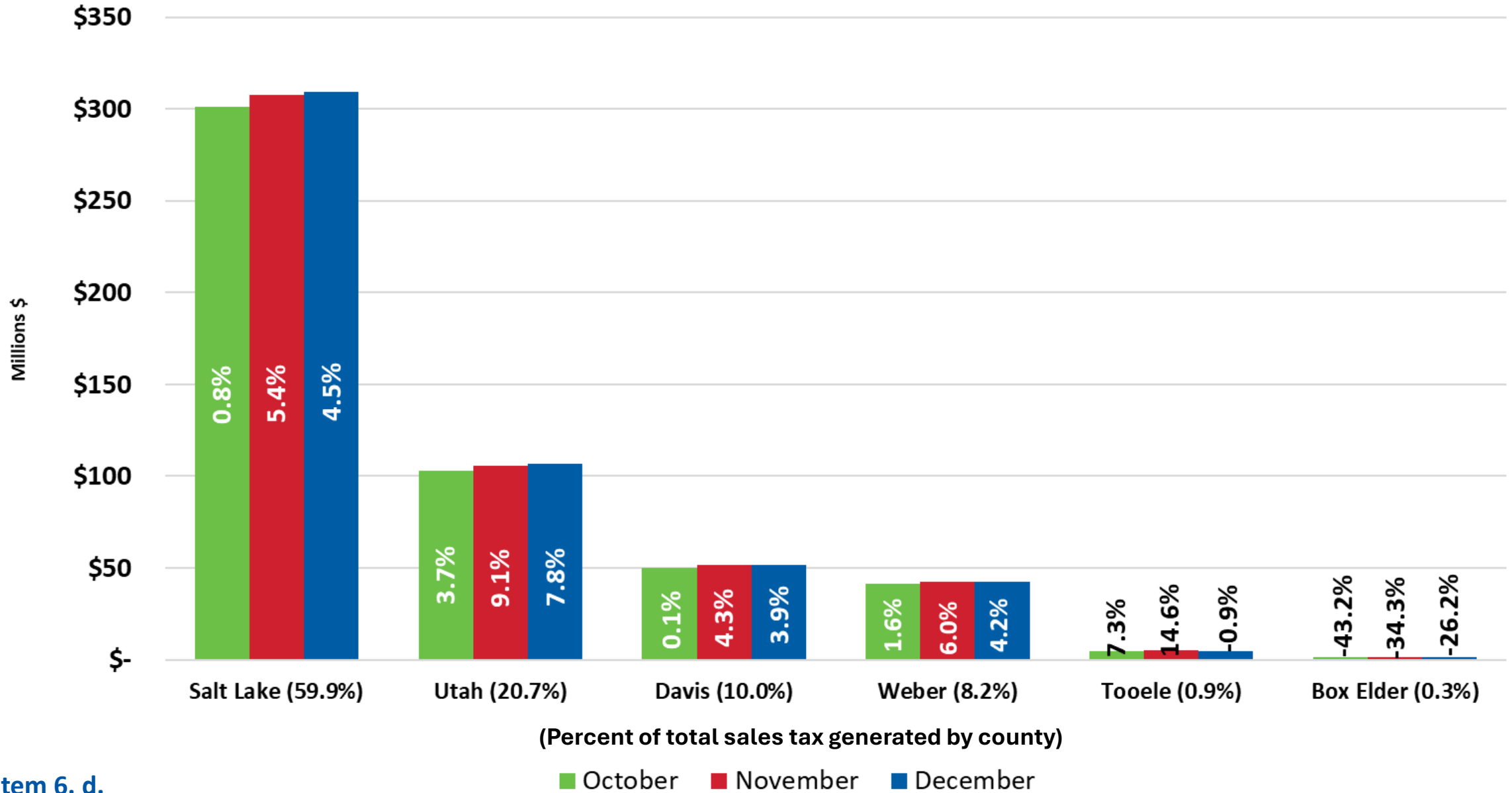
December YTD Variance \$11.6M / 2.3% Above Budget



2024 Actual
 Mo Budget
 Mo Actuals
 Cum Budget
 Cum Actual
 Cum 2024

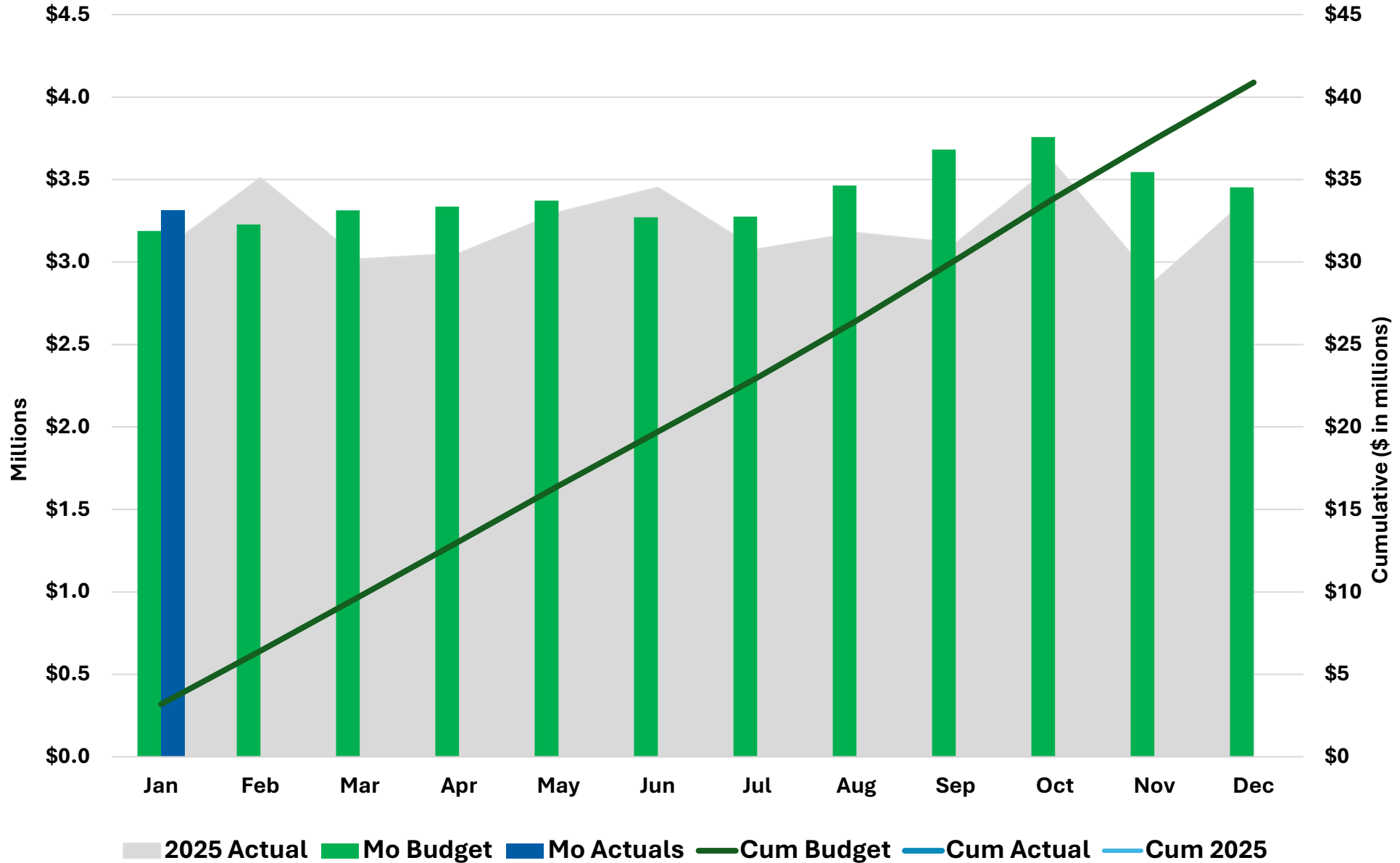
Sales Tax Collections

Percentage Change by month ended Dec 31, 2025 (12 month moving avg)



2026 Passenger Revenue

January YTD \$128.4K / 4.0% > Budget



FTE Report Jan 2026



FTE Report Jan 26

	Budget	Jan-26 Budget vs. Actual			Vacancy Rate		
		Actual	Variance	Vacancy Rate	Prior Month	Start of Year	Prior Year
Administrative FTE							
Admin Depts	714.9	664.5	50.4	7.0%	4.2%	7.0%	5.0%
Operating Depts	356.0	327.0	29.0	8.1%	9.5%	8.1%	3.9%
Subtotal	1,070.9	991.5	79.4	7.4%	6.2%	7.4%	4.6%
Interns	9.0	7.0	2.0	22.2%		22.2%	
Admin FTE Total	1,079.9	998.5	81.4	7.5%	6.2%	7.5%	4.6%

	Budget	Jan-26 Budget vs. Actual			Vacancy Rate		
		Actual	Variance	Vacancy Rate	Prior Month	Start of Year	Prior Year
Bargaining Unit FTE							
Admin Depts	3.0	2.0	1.0	33.3%	2.1%	33.3%	21.3%
<i>Operating Modes</i>							
Bus	1157.0	1,133.5	23.5	2.0%	-2.2%	2.0%	-8.4%
Light Rail	307.0	300.0	7.0	2.3%	-5.4%	2.3%	1.1%
Commuter Rail	112.0	106.5	5.5	4.9%	-0.9%	4.9%	-1.9%
Riverside	169.0	162.0	7.0	4.1%	-2.5%	4.1%	1.6%
Asset Mgt	191.0	174.0	17.0	8.9%	7.9%	8.9%	6.5%
Subtotal	1,939.0	1,878.0	61.0	3.1%	-1.6%	3.1%	-3.5%
Bus Trainees	35.8	43.0	-7.2	-20.0%		-20.0%	
Light Rail Trainees	0.0	8.0	-8.0	0.0%		0.0%	
Commuter Rail Trainees	0.0	7.0	-7.0	0.0%		0.0%	
Trainees Subtotal	35.8	58.0	-22.2	-61.8%		-61.8%	
Barg Unit FTE Total	1,974.8	1,936.0	38.8	2.0%	-1.6%	2.0%	-3.5%

Admin + Bargaining Unit	3,009.9	2,869.5	140.4	4.7%	1.5%	4.7%	2.3%
Interns & Trainees	44.8	65.0	-20.2	-45.0%		-45.0%	
Total FTE	3,054.7	2,934.5	120.2	3.9%	1.2%	3.9%	-0.7%

Preliminary Jan 2026 YTD Financial Results



OPERATING FINANCIALS

Jan 2026 YTD

FISCAL YEAR 2026 Dollars In Millions	YEAR-TO-DATE RESULTS					
	Prior Year Actual	Current Year				
		Actual	Budget	Variance		
Revenue						
Sales Tax (Jan accrual)	\$ 36.5	\$ 37.2	\$ 37.2	\$ -	0.0%	
Fares	3.1	3.3	3.2	0.1	4.0%	
Federal	6.5	31.4	27.0	4.4	16.5%	
Other *	3.1	3.0	2.6	0.4	15.9%	
TOTAL REVENUE	\$ 49.2	\$ 75.0	\$ 70.0	\$ 5.0	7.1%	
Expense						
Salary/Wages	\$ 17.4	\$ 17.6	\$ 17.9	\$ 0.3	1.7%	
Overtime	1.3	1.5	1.1	(0.4)	-39.8%	
Fringe Benefits	9.3	8.4	9.8	1.3	13.6%	
Total Compensation	\$ 28.1	\$ 27.5	\$ 28.7	\$ 1.2	4.2%	
Services	2.4	4.0	4.5	0.5	11.4%	
Parts	2.6	2.6	2.2	(0.5)	-21.4%	
Fuel	3.0	2.2	3.1	0.9	29.2%	
Utilities	0.5	0.7	0.6	(0.1)	-11.0%	
Other	1.1	1.0	2.4	1.3	55.5%	
Capitalized Cost	(0.3)	(0.5)	(1.4)	(0.9)	66.9%	
TOTAL EXPENSE	\$ 37.4	\$ 37.5	\$ 40.0	\$ 2.4	6.1%	
Debt Service	5.0	6.6	7.5	0.9	12.3%	
Contrib. Capital/Reserves	\$ 6.8	\$ 30.9	\$ 22.5	\$ 8.4	37.1%	

