



# Utah Transit Authority

## Local Advisory Council

### REGULAR MEETING AGENDA

669 West 200 South  
Salt Lake City, UT 84101

**Wednesday, November 2, 2022**

1:00 PM

## FrontLines Headquarters

**UTA Local Advisory Council will meet in person at UTA FrontLines Headquarters (FLHQ) 669 West 200 South, Salt Lake City, Utah.**

**For remote viewing, public comment, and special accommodations instructions, please see the meeting information following this agenda.**

<b>1.</b>	<b>Call to Order &amp; Opening Remarks</b>	Chair Julie Fullmer
<b>2.</b>	<b>Pledge of Allegiance</b>	Chair Julie Fullmer
<b>3.</b>	<b>Safety First Minute</b>	Nichol Bourdeaux
<b>4.</b>	<b>Public Comment</b>	Chair Julie Fullmer
<b>5.</b>	<b>Consent</b>	Chair Julie Fullmer
	a. Approval of September 07, 2022 Local Advisory Council Meeting Minutes	
<b>6.</b>	<b>Annual Meeting Calendar</b>	
	a. AR2022-11-01 - Resolution Giving Notice and Setting Regular Meeting Dates for Calendar Year 2023	Julie Fullmer
<b>7.</b>	<b>Capital Projects</b>	
	a. AR2022-11-02 - Resolution Approving the Proposed 2023-2027 Capital Plan and Recommending Approval by the Authority's Board of Trustees	Bill Greene David Hancock Daniel Hofer
<b>8.</b>	<b>Budget and Investments</b>	
	a. Consultation on Agency's Tentative 2023 Budget	Bill Greene
<b>9.</b>	<b>Strategic Planning</b>	
	a. Strategic Plan Consultation	Carlton Christensen Beth Holbrook Jeff Acerson

**10. Service Planning**

a. UTA Five-Year Service Plan Nichol Bourdeaux  
Megan Waters  
Eric Callison

b. UTA Long Range Transit Plan (LRTP) Nichol Bourdeaux  
Alex Beim

**11. Discussion**

a. Open Dialogue with the Board of Trustees Julie Fullmer  
Carlton Christensen

**12. Reports**

a. Executive Director Report Jay Fox  
- Ridership Report  
- Southwest Salt Lake County Service

b. Audit Committee Report Carlton Christensen

**13. Other Business**

a. Next Meeting: Wednesday, February 15, 2023 at 1:00 p.m. Chair Julie Fullmer

**14. Adjourn**

Chair Julie Fullmer

**Meeting Information:**

- Members of the Local Advisory Council and meeting presenters will participate in person, however members may join electronically as needed, with 48 hour advanced notice.
- Meeting proceedings may be viewed remotely by watching the live-stream found through the links on the UTA Board Meetings page - <https://www.rideuta.com/Board-of-Trustees/Meetings>
- Public Comment may be given live during the meeting by attending in person at the meeting location.
- Public Comment may also be given through alternate means. See instructions below.
  - o Comment via email at [advisorycouncil@rideuta.com](mailto:advisorycouncil@rideuta.com)
  - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.
  - o Comments submitted before 2:00 p.m. on Tuesday, November 1st will be distributed to council members prior to the meeting.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.
- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting [adacompliance@rideuta.com](mailto:adacompliance@rideuta.com) or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

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**Local Advisory Council**

**Date:** 11/2/2022

**TO:** Local Advisory Council  
**THROUGH:** Jana Ostler, Board Manager  
**FROM:** Jana Ostler, Board Manager

**TITLE:**

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**Approval of September 07, 2022 Local Advisory Council Meeting Minutes**

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**AGENDA ITEM TYPE:**

Minutes

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**RECOMMENDATION:**

Approve the minutes of the September 07, 2022 Local Advisory Council Meeting

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**BACKGROUND:**

A regular meeting of the UTA Local Advisory Council was held in person and broadcast live via the link on the UTA Board Meetings page on September 07, 2022 at 1:00 p.m. Minutes from the meeting document the actions of the Council and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the [Utah Public Notice Website](#) [\(<https://www.utah.gov/pmn/sitemap/notice/778664.html>\)](https://www.utah.gov/pmn/sitemap/notice/778664.html) and video feed is available through the [UTA Board Meetings page](#) [\(<https://rideuta.com/Board-of-Trustees/Meetings>\)](https://rideuta.com/Board-of-Trustees/Meetings).

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**ATTACHMENTS:**

1. 2022-09-07\_LAC\_Minutes\_unapproved



# Utah Transit Authority

## Local Advisory Council

### MEETING MINUTES - Draft

669 West 200 South  
Salt Lake City, UT 84101

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**Wednesday, September 7, 2022**      **1:00 PM**      **FrontLines Headquarters**

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**Present:**      Chair Julie Fullmer  
                    Council Member Leonard Call  
                    Council Member Karen Cronin  
                    Council Member Dan Peay  
                    Council Member Trent Staggs  
                    Council Member Bob Stevenson

**Excused:**      Vice Chair Mark Johnson  
                    2nd Vice-Chair Troy Walker  
                    Council Member Erin Mendenhall  
                    Alternate Council Member Ellen Birrell  
                    Alternate Council Member Jon Larsen

Also attending were UTA Board of Trustees Chair Carlton Christensen, Trustee Beth Holbrook, and Trustee Jeff Acerson, along with UTA staff and interested community members.

#### **OPENING BUSINESS**

##### **1. Call to Order & Opening Remarks**

Chair Fullmer welcomed attendees and called the meeting to order at 1:03 p.m. She announced this is an in-person meeting with live viewing available online. Chair Fullmer excused Vice-Chair Johnson, Second Vice-Chair Walker, and Council Member Mendenhall from the meeting.

##### **2. Pledge of Allegiance**

Attendees recited the Pledge of Allegiance.

##### **3. Safety First Minute**

Daniel Hofer, UTA, Director of Capital Assets and Project Controls, provided a brief safety message.

##### **4. Public Comment**

Chair Fullmer noted no online comments were received. An in-person comment was presented by Alternate Local Advisory Council Member Ellen Birrell who expressed her disapproval of the Utah Department of Transportation's (UDOT) Environmental Impact Statement (EIS) and the proposed construction of a 2,500 stall parking garage near the mouth

of Cottonwood Canyon for the Gondola B plan. [Full written comment attached as Appendix A].

## 5. Consent

- a. **Approval of June 01, 2022 Local Advisory Council Meeting Minutes**
- b. **Board Policy Revisions**

A motion to approve the consent agenda was made by Council Member Stevenson and seconded by Council Member Cronin. The motion carried unanimously.

## CONSULTATION WITH BOARD OF TRUSTEES

Some items discussed at this chronological point in the meeting fall under agenda item 8.a. "Open Dialogue with the Board of Trustees." Minutes from this conversation are consolidated under item 8.a. in this minutes document.

## 6. Capital Projects

- a. **Five-Year Capital Plan Update**

Bill Greene, UTA Chief Financial Officer, introduced Mary DeLoretto, UTA Chief Service Development Officer, and Daniel Hofer, UTA Director of Capital Assets and Project Controls. Staff presented an update on the five-year capital plan.

Mr. Greene referred to Board Policy no. 2.1 Financial Management which details the governance of the plan in addition to sharing the capital plan goals.

Ms. DeLoretto discussed the seven project categories within the capital plan in addition to project evaluation criteria. She then highlighted the plan summary by year including a proposed budget with UTA funds and projected grants and state/local partners funds.

Mr. Hofer presented updates to the 2023-2027 capital plan which included reduced budgets for two state funding projects, FrontRunner double track and Point of the Mountain, which will now be led by UDOT. Mr. Hofer proceeded to detail the costs associated with each of the seven projects in 2023. He concluded his report by summarizing next steps including timelines for presentation, final approval, and adoption of the plan.

Discussion ensued. Questions concerning projects, UDOT's role, and state of good repair were posed by the council and answered by staff.

- b. **Davis-Salt Lake Community Connector Update**

Ms. DeLoretto invited Hal Johnson, UTA Project Development Manager, to provide an update on the Davis-Salt Lake Community Connector.

