

UTA Transit Commission Meeting

September 23, 2026

To view the meeting remotely, you may join through the UTA Public Meeting Portal or Zoom.

To view the meeting through the Public Meeting Portal: <https://rideuta.legistar.com/Calendar.aspx>

To view the meeting live on Zoom, register at:
https://bit.ly/UTA_TC_09_23_26

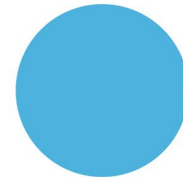


UTA Transit Commission Meeting

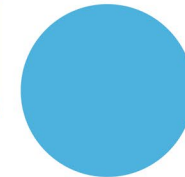
September 23, 2026



TRANSIT COMMISSION WORK SESSION



CALL TO ORDER AND OPENING REMARKS



DISCUSSION ITEMS



External Relations Program



THE PROGRAM

One coordinated UTA at every level

The program gives partners a single, coordinated UTA with consistent standards and one engagement record.



Consistent standards

One set of engagement standards, applied agency wide.



An engagement record

Stakeholder engagement documented in one place.



Strong relationships

Coordination replaces silos and duplicated outreach.

BUILT ON THE FIVE LEVELS OF ENGAGEMENT

The 5P’s model is a tool to ensure effective communication with stakeholders and a way to think through intra and interagency communication lines in a structured way.

	UTA	UDOT	University	City
Political	Executive Director, Governor, Utah State Legislature, UTA Transit Commission	Utah State Legislature, Transportation Commission, UDOT Commissioner	President, Board of Governors	City Council, Mayor
Policy	Executive Director, Deputy Director, Executive Team	UDOT Commissioner, Deputy Director	VP’s, Senior Advisors, Cabinet	City Manager, Division/Department Directors
Program	Directors, Senior Managers	Regional Directors, Planning Directors	Executive Directors of Services/Departments	City Directors
Project	Project Managers and Project Consultants	Project Managers	Engineers, PMs	Project Managers, Engineers
Public	Customer Service, Community Outreach, Operators	Traveling Public: those impacted by projects, Public Information teams	Students, Employees	Residents, Community Councils

OBJECTIVES



Present a unified voice to partners and the public across the region.



Maintain consistent engagement standards agency wide.



Keep systems of record to support tracking and compliance.



Track and measure relationship health to guide action.



Be a resource to the UTA Transit Commission.



Strengthen UTA's reputation with partners and the public.

ENGAGEMENT & COMPLIANCE

5 Ps LEVELS

Political

Policy

Program

Project

Public

OUR ENGAGEMENT COMMITMENTS



Consult local officials and stakeholders before major decisions



Regional outreach on a recurring cadence



Keep partners and the public informed



Document engagement and report on it

STAFF COMPLIANCE & COORDINATION



One standard, applied agency wide - a single set of engagement guidelines; departments follow them and log their engagement in the system of record; the program maintains the standards, supports departments, and reports on how they're met



Coordinated at all levels - staff level coordination through an External Relations Working Group; leadership level through an External Relations Leadership Meeting; the program is a resource for the UTA Transit Commission

UPCOMING STAKEHOLDER ENGAGEMENT OPPORTUNITIES

Political	Executive Director introductions · <i>The State of Transit</i> newsletter · Stakeholder committees & appointments · Council of Governments (COG) presentations · Regional county commissioner quarterlies · Regional mayors’ forum · Commissioner post-meeting updates · Events & sponsorship opportunities
Policy	Strategic Long-Range Plan: Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) workshops · State transit agency group meetings
Program	<i>The Alignment</i> newsletter · UTA Experience
Project	FrontRunner 2X project · Cottonwood Canyons ski service improvements · 5600 West enhanced bus · FrontRunner Bluffdale station
Public	Service changes, fare changes, and budget outreach Community engagement is at the public level – see the community engagement slide

COMMUNITY ENGAGEMENT

5Ps LEVEL



UTA conducts a variety of public engagement activities that support relationship-building and community involvement throughout the region.



Travel Training

A complimentary service for individuals and communities to learn how to use the UTA system and train the trainer events for UTA partners.



Transit Ambassadors

Provide on-the-system assistance for UTA operations and riders, enhancing the safety and experience of riders and operators.



Community Events

UTA attends events in communities across the service area to increase awareness about UTA services and connect with communities.



Public Engagement

UTA engages the public on plans, projects, and decisions - a critical element to ensuring transit works for the communities it is intended to serve.



CAC

The Community Advisory Committee is a non-governing body that provides community perspectives for UTA plans and projects.



Youth and Education

UTA has a variety of youth- and education-oriented programming, including Art in Transit, a youth transit education program, and a field trip program.

Thank you!

ANY

QUESTIONS?

Transit Commission Regional Stakeholder Outreach



Transit Commission Regional Stakeholder Outreach

Commissioners Are the Agency's Eyes and Ears.
Together, We Are Its Voice.



Public Transit District Act

Regional Outreach

- **UTA's External Relations Program**
- **Process Purpose**
- **Guiding Principle**
- **4-Step Outreach Process**
- **Documentation & Compliance**

UTA's External Relations Program

One Coordinated UTA at Every Level



Consistent Standards

One set of engagement standards, applied agency wide.



Engagement Record

Stakeholder engagement documented in one place.



Strong Relationships

Coordination replaces silos and duplicated outreach.

Process Purpose

- 1 Coordinate conversations with community and legislative partners.**
- 2 Amplify UTA's message, strategic priorities, and regional vision.**
- 3 Ensure timely follow-up on issues and opportunities.**
- 4 Track outreach efforts, outcomes, and commitments.**
- 5 Strengthen relationships, accountability, and transparency.**

Guiding Principle

5P's of Engagement



THREE PARTNERS • DISTINCT STRENGTHS

EXECUTIVE DIRECTOR

Oversight
Agency leadership
Operations management

TRANSIT COMMISSIONERS

Relationships
Regional credibility
Local voices

AGENCY STAFF

Institutional knowledge
Data
Operational context
Continuity

TOGETHER: SHARED AWARENESS • COORDINATED FOLLOW-UP • STRONGER COMMUNITY LISTENING

4-Step Outreach Process

STEP	OUTREACH ACTION
STEP 1	Identify Agency-Related Stakeholder Outreach
STEP 2	Notify the Transit Commission Office
STEP 3	Coordinate Agency Support and Prepare Commissioners
STEP 4	Report Outreach, Close the Loop, and Support Compliance

Documentation & Compliance

SALESFORCE

AGENCY SYSTEM OF RECORD

The Agency's system of record for stakeholder relationship history and future outreach context.

STATUTORY COMPLIANCE TRACKER

AUDITABLE RECORD

The auditable record used to support accountability and State reporting in the Public Transit District Act.

RELATIONSHIP MANAGEMENT + AUDITABLE ACCOUNTABILITY

Commissioner Appointments to Wasatch Front Regional Council



Transportation Coordinating Committee (TransCom) Serves as the policy advisory body to the Council regarding short-range transportation planning and programming. They provide recommendations for the region's Transportation Improvement Plan (TIP).	Voting	Mike Caldwell	Member	Transit Commissioner
	Voting	Open slot	Member	Transit Commissioner
	Non-Voting	Nichol Bourdeaux	Member	Chief Planning and Engagement
	Non-Voting	Jaron Robertson	Alternate	Planning Director

Joint Policy Advisory Committee (JPAC) The Joint Policy Advisory Committee is the statewide forum for discussion of cross-agency transportation issues. The committee is comprised of both board members and executive staff from participating organizations.	Non-Voting	Jay Fox	Member	Executive Director
	Non-Voting	Nichol Bourdeaux	Alternate	Chief Planning and Engagement
	Non-Voting	Open slot	Member	Transit Commissioner
	Non-Voting	Open slot	Member	Transit Commissioner

Implementation and Mobilization Overview for 2027 - 2028 Proposed Service



2027–2028

Proposed Service Changes

Overview of proposed 2027–2028 service changes requiring mobilization in the 2027 budget.