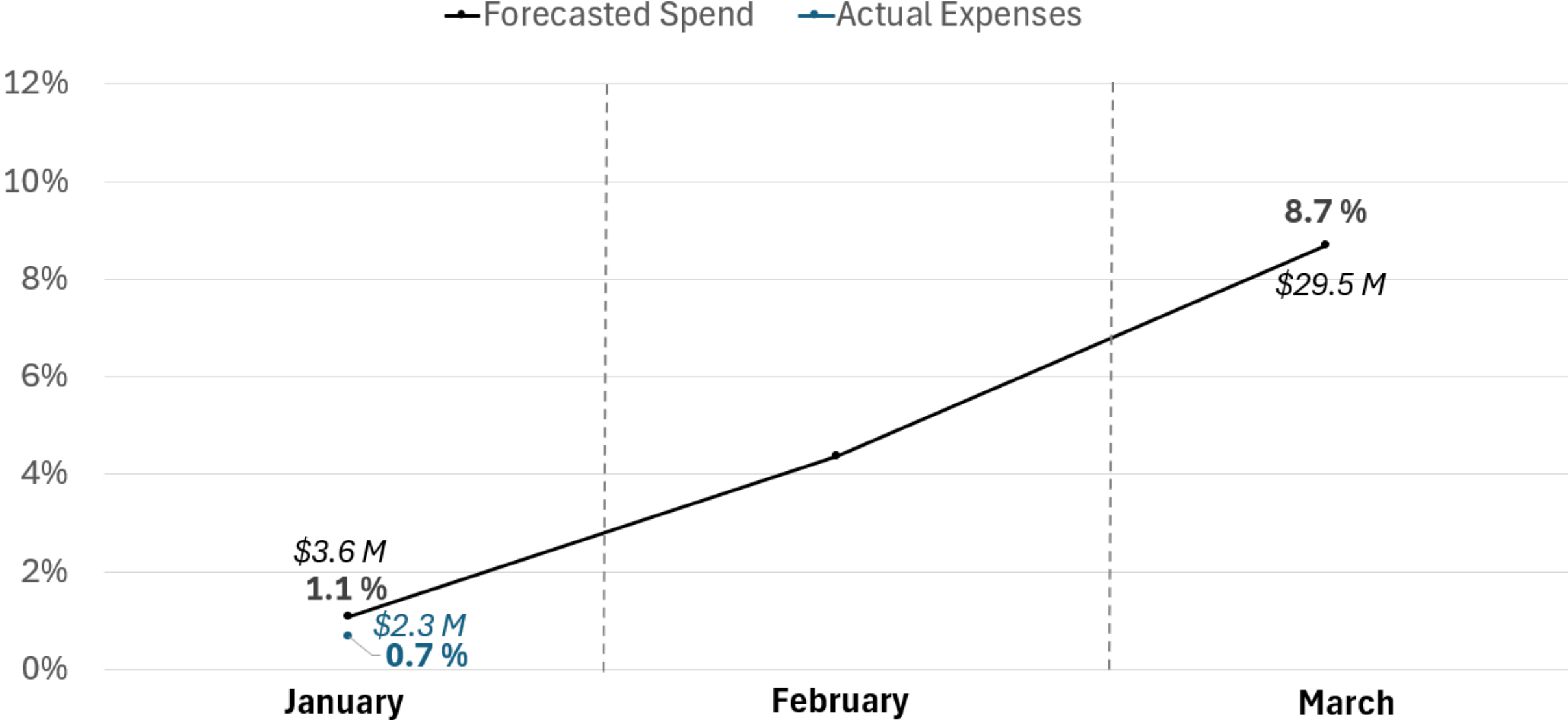
*Does not include Sale of Assets (\$5.9K favorable) or Non-Cash items

Favorable/(Unfavorable)

Preliminary January 2026 Capital Expenses

FISCAL YEAR 2026 000's										
	January 2026				2026 Year-to-Date				2026	% of
	Actual	Forecast	Variance	%	Actual	Budget	Variance	%	FY Budget	2026 Budget
Capital Expense										
Executive Director	\$ 30.7	\$ 33.6	\$ 2.9	● 8.5%	\$ 30.7	\$ 33.6	\$ 2.9	● 8.5%	\$ 1,485.0	2.1%
Planning & Engagement	15.8	20.3	\$ 4.5	● 22.2%	15.8	20.3	\$ 4.5	● 22.2%	2,244.0	0.7%
People	-	0.5	\$ 0.5	● 100.0%	-	0.5	\$ 0.5	● 100.0%	50.0	0.0%
Operations	0.9	81.2	\$ 80.2	● 98.9%	0.9	81.2	\$ 80.2	● 98.9%	8,974.0	0.0%
Finance	52.2	295.3	\$ 243.1	● 82.3%	52.2	295.3	\$ 243.1	● 82.3%	32,646.0	0.2%
Enterprise Strategy	672.8	710.3	\$ 37.5	● 5.3%	672.8	710.3	\$ 37.5	● 5.3%	17,051.0	3.9%
Capital Service	1,527.6	2,503.1	\$ 975.6	● 39.0%	1,527.6	2,503.1	\$ 975.6	● 39.0%	276,763.0	0.6%
TOTAL EXPENSE	\$ 2,300.0	\$ 3,644.2	\$ 1,344.2	● 36.9%	\$ 2,300.0	\$ 3,644.2	\$ 1,344.2	● 36.9%	\$ 339,213.0	0.7%

Preliminary Actual versus Forecast Spend YTD Capital Expenses



Preliminary January 2026 YTD Capital Sources (000's)

Capital Sources (000's)	Federal		State	Local	UTA		Total
	Grants	Leasing	Funding	Funding	Bonding	UTA Funding	
Year-to-Date Usage	\$ 4,509	\$ -	\$ (261)	\$ -	\$ -	\$ (1,948)	\$ 2,300
2026 Budget	\$ 111,703	\$ 36,714	\$ 45,672	\$ 13,478	\$ 47,285	\$ 84,361	\$ 339,213
% of Budget	4.0%	0.0%	-0.6%	0.0%	0.0%	-2.3%	0.7%

Additional Metrics

Accounting: Accounts Payable Days & Month End

Supply Chain: Contracts & Open Requisitions

Fares: Farebox Recovery & Subsidy Per Rider

Jan 2026

Accounting Metrics:

- Avg Days Payable – Jan. '26 YTD: 26 Days Actual vs 30 Days Goal
- Days to Close: 12 Days. At Goal

Procurement Contractor Progress:

- Jan Completed Contracts/PO's: 14 (used to be 2 consultants, now only 1)
- Completed Since Implementation (15 months): 260
- Average Days Requisitions Open: 69 Days Jan. '26 vs 72 Days Dec. '25

Fare Metrics:

- Farebox Recovery: Jan. '26 YTD 8.8% vs Jan. '25 YTD 8.5%
- Subsidy Per Rider: Jan. '26 YTD \$10.18 vs Jan. '25 YTD \$9.64

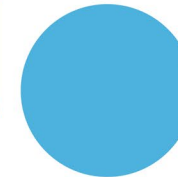
Questions?



Quarterly Disbursement Report - Non-Inventory Vendors - Q4 2025



RESOLUTIONS



R2026-03-01 - Resolution Ratifying 2025 Expenditures and Disbursements to Non-Inventory Vendors



2025 – Payroll Disbursement NTE

Vendor Name	Purpose	2025 Not Expenditures as to Exceed	of 12/31/2025	Ratified 2025 Not to Exceed
Department of the Treasury	Payroll Taxes	\$50,696,139	\$ 50,879,668	\$50,879,668
UTA/ATU JOINT INSURANCE TRUST	Health Insurance (Collective Bargaining)	\$35,480,790	\$35,117,306	\$35,480,790
OFFICE OF RECOVERY SERVICES	Utah State Child Support	\$451,514	\$488,677	\$488,677
AMALGAMATED TRANSIT UNION	Union Dues for Employees	\$937,342	\$783,980	\$937,342
UTAH ST TAX (WITHHOLDING ONLY)	Payroll Taxes	\$10,599,391	\$9,060,717	\$10,599,391
VANTAGEPOINT TRANSFER AGENTS - Cambridge Associates, LLC.	457 Plans Pension Contribution	\$9,428,461 \$34,446,297	\$7,634,758 \$34,621,051	\$9,428,461 \$34,621,051
MUTUAL OF AMERICA LIFE INS.	457 Plans	\$7,032,052	\$4,954,011	\$7,032,052
Utah-Idaho Teamsters Security	Health and Dental Insurance Premiums and Union Dues for Employees	\$713,544	\$739,201	\$739,201

- The overages with these vendors are due to increased amounts withheld from employee paychecks.

2025 - Debt, Government and Utilities Disbursement NTE

Type	Vendor Name	Purpose	2025 Not to Exceed	Expenditures as of 12/31/2025	Ratified 2025 Not to Exceed
Debt	Utah County Government	4th Quarter Cent Sales Tax Agreement with Utah County	\$3,377,512	\$3,377,512	\$3,377,512
Government	Utah Attorney General's Office	Legal Services	\$2,123,900	\$2,049,238	\$2,123,900
Utility	AT&T ++	Cellular Connection to Buses	\$581,695	\$265,550	\$581,695
Utility	CENTURY LINK (QWEST) +++	Internet Connection	\$501,381	\$244,911	\$501,381
Utility	Salt Lake City Corp	Electric, Water, and Sewer	\$402,234	\$336,003	\$402,234
Utility	MURRAY CITY UTILITIES	Electric, Water, and Sewer	\$650,701	\$635,455	\$650,701
Utility	FirstNet	Cellular Phone Contract	\$1,116,256	\$1,148,861	\$1,148,861
Utility	ROCKY MOUNTAIN POWER	Electricity	\$10,018,557	\$9,462,804	\$10,018,557
Utility	Enbridge Gas Utah(Dominion Energy/Questar)	Natural Gas	\$2,738,208	\$1,010,135	\$2,738,208

- FirstNet has an overage due to an invoice moving from the AT&T vendor to FirstNet



Recommended Action (by roll call)

Motion to approve R2026-03-01 - Resolution Ratifying 2025 Expenditures and Disbursements to Non-Inventory Vendors, as presented.



R2026-03-02 - Resolution Authorizing the Issuance and Sale by the Authority of its Sales Tax Revenue and Refunding Bonds in the Aggregate Principal Amount of Not to Exceed \$123,000,000 in One or More Series



Bond Issuance Governance Procedural Steps

Governance Procedural Steps	Result
1. January 28, 2026 , Staff presented to the Board of Trustees a Discussion: Bond Issuance Strategy for Potential Refinancing Opportunity	Discussion and direction to proceed
2. February 2, 2026 , Staff and Board of Trustees Chair consulted with and received approval by resolution from the State Finance Review Commission	Approved to proceed
3. February 18, 2026 , Staff and Board have consulted with the Local Advisory Council	Completed consultation with positive feedback
4. March 11, 2026 , Staff is presenting to the Board the Resolution [R2026-03-02]	Pending



UTA Board Resolution R2026-03-02 – Summary Details

Board of Trustees is requested to adopt Resolution R2026-03-02 on March 11, 2026, for the Issuance and Sale by the UTA its Sales Tax Revenue and Refunding Bonds, including the parameters listed.