Mr. Johnson provided historical context to the project which dates back to studies from 2005. The project has been part of UTA's long range plan for many years and has been

through a number of processes and studies. Legislative funding in recent years has allowed the project to move forward.

Mr. Johnson shared the project objectives which are to provide improved connectivity between southern Davis County and Salt Lake City, bus stop improvements, increased frequency, reliability, expansion of routes 455 and 470, and connections to FrontRunner stations. Mr. Johnson shared additional information including map routes, project details, capital cost estimates (\$75 million dollars), and next steps.

## 7. Service Update

### a. Zero Fare Transit Study Overview

Alex Beim, UTA Acting Manager of Long Range Strategic Planning was joined by Julie Bjornstad, Wasatch Front Regional Council (WFRC) Senior Transportation Planner, to present an overview of the Zero-Fare Transit study.

Ms. Bjornstad outlined the scope of the zero-fare study, including goals, timeline, and final reporting, which will be presented toward the end of the year. Part of the project scope includes analyzing case studies of other transit agencies across the country to identify zero-fare alternatives including system-wide zero fare, zero fare on select services, and zero fare for select riders. The project scope also includes stakeholder engagement.

Discussion ensued. Questions regarding zero-fare alternatives, inclusion of VIA On Demand service, fare box costs, data applications, stakeholder engagement, and deadline for comments were posed by the council and answered by staff.

Chair Fullmer encouraged council members to submit feedback to UTA in the next couple of weeks as part of the community engagement effort.

## 8. Discussion

### a. Open Dialogue with the Board of Trustees

Chair Fullmer yielded the floor to UTA Board of Trustees and Local Advisory Council Members for open dialogue.

#### UTA Strategic Plan

Carlton Christensen, UTA Board of Trustees Chair, shared with the council the authority's strategic planning process which began earlier this year. The plan, which is currently being drafted, will extend to 2030 and focus on organizational aspirations and excellence with a focus on how UTA can become an "employer of choice." Chair Christensen added that an external piece to the plan will involve documenting the agency's interaction as a community partner, not just a transit partner. He used Vineyard Station as an example and how transit can pave the way for economic growth within a community. He reported a draft plan will be presented to the council toward

the end of the year.

### **Station Area Planning**

Chair Fullmer encouraged city councils to share their Station Area Plans (SAP) with their local Metropolitan Planning Organization (MPO), and provide feedback to assist in the planning process especially as it relates to first and last mile connections. Trustee Beth Holbrook agreed and expressed the agency's continued desire to be actively engaged in the communities and MPOs to create greater connectivity.

### **UDOT Gondola Project**

Council Member Stevenson expressed the importance of protecting the canyons and favors the idea of a gondola as an alternative mode of transport. Chair Christensen pointed out the decision lies with UDOT, not UTA, although the agency has given input on the operational needs and costs. He further stated there is no guarantee UTA will be the provider of the proposed bus service although UTA will continue to run the ski bus service. He mentioned discussions are still on-going.

### **South West Salt Lake County Service**

Council Member Staggs said he is trying to be a voice in his county for transit and shared his appreciation for his recent dialogue with UTA staff and for the data they provided, which he indicated could be part of a separate meeting. He highlighted the relatively low number of regular bus stops in south west Salt Lake County. He added that in some areas UTA OnDemand/Via is the only transit service available. He emphasized that several service areas, including his municipality, have limited coverage and he hopes these areas will be considered in future planning efforts by UTA.

Discussion ensued. Chair Christensen stated the items Council Member Staggs referenced will be included in UTA's long range plan. Chair Fullmer mentioned the bigger picture and a need to manage growth and address concerns in each municipality.

### **Capital Project Planning**

Council Member Staggs referenced the \$75 million cost for the Davis-Salt Lake Community Connector and inquired how UTA prioritizes projects. He expressed concern about imposing costs on residents in his municipality for UTA projects outside his area.

Chair Fullmer inquired about the process and planning for capital projects and how data and metrics are used to determine community priorities. Mr. Johnson explained priorities are put together by the local MPOs in consultation with community

stakeholders including municipalities. Feasibility studies are then put together leading to the creation of the agency's planning and priorities.

Further discussion ensued regarding local demand, growth, data measurement, how projects are planned (often several years out), prioritized, and adopted within the long range and capital project plans. These are based on many factors including data, demand, operational costs, efficiency, projected growth, and funding sources to strategically meet the needs of the communities.

### **Sardine Canyon**

Council Member Cronin shared the need for transportation options to Sardine Canyon. She was curious if this would be a conversation with UTA or Logan Transit District. Trustee Holbrook shared information on a 2019/2020 transportation study of Sardine Canyon presented to the Box Elder Commissioner's office. Connectivity recommendations were suggested but due to COVID, the study didn't progress. Trustee Holbrook suggested Council Member Cronin reach out to Cache Valley Transit.

## **REPORTS AND OTHER BUSINESS**

### **9. Reports**

- a. **Executive Director Report**
  - **Grants Update**
  - **Ridership Report**

#### **Grants Update**

Mr. Fox invited Alma Haskell, UTA Grants Development Administrator, to provide an update on discretionary grants awarded since June 2022. The following three grants were awarded totaling \$21.2 million.

- TTIF - 5600 W/Westside Express Bus (\$20.5M)
- FTA Route Planning Restoration - Equity Index Study (\$300K)
- FTA Areas of Persistent Poverty - Paratransit Forward (\$386K)

#### **Ridership Report**

Mr. Fox invited Cherryl Beveridge, UTA Chief Operating Officer, and Jaron Robertson, UTA Acting Planning Director, to present the ridership report.

Ms. Beveridge provided ridership data by year for the months of January - July in 2019, 2020, 2021, and 2022. Ridership numbers in 2019 were 25 million. This dropped to 15.4 million and 12.4 million in years 2020 and 2021 due to the pandemic.

In 2022, the ridership numbers are increasing and currently stand at 17.6 million which is 29 percent below the pre-pandemic ridership of 25 million. Mr. Fox interjected other transit agencies across the country are struggling post-pandemic at around 50% ridership.

Ms. Beveridge further provided ridership data month-by-month for 2019, 2021, and 2022. She also reported that UTA On Demand (VIA) Microtransit service increased by 213% from January - July 2021 to the same period in 2022. The significant increase in 2022 is due, in part, to new service in Salt Lake City, South Davis County, and Tooele County.

Ms. Beveridge referred to the new Weber State University campus bus service which has been operating for the past 10 days with ridership numbers to date between 3,000 to 4,000. She said student feedback on this service has been very positive.

Discussion ensued. Questions concerning ridership type for returning riders, Free Fare February, fare pricing, and ridership demographics for UTA On Demand, were posed by council members and answered by staff.

#### **UTA Electrification Forum - September 23, 2022**

Mr. Fox announced UTA will be hosting an electrification forum on September 23, 2022. He provided a handout for the event and encouraged council members to attend. He stated the forum will be an exciting event with several partner and community organizations in attendance.

#### **New UTA Communications Officer**

Mr. Fox introduced UTA's new communications officer, Steven Wright, to the council.

#### **b. Audit Committee Report**

Chair Fullmer provided an update to the council on the last UTA Audit Committee meeting held on June 27, 2022. The 2021 UTA Financial Audit Report (ACFR) and National transit Database Agreed Upon Procedure Report were presented to the Audit Committee. The Audit Committee also received reports on the status of the 2022 Internal Audit Plan and progress on findings for past audits and other projects.

### **10. Other Business**

#### **a. Next Meeting: Wednesday, November 2, 2022 at 1:00 p.m.**

### **11. Adjourn**

A motion was made by Council Member Staggs and seconded by Council Member Cronin to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 2:42 p.m.

**TOUR OF DEPOT DISTRICT CLEAN FUELS TECH CENTER**

Following the meeting, members of the UTA Local Advisory Council, guided by UTA staff, were invited to tour the Depot District Clean Fuels Tech Center.