SALT LAKE COUNTY

WEBER COUNTY



Planning & External Relations Office

Transit Commission Meeting September 23, 2026

UTA's Regional Network

1,400+ square miles across six counties, reaching approximately 80% of Utah's population

40,336,358

TOTAL BOARDINGS Bus, rail, vanpool, on-demand and paratransit services

1,400+

SQUARE MILES

6

COUNTIES

~80%

OF UTAH'S POPULATION

SYSTEM NETWORK

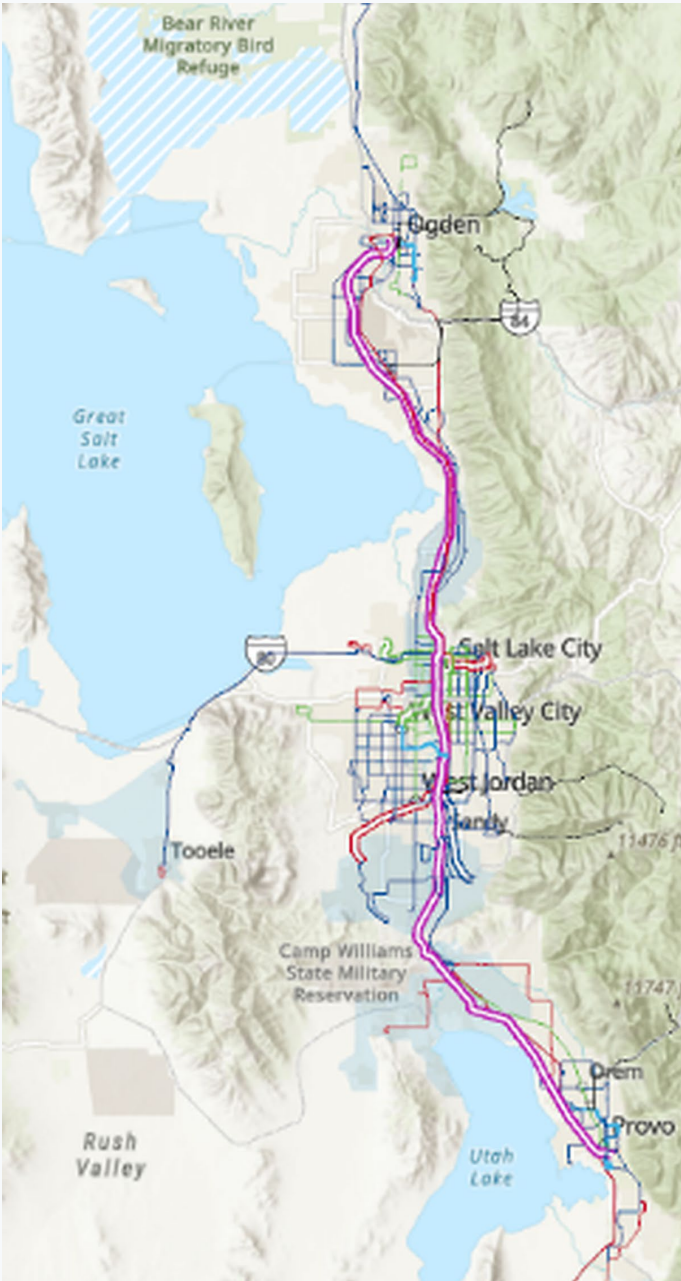
- BUS

725+ buses · 86+ routes · ~5,388 stops · 19.7M service miles
- TRAX/S-LINE

4 lines · 114+ trains
- FRONTRUNNER

83 miles · Ogden–Provo

Source: UTA 2025 Fast Facts and Ridership Summary.



UTAH TRANSIT AUTHORITY

Category	Count
SERVICE-CHANGE PACKAGES	3
NEW SERVICES	3
ROUTE MODIFICATIONS	4
DISCONTINUED ROUTES	3

A horizontal timeline with three colored circles representing project completion dates. The first circle is teal and labeled '2027' above it and 'S-Line Highland Drive Extension' below it. The second circle is dark blue and labeled '2028' above it and 'Ogden Service Changes' below it. The third circle is red and labeled '2028' above it and '5600 West Service Changes' below it.

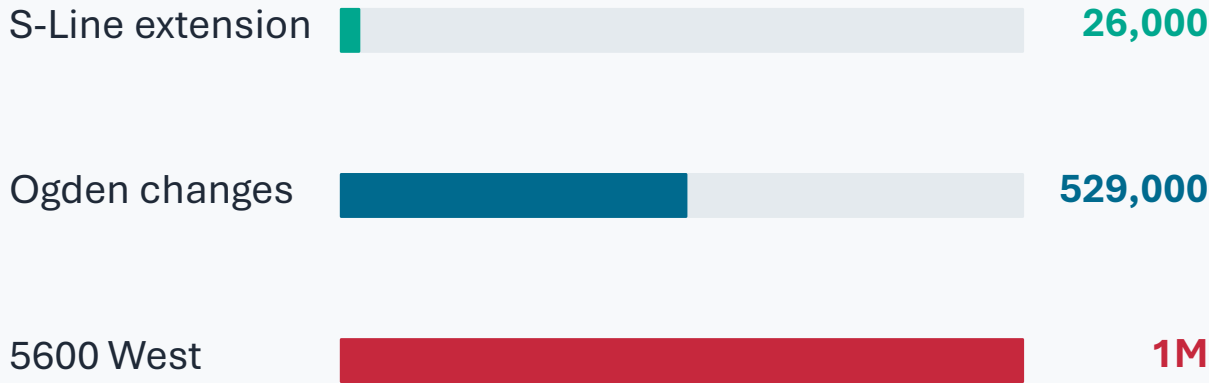
Project Name	Completion Year
S-Line Highland Drive Extension	2027
Ogden Service Changes	2028
5600 West Service Changes	2028

Primary objective: expand connectivity, increase service frequency, simplify overlapping routes, and use innovative mobility where fixed-route service is less efficient.

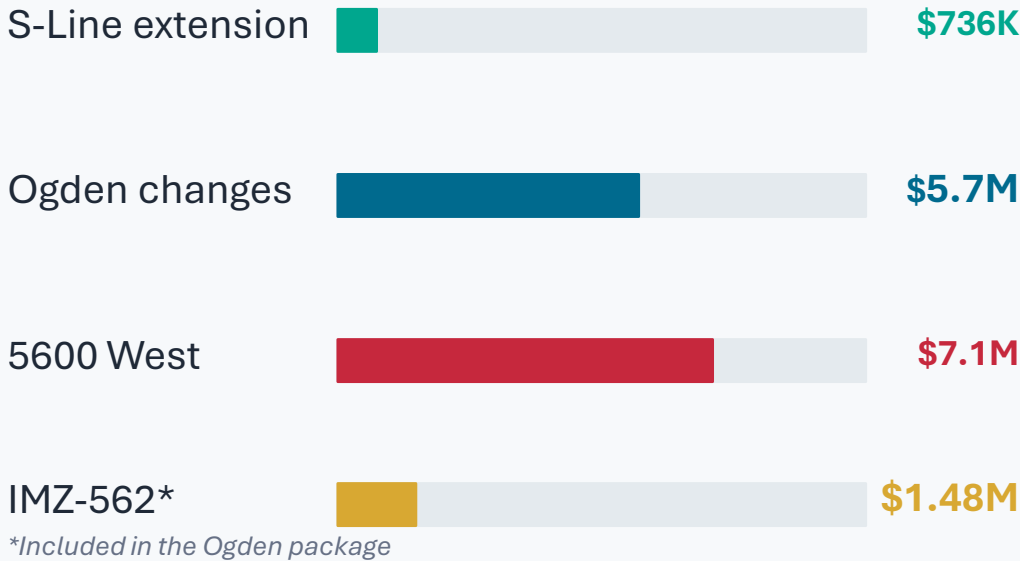
Resource snapshot

Estimated annual operating scale for the three service-change packages

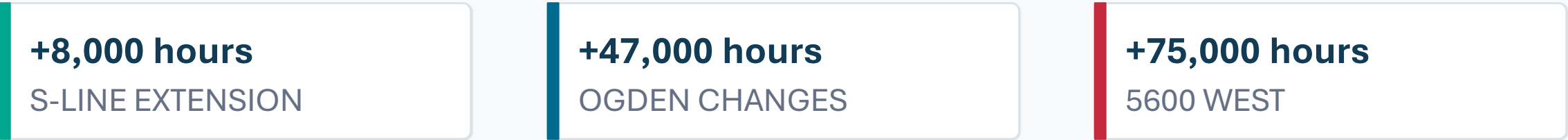
ADDED ANNUAL MILES



ESTIMATED COST



OPERATING-HOUR CHANGE



Mobilizing UTA Service

Key 2027 implementation examples needed to prepare for the 2028 service launch

OPERATORS & FIELD STAFF

Recruit, hire and train operators, supervisors, dispatchers and road support; build shifts, relief coverage and pullout plans.

VEHICLES & ONBOARD SYSTEMS

Assign or procure buses and spares; complete commissioning, inspections and onboard fare, radio and fleet-management systems.

MAINTENANCE STAFF & FACILITIES

Hire and train technicians, service workers and cleaners; add shop and yard capacity, parts, tooling, fueling or charging and storage.

SERVICE LAUNCH & SUPPORT

Finalize schedules, stops, signage, safety and security, customer communications, IT and fare setup, project management and contingency.

Scope note: General mobilization cost estimates cover operations mobilization only and do not include full UTA agency support.