Key Bond Parameters and Terms

- Refunding Bonds, Series 2026: \$123 million, not to exceed
- Maximum Coupon Rate: 5.0%
- Maximum Length to Maturity: 7 years
- Price no less than 99%



UTA Board Resolution R2026-03-02 – Summary Details

Actions to be Authorized by the presented Resolution, R2026-03-02:

- Authorize forms of:
 - Senior Supplemental Indenture
 - Subordinate Supplemental Indenture
 - The use and distribution of the form of Preliminary Official Statement
 - Bond Purchase Agreement
- Designated Officers by title:
 - Chair (Board of Trustees)
 - Executive Director
 - Treasurer/Chief Financial Officer
 - Associate Chief Financial Officer



Recommended Action (by roll call)

Motion to approve R2026-03-02 - Resolution Authorizing the Issuance and Sale by the Authority of its Sales Tax Revenue and Refunding Bonds in the Aggregate Principal Amount of Not to Exceed \$123,000,000 in One or More Series, as presented.

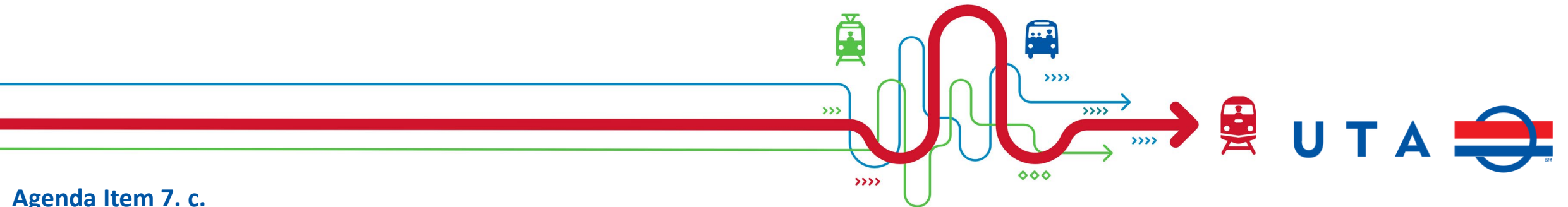


R2026-03-03 - Resolution Approving the First Amendment to the Authority's 2026-2030 Five-Year Capital Plan



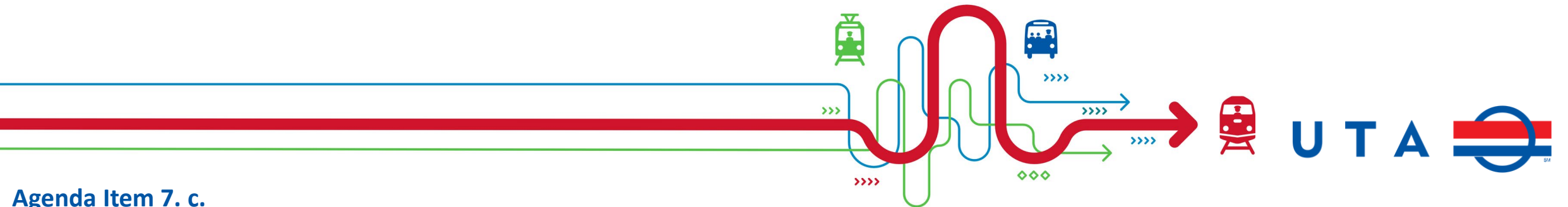
Capital Plan Amendment

- Capital Plan amendments require approval by the Board of Trustees through a Board resolution



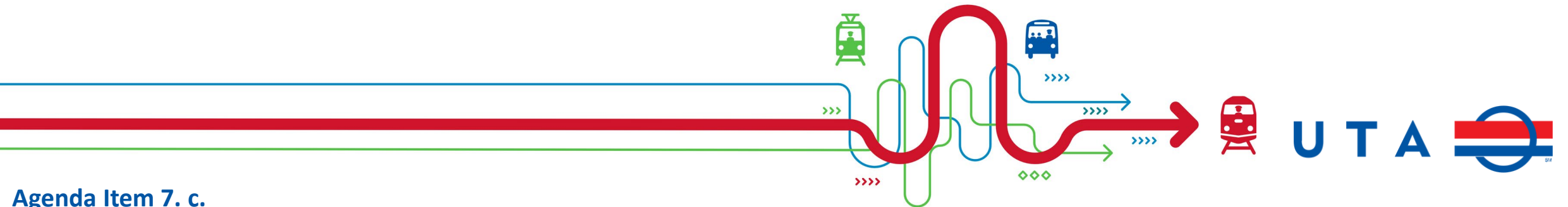
Steps Taken To Get Here

- Budget of Trustees discussion - January 28, 2026
- Local Advisory Council consultation – February 18, 2026



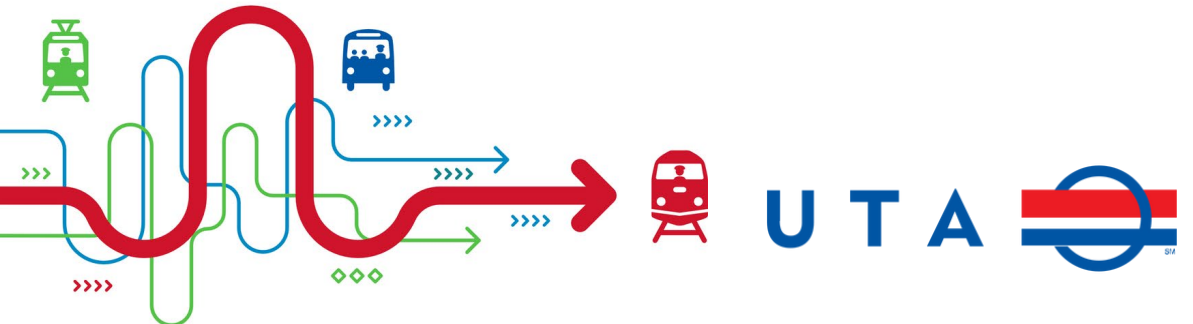
2026 Capital Plan Amendment Request

- Approve proposed 2026-2030 Five-Year Plan Amendment
 - Incorporate additional funds for projects meeting following criteria:
 - New Grant Awards (adds approx. \$42.49M)
 - Two (2) New Bus Grants



5 Year Plan Change: New Bus Grant Awards (CNG & Clean Diesel)

- Request to:
 - Add \$42.49M to 2026-2030 Five-Year Capital Plan to purchase 52 new CNG and Clean Diesel Buses
 - Delivery in 2027.



Bus Grant Purchase Changes

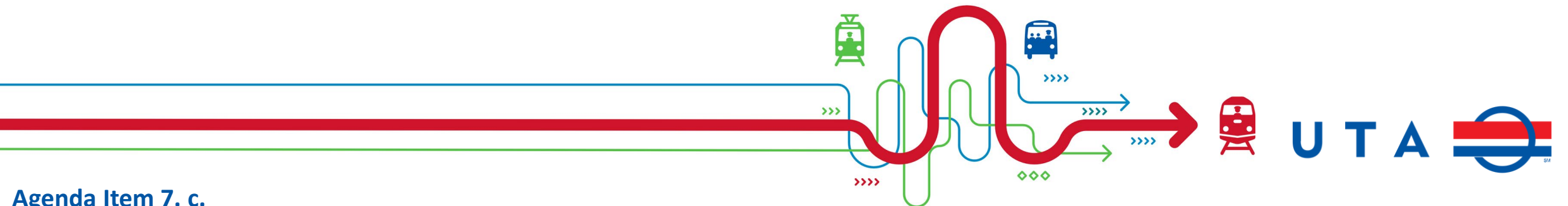
Plan	2026	2027	2028	2029	2030	Total
Current 2026-2030 Five Year Plan	\$ 1,050,000	\$ 1,200,000	\$ 1,051,000	\$ 3,406,000	\$ -	\$ 6,707,000
Proposed 2026-2030 Five Year Plan	1,050,000	48,144,000	-	-	-	49,194,000*
Difference	\$ -	\$ 46,944,000	\$ (1,051,000)	\$ (3,406,000)	\$ -	\$ 42,487,000

*Amount includes ~\$41,805,200 in federal grant funds

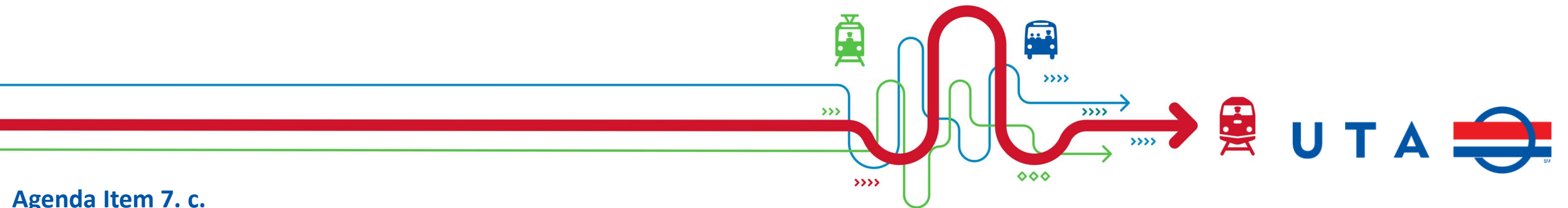
Projects accelerated to receive 2027 delivery

Above is a summary of two projects:

- REV244- Clean Diesel Bus Purchase- 2025 5339c Grant
- REV245- CNG Bus Purchase- 2025 5339c Grant



Questions?



Recommended Action (by roll call)

Motion to approve R2026-03-03 - Resolution Approving the First Amendment to the Authority's 2026-2030 Five-Year Capital Plan, as presented.