Transcribed by Hayley Mitchell  
Executive Assistant to the Board  
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials and audio located at <https://www.utah.gov/pmn/sitemap/notice/778664.html> for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

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Julie Fullmer  
Chair, Board of Trustees

**APPENDIX A**  
**In Person Public Comment to the**  
**Local Advisory Council of the Utah Transit Authority (UTA)**  
**September 7, 2022**

**From: Ellen Birrell, Cottonwood Heights City Council District 4**

As the elected representative of Cottonwood Heights District 4, I oppose UDOT's Final Preference LCC EIS (Little Cottonwood Canyon Environmental Impact Statement). An agency that builds highways should not be the decision-maker on safe mobility for all users.

The State Legislature should deny funding.

I favor regionalized Carpool/Transit/Parking hubs with enhanced electric bus service located throughout Salt Lake County that strategically addresses travel needs for skiers and canyon recreationalists year round.

I also oppose UDOT's "LCC EIS 2-lane Imbalanced Wasatch Blvd Expansion" which is actually six lanes wide and designed for moving private commuter vehicles (not skiers) and uses irrelevant 2016 data and projections based on insufficient transit. Urbanizing Salt Lake Valley requires a switch from high speed, car-centric to safe & viable mobility for all users.

Fracturing the foothill gateway to Big and Little Cottonwood canyons with another huge, high-speed arterial when commuters currently have no viable transit alternatives is opposed by the citizenry. Thoughtful and financially practical alternatives that move commuters on existing arterials would lessen injuries, fatalities, and air pollution.

UDOT's focus on "traffic reliability" within their "Zero Fatalities by 2030" campaign is yielding a higher incidence of injuries and fatalities (see UDOT graph below).

The City of Cottonwood Heights opposes UDOT building a 2500 parking stall garage far from a highway and within the neighborhoods and foothill gateway to Little Cottonwood Canyon.

UDOT's previous preference for an Intermodal Hub located at the gravel pit near Big Cottonwood Canyon would service both Big and Little Cottonwood canyons and is proximal to I-215. Cottonwood Heights opposes widening roadways, building parking garages and inducing traffic with its associated danger, noise, and air pollution into Utah's prized Big and Little Cottonwood canyon area."

For more information, contact:  
Ellen Birrell, Cottonwood Heights City Council District 4  
[ebirrell@ch.utah.gov](mailto:ebirrell@ch.utah.gov) <<mailto:ebirrell@ch.utah.gov>> 385-910-5942



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

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**Local Advisory Council**

**Date:** 11/2/2022

**TO:** Local Advisory Council  
**FROM:** Jana Ostler, Board Manager  
**PRESENTER(S):** Julie Fullmer, Chair- Local Advisory Council

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**TITLE:**

**AR2022-11-01 - Resolution Giving Notice and Setting Regular Meeting Dates for Calendar Year 2023**

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**AGENDA ITEM TYPE:**

Resolution

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**RECOMMENDATION:**

Approve Resolution AR2022-11-01 Giving Notice and Setting Regular Meeting Dates for the Local Advisory Council for Calendar Year 2023

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**BACKGROUND:**

The Public Transit District Act stipulates that the UTA Local Advisory Council meet at least quarterly with the UTA Board of Trustees in a meeting open to the public for comment to discuss the service, operations, and any concern with the public transit district operations and functionality.

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**DISCUSSION:**

Open meetings laws require a regular schedule of meetings be publicly noticed annually. The following dates are proposed for meetings of the Local Advisory Council in 2023:

- Wednesday, February 15, 2023, 1:00 p.m.
- Wednesday, May 31, 2023, 1:00 p.m.
- Wednesday, September 27, 2023, 1:00 p.m.
- Wednesday, November 29, 2023, 1:00 p.m.

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**ATTACHMENTS:**

AR2022-11-01 Resolution Giving Notice and Setting Regular Meeting Dates for Calendar Year 2023

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE  
UTAH TRANSIT AUTHORITY GIVING NOTICE AND SETTING  
REGULAR MEETING DATES FOR CALENDAR YEAR 2023**

AR2022-11-01

November 2, 2022

WHEREAS the Utah Transit Authority (the "Authority") is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS the Utah Public Transit District Act created a Local Advisory Council (the "Council") and established that the Council shall meet at least quarterly with the Board of Trustees in a meeting open to the public or comment to discuss the service, operations, and any concerns with the public transit district operations and functionality; and

WHEREAS the Utah Open and Public Meetings Act as codified in Title 52, Chapter 4, Part 2 of the Utah Code provides that any public body that holds regular meetings that are scheduled in advance over the course of a year shall give public notice at least once each year of its annual meeting schedule and that such notice shall specify the date, time, and place of such meetings; and

WHEREAS the Council desires to afford stakeholders and the public greater participation and accessibility to its meetings; and

WHEREAS it is considered necessary and desirable by the Council to adopt a resolution giving notice of regular meetings of the Council; and

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Council gives notice of its regular meetings for 2023 as outlined in "Exhibit A" to this resolution.
2. That the corporate seal be attached hereto.

Approved and adopted this 2<sup>nd</sup> day of November 2022.

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Julie Fullmer, Chair Local Advisory Council

Attest:

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Vice-Chair or Second Vice-Chair  
Local Advisory Council

(Corporate Seal)

Approved As to Form:

DocuSigned by:  
  
Mike Bell  
70E33A415BA44F6...  
Legal Counsel

## Exhibit A

**NOTICE OF ANNUAL MEETING SCHEDULE**  
**LOCAL ADVISORY COUNCIL OF THE UTAH TRANSIT AUTHORITY**

In accordance with the provisions of the Utah Open and Public Meetings Act (the “Act”), public notice is hereby given that the Local Advisory Council of the Utah Transit Authority, will hold its regular meetings at the indicated hours at the location of 669 West 200 South, Salt Lake City, Utah 84101, or via a remote meeting platform, as provided for in the Act:

Wednesday, February 15, 2023, 1:00 p.m.

Wednesday, May 31, 2023, 1:00 p.m.

Wednesday, September 27, 2023, 1:00 p.m.

Wednesday, November 29, 2023, 1:00 p.m.

The agenda of each meeting of the Local Advisory Council, together with the date, time and place of each meeting shall be posted in compliance with the requirements of the Act.



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

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**Local Advisory Council**

**Date:** 11/2/2022

**TO:** Local Advisory Council  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Mary DeLoretto, Chief Service Development Officer  
**PRESENTER(S):** Bill Greene, Chief Financial Officer  
                          David Hancock, Director- Capital Development  
                          Dan Hofer, Director- Capital Assets and Project Controls

**TITLE:**

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**AR2022-11-02 - Resolution Approving the Proposed 2023-2027 Capital Plan and Recommending Approval by the Authority's Board of Trustees**

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**AGENDA ITEM TYPE:**

Resolution

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**RECOMMENDATION:**

Adopt resolution AR2022-11-02 approving the 2023-2027 Capital Plan and recommending approval by the Authority's Board of Trustees.

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**BACKGROUND:**

UTA's 5-year Capital Plan is required to be updated every year, per the UTA Board of Trustees Policy 2.1 Financial Management. The 5-year Capital Plan includes all construction, capital improvements, major equipment purchases, and other projects requiring expenditures over \$25,000. This includes projects that are funded partially or fully by outside funding sources, such as grants or local partners.

The plan is required to be financially constrained and maintain assets at a state of good repair, to protect UTA's capital investments, and minimize future maintenance and replacement costs. Five-year forecasts help mitigate the challenges of applying a one-year budget to multi-year projects and support long-range financial planning and prudent management of the agency.

This proposed 5-Year Capital Plan covers the period from 2023 through 2027.

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**DISCUSSION:**

Staff will present the 5-year Capital Plan for 2023 through 2027 for the Local Advisory Council's

recommendation and approval. After recommendation by the Local Advisory Council, the Final 5-year Capital Plan will be brought to the Board of Trustees in December for final approval.

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**ALTERNATIVES:**

The Local Advisory Council could recommend changes to the plan for consideration by the Board of Trustees.

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**FISCAL IMPACT:**

The Five-Year plan details capital investments to keep the system in a state of good repair and fund improvements to support ongoing system operations. The first year of the plan (2023) is included in the 2023 Tentative Budget which the Board will consider for adoption in December 2022.