2027 | S-Line Highland Drive Extension

Route 720 extends streetcar service into the Sugar House business district

2027 | TIER 1

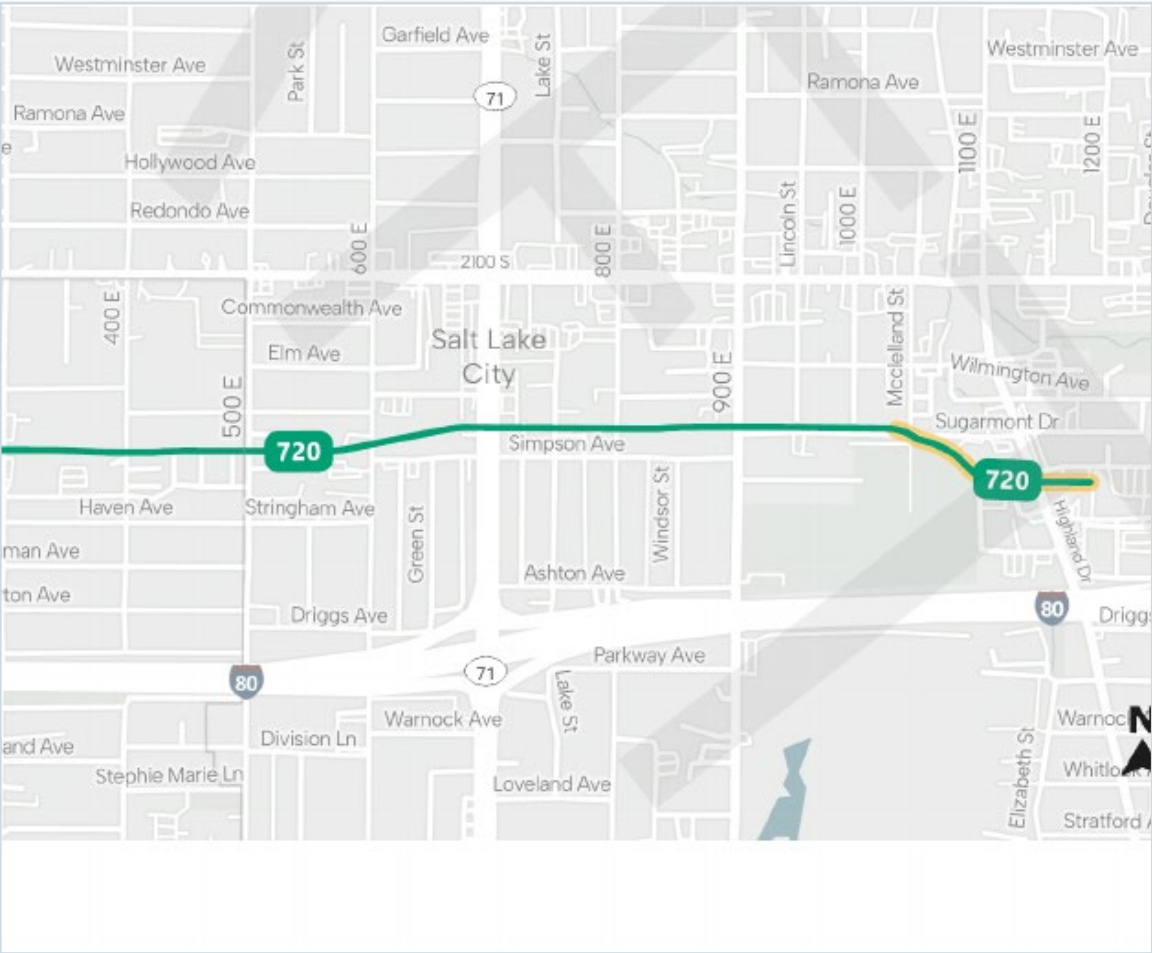
What changes

- Extension from Fairmont Station to Highland Drive and Simpson Avenue
- New station in the Sugar House business district
- Double-tracking between 500 East and 700 East

Service changes

26,000 ADDED MILES	8,000 ADDED HOURS	\$736K EST. COST
-----------------------	----------------------	---------------------

Implementation moved from 2026 to 2027 due to project-development delays.



2028 | Ogden service changes

A network redesign combining fixed-route simplification with an Innovative Mobility Zone

529K

ADDED MILES

47K

ADDED HOURS

\$5.7M

EST. COST

Package components

Discontinue

601 Ogden Trolley; 625 Harrison Blvd

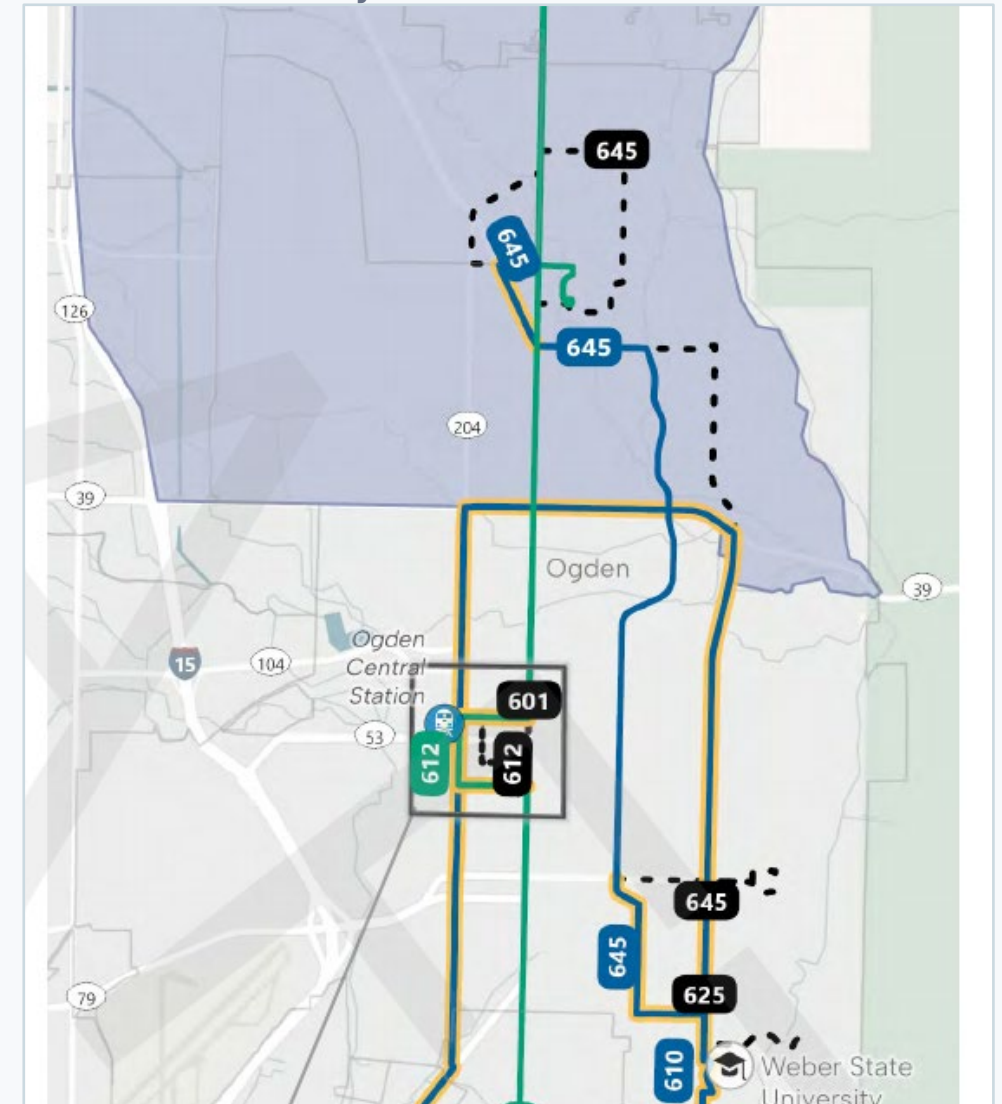
Modify

455; 645; 612

Add

610 Ogden Connector; IMZ-562

Primary objective: improve connectivity, increase frequency, restore service and access, and make the Ogden-area system simpler for riders to navigate.