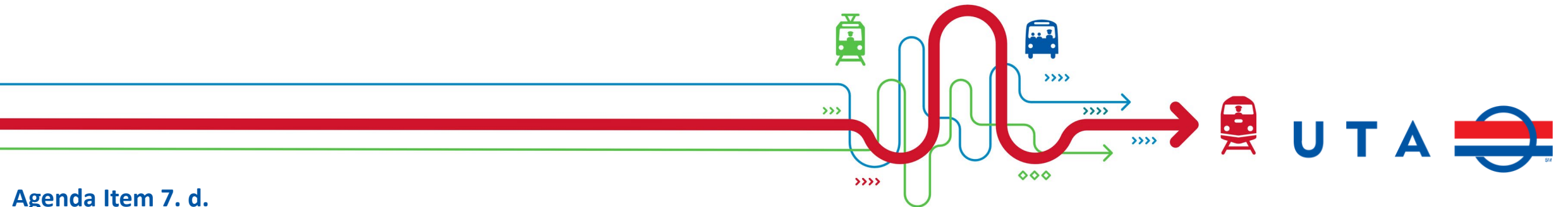


R2026-03-04 - Resolution Approving the First Amendment to the Authority's 2026 Operating Budget



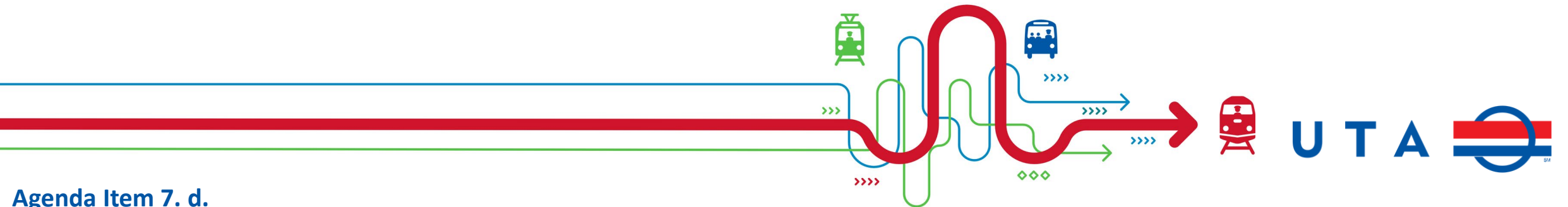
Operating Budget Amendment

- Budget amendments require approval by the Board of Trustees through a Board resolution



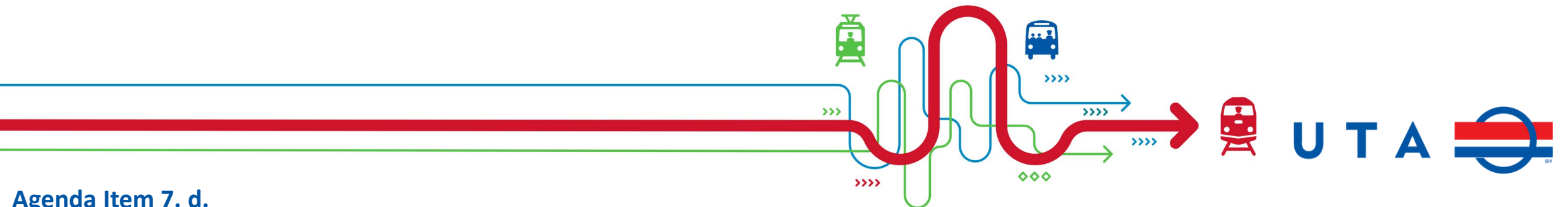
Steps Taken To Get Here

- Board of Trustees discussion - January 28, 2026
- Local Advisory Council consultation – February 18, 2026



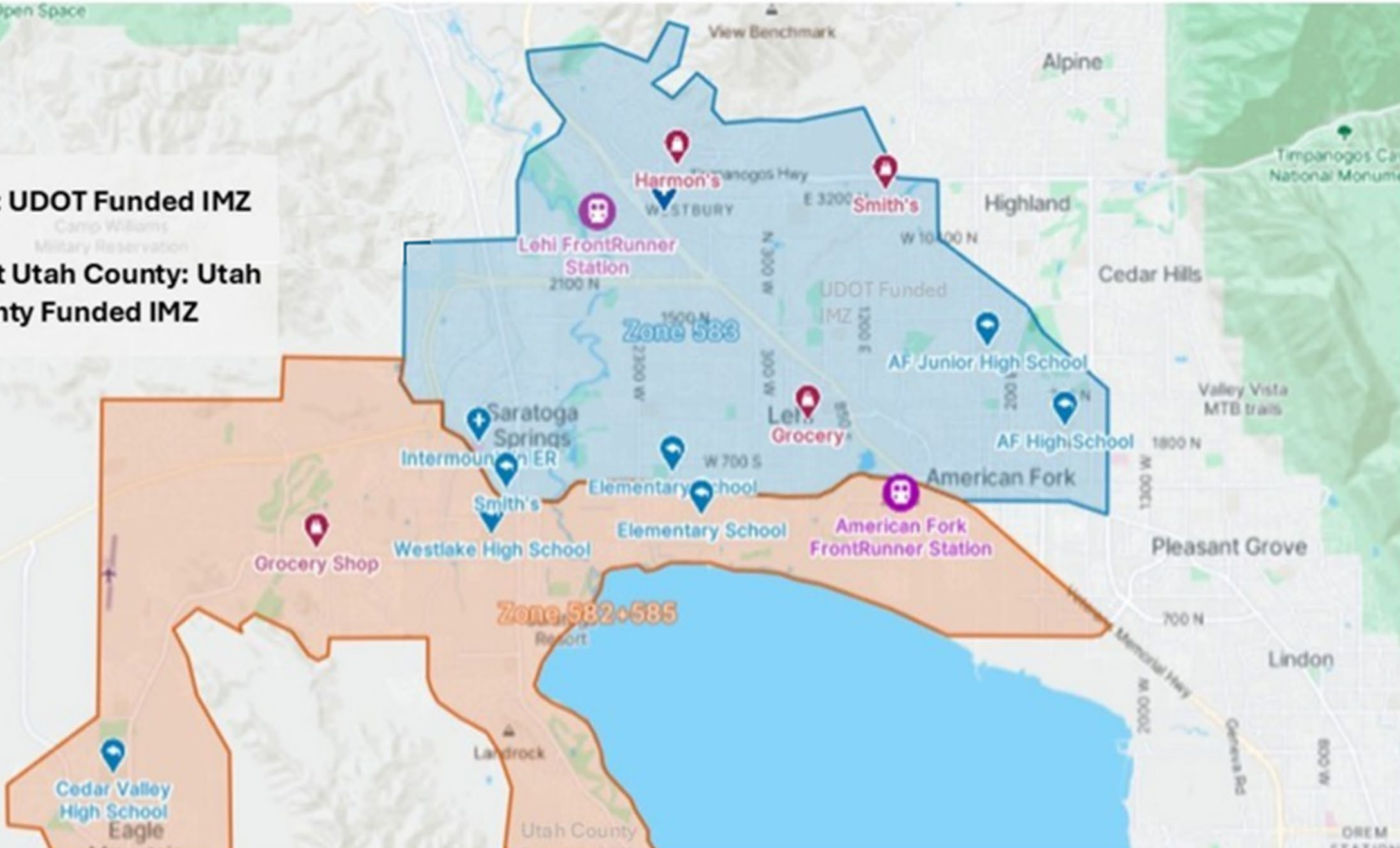
2026 Operating Budget Amendment Request

- Amendment of 2026 Operating Budget to reflect additional transit service in Utah County
- Additional microtransit service in northern Utah County
 - Service to be provided in portions of Lehi, Saratoga Springs, Eagle Mountain, American Fork and Alpine
 - Budgeted expense of \$1,924,000 funded by:
 - Utah County
 - Utah Department of Transportation
 - Anticipated start of service August 2026

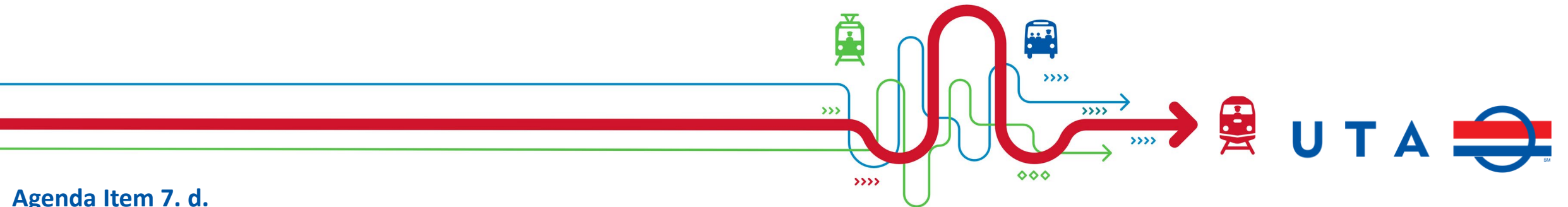


Utah County IMZs

-  **Lehi: UDOT Funded IMZ**
-  **West Utah County: Utah County Funded IMZ**



Questions?



Recommended Action (by roll call)

Motion to approve R2026-03-04 - Resolution Approving the First Amendment to the Authority's 2026 Operating Budget, as presented.



BUDGET AND OTHER APPROVALS



TBA2026-03-01 - Technical Budget Adjustment - 2026 Operating Budget



Technical Adjustments To Operating Budget Items

- Adjustment of fringe benefit amounts in one department
 - \$387,000 moving from Chief Operations Officer Contract Services budget to Salt Lake Service Unit Fringe Benefits
- Restored missing budgeted positions in Operations
 - Technical issue with UTA budget system dropped positions from original 2026 budget position summaries
 - Positions were funded in original 2026 budget submission
- Result: No net dollar impact on total 2026 Budget



Questions?



Recommended Action (by acclamation)

Motion to approve TBA2026-03-01 - Technical Budget Adjustment - 2026 Operating Budget, as presented.

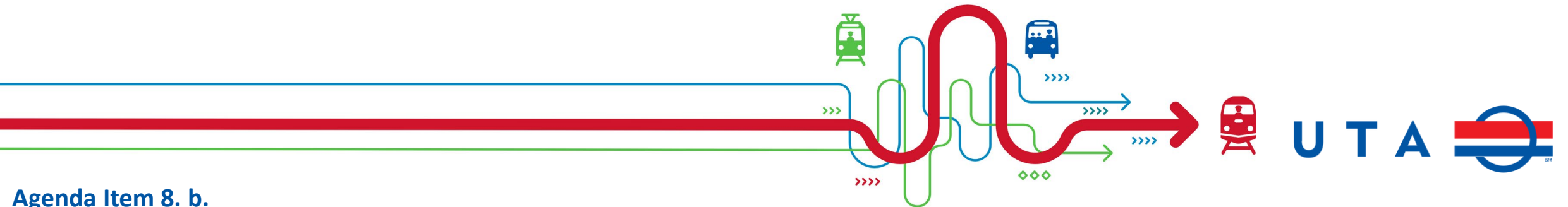


TBA2026-03-02 - Technical Budget Adjustment - 2026 Capital Budget



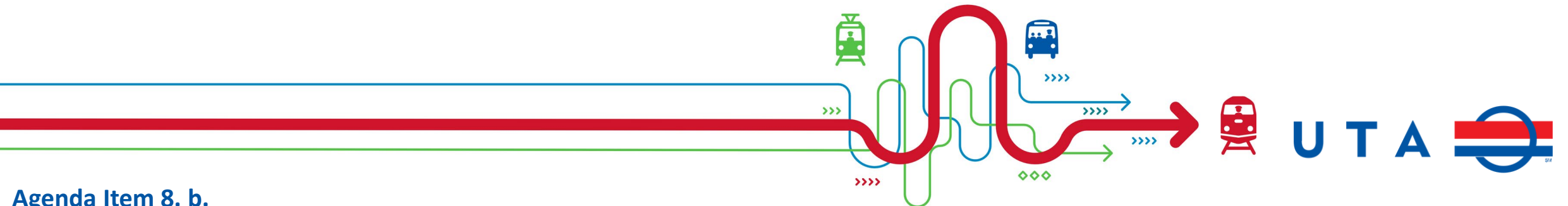
Summary of Budget Requests

- Request is to reallocate \$9.7 million in existing 2026 Capital Budget of \$339.2 million to aid in project delivery:
 - 12 projects will have budget increases
 - 3 projects, plus the Capital Contingency, will have budget decreases