The 5-year Capital Plan will inform the Agency's financial plans.

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**ATTACHMENTS:**

- AR2022-11-02 - Resolution Approving the Proposed 2023-2027 5-year Capital Plan and recommending approval by the Board of Trustees
- 2023-2027 Five Year Capital Plan

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH  
TRANSIT AUTHORITY APPROVING THE PROPOSED  
2023-2027 CAPITAL PLAN AND RECOMMENDING APPROVAL BY THE  
AUTHORITY'S BOARD OF TRUSTEES**

AR2022-11-02

November 2, 2022

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Utah Public Transit District Act (UTAH CODE § 17B-2a-808) (the "Act") required creation of a Local Advisory Council to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, under the Act, the Local Advisory Council is obligated to review, approve, and recommend final adoption by the Board of Trustees of project development plans, including funding, of all new capital projects; and

WHEREAS, the Authority has developed a Five-Year Capital Plan for the years 2023 through 2027 (the "Plan") which contains a prioritized list of planned capital projects, a description of the annual prioritization process, and projected funding on an annual, cumulative and project basis; and

WHEREAS, the Authority has submitted its proposed Plan to the Local Advisory Council seeking its review, approval, and recommended adoption by the Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority's proposed Plan and believes it is in the best interest of the Authority and all constituents to approve the Five-Year Capital Budget Plan and to forward it to the Board of Trustees with a recommendation for approval.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority

1. That the Local Advisory Council hereby approves the proposed 2023-2027 Capital Plan, attached hereto as Exhibit A.

2. That the Local Advisory Council forwards the 2023-2027 Capital Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 2nd day of November 2022

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Julie Fullmer, Chair  
Local Advisory Council

ATTEST:

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Vice-Chair or Second Vice-Chair  
Local Advisory Council

Approved As To Form:

DocuSigned by:  
  
Mike Bell  
70E33A415BA44F6...  
Legal Counsel

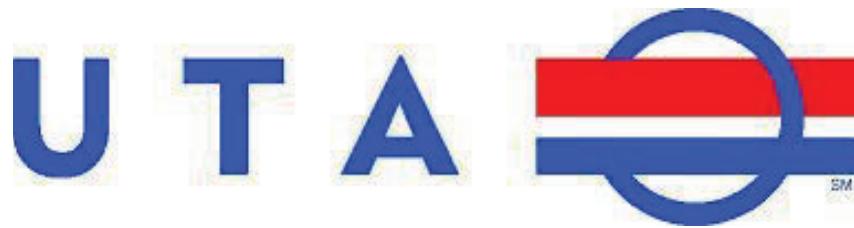
## Exhibit A

### 2023-2027 Capital Plan

**DRAFT**

# Utah Transit Authority Five-Year Capital Plan

2023-2027



## 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 also helps 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 funding 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 improvement
- Real Estate Acquisition or Leasing
- Vehicles
- HVAC/Reroofing Projects
- Telecommunication and Information Technology systems (hardware and/or 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

New project requests are submitted annually and prioritized by management for funding consideration. The proposed project should meet a specific objective such as a mobility need, state of good repair or infrastructure need or requirement, and 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 then prioritized by management. Prioritization considerations encompass UTA's Operating Priorities including:

- Service
  - Leveraging grants and other partner funds
  - Contributing to system improvements
- Stewardship
  - Maintaining a State of Good Repair
  - Assuring a safe system
- People
  - Benefits to UTA patrons
  - Benefits to UTA employees

Projects with a lower priority may be reduced in scope or moved to subsequent years as necessary. Once prioritized, the draft 5-year plan is submitted to the Executive Team for review. Requests are trimmed as needed to meet the anticipated 5-year budget resources, which is based on committed or reasonably foreseeable funding sources.

## 3 Proposed Capital Plan

### Overview

UTA's capital plan is focused on delivery of projects. A key consideration in developing funding allocations is the agency's project delivery capacity after considering available resources.

As part of the 2023-2027 Five Year Capital Plan, projects have been classified into an "Active" or "Proposed" status. "Active" projects are projects UTA is actively pursuing and has allocated funding. "Proposed" projects are projects that have been identified but do not have all the resources necessary to deliver the project. Resources include:

- Funding
- Detailed Project Scope
- Comprehensive budget estimates
- High-level project delivery schedule
- Adequate personnel to deliver project

As those resources become available and the agency wishes to advance a project to the active classification, the Project Manager or Director/Regional General Manager will coordinate with those individuals responsible for getting a project added to the capital budget and prepare the necessary material for the Board to consider approving the request to advance the project(s). This would typically occur during the annual budget development process but could be advanced after consultation with the Local Advisory Council and Board approval.

The 2023-2027 capital requests have been compiled and prioritized. Tables showing the proposed capital budget by year are presented below in year of expenditure dollars, as well as overall 5-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 5-year budget, anticipated grant and local partner funds, and the required UTA funds for each project.

The proposed capital plan for 2023 will be incorporated into UTA's proposed 2023 annual budget. Any new, unforeseen items that come up during the year will be considered for annual budget adjustments or amendments as needed.

In the following tables, any discrepancy between the proposed budget and source funds is currently being pursued through the grant applications or partner discussions.

## Proposed 2023 Capital Budget Summary

Project Categories	2023 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	4,821,000	3,714,000	1,059,000	48,000
Capital Construction	30,899,000	22,320,000	3,117,000	5,462,000
Capital Development	86,863,000	24,594,000	21,410,000	40,859,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	7,021,000	-	-	7,021,000
Information Technology	17,690,000	-	-	17,690,000
Infrastructure SGR Projects	51,309,000	37,081,000	200,000	14,028,000
Planning	4,127,000	1,514,000	169,000	2,444,000
Property/TOC	8,627,000	-	935,000	7,692,000
Revenue/Service Vehicles	90,749,000	26,706,000	3,957,000	60,086,000
Safety and Security	5,420,000	-	-	5,420,000
Unfunded- Grants	5,771,000	-	-	-
Unfunded- Other Sources	500,000	-	-	-
<b>Grand Total</b>	<b>318,797,000</b>	<b>115,929,000</b>	<b>30,847,000</b>	<b>165,750,000</b>

\*UTA 2023 funds include: approximately \$41,755,000 in leasing

## Proposed 2024 Capital Budget Summary

Project Categories	2024 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	220,000	-	-	220,000
Capital Construction	2,050,000	-	-	2,050,000
Capital Development	87,191,000	32,259,000	27,462,000	27,470,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	16,117,000	-	-	16,117,000
Information Technology	25,483,000	-	-	25,483,000
Infrastructure SGR Projects	40,623,000	22,613,000	-	18,010,000
Planning	1,935,000	-	-	1,935,000
Property/TOC	2,634,000	-	690,000	1,944,000
Revenue/Service Vehicles	75,660,000	7,452,000	100,000	68,108,000
Safety and Security	2,823,000	21,000	-	2,802,000
Unfunded- Grants	17,983,000	-	-	-
Unfunded- Other Sources	750,000	-	-	-
<b>Grand Total</b>	<b>278,469,000</b>	<b>62,345,000</b>	<b>28,252,000</b>	<b>169,139,000</b>

\*UTA 2024 funds include: approximately \$52,201,000 in leasing

## Proposed 2025 Capital Budget Summary

Project Categories	2025 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	-	-	-	-
Capital Construction	1,000,000	-	-	1,000,000
Capital Development	73,199,000	34,531,000	15,625,000	23,043,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	6,245,000	-	-	6,245,000
Information Technology	15,036,000	-	-	15,036,000
Infrastructure SGR Projects	35,095,000	18,003,000	-	17,092,000
Planning	1,800,000	-	-	1,800,000
Property/TOC	1,184,000	-	330,000	854,000
Revenue/Service Vehicles	70,685,000	200,000	100,000	70,385,000
Safety and Security	2,817,000	-	-	2,817,000
Unfunded- Grants	54,497,000	-	-	-
Unfunded- Other Sources	3,750,000	-	-	-
<b>Grand Total</b>	<b>270,308,000</b>	<b>52,734,000</b>	<b>16,055,000</b>	<b>143,272,000</b>