2028 | IMZ-562 Innovative Mobility Zone

Demand-responsive coverage expands flexible access in northeast Weber County

NEW SERVICE | 2028

Flexible service replaces fixed-route gaps

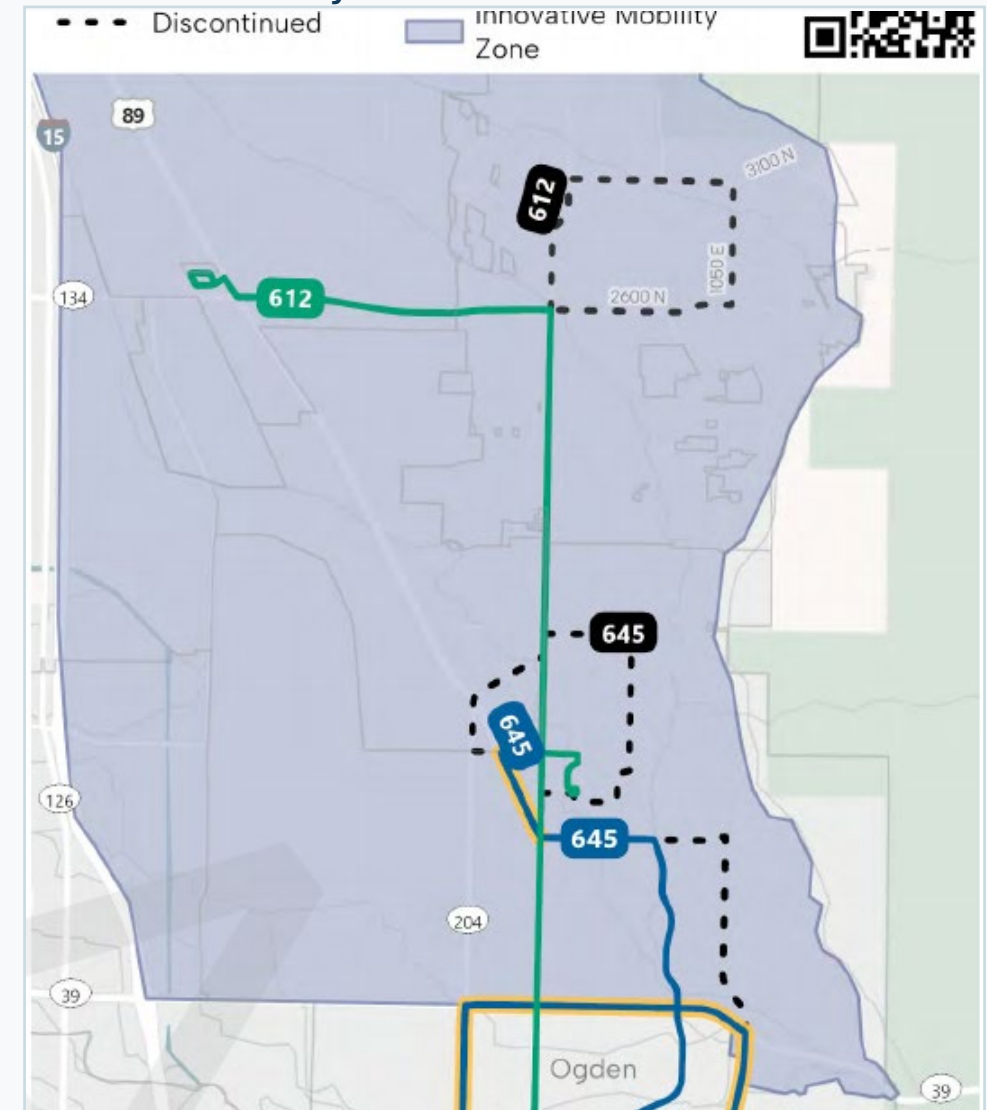
- Adds demand-response coverage in northeast Weber County
- Works with Route 610 to replace Route 625
- Provides more frequent replacement service

38 sq.mi.
SERVICE AREA

FLEXIBLE
SERVICE MODEL

\$1.48M
IMZ COST

IMZ-562 complements fixed-route service by focusing coverage where traditional routes are less efficient.



2028 | 5600 West service changes

Enhanced north-south service linking west Salt Lake County to major destinations

ENHANCED BUS | 2028

Route 256 replaces Flex F556

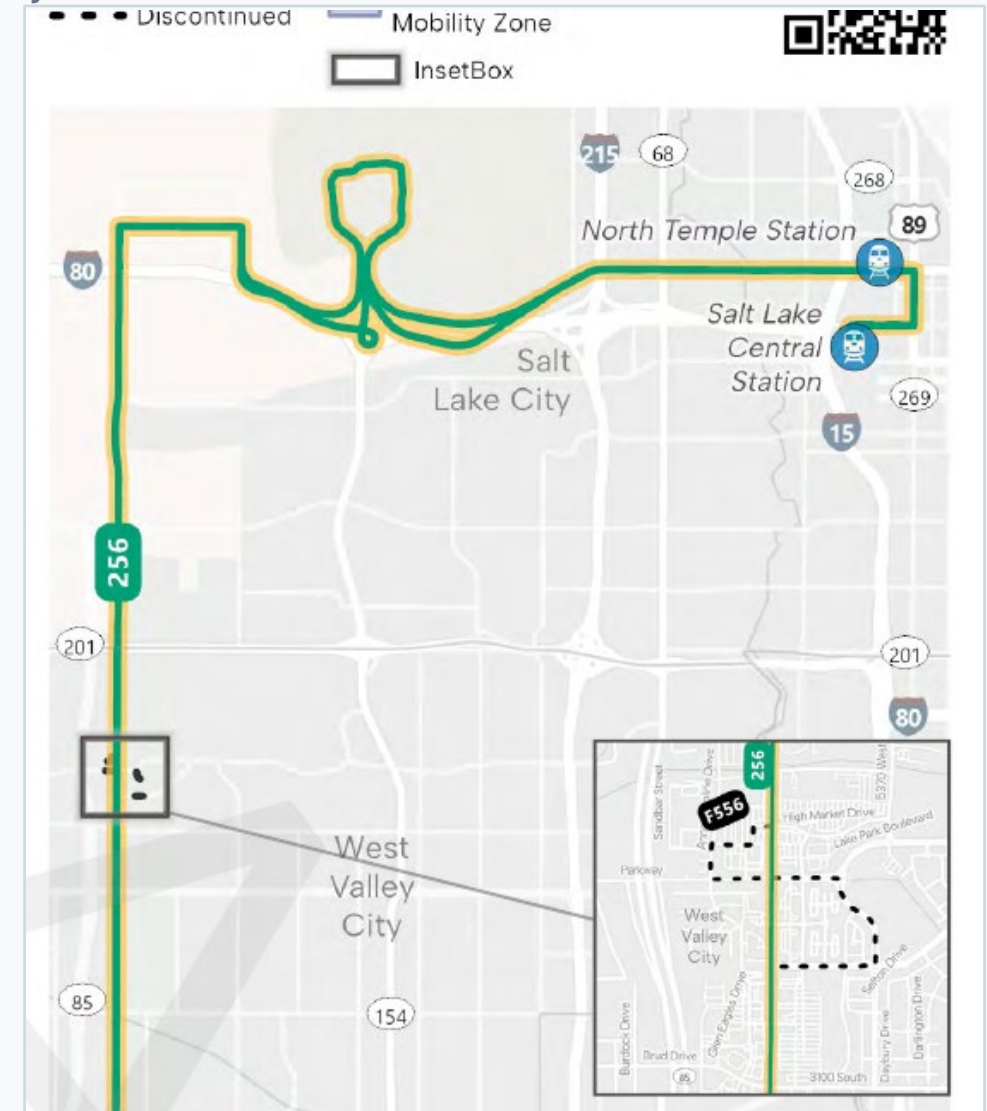
- Extends from 5600 West Old Bingham Highway TRAX Station to Salt Lake Central
- Serves the International Center, Salt Lake City International Airport and North Temple
- Completes the planned transit implementation along 5600 West

1M
NEW MILES

75,000
NEW HOURS

\$7.1M
EST. COST

The route connects major destinations, strengthens the regional transit grid, and fulfills UTA's Mountain View Corridor project commitment.



Thank you

Questions?

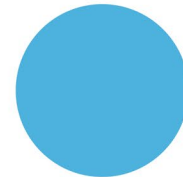
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Commission Roundtable



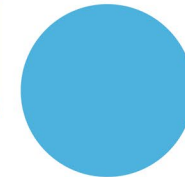
TRANSIT COMMISSION BUSINESS SESSION



PLEDGE OF ALLEGIANCE



SAFETY FIRST MINUTE



PUBLIC COMMENT

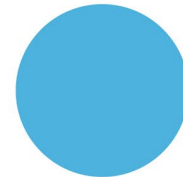
- Live comments are limited to 3 minutes per commenter
- One person's time may not be used to extend another person's time
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make 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

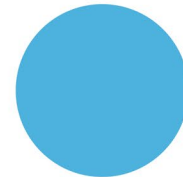
- a. Approval of the August 12, 2026 Transit Commission Meeting Minutes
-

Recommended Action (by acclamation)

Motion to approve the consent agenda.

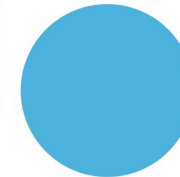


REPORTS



Executive Director Report

- Agency Success Markers for UTA
- NextUTA is Game Ready
- Strategic Priorities Budget Overview