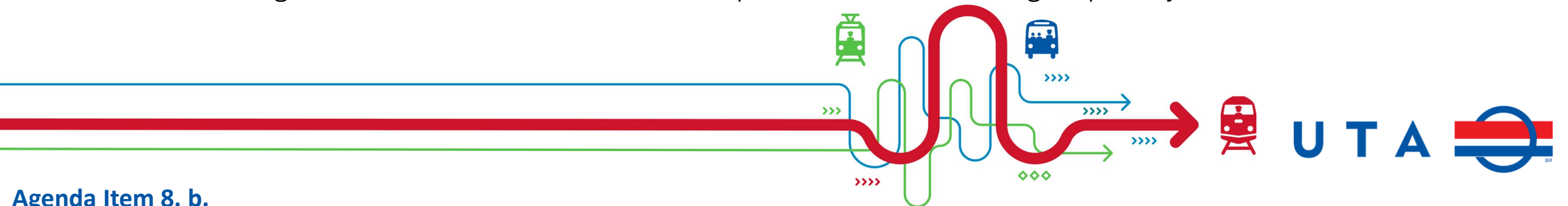
Overall Budget Impacts By Office

<u>Chief Office</u>	<u>2026 Adopted Budget</u>	<u>March 11th TBA</u>	<u>2026 Adjusted Budget</u>
Capital Services	\$ 278,193,000	\$ 272,000	\$ 278,465,000
Enterprise Strategy	17,051,000	300,000	17,351,000
Executive Director (Safety)	1,485,000	-	1,485,000
Finance	32,646,000	(1,700,000)	30,946,000
Operations	7,544,000	1,128,000	8,672,000
People	50,000	-	50,000
Planning & Engagement	2,244,000	-	2,244,000
Grand Total	\$ 339,213,000	\$ -	\$ 339,213,000



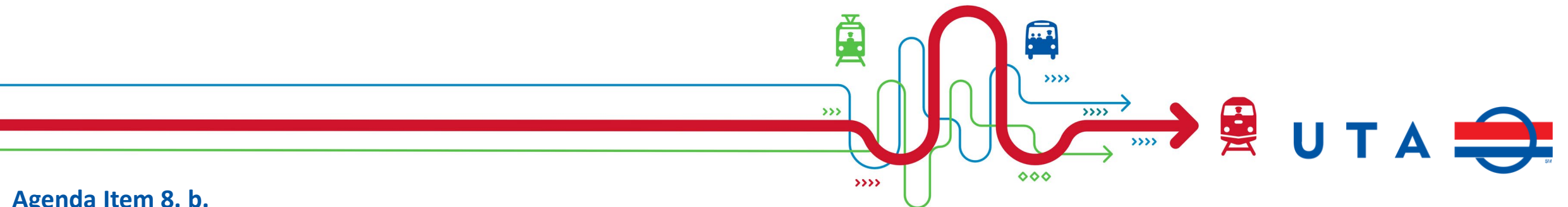
Affected Project Overview

- FMA652 - Facilities Equipment Replacement
 - Projects to replace aging equipment across all UTA Business Units according to State of Good Repair criteria .
- FMA685 - Wheel Truing Machine- Jordan River Service Center
 - Procurement and installation of wheel truing machine to facilitate the rebuild of wheel truing machine at Midvale, and for preparation of new rail car delivery from Stadler.
- ICI235 - ERP System Replacement Phase 2: Procurement
 - UTA's financial system is in need of replacement. Project will support that effort. The near-term efforts include scope development for this large replacement effort.
- MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization
 - Bus stop improvements along the 3300/3500 South corridor for ADA-compliance. Additional funding was received and utilized on the optimization of traffic signal priority for transit services.



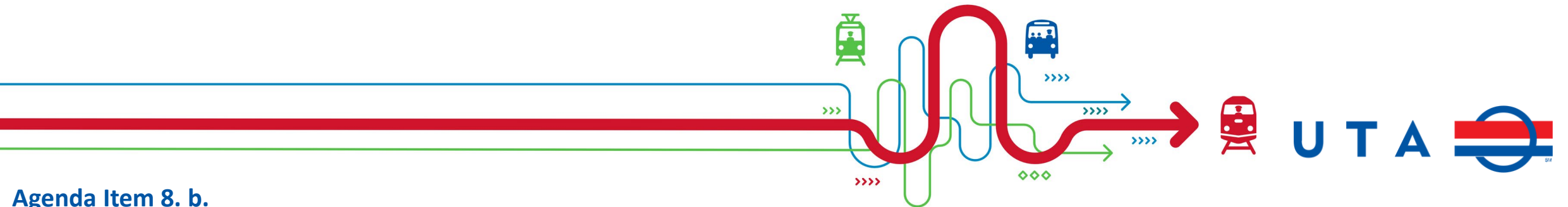
Affected Project Overview - Continued

- MSP208 - Clearfield FrontRunner Trail
 - UTA is constructing a paved multi-use trail connecting the UTA Clearfield FrontRunner station to the Rio Grande Rail Trail and the Freeport Center. UTA has included 8' black-vinyl coated fencing along the rail side of the trail limiting access to the rail.
- MSP253 - MVX BRT
 - Bus Rapid Transit (BRT) from Murray Central Frontrunner/Light Rail Station to West Valley Central Light Rail Station. Includes 1.7 miles of exclusive bus lanes, a new bus hub at Salt Lake Community College, and connections to local trails.
- MSP286 - Utah County Park and Ride Lots (x2)
 - This project is to construct the infrastructure needed in Eagle Mountain (EM) City and Saratoga Springs (SS) City for the NEW bus service associated with Bus Route 860



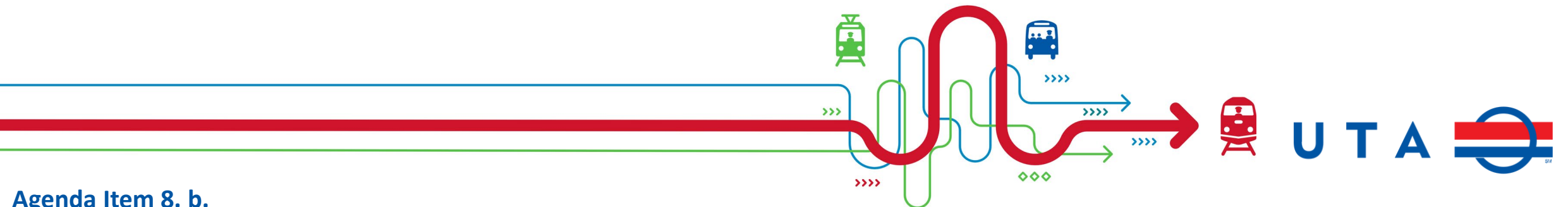
Affected Project Overview - Continued

- MSP320- TRAX Forward
 - Project to further scope development and identification of needs for projects needed to support the 2034 Olympics.
- REV244 - Clean Diesel Bus Purchase- 2025 5339b Grant
 - acquire new clean diesel buses. This initiative aims to modernize the fleet, improve reliability, and reduce emissions in alignment with Federal sustainability programs.
- REV245 - CNG Bus Purchase - 2025 5339c Grant
 - acquire new CNG buses. This initiative aims to modernize the fleet, improve reliability, and reduce emissions in alignment with Federal sustainability programs.



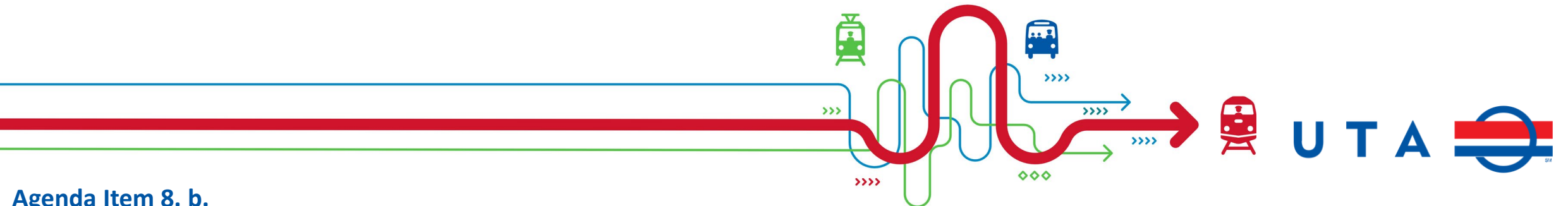
Affected Project Overview - Continued

- SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122
 - Light Rail Vehicles #1122 & #1137 were involved in significant collisions and required repairs beyond what could be performed at UTA. These cars required shipment back to the manufacturer for structural repairs to be completed.
- SGR404 - Rail Switches and Trackwork Controls Rehab/Replacement
 - Replacement and modernization of rail switch machines and interlocking systems across UTA's light rail and commuter rail network, enhancing reliability, safety, and system performance while addressing equipment obsolescence and modernization.
- SGR408 - UTA End of Line (EOL) Enhancements
 - This Includes bus sawtooths, bus circulation area, operator restrooms, wayfinding, bike parking, benches, bus shelters, utility, and site civil work including access. Bus charging and dedicated via rideshare parking is optional and maybe added depending on location.



Affected Project Overview - Continued

- SGR385 – Rail Rehab and Replacement
 - Relaces worn track components based on the Transit Asset Management plan. these include switches, turnouts, curve and tangent rail. Insulated Joints. emergency work and anything on the track that is not a grade crossing
- ICI214 - Rail Car Automatic Passenger Counter Replacement
 - Replace INIT Automatic Passenger Counting system with Urban Transportation's system which is currently operating on our Buses.



Rationale For Increase Adjustments

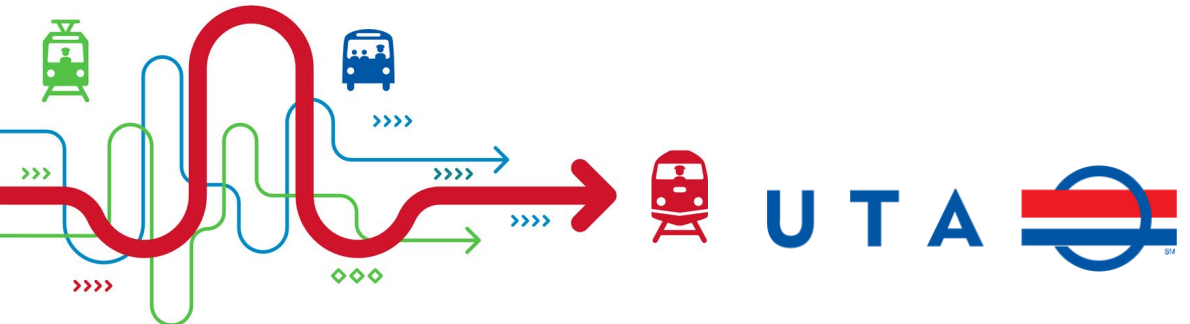
Rationale

Applicable Projects

Projects with outstanding 2025 obligations that are continuing into 2026. 2026 funding source change prevents incorporation into current budget.

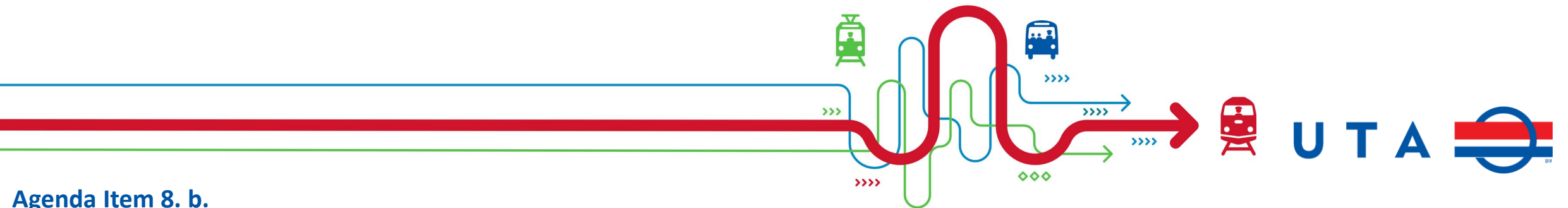
Projects with outstanding 2025 obligations that are continuing into 2026.