\*UTA 2025 funds include: approximately \$47,826,000 in leasing

## Proposed 2026 Capital Budget Summary

Project Categories	2026 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	-	-	-	-
Capital Construction	500,000	-	-	500,000
Capital Development	15,706,000	-	1,300,000	14,406,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	3,527,000	-	-	3,527,000
Information Technology	8,764,000	-	-	8,764,000
Infrastructure SGR Projects	28,063,000	15,623,000	-	12,440,000
Planning	1,800,000	-	-	1,800,000
Property/TOC	791,000	-	-	791,000
Revenue/Service Vehicles	89,414,000	2,407,000	100,000	86,907,000
Safety and Security	2,793,000	-	-	2,793,000
Unfunded- Grants	44,195,000	-	-	-
Unfunded- Other Sources	16,250,000	-	-	-
<b>Grand Total</b>	<b>216,803,000</b>	<b>18,030,000</b>	<b>1,400,000</b>	<b>136,928,000</b>

\*UTA 2026 funds include: approximately \$56,744,000 in leasing

## Proposed 2027 Capital Budget Summary

Project Categories	2027 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	-	-	-	-
Capital Construction	-	-	-	-
Capital Development	14,375,000	-	1,100,000	13,275,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	3,823,000	-	-	3,823,000
Information Technology	2,023,000	-	-	2,023,000
Infrastructure SGR Projects	25,672,000	18,000,000	-	7,672,000
Planning	1,800,000	-	-	1,800,000
Property/TOC	63,000	-	-	63,000
Revenue/Service Vehicles	82,528,000	2,000	12,000	82,514,000
Safety and Security	2,912,000	-	-	2,912,000
Unfunded- Grants	67,807,000	-	-	-
Unfunded- Other Sources	33,750,000	-	-	-
<b>Grand Total</b>	<b>239,753,000</b>	<b>18,002,000</b>	<b>1,112,000</b>	<b>119,082,000</b>

\*UTA 2027 funds include: approximately \$32,916,000 in leasing

## Proposed 5-Year Capital Plan Summary by Project Category

Project Categories	Proposed 5- Year Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	5,041,000	3,714,000	1,059,000	268,000
Capital Construction	34,449,000	22,320,000	3,117,000	9,012,000
Capital Development	277,334,000	91,384,000	66,897,000	119,053,000
Contingency	25,000,000	-	-	25,000,000
Facilities- SGR	36,733,000	-	-	36,733,000
Information Technology	68,996,000	-	-	68,996,000
Infrastructure SGR Projects	180,762,000	111,320,000	200,000	69,242,000
Planning	11,462,000	1,514,000	169,000	9,779,000
Property/TOC	13,299,000	-	1,955,000	11,344,000
Revenue/Service Vehicles	409,036,000	36,767,000	4,269,000	368,000,000
Safety and Security	16,765,000	21,000	-	16,744,000
Unfunded- Grants	190,253,000	-	-	-
Unfunded- Other Sources	55,000,000	-	-	-
<b>Grand Total</b>	<b>1,324,130,000</b>	<b>267,040,000</b>	<b>77,666,000</b>	<b>734,171,000</b>

\*UTA 5-year funds include: approximately \$231,442,000 in leasing

The unfunded amount of \$245.3 million is being pursued.

## Proposed 5-Year Capital Plan Summary by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2023	318,797,000	115,929,000	30,847,000	165,750,000
2024	278,469,000	62,345,000	28,252,000	169,139,000
2025	270,308,000	52,734,000	16,055,000	143,272,000
2026	216,803,000	18,030,000	1,400,000	136,928,000
2027	239,753,000	18,002,000	1,112,000	119,082,000
<b>Total</b>	<b>1,324,130,000</b>	<b>267,040,000</b>	<b>77,666,000</b>	<b>734,171,000</b>

\*UTA funds include: approximately \$234,442,000 in leasing.

## 4 Five-Year 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 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 year 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 5-year capital plan will authorize the Agency to enter into contracts for those projects that are multi-year in nature.

This 5-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 Project Requests

A number of the projects in the 5-year plan assume that significant local, state, and/or federal funds may become available. If those funds do not materialize, the project would need to be delayed until such time as additional funding could be secured. These projects include:

- SL-Central Headquarters: Significant Local Partner contributions anticipated
- SD100/160 Light Rail Vehicle Replacement: Significant Federal and Local Partner contributions being pursued

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. UDOT and UTA have been working together to keep the FrontRunner double tracking and Point of the Mountain projects on schedule while determining how best to leverage the strengths of each agency in delivering these regionally significant projects.

The details of the UTA 2023 through 2027 Five-year Capital Plan are presented in the attached tables.

**Attachment A**  
**UTA 5-Year Capital Plan - Project Detail**  
**2023 through 2027**

## 2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
5310 Projects	4,821,000	220,000	-	-	-	4,773,000	268,000	5,041,000
CDA006- CDA006- 5310 Admin Funds	-	-	-	-	-	-	-	-
IC1181- Mobility Management	-	-	-	-	-	-	-	-
IC1213- E Voucher Phase 2	30,000	220,000	-	-	-	-	250,000	250,000
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- MSP179- 20-1715 - 5310 Prgrm-OGD/LAY	24,000	-	-	-	-	24,000	-	24,000
MSP180- MSP180-20-1716 - 5310 Prgrm-PRO/OREM	64,000	-	-	-	-	64,000	-	64,000
MSP181- MSP181-20-1717-5310 Prgrm-SLC/WV	144,000	-	-	-	-	144,000	-	144,000
MSP220- MSP220- MSP220-5310 (20-1901 Grant - SLC/WV 5310)	280,000	-	-	-	-	280,000	-	280,000
MSP221- MSP221- MSP221-5310 (20-1902 Grant Ogden/Layton 5310)	137,000	-	-	-	-	137,000	-	137,000
MSP222- MSP222- MSP222-5310 (20-903 Grant - Provo/Orem 5310)	215,000	-	-	-	-	215,000	-	215,000
MSP249- MSP249- FY19/20 - 5310 Funds - SL/WV	477,000	-	-	-	-	477,000	-	477,000
MSP250- MSP250- FY19/20 - 5310 Funds - O/L	240,000	-	-	-	-	240,000	-	240,000
MSP251- MSP251- FY19/20 - 5310 Funds - P/O	175,000	-	-	-	-	175,000	-	175,000
NP007- ARPA 5310	249,000	-	-	-	-	249,000	-	249,000
NP008- FFY 2022 5310 SL/WV	246,000	-	-	-	-	246,000	-	246,000
NP009- FFY 2022 5310 O/L	137,000	-	-	-	-	137,000	-	137,000
NP010- FFY 2022 5310 P/O	94,000	-	-	-	-	94,000	-	94,000
NP011- Voucher Project	-	-	-	-	-	-	-	-
NP012- FFY 2021 5310 O/L	-	-	-	-	-	-	-	-
NP013- FFY 2021 5310 SL/WV	-	-	-	-	-	-	-	-
NP014- FFY 2021 5310 P/O	-	-	-	-	-	-	-	-
NP015- Promotion of United Way 211	14,000	-	-	-	-	-	14,000	14,000
NP017- Rail Safety Campaign	4,000	-	-	-	-	-	4,000	4,000
NP020- CRRSAA 5310	249,000	-	-	-	-	249,000	-	249,000
NP021-FFY 19/20 5310 Capital Funds SL/WV	1,020,000	-	-	-	-	1,020,000	-	1,020,000
NP022-FFY 19/20 5310 Capital Funds O/L	628,000	-	-	-	-	628,000	-	628,000
NP023-FFY 19/20 5310 Capital Funds P/O	394,000	-	-	-	-	394,000	-	394,000
Capital Construction	30,899,000	2,050,000	1,000,000	500,000	-	25,437,000	9,012,000	34,449,000
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	12,001,000	-	-	-	-	11,812,000	189,000	12,001,000
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	14,785,000	-	-	-	-	13,625,000	1,160,000	14,785,000
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	2,050,000	1,000,000	500,000	-	-	5,600,000	5,600,000
MSP272- Trax Operational Simulator	1,563,000	-	-	-	-	-	1,563,000	1,563,000
NP029- Frontrunner Platform Modification	500,000	-	-	-	-	-	500,000	500,000
Capital Development	86,863,000	87,191,000	73,199,000	15,706,000	14,375,000	158,281,000	119,053,000	277,334,000
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000	-	-	-	-	-	36,000	36,000
MSP140- Box Elder County Corridor Preservation	2,075,000	1,575,000	1,575,000	1,575,000	1,575,000	-	8,375,000	8,375,000