Agency Success Markers for UTA



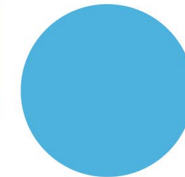
Agency Success Markers

NATIONAL STATISTICS

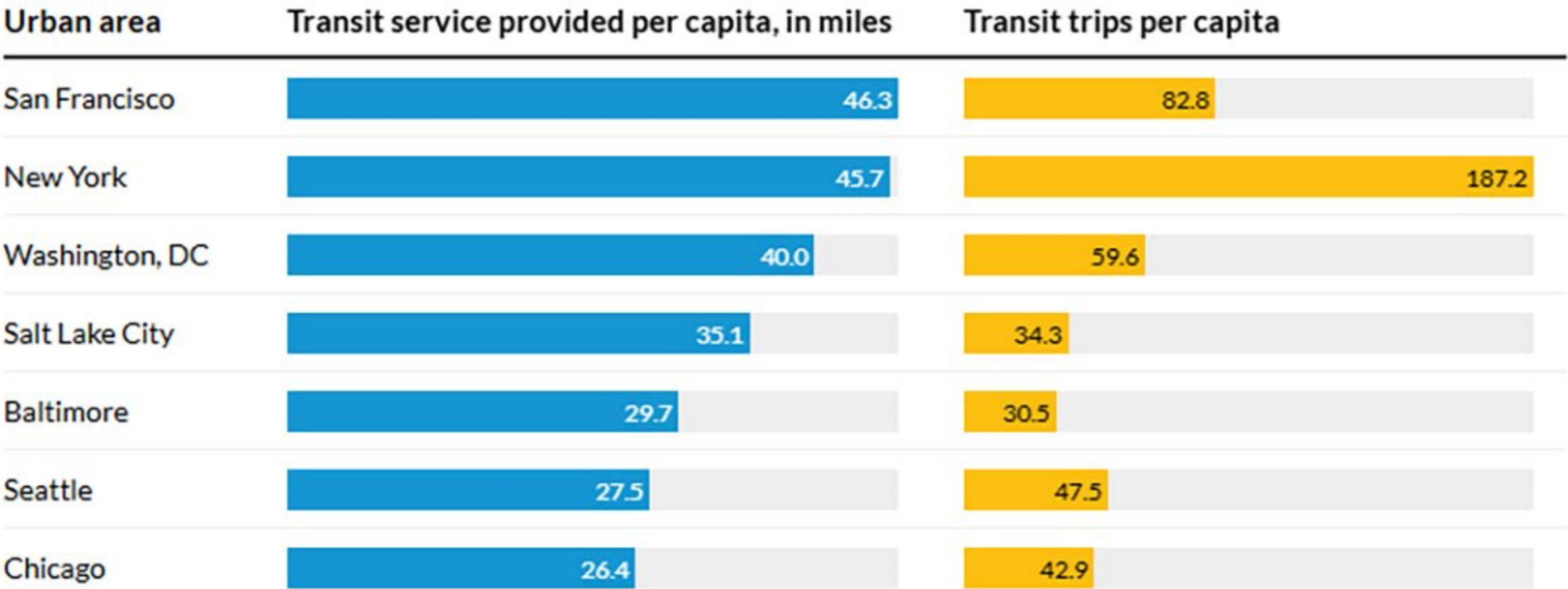
FINANCIAL EXCELLENCE

RIDER SATISFACTION

INDUSTRY HONORS



NATIONAL TRANSIT STATISTICS



FINANCIAL EXCELLENCE



Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Utah Transit Authority

For its Annual Comprehensive Financial
Report
For the Fiscal Year Ended

December 31, 2024

Christopher P. Morill

Executive Director/CEO



Federal Transit
Administration

Triennial Review

Compliance Evaluation:

- **Financial Management**
- **Technical Capacity**
- **Public Participation**
- **Safety**

ZERO FINDINGS



RIDER SATISFACTION

2026 Benchmark Survey Highlights

Net Promoter Score: 57%

Community Value: 85%



Safety:

Non-Riders: 11.4%

Riders: 8.6%

Economic Value: 75%

INDUSTRY HONORS



**Outstanding
Public Transportation System**

2025



NextUTA is Game Ready



NextUTA: Game Ready

Strategic Priorities Budget Overview



Strategic Priorities Budgeting

- **Expand Sustainably**
- **Maintain Deliberately**
- **Advocate Regionally**

UTA Budget Executive Summary

Expand Sustainably

We help communities thrive by expanding UTA's regional system strategically and sustainably.

- Strategic investments in future transit planning are regionally prioritized and directly tied to available revenue sources.
- Service expansion must include funding for operations and ongoing maintenance, while building the regional system Utah's growing population will require.
- The 2027 budget will support system growth, including **new services**:
 - **5600 West Bus Route mobilization**, expected to open in April 2028, will expand service on the west side of Salt Lake Valley, creating connections across 4 cities and 29 miles and providing direct service to key destinations, including the SLC International Airport.
 - **Ogden service package mobilization**, expected to open in April 2028.
 - **S-Line Extension**, expected to open in August 2027, will extend the S-Line 1/4 mile from Fairmont Station to Highland Drive, with an anticipated **10-15% increase in ridership on the S-Line**.

Maintain Deliberately

We proactively care for UTA's assets to extend their useful life and ensure safety, reliability, accessibility, and an improved customer experience.

- UTA prioritizes preventative maintenance to protect the system and avoid larger future liabilities. Without proactive investment, existing infrastructure could cost 3 to 5 times more to rebuild than to maintain through preventive work.
- **76%** of our 2027 capital budget and 32% of our operating budget is dedicated to meeting anticipated system maintenance needs.
 - **17% will support the Light Rail Vehicle Replacement**, which will replace TRAX Blue Line vehicles with low-floor vehicles to **improve accessibility** and make boarding easier for all riders.



RESOLUTIONS



CR2026-09-01 - Resolution Receiving the Tentative 2027 Budget, Beginning the Public Comment Process, and Setting a Date and Time for the Public Budget Hearing



What does this budget provide?

The UTA 2027 Proposed Tentative budget provides a financial plan that aligns resources with organizational priorities to move people, expand & maintain our system safely, collaborate regionally, and provide livelihood for over 3,000 employees.



Expand
Sustainably



Maintain
Deliberately



Advocate
Regionally

Agenda Item 8. a.

Expand Sustainably

S-Line Extension

- \$6.6 million in 2027 to support the **Sugar House** extension from Fairmont Station to Highland Drive
- Estimating **10-15%** ridership growth

5600 West Bus Route

- \$5.9 million in 2027 toward expanding service on the west side of Salt Lake Valley, creating connections across 4 cities and 29 miles

Environmental Compliance & Safety

- Additional staffing to support monitoring requirements, especially for FrontRunner2X
- New safety manager

Agenda Item 8. a.

Maintain Deliberately



State of Good Repair (SGR)

- \$124 million in 2027 to proactively maintain systems and infrastructure
- Light Rail Vehicle Replacement: \$28 million to replace TRAX Blue Line vehicles to make boarding easier for riders



Strategic Staff Additions

- **Contract Management:** Addition to improve contract implementation and compliance
- **Safety:** Increase staff to meet safety monitoring and compliance requirements
- **Paratransit Service:** Additional resources to manage rider eligibility services

Agenda Item 8. a.

Advocate Regionally



Utah County Park & Ride Lots:

\$1 million in 2027 to complete construction of 2 lots in Saratoga Springs and Eagle Mountain



Ski Service:

\$1 million of contracted ski service sponsored by UDOT to reduce congestion in Big Cottonwood Canyon



North Utah County Microtransit:

\$2.3 million in UTA On Demand service sponsored by UDOT and Utah County to improve connectivity and access to key destinations



FrontRunner2X:

\$3 million in 2027 to support the development of 11 sections of double-tracking to increase capacity, frequency, and reliability for commuter rail

Agenda Item 8. a.

Fiscal Year Change Benefits

- **Fiscal year change benefits**
 - Integrate with statewide operations
 - Statewide transportation planning cycles
 - Synchronize budget assumptions
 - Improve accuracy of revenue recognition and cash flow planning
 - Improve capital programming
 - Better align with bidding and construction season
 - Clearer forecasting with reduced reporting translations
 - Increase transparency

Agenda Item 8. a.

2027 & 2028 Funded Service Additions

Agenda Item 8. a.

S-Line Extension

Service start date: August 2027

Total annual net service add:

Hours: 8,600

Miles: 26,000

Cost: \$736K

***Routes: 720**

*Subject to change based on public comment and final service plan

Agenda Item 8. a.



5600 W Bus Route

Mobilization expense in target: \$4.2M

Service start date: April 2028

Total annual net service add:

Hours: 75,000

Miles: 1,000,000

Cost: \$7.1M

***Routes:** 256 & (F556)

*Subject to change based on public comment and final service plan

Agenda Item 8. a.



Ogden Central

Mobilization expense in target: \$2.1M

Service start date: April 2028

Total annual net service add:

Hours: 47,000

Miles: 529,000

IMZ Cost: \$1.48M

Total Cost: \$5.7M

***Routes:** 455, (601), 610, 612, (625), 645, IMZ-562

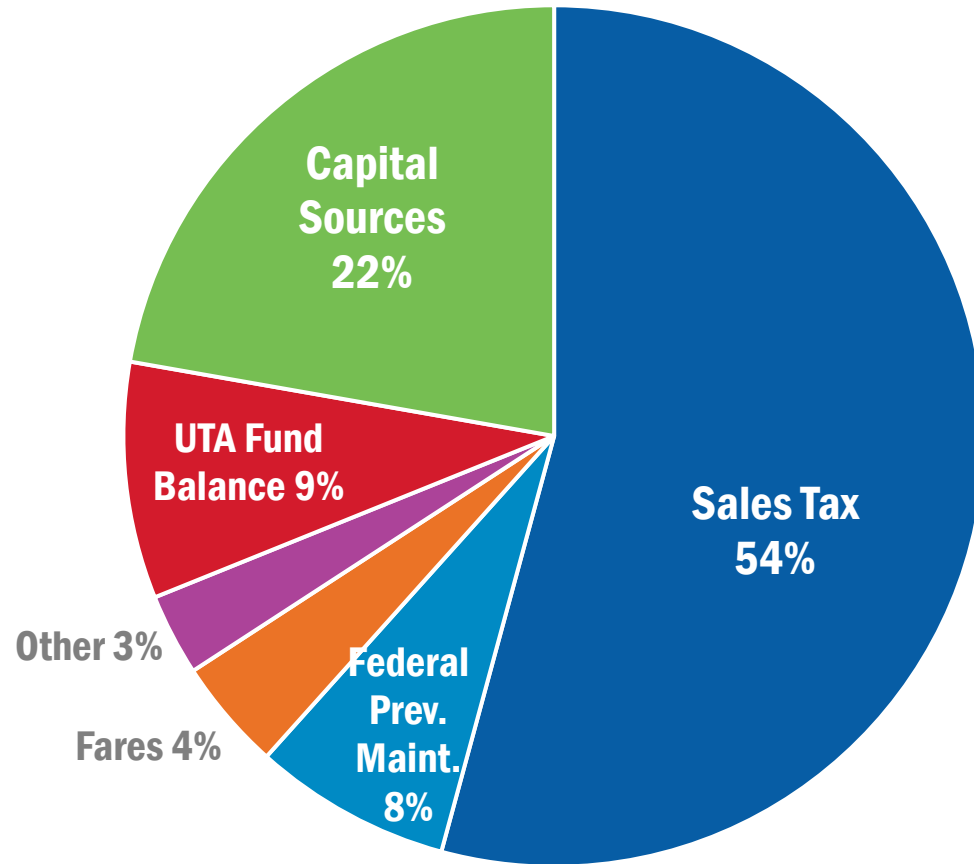
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Agenda Item 8. a.

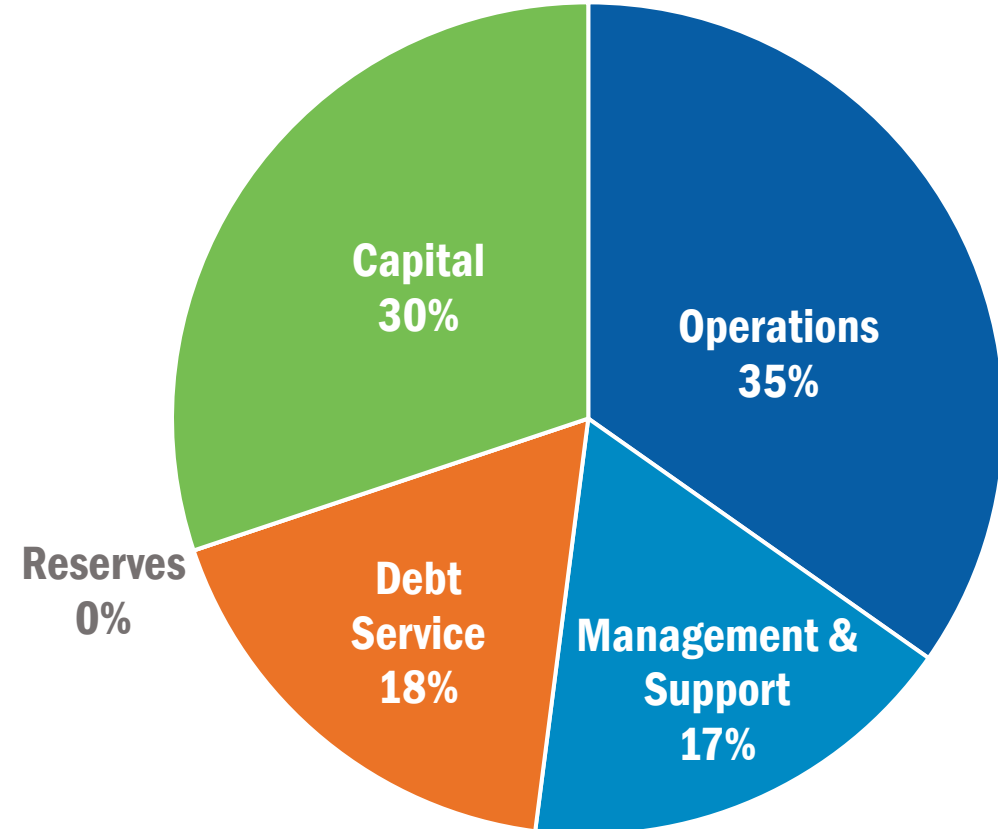


Sources and Uses

Sources

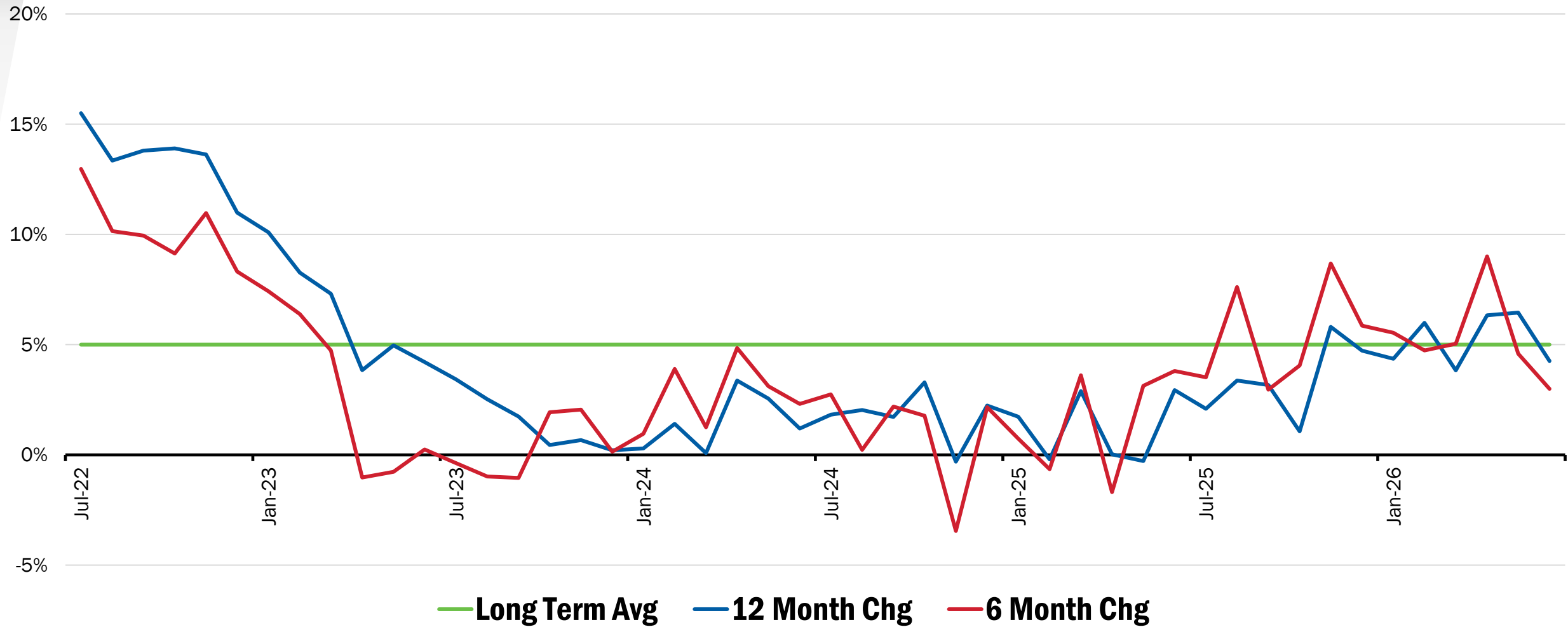


Uses



Agenda Item 8. a.

UTA Sales Tax Revenue Change: 2022 - 2026



Agenda Item 8. a.

Total 2027 Proposed Tentative Budget Request

	FY 2026 Adj. Budget	Partial 2027 Tentative Budget	2027 Q3-4 Forecast	CY 2027	Change	% Change
Operating	\$ 488,582,000	\$ 259,421,000	\$ 257,648,000	\$ 517,069,000	\$ 28,487,000	5.8%
Capital	339,213,000	164,466,000	134,985,000	299,451,000	(39,762,000)	-11.7%
Debt Svc & Reserves	176,550,000	79,717,000	97,432,000	177,149,000	599,000	0.3%
TOTAL	\$ 1,004,345,000	\$ 503,604,000	\$ 490,065,000	\$ 993,669,000	(\$ 10,676,000)	-1.1%

Agenda Item 8. a.

2027 Proposed Tentative Operating Budget

Agenda Item 8. a.

2027 Key Budget Assumptions

Operating Expenses:

- Labor
 - 3% avg growth
- Fringe
 - 6% avg growth
- Parts: 2.5%
- Fuel:
 - Diesel: \$3.45
 - Gasoline: \$3.15
 - CNG DGE*: \$2.15
- Other Expense: 2.4%

Revenues:

- Sales Tax: 2.7%
- Passenger: 1.7%
- Federal Preventative Maintenance: \$74M

**Compressed Natural Gas Diesel Gallon Equivalent*

Agenda Item 8. a.