- FMA652- Facilities Equipment Replacement
- SGR404- Rail Switches and Trackwork Controls Rehab/Replacement
- SGR408 - UTA End of Line (EOL) Enhancements
- FMA685- Wheel Truing Machine- Jordan River Service Center
- MSP207- 3300/3500 South Bus Stop and Transit Signal Priority Optimization
- MSP320 - TRAX Forward
- SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122



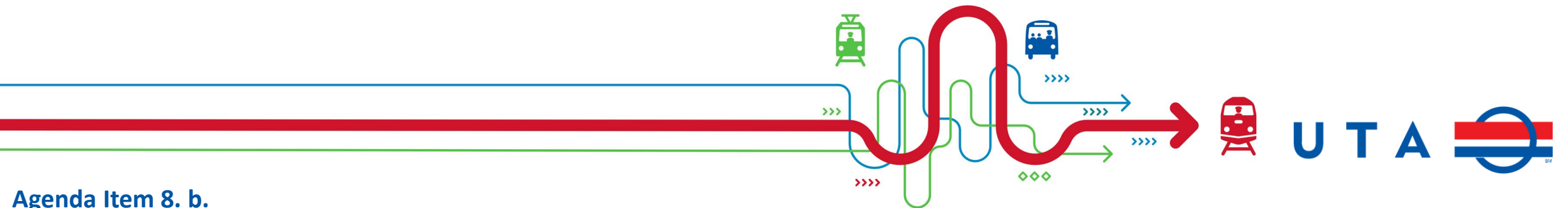
Rationale For Increase Adjustments - Continued

<u>Rationale</u>	<u>Applicable Projects</u>
Adding funds to project to allow for upcoming procurement	<ul style="list-style-type: none">• ICI235 - ERP System Replacement Phase 2: Procurement• REV244 - Clean Diesel Bus Purchase- 2025 5339b Grant
Adding funds to project to preserve grant amount for project completion	<ul style="list-style-type: none">• MSP286 - Utah County Park and Ride Lots (x2)



Rationale For Increase Adjustments - Continued

<u>Rationale</u>	<u>Applicable Projects</u>
Funds added to complete project and in anticipation of upcoming change orders for project completion	<ul style="list-style-type: none">• MSP208 - Clearfield FrontRunner Trail• SGR385- Rail Rehab and Replacement



Rationale For Decrease Adjustments

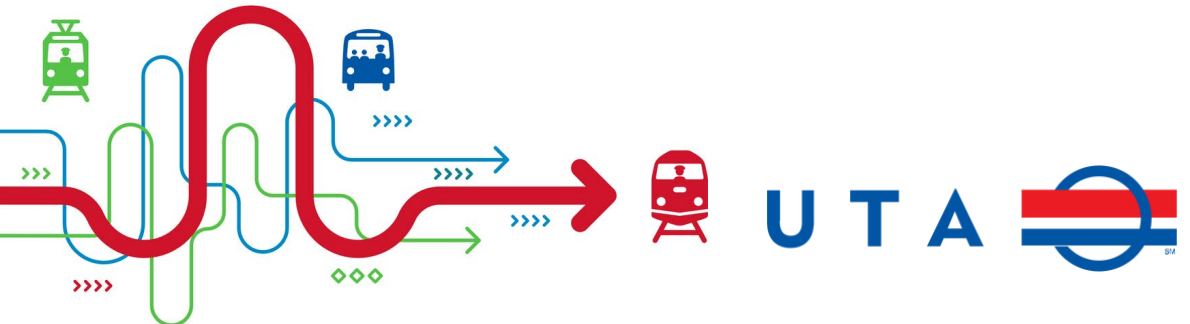
Rationale

Project will have extra funds for 2026.
Right-sizing budget to match delivery and moving funds to assist in other project delivery.

Moving funds to aid in other project delivery- \$2,150,000 in UTA Funds

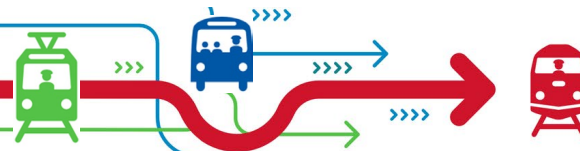
Applicable Projects

- MSP253 - MVX BRT
- REV245 - CNG Bus Purchase - 2025 5339c Grant
- MSP999- Capital Contingency
- ICI214- Rail Car Automatic Passenger Counter Replacement



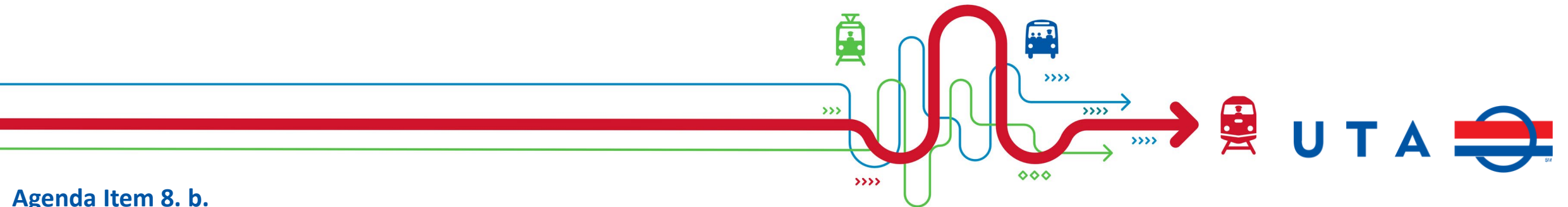
Breakdown for Project Funding Increases

<u>Project ID and Name</u>	<u>2026 Adopted Budget</u>	<u>March 11th TBA</u>	<u>2026 Adjusted Budget</u>
SGR385 - Rail Replacement Program	\$ 6,250,000	\$ 4,312,000	\$ 10,562,000
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	2,022,000	5,222,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	750,000	750,000
MSP208 - Clearfield FrontRunner Station Trail	200,000	710,000	910,000
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	1,600,000	666,000	2,266,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	430,000	2,930,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	233,000	370,000	603,000
MSP320 - TRAX Forward	100,000	155,000	255,000
MSP207 - 3300 S 3500 South Bus Stops	-	105,000	105,000
FMA652 - Facilities Equipment Replacement	2,000,000	92,000	2,092,000
REV244 - Clean Diesel Bus Purchase - 2025 5339 Grant	-	50,000	50,000
SGR408 - UTA End of Line (EOL) Enhancements	1,115,000	42,000	1,157,000



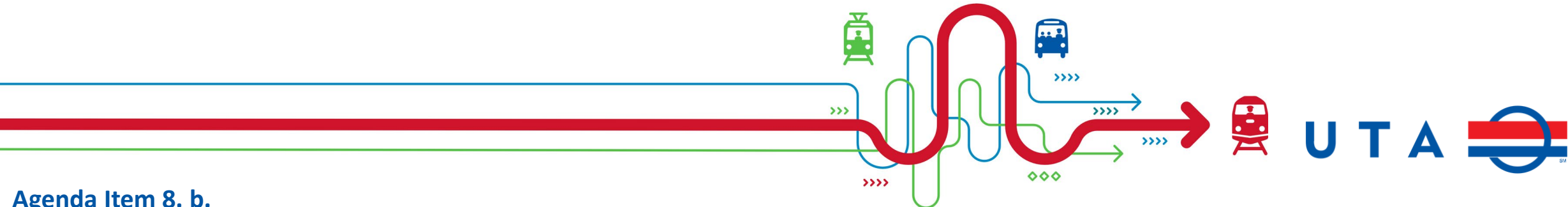
Breakdown for Project Funding Decreases

<u>Project ID and Name</u>	<u>2026 Adopted Budget</u>	<u>March 11th TBA</u>	<u>2026 Adjusted Budget</u>
MSP253 - MVX BRT	\$ 31,715,000	\$ (6,554,000)	\$ 25,161,000
MSP999 - Capital Contingency	5,000,000	(1,700,000)	3,300,000
REV245 - CNG Bus Purchase- 2025 5339c Grant	1,050,000	(1,000,000)	50,000
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	(450,000)	1,300,000



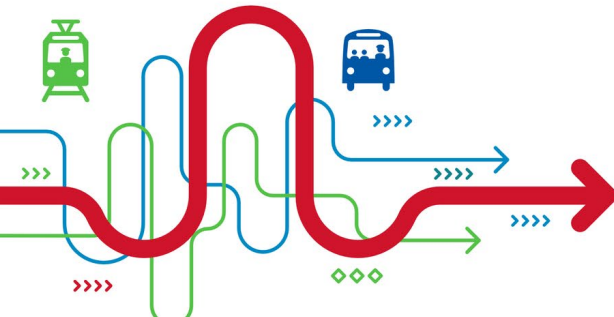
Year to Date Contingency Summary

<u>TBA Date</u>	<u>Adopted 2026 Budget</u>	<u>TBA</u>	<u>Adjusted 2026 Budget</u>
Jan 1 st <i>(Adopted)</i>	\$5,000,000	\$ -	\$5,000,000
March 11th	5,000,000	(1,700,000)	3,300,000



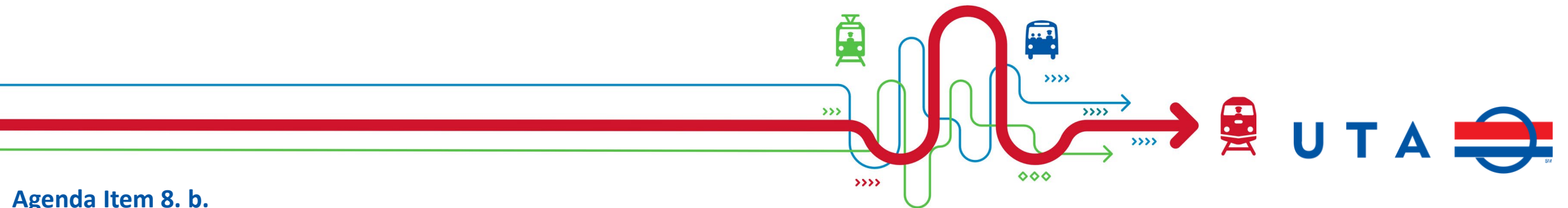
Proposed TBA Contingency Summary - Sources

<u>Funding Sources</u>	<u>2026 Adopted Budget</u>	<u>March 11th TBA</u>	<u>2026 Adjusted Budget</u>
Bonds	\$ -	\$ -	\$ -
Grant Funds	-	-	-
Lease Funds	-	-	-
State Funds	-	-	-
TTIF Funds	-	-	-
Local Partner Funds	-	-	-
UTA Funds	5,000,000	(1,700,000)	3,300,000
	\$ 5,000,000	\$ (1,700,000)	\$ 3,300,000