## 2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
MSP156- Prop 1 Passenger Imp. Davis County	113,000	-	-	-	-	-	-	113,000
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	2,824,000	-	-	-	-	2,824,000	-	2,824,000
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	1,700,000	428,000	2,698,000	1,131,000	-	1,500,000	4,457,000	5,957,000
MSP205- TIGER Program of Projects	10,460,000	2,809,000	-	-	-	7,568,000	5,701,000	13,269,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,101,000	1,001,000	-	-	-	1,976,000	126,000	2,102,000
MSP208- Clearfield FR Station Trail	1,501,000	-	-	-	-	1,451,000	50,000	1,501,000
MSP215- Sharp/Tintic	110,000	395,000	-	-	-	-	505,000	505,000
MSP216- Point of the Mountain Transit	3,000,000	500,000	500,000	500,000	500,000	5,000,000	-	5,000,000
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	1,478,000	-	-	-	-	-	1,478,000	1,478,000
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	360,000	360,000	500,000	500,000	500,000	-	2,220,000	2,220,000
MSP252- FrontRunner Forward	3,880,000	500,000	500,000	800,000	600,000	6,280,000	-	6,280,000
MSP253- Mid-Valley Connector	15,001,000	45,103,000	43,976,000	-	-	104,080,000	-	104,080,000
MSP254- TechLink Corridor	1,200,000	1,200,000	-	-	-	1,200,000	1,200,000	2,400,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	3,090,000	5,900,000	2,200,000	-	-	-	11,190,000	11,190,000
MSP259- S-Line Extension	1,870,000	6,700,000	3,080,000	-	-	11,650,000	-	11,650,000
MSP260- Westside Express (5600 West)	1,000,000	-	-	-	-	500,000	500,000	1,000,000
MSP264- South Valley Transit	3,830,000	2,000,000	2,620,000	-	-	5,830,000	2,620,000	8,450,000
MSP265- Program Management Support	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	-	16,500,000	16,500,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	1,540,000	800,000	1,800,000	-	-	-	4,140,000	4,140,000
MSP268- Optical Detection Next Steps	109,000	-	-	-	-	35,000	74,000	109,000
MSP269- Warm Springs Sewer Line Relocation	1,496,000	-	-	-	-	-	1,496,000	1,496,000
MSP273- Public Partnership Projects	10,000,000	-	-	-	-	-	10,000,000	10,000,000
MSP274- Historic Utah Southern Rail Trail	14,000	-	-	-	-	-	14,000	14,000
NP066- Utah County Park & Ride Lots	230,000	2,220,000	2,550,000	-	-	4,200,000	800,000	5,000,000
NP067- 900 East UVX Station	4,300,000	-	-	-	-	4,000,000	300,000	4,300,000
NP069- Sustainability Project Pool	200,000	200,000	200,000	200,000	200,000	-	1,000,000	1,000,000
NP073- Historic Orchard Pathway (Box Elder County)	206,000	-	-	-	-	187,000	19,000	206,000
NP074- Orange Street Microtransit Vehicle Electric Chargers for micro t	414,000	-	-	-	-	-	414,000	414,000
NP078- CareAtLocation Build Out	35,000	-	-	-	-	-	35,000	35,000
NP083- Sheperd Lane Embankment	300,000	3,700,000	-	-	-	-	4,000,000	4,000,000
NP086- HB433 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	3,090,000	1,000,000	1,100,000	1,100,000	1,100,000	-	7,390,000	7,390,000
SGR408- Route End of Line (EOL) Enhancements	1,000,000	1,500,000	500,000	500,000	500,000	-	4,000,000	4,000,000
SGR409- System Restrooms	1,000,000	1,000,000	1,100,000	1,100,000	1,100,000	-	5,300,000	5,300,000
Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
MSP999- Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
Facilities- SGR	7,021,000	16,117,000	6,245,000	3,527,000	3,823,000	-	36,733,000	36,733,000
FMA559- Office Equipment Reserve	100,000	100,000	100,000	100,000	-	-	400,000	400,000

## 2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
FMA652- Facilities, Equipment Managed Reserve	571,000	500,000	1,000,000	500,000	750,000	-	3,321,000	3,321,000
FMA653- Facilities Rehab and Replacement	1,780,000	1,500,000	2,000,000	1,000,000	1,000,000	-	7,280,000	7,280,000
FMA672- Park and Ride Rehab/Replacement	500,000	750,000	1,000,000	500,000	500,000	-	3,250,000	3,250,000
FMA673- Stations and Platforms Rehab/Replace	560,000	250,000	250,000	500,000	250,000	-	1,810,000	1,810,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,170,000	900,000	900,000	900,000	1,200,000	-	5,070,000	5,070,000
NP036- Wheel Truing Machine JRSC	-	4,000,000	-	-	-	-	4,000,000	4,000,000
NP048- Warehouse Equipment Managed Reserve	375,000	117,000	95,000	27,000	123,000	-	737,000	737,000
SGR390- Jordan River Bldg 2 Remodel	1,965,000	8,000,000	900,000	-	-	-	10,865,000	10,865,000
<b>Information Technology</b>	<b>17,690,000</b>	<b>25,483,000</b>	<b>15,036,000</b>	<b>8,764,000</b>	<b>2,023,000</b>	<b>-</b>	<b>68,996,000</b>	<b>68,996,000</b>
IC1001- Passenger Information Signage	3,202,000	350,000	-	-	-	-	3,552,000	3,552,000
IC1005- EFC – Rehab & Replacement	225,000	150,000	-	-	-	-	375,000	375,000
IC1146- FrontRunner WIFI Enhancements	712,000	100,000	50,000	50,000	50,000	-	962,000	962,000
IC1173- JDE System Enhancements	50,000	50,000	50,000	50,000	50,000	-	250,000	250,000
IC1179- Network Infrastructure Equipment & Software	242,000	271,000	313,000	279,000	150,000	-	1,255,000	1,255,000
IC1183- Legal SW	-	-	-	-	-	-	-	-
IC1186- In House Application Development	283,000	200,000	200,000	200,000	200,000	-	1,083,000	1,083,000
IC1191- IT Managed Reserves	446,000	400,000	400,000	400,000	400,000	-	2,046,000	2,046,000
IC1197- Bus Communications On-Board Technology	102,000	100,000	100,000	200,000	200,000	-	702,000	702,000
IC1198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	410,000	283,000	260,000	475,000	250,000	-	1,678,000	1,678,000
IC1199- Rail Communication Onboard Tech	197,000	100,000	100,000	100,000	100,000	-	597,000	597,000
IC1201- Server, Storage Infrastructure Equipment & Software	1,681,000	269,000	286,000	173,000	173,000	-	2,582,000	2,582,000
IC1202- Radio Comm Infrastructure	174,000	100,000	100,000	100,000	100,000	-	574,000	574,000
IC1211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
IC1214- Init APC Upgrade	486,000	243,000	243,000	-	-	-	972,000	972,000
IC1216- SSBU Mobility Eligibility Center Trapeze Software	170,000	-	-	-	-	-	170,000	170,000
IC1217- Transit Management System	950,000	-	-	-	-	-	950,000	950,000
IC1222- Fares Systems Replacement Program	5,500,000	13,867,000	11,434,000	6,587,000	200,000	-	37,588,000	37,588,000
IC1223- ERP Analysis	300,000	-	-	-	-	-	300,000	300,000
IC1224- JDE 9.2. Application Upgrade - UNX	-	-	-	-	-	-	-	-
IC1225- SharePoint Cloud Migration	60,000	-	-	-	-	-	60,000	60,000
IC1226- New Radio Communication System	2,000,000	8,000,000	500,000	150,000	150,000	-	10,800,000	10,800,000
NP077- CPO New HRIS system application upgrade	500,000	1,000,000	1,000,000	-	-	-	2,500,000	2,500,000
<b>Infrastructure SGR Projects</b>	<b>51,305,000</b>	<b>40,623,000</b>	<b>35,095,000</b>	<b>28,063,000</b>	<b>25,672,000</b>	<b>111,520,000</b>	<b>69,242,000</b>	<b>180,762,000</b>
MSP189- Signal Pre-emption Projects w/UDOT	200,000	-	-	-	-	200,000	-	200,000
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	567,000	534,000	603,000	610,000	630,000	-	2,944,000	2,944,000
SGR359- Bridge Rehabilitation & Maintenance	625,000	472,000	400,000	320,000	400,000	-	2,217,000	2,217,000
SGR370- Light Rail Red Signal Enforcement	3,315,000	3,500,000	3,000,000	2,500,000	-	-	12,315,000	12,315,000
SGR385- Rail Rehab and Replacement	14,650,000	3,500,000	4,000,000	4,000,000	4,000,000	18,920,000	11,230,000	30,150,000
SGR393- Grade Crossing Rehab/Replacement	2,750,000	3,000,000	3,000,000	3,000,000	3,000,000	6,607,000	8,143,000	14,750,000
SGR397- Traction Power Rehab/Replacement	15,332,000	15,332,000	6,152,000	800,000	-	29,451,000	8,165,000	37,616,000
SGR398- OCS Rehab/Replace	2,000,000	2,035,000	8,000,000	6,000,000	6,000,000	19,228,000	4,807,000	24,035,000
SGR401- Ballast and Tie Rehab/Replacement	250,000	350,000	400,000	400,000	400,000	-	1,800,000	1,800,000
SGR403- Train Control Rehab/Replacement	4,400,000	8,600,000	6,000,000	7,543,000	7,492,000	22,616,000	11,419,000	34,035,000