Partial 2027 Proposed Tentative Operating Budget

<u>Revenue</u>		Partial 2027 <u>Tentative Budget</u>
1	Sales Tax	\$ 269,377,000
2	Federal Preventative Maintenance	36,865,000
3	Passenger Revenue	20,783,000
4	Advertising	1,106,000
5	Investment Income	3,784,000
6	Other Revenues	10,359,000
7	Total Revenue	342,273,000
<u>Operating Expense</u>		
8	Bus	87,623,000
9	Commuter Rail	18,554,000
10	Light Rail	34,347,000
11	Paratransit	17,393,000
12	Rideshare/Vanpool	2,431,000
13	Microtransit	12,053,000
14	Operations Support	40,341,000
15	Administration	37,471,000
16	Planning/Capital Support	8,398,000
17	Non-Departmental	809,000
18	Total Operating Expense	259,421,000
<u>Debt Service, Contribution to Reserves, and Transfer to UTA Fund</u>		
19	Principal and Interest	78,199,000
20	Bond Service Utah County for UVX BRT program	1,518,000
21	Contribution to Reserves	-
22	Transfer to/(from) UTA Fund Balance	3,135,000
23	Total Debt Service, Reserves, Transfers	82,852,000
24	Total Expense	\$ 342,273,000

*Totals may not match due to rounding

2027 Proposed Tentative Operating Budget

	Adj. 2026 Budget	Partial 2027 Tentative Budget	2027 Q3-4 Forecast	Calendar Year 2027	Change
Revenue					
1 Sales Tax	\$ 516,541,000	\$ 269,377,000	\$ 269,377,000	\$ 538,753,000	\$ 22,212,000
2 Federal Preventative Maintenance	96,548,000	36,865,000	36,865,000	73,730,000	(22,818,000)
3 Passenger Revenue	40,887,000	20,783,000	20,783,000	41,566,000	679,000
4 Advertising	2,172,000	1,106,000	1,106,000	2,211,000	39,000
5 Investment Income	14,384,000	3,784,000	3,784,000	7,567,000	(6,817,000)
6 Other Revenues	14,867,000	10,359,000	10,359,000	20,718,000	5,851,000
7 Total Revenue	685,399,000	342,273,000	342,273,000	684,545,000	(854,000)
Operating Expense					
8 Board of Trustees	3,794,000	-	-	-	(3,794,000)
9 Executive Director	7,790,000	5,281,000	4,757,000	10,038,000	2,248,000
10 Communications	5,250,000	1,856,000	2,997,000	4,853,000	(397,000)
11 Operations	356,112,000	189,601,000	190,396,000	379,998,000	23,886,000
12 Finance	19,976,000	10,613,000	10,421,000	21,034,000	1,058,000
13 Capital Services	8,383,000	4,461,000	4,423,000	8,884,000	500,000
14 Planning & External Relations	29,691,000	18,728,000	18,586,000	37,314,000	7,624,000
15 Enterprise Strategy	34,596,000	3,297,000	3,243,000	6,540,000	(28,056,000)
16 Technology	-	17,425,000	14,667,000	32,092,000	32,092,000
17 People Office	13,994,000	7,349,000	7,349,000	14,698,000	704,000
18 Non-Departmental	8,997,000	809,000	810,000	1,619,000	(7,378,000)
19 Total Operating	488,582,000	259,421,000	257,648,000	517,069,000	28,487,000
Debt Service, Contribution to Reserves, and Transfer to UTA Fund					
20 Principal and Interest	173,176,000	78,199,000	95,577,000	173,776,000	600,000
21 Bond Service Utah County for UVX BRT program	3,374,000	1,518,000	1,855,000	3,373,000	(1,000)
22 Contribution to Reserves	-	-	-	-	-
23 Transfer to/(from) UTA Fund Balance	20,267,000	3,135,000	(12,808,000)	(9,673,000)	(29,940,000)
24 Total Debt Service, Reserves, Transfers	196,817,000	82,852,000	84,624,000	167,476,000	(29,341,000)
25 Total Expense	\$ 685,399,000	\$ 342,273,000	\$ 342,272,000	\$ 684,545,000	\$ (854,000)

*Totals do not match due to rounding

Headcount

Office	FY 2026 Adj. Budget	2026 Approved Changes	2027 Budget Changes	Total Changes	FY 2027 Budget
Executive Director	39.7	4.0	1.0	5.0	44.7
Board/TC	17.0	(13.0)	(4.0)	(17.0)	-
Operations	2,460.2	0.7	60.0	60.7	2,520.9
Finance	119.0	2.0	2.0	4.0	123.0
Capital Services	64.5		1.5	1.5	66.0
Planning & External Relations	106.1	4.0		4.0	110.1
Technology	89.0	1.0		1.0	90.0
Enterprise Strategy	43.0	1.0		1.0	44.0
Communications	19.0			-	19.0
People	105.8	1.0		1.0	106.8
Non Dept	-			-	-
Total FTE	3,063.2	0.7	60.5	61.2	3,124.4

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2027 Proposed Tentative Capital Budget

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Partial 2027 Proposed Tentative Capital Budget

Partial 2027	
<u>Funding Sources</u>	<u>Tentative Budget</u>
1 UTA Current Year Funding	\$ 48,976,000
2 Grants	63,371,000
3 Local Partner Contributions	3,921,000
4 State Contribution	11,515,000
5 Leasing	12,205,000
6 Bonds	24,478,000
7 Total Funding Sources	164,466,000
<u>Expense</u>	
8 State of Good Repair	124,205,000
9 5600 West Bus Route	5,850,000
10 FrontRunner 2X	3,000,000
11 S-Line Extension	6,580,000
12 HB322 Future Rail Car Purchase Payment	-
13 EAM/WM/RISC (Trapeze)	1,705,000
14 Other Capital Projects	23,126,000
15 Total Expense	\$ 164,466,000

*Totals may not match due to rounding

2027 Proposed Tentative Capital Budget

Funding Sources	2026 Adj. Budget*	Partial 2027 Tentative Budget	2027 Q3-4 Forecast	Calendar Year	
				2027	Change
1 UTA Current Year Funding	\$ 84,361,000	\$ 48,976,000	\$ 29,546,000	\$ 78,522,000	(\$ 5,839,000)
2 Grants	111,703,000	63,371,000	49,333,000	112,704,000	1,001,000
3 Local Partner Contributions	13,478,000	3,921,000	3,686,000	7,607,000	(5,871,000)
4 State Contribution	45,672,000	11,515,000	21,359,000	32,874,000	(12,798,000)
5 Leasing	36,714,000	12,205,000	29,743,000	41,948,000	5,234,000
6 Bonds	47,285,000	24,478,000	1,318,000	25,796,000	(21,489,000)
7 Total Funding Sources	339,213,000	164,466,000	134,985,000	299,451,000	(39,762,000)
Expense					
8 State of Good Repair	211,111,000	124,205,000	92,546,000	216,751,000	5,640,000
9 5600 West Bus Route	4,250,000	5,850,000	11,150,000	17,000,000	12,750,000
10 FrontRunner 2X	2,761,000	3,000,000	5,156,000	8,156,000	5,395,000
11 S-Line Extension	39,460,000	6,580,000	750,000	7,330,000	(32,130,000)
12 HB322 Future Rail Car Purchase Payment	5,000,000	-	5,000,000	5,000,000	-
13 EAM/WM/RISC (Trapeze)	5,356,000	1,705,000	595,000	2,300,000	(3,056,000)
14 Other Capital Projects	71,275,000	23,126,000	19,788,000	42,914,000	(28,361,000)
15 Total Expense	\$ 339,213,000	\$ 164,466,000	\$ 134,985,000	\$ 299,451,000	\$ (39,762,000)

*Totals do not match due to rounding

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Major 2027 Capital Milestones