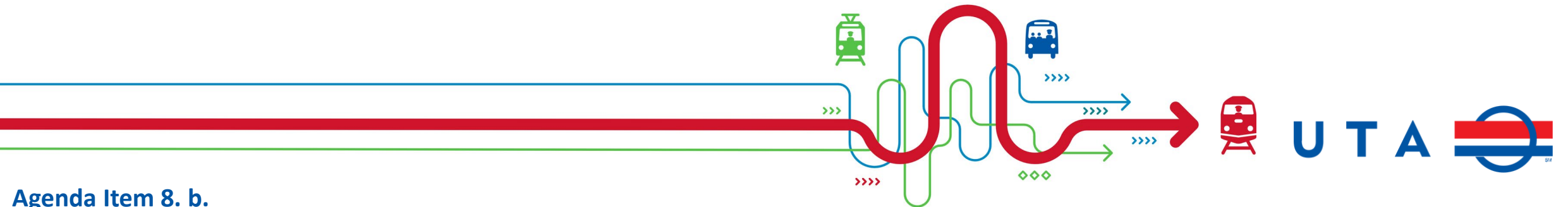
Proposed TBA Contingency Detail

<u>Funds/Projects</u>	<u>March 11th</u> <u>TBA</u>
<i>MSP999 - Capital Contingency - UTA Funds</i>	\$ (1,700,000)
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	666,000
SGR404 - Rail Switches and Trackwork Controls Rehab/Replacement	430,000
MSP208 - Clearfield FrontRunner Trail	382,000
MSP320 - TRAX Forward	155,000
MSP207 - 3300/3500 South Bus Stop & Transit Signal Priority	67,000

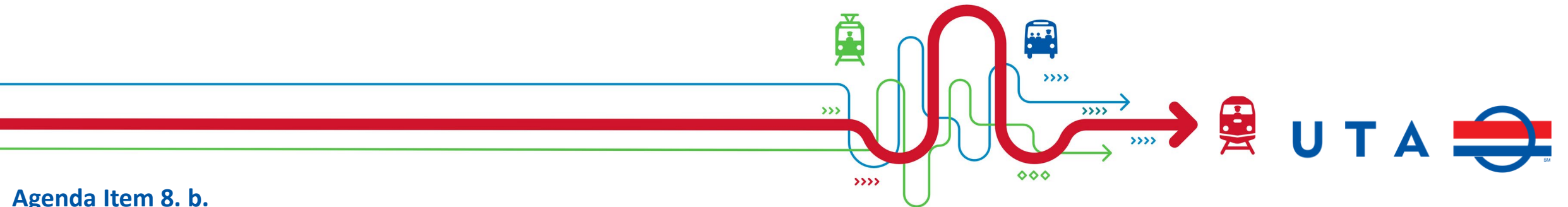


Budget Authority Impact & Changes in Revenue Sources

- No change in 2026 Capital Budget Authority
- No changes to funding sources
- No impact to UTA's fund balance



Questions?



Recommended Action (by acclamation)

Motion to approve TBA2026-03-02 - Technical Budget Adjustment - 2026 Capital Budget, as presented.



CONTRACTS, DISBURSEMENTS, AND GRANTS



Revenue Contract: Transit Transportation Investment Program Funds (TTIF) Cooperative Agreement for the S-Line Extension Project (Utah Department of Transportation)

Recommended Action (by acclamation)

Motion to approve the revenue contract with the Utah Department of Transportation for Transit Transportation Investment Program Funds (TTIF) Cooperative Agreement for the S-Line Extension Project, as presented.



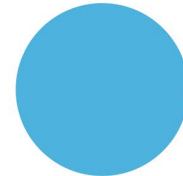
Contract: 2026 Support Fleet Order (Tony Divino Toyota)

Recommended Action (by acclamation)

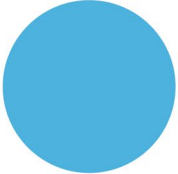
Motion to approve the contract with Tony Divino Toyota for 2026 Support Fleet Order, as presented.



DISCUSSION ITEMS



2025 Ridership Report



Notable UTA Accomplishments in 2025

- Received the **Outstanding Public Transportation System Award from APTA**, the top award in the North American transit industry
- Added more than **1 million service miles** to the system
- Accelerated the **launch of the Midvalley Express (MVX) BRT route**, which will now open in spring 2026, one year ahead of when initially scheduled.
- Opened the **South Jordan Downtown Station** to accommodate rapid growth and serve as a direct access point to The Ballpark at America First Square
- Approved the purchase of **20 brand-new TRAX cars from Utah-based Stadler** — the first of their kind in the system



Notable UTA Accomplishments

- 2024–2025 winter season saw a **3% Ski Bus ridership increase** and exceeded **400,000 boardings**
- Opened the **BYU Central Campus Station**, a new **Utah Valley Express (UVX)** bus station to better serve BYU campus and the Provo community
- Awarded **\$41 million in federal funding** through two separate Federal Transit Administration grants to **upgrade the bus fleet**
- Recovered to nearly **100% of pre-pandemic bus ridership**
- Remains well **ahead of the national recovery average** for overall ridership



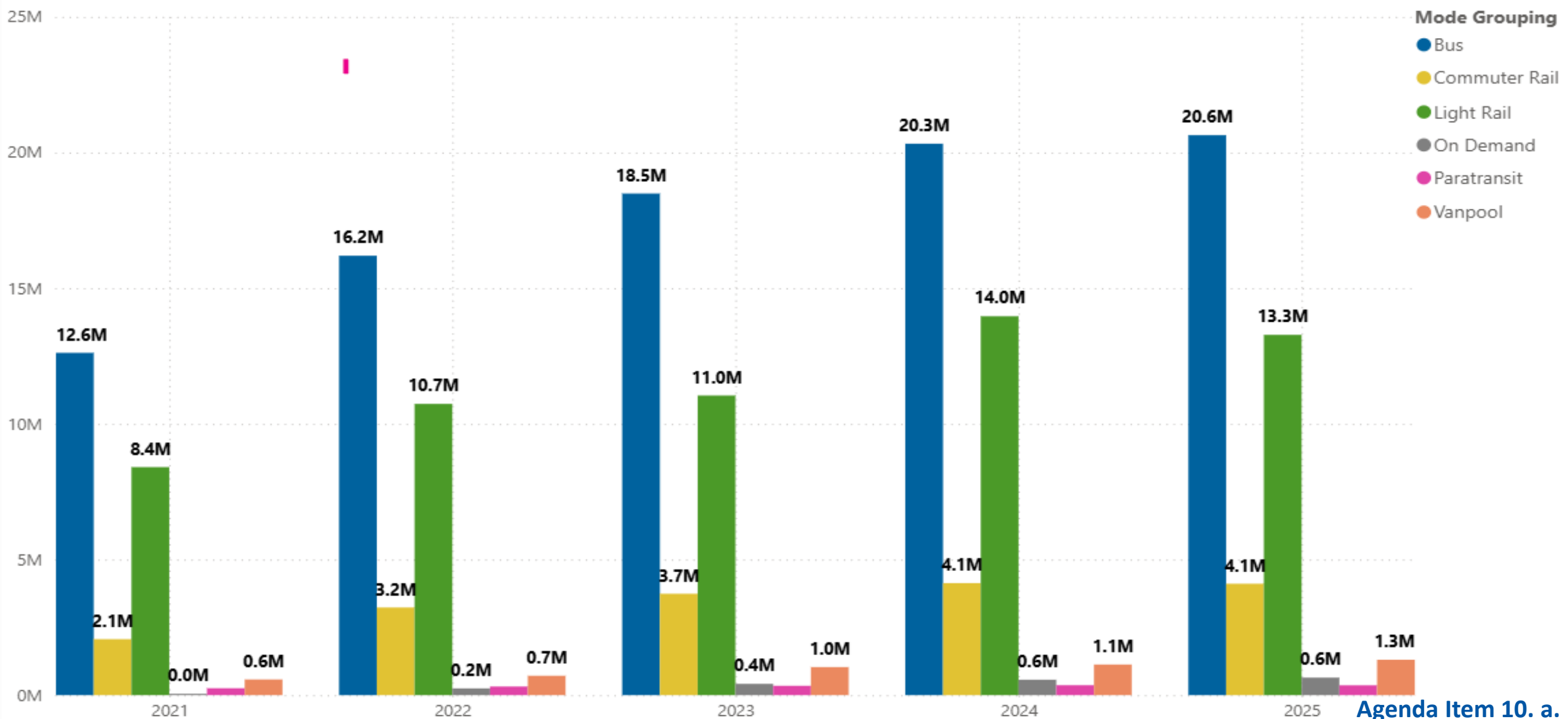
Gains in 2025 Ridership

Service Type	2024 Ridership	2025 Ridership	Year Over Year Change
All UTA Services	40,478,945	40,336,358	-0.4%
Bus Service	20,163,298	20,638,609	+1.5%
Commuter Rail	4,128,459	4,106,305	-0.5%
Light Rail	13,509,954	12,822,492	-5.1%
Streetcar	454,887	456,509	+0.4%
Paratransit	366,096	362,524	-1%
Vanpool	1,127,566	1,304,611	+15.7%
Microtransit	567,908	645,308	+13.8%