## 2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
SGR404- Rail Switches/Trackwork Controls	2,820,000	1,300,000	2,000,000	2,250,000	3,000,000	8,496,000	2,874,000	11,370,000
SGR410- Fiber Rehab/Replacement	4,400,000	2,000,000	1,540,000	640,000	750,000	6,002,000	3,328,000	9,330,000
Planning	4,127,000	1,935,000	1,800,000	1,800,000	1,800,000	1,683,000	9,779,000	11,462,000
IC1185- WFRC Grant for Passenger Info improvements (Real Time Bus S)	412,000	-	-	-	-	336,000	76,000	412,000
IC1221- Customer Relations Software Replacement	270,000	135,000	-	-	-	-	405,000	405,000
MSP198- Wayfinding Plan	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	-	7,500,000	7,500,000
NP061- Route Planning Restoration using Equity Index	300,000	-	-	-	-	300,000	-	300,000
NP062- Bus Network Optimization Program (BNOP)	100,000	-	-	-	-	-	100,000	100,000
NP080- AOPPP: Paratransit Forward Study	385,000	-	-	-	-	385,000	-	385,000
NP085- Planning Studies Managed Reserve	300,000	300,000	300,000	300,000	300,000	-	1,500,000	1,500,000
REV234- Tooele County Microtransit & Vehicle Electrification	860,000	-	-	-	-	662,000	198,000	860,000
Property/TOC	8,627,000	2,634,000	1,184,000	791,000	63,000	1,955,000	11,344,000	13,299,000
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	40,000	40,000	40,000	-	-	160,000	160,000
MSP262- SLCentral HQ Office	1,780,000	1,000,000	-	-	-	-	2,780,000	2,780,000
MSP263- TOD Working Capital	688,000	688,000	688,000	688,000	-	-	2,752,000	2,752,000
MSP275- Station Area Planning	1,119,000	906,000	456,000	63,000	63,000	1,955,000	652,000	2,607,000
NP055- ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	5,000,000	5,000,000
Revenue/Service Vehicles	90,749,000	75,660,000	70,685,000	89,414,000	82,528,000	41,036,000	368,000,000	409,036,000
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	113,000	661,000	1,269,000	580,000	22,000	654,000	1,991,000	2,645,000
NP032- SD100/SD160 Light Rail Vehicle Replacement	500,000	750,000	3,750,000	16,250,000	33,750,000	-	55,000,000	55,000,000
REV205- Replacement Non-Revenue Support Vehicles	1,148,000	500,000	500,000	750,000	750,000	-	3,648,000	3,648,000
REV209- Paratransit Replacements	3,328,000	3,328,000	2,883,000	3,435,000	3,546,000	-	16,520,000	16,520,000
REV211- Replacement Buses	31,452,000	38,787,000	42,816,000	50,891,000	26,910,000	-	190,856,000	190,856,000
REV212- Park City Lo/No Grant	4,543,000	-	-	-	-	4,222,000	321,000	4,543,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,100,000	3,000,000	3,000,000	3,000,000	3,000,000	-	14,100,000	14,100,000
REV232- Van Pool Van Replacements	1,923,000	1,676,000	1,717,000	1,758,000	1,800,000	-	8,874,000	8,874,000
REV233- Commuter Rail Vehicle Procurement - Used	4,000,000	8,000,000	-	-	-	-	12,000,000	12,000,000
REV236- VW Battery Buses	22,030,000	-	-	-	-	15,508,000	6,522,000	22,030,000
REV237- GPS Telemetrics System	380,000	-	-	-	-	-	380,000	380,000
SGR040- Light Rail Vehicle Rehab	13,610,000	12,662,000	10,000,000	9,000,000	9,000,000	20,652,000	33,620,000	54,272,000
SGR353- Commuter Rail Engine Overhaul	3,035,000	2,395,000	1,000,000	-	-	-	6,430,000	6,430,000
SGR386- Repair Damaged LRV	1,422,000	1,901,000	-	-	-	-	3,323,000	3,323,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	1,165,000	2,000,000	3,750,000	3,750,000	3,750,000	-	14,415,000	14,415,000
Safety and Security	5,420,000	2,823,000	2,817,000	2,793,000	2,912,000	21,000	16,744,000	16,765,000
FMA516- Corridor Fencing	50,000	55,000	61,000	67,000	74,000	-	307,000	307,000
FMA543- Police Fleet Vehicles	51,000	53,000	55,000	57,000	59,000	-	275,000	275,000
FMA557- Bus Safety and Security	30,000	33,000	37,000	41,000	45,000	-	186,000	186,000
FMA604- Safety General Projects	100,000	110,000	121,000	133,000	146,000	-	610,000	610,000
FMA645- Camera Sustainability	670,000	682,000	696,000	710,000	726,000	-	3,484,000	3,484,000
FMA656- Facility Security	50,000	50,000	50,000	-	74,000	-	224,000	224,000
FMA658- Bus Replacement Camera System	2,145,000	621,000	621,000	621,000	621,000	-	4,629,000	4,629,000
FMA659- Emergency Operations Training	15,000	-	15,000	-	-	-	30,000	30,000