State of Good
Repair
Ongoing Focus

Light Rail Vehicle
Replacement
*Manufacturing
In-Process*

S-Line
Construction

5600 West
Bus Route
Final Design

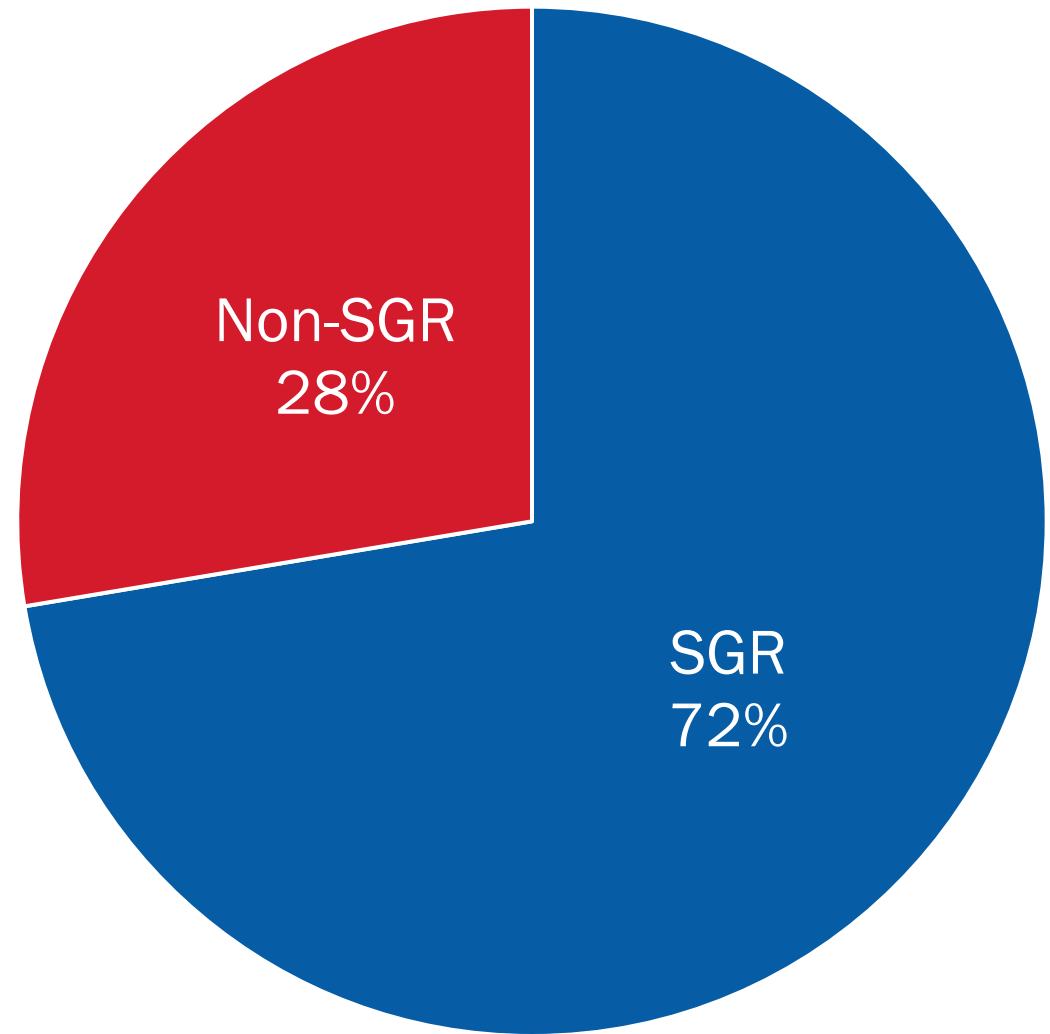
New CNG and
Clean Diesel
Buses Delivered

Mt. Ogden Admin
Building
Construction

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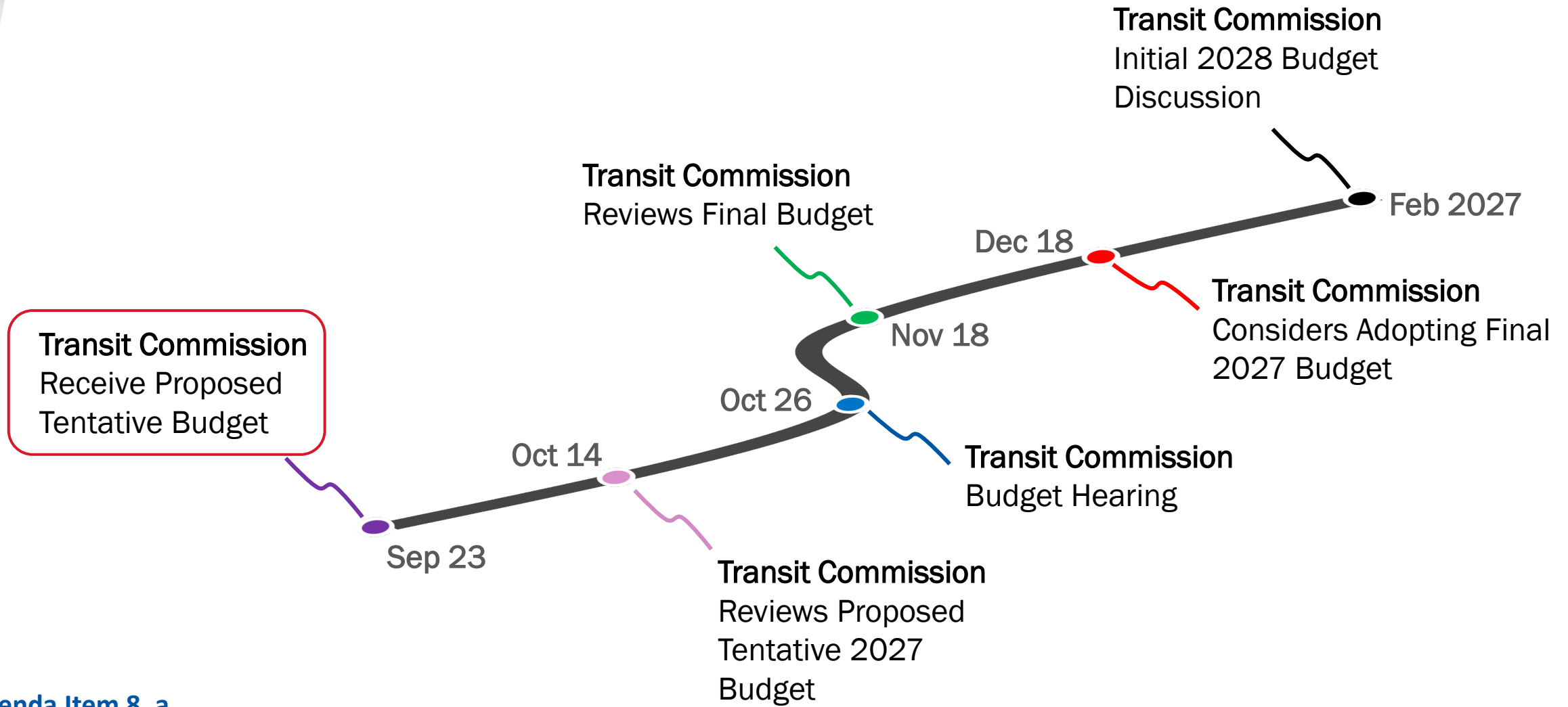
State of Good Repair Projects in 2027

- Major SGR-Focused Projects
 - Light Rail Vehicle Replacement
 - Light Rail Vehicle Rehab
 - Clean Diesel Bus Purchase
 - Paratransit Bus Replacement
- Major Non-SGR Projects
 - S-Line Extension
 - 5600 West Bus Route



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Next Steps



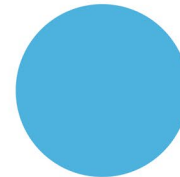
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Recommended Action (by roll call)

Motion to approve CR2026-09-01 - Resolution Receiving the Tentative 2027 Budget, Beginning the Public Comment Process, and Setting a Date and Time for the Public Budget Hearing, as presented



CR2026-09-02 - Resolution Adopting Amended Bylaws of the Authority



Revisions to the Bylaws of the Utah Transit Authority

- Commission adopted bylaws on July 15, 2026
- Revisions to the bylaws were discussed at the August 12th meeting
- These revised bylaws incorporate the changes requested and seek to clarify process and procedure

Highlights

Attendance

- Struck “all” from “Commissioners are expected to serve faithfully, attend all meetings” (Art. I, Sec. 5)

Quorum

- 4 voting members constitute quorum
- Majority vote required, but in no case fewer than 4 yeas (Art. II, Sec. 4)

Committee Meetings

- Open to public under OPMA (Art. 5, Sec. 1)

Agenda

- Any Commissioner may request the Chair include agenda items
- Items requested by 3 more Commissioners shall be included on agenda

Questions?

Recommended Action (by roll call)

Motion to approve CR2026-09-02 - Resolution Adopting Amended Bylaws of the Authority, as presented



CR2026-09-03 - Resolution Adopting Rules of Order for Use in Transit Commission Meetings



Background

- Currently the UTA Transit Commission, like its predecessor body does not utilize a formalized rules of order.
- During discussion about revisions to the bylaws during the August 12, 2026 meeting of the Transit Commission, it was suggested that the Commission may wish to adopt rules of order.
- Before the Commission is a proposed simplified rules of order prepared by agency staff and legal counsel.

What Are Rules of Order?

- Rules of Order are intended to prevent people from speaking out of order, or wandering off subject, avoid circular debate, to bring clarity to proposed Commission actions, and provide an opportunity for each member to be heard.

Proposed Rules of Order

- Highlights:
 - Every motion needs a second
 - A motion may not be amended more than two (2) times
 - Chair decides “points of order” which are not motions
 - A motion needs four Commission members voting for it to pass, unless it is a motion requiring 2/3 of the Commission.
 - 2/3 vote required to go into closed session, or to suspend the rules, or to call the question.
 - A motion that has been seconded must be restated by the chair
 - A maker of the motion speaks to it first, and everyone has an opportunity to speak before someone gets to speak a second time.

Questions?

Recommended Action (by roll call)

Motion to approve CR2026-09-03 - Resolution Adopting Rules of Order for Use in Transit Commission Meetings, as presented



OTHER BUSINESS

a. Next Meeting: October 14, 2026 at 3:30 p.m.



ADJOURN