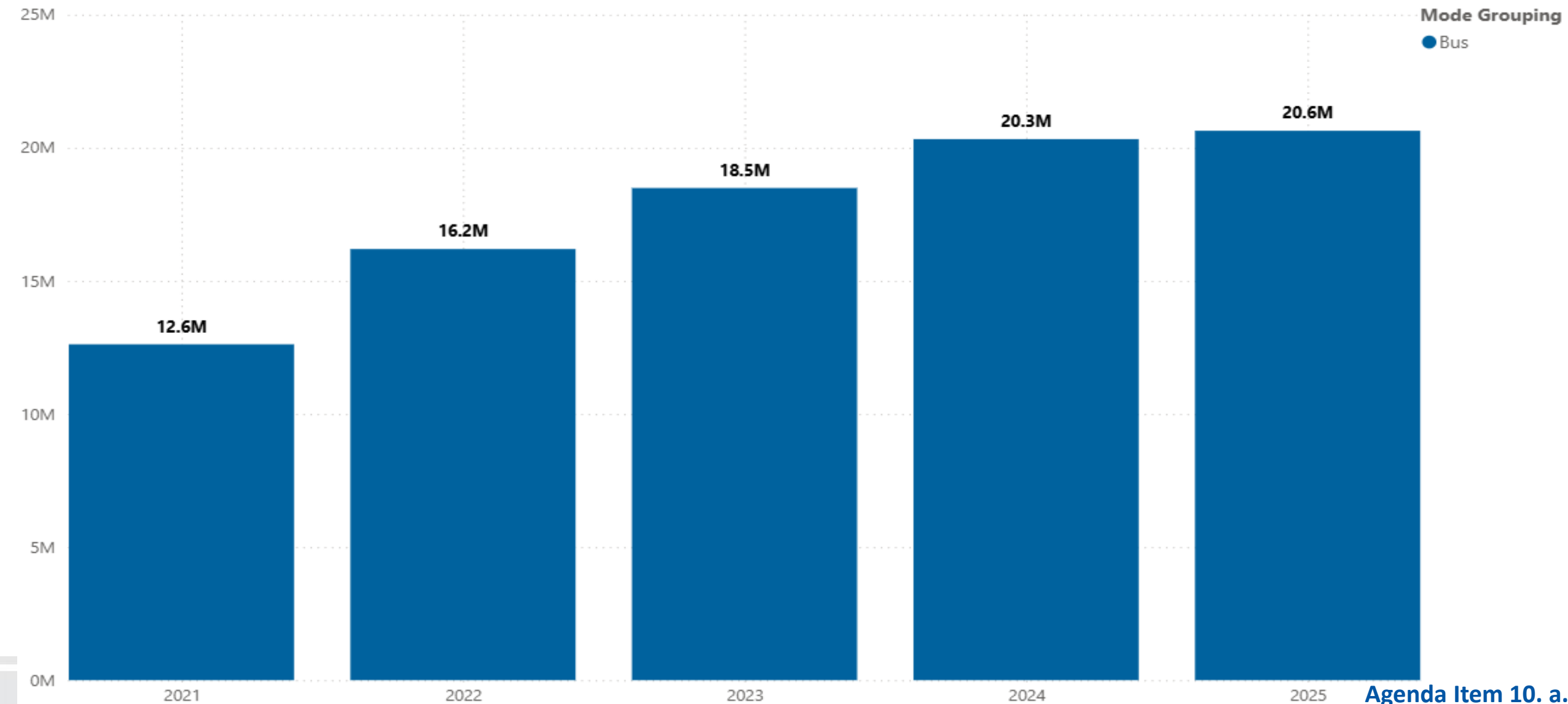
Ridership Recovery Since 2021

YTD Total Ridership by Year & Mode, Active Filters: All Service Type



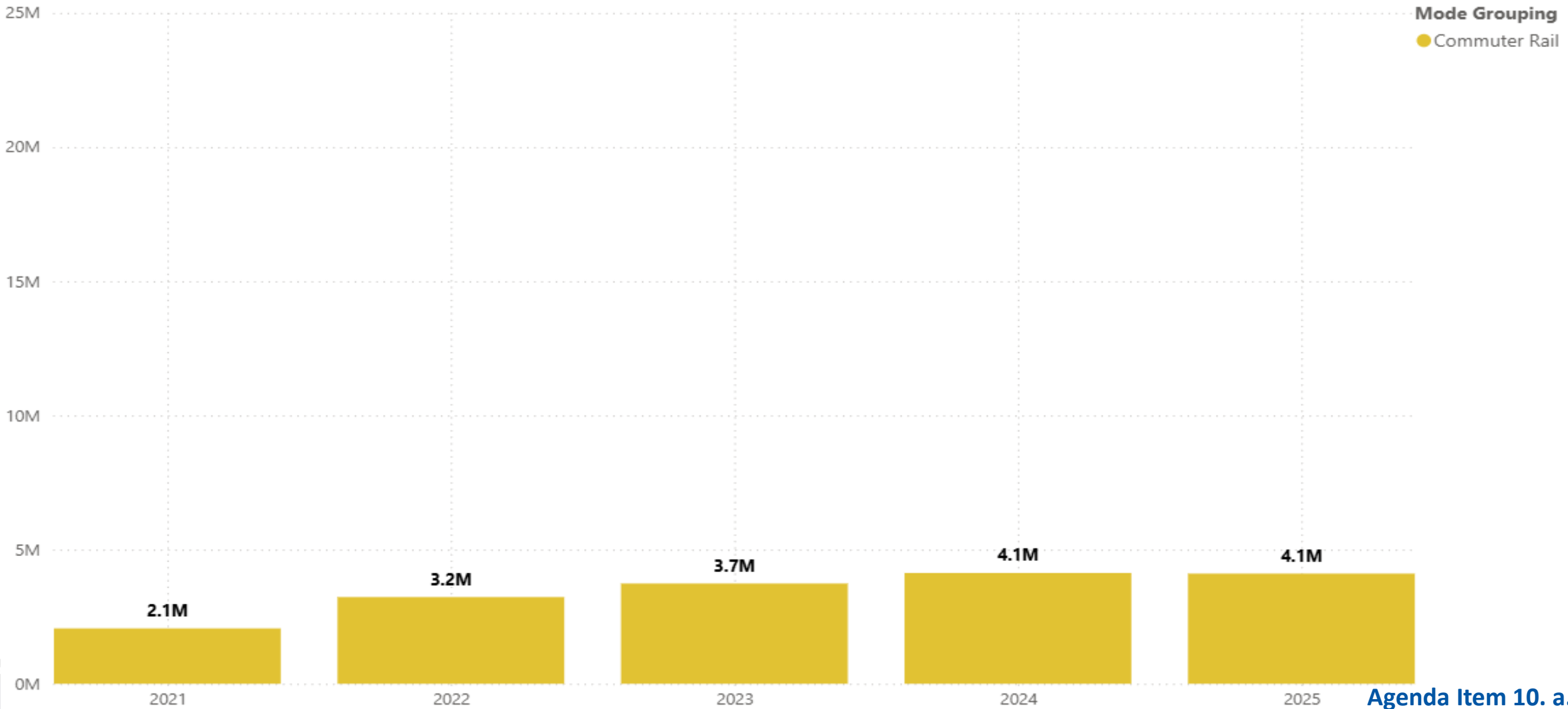
Bus – Fastest Recovery

YTD Total Ridership by Year & Mode, Active Filters: All Service Type



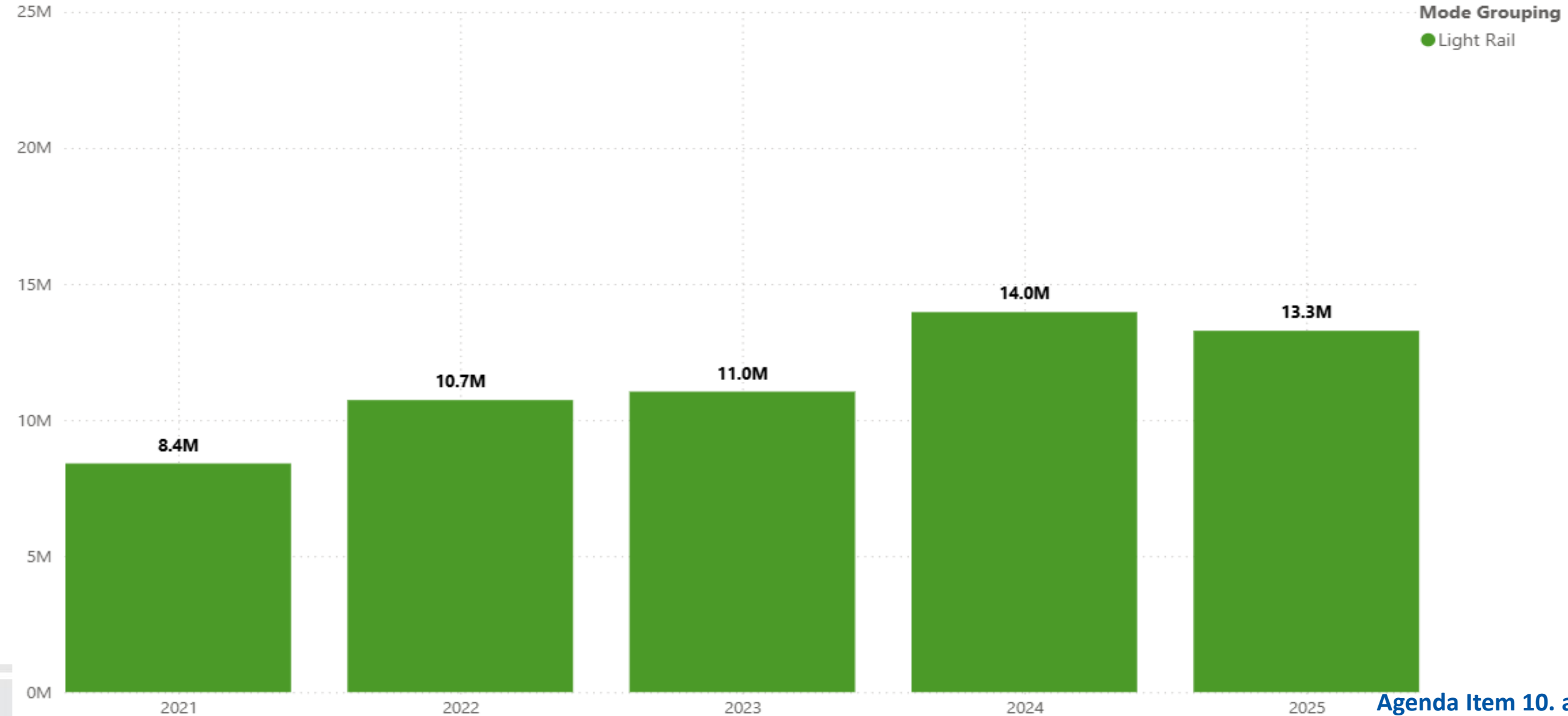
Commuter Rail – Steady Climb

YTD Total Ridership by Year & Mode, Active Filters: All Service Type Commuter Rail



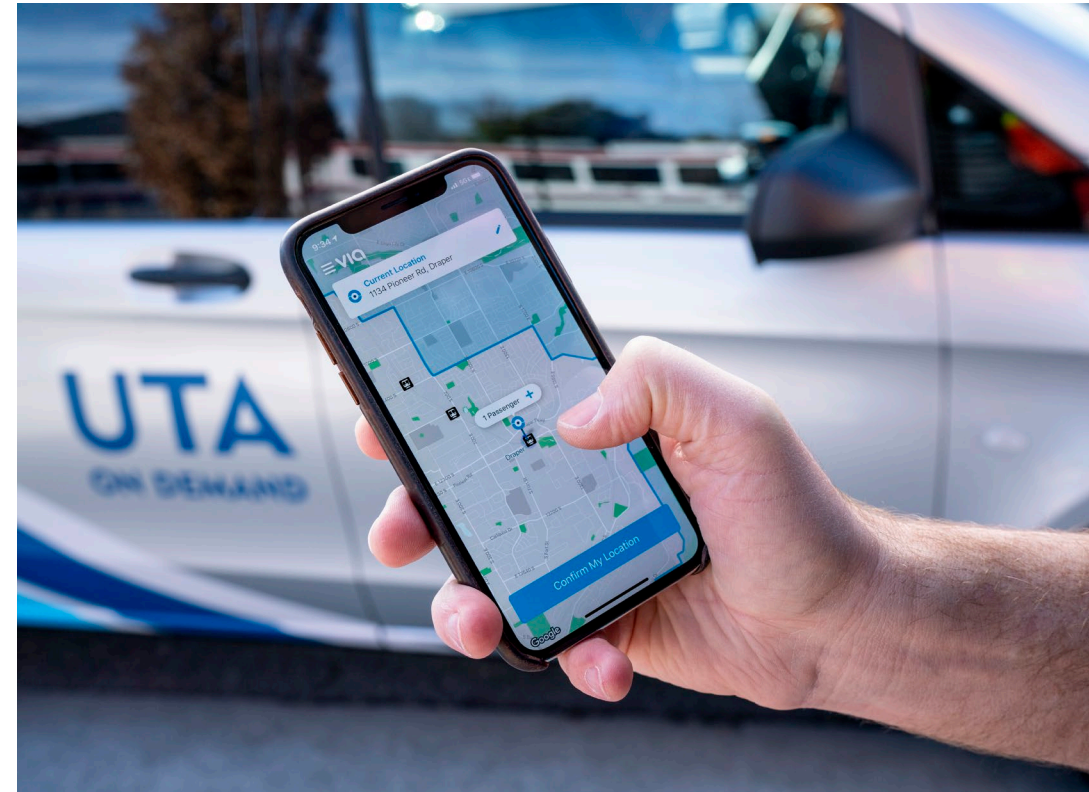
TRAX Light Rail – Post-SGR Bounce Back

YTD Total Ridership by Year & Mode, Active Filters: All Service Type



Future Growth & Development

- Opening of the **MVX BRT route** on Spring Change Day, April 12
- Working with UDOT and Utah County to launch **new innovative mobility services in Northwest Utah County** by fall 2026
- **S-Line extension** construction to begin early 2026 — expected to be complete in 2027
- Building improvements such as, the new **Ogden Admin Building** and **Jordan River operations, maintenance, and training facilities**



OTHER BUSINESS

a. Next Meeting: March 25, 2026, at 9:00 a.m.



ADJOURN