## 2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
FMA676- Security General Projects	120,000	22,000	24,000	27,000	30,000	-	223,000	223,000
FMA680- Suicide Prevention Research Project	40,000	30,000	-	-	-	21,000	49,000	70,000
FMA681- Arc Flash Analysis	705,000	-	-	-	-	-	705,000	705,000
IC1140- Next Crossing Cameras	40,000	70,000	40,000	40,000	40,000	-	230,000	230,000
NP079- Red/Blue/Green/Frontrunner Camera Systems	1,104,000	947,000	947,000	947,000	947,000	-	4,892,000	4,892,000
NP084- Police Managed Reserve	300,000	150,000	150,000	150,000	150,000	-	900,000	900,000
<b>Unfunded- Grants</b>	<b>5,771,000</b>	<b>17,983,000</b>	<b>54,497,000</b>	<b>44,195,000</b>	<b>67,807,000</b>	<b>190,253,000</b>	<b>-</b>	<b>190,253,000</b>
CDA006- CDA006- 5310 Admin Funds	307,000	307,000	307,000	307,000	307,000	1,535,000	-	1,535,000
IC1213- E Voucher Phase 2	385,000	154,000	-	-	-	539,000	-	539,000
MSP202- Davis-SLC Community Connector	-	5,436,000	32,868,000	11,388,000	-	49,692,000	-	49,692,000
MSP254- TechLink Corridor	-	-	5,000,000	-	-	5,000,000	-	5,000,000
MSP260- Westside Express (5600 West)	-	-	9,086,000	7,322,000	-	16,408,000	-	16,408,000
MSP267- New Maintenance Training Facility	760,000	1,500,000	1,500,000	-	-	3,760,000	-	3,760,000
NP008- FFY 2022 5310 SL/WV	985,000	-	-	-	-	985,000	-	985,000
NP009- FFY 2022 5310 O/L	549,000	-	-	-	-	549,000	-	549,000
NP010- FFY 2022 5310 P/O	380,000	-	-	-	-	380,000	-	380,000
NP011- Voucher Project	10,000	-	-	-	-	10,000	-	10,000
NP012- FFY 2021 5310 O/L	383,000	-	-	-	-	383,000	-	383,000
NP013- FFY 2021 5310 SL/WV	677,000	-	-	-	-	677,000	-	677,000
NP014- FFY 2021 5310 P/O	260,000	-	-	-	-	260,000	-	260,000
NP015- Promotion of United Way 211	58,000	-	-	-	-	58,000	-	58,000
NP017- Rail Safety Campaign	17,000	-	-	-	-	17,000	-	17,000
NP032- SD100/SD160 Light Rail Vehicle Replacement	1,000,000	1,500,000	7,500,000	32,500,000	67,500,000	110,000,000	-	110,000,000
<b>Unfunded- Other Sources</b>	<b>500,000</b>	<b>750,000</b>	<b>3,750,000</b>	<b>16,250,000</b>	<b>33,750,000</b>	<b>-</b>	<b>55,000,000</b>	<b>55,000,000</b>
NP032- SD100/SD160 Light Rail Vehicle Replacement	500,000	750,000	3,750,000	16,250,000	33,750,000	-	55,000,000	55,000,000
<b>Grand Total</b>	<b>318,797,000</b>	<b>278,469,000</b>	<b>270,308,000</b>	<b>216,803,000</b>	<b>239,753,000</b>	<b>534,959,000</b>	<b>789,171,000</b>	<b>1,324,130,000</b>

## 2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total Budget	2023-2027 Total		2023-2027 Total		2023-2027 Total		2023-2027 Total		2023-2027 Total	
		Budget- Grants	Unfunded	Budget- Other State/Local	Budget- Lease	Budget- State	Budget- Local Partner	Budget- UTA Local	Budget- Local Partner	Budget- UTA Local	
5310 Projects	5,041,000	3,714,000	-	-	-	-	-	-	1,059,000	268,000	
CDA006- CDA006- 5310 Admin Funds	-	-	-	-	-	-	-	-	-	-	
IC1183- Mobility Management	-	-	-	-	-	-	-	-	-	-	
IC1213- E Voucher Phase 2	250,000	-	-	-	-	-	-	-	-	250,000	
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-	-	-	
MSP179- MSP179- 20-1715 - 5310 Prgrm-OGGD/LAY	24,000	19,000	-	-	-	-	-	-	5,000	-	
MSP180- MSP180-20-1716 - 5310 Prgrm-PRO/OREM	64,000	51,000	-	-	-	-	-	-	13,000	-	
MSP181- MSP181-20-1717-5310 Prgrm-SLC/WV	144,000	115,000	-	-	-	-	-	-	29,000	-	
MSP120- MSP220- MSP220-5310 (20-1901 Grant -SLC/WV 5310)	280,000	224,000	-	-	-	-	-	-	56,000	-	
MSP221- MSP221- MSP221-5310 (20-1902 Grant Ogden/Layton 5310)	137,000	109,000	-	-	-	-	-	-	28,000	-	
MSP222- MSP222- MSP222-5310 (20-90 Grant - Provo/Orem 5310)	215,000	172,000	-	-	-	-	-	-	43,000	-	
MSP249- MSP249- FY19/20 - 5310 Funds - SL/WV	477,000	477,000	-	-	-	-	-	-	-	-	
MSP250- MSP250- FY19/20 - 5310 Funds - O/L	240,000	240,000	-	-	-	-	-	-	-	-	
MSP251- MSP251- FY19/20 - 5310 Funds - P/O	175,000	175,000	-	-	-	-	-	-	-	-	
NP007- ARPA 5310	249,000	249,000	-	-	-	-	-	-	-	-	
NP008- FFY 2022 5310 SL/WV	246,000	-	-	-	-	-	-	-	246,000	-	
NP009- FFY 2022 5310 O/L	137,000	-	-	-	-	-	-	-	137,000	-	
NP010- FFY 2022 5310 P/O	94,000	-	-	-	-	-	-	-	94,000	-	
NP011- Voucher Project	-	-	-	-	-	-	-	-	-	-	
NP012- FFY 2021 5310 O/L	-	-	-	-	-	-	-	-	-	-	
NP013- FFY 2021 5310 SL/WV	-	-	-	-	-	-	-	-	-	-	
NP014- FFY 2021 5310 P/O	-	-	-	-	-	-	-	-	-	-	
NP015- Promotion of United Way 211	14,000	-	-	-	-	-	-	-	-	14,000	
NP017- Rail Safety Campaign	4,000	-	-	-	-	-	-	-	-	4,000	
NP020- CRRSAA 5310	249,000	249,000	-	-	-	-	-	-	-	-	
NP021-FFY 19/20 5310 Capital Funds SL/WV	1,020,000	816,000	-	-	-	-	-	-	204,000	-	
NP022-FFY 19/20 5310 Capital Funds O/L	628,000	503,000	-	-	-	-	-	-	125,000	-	
NP023-FFY 19/20 5310 Capital Funds P/O	394,000	315,000	-	-	-	-	-	-	79,000	-	
Capital Construction	34,449,000	22,320,000	-	-	-	-	-	3,117,000	-	9,012,000	
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-	-	-	
MSP102- Depot District	12,001,000	8,695,000	-	-	-	-	-	3,117,000	-	189,000	
MSP122- Positive Train Control	-	-	-	-	-	-	-	-	-	-	
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-	-	-	
MSP185- Ogden/Weber State University BRT	14,785,000	13,625,000	-	-	-	-	-	-	-	1,160,000	
MSP194- 650 South Station	-	-	-	-	-	-	-	-	-	-	
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-	-	-	
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-	-	-	
MSP271- MOW Training Yard	5,600,000	-	-	-	-	-	-	-	-	5,600,000	
MSP272- Trax Operational Simulator	1,563,000	-	-	-	-	-	-	-	-	1,563,000	
NP029- Frontrunner Platform Modification	500,000	-	-	-	-	-	-	-	-	500,000	
Capital Development	277,334,000	91,384,000	-	-	-	-	-	61,678,000	5,219,000	119,053,000	
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-	-	-	
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-	-	-	
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000	-	-	-	-	-	-	-	-	36,000	
MSP140- Box Elder County Corridor Preservation	8,375,000	-	-	-	-	-	-	-	-	8,375,000	
MSP156- Prop 1 Passenger Imp. Davis County	113,000	-	-	-	-	-	-	-	-	113,000	
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-	-	-	
MSP193- Weber County Corridor Preservation	2,824,000	-	-	-	-	-	-	-	2,824,000	-	
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-	-	-	

### 2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total Budget	2023-2027 Total		2023-2027 Total Budget- Other State/Local	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
		Budget- Grants	Unfunded					
MSP202- Davis-5LC Community Connector	5,957,000	1,500,000	-	-	-	-	-	4,457,000
MSP205- TIGER Program of Projects	13,269,000	5,686,000	-	-	-	1,743,000	139,000	5,701,000
MSP207- 3300/3500 South MAX Exp/Optimization	2,102,000	1,976,000	-	-	-	-	-	126,000
MSP208- Clearfield FR Station Trail	1,501,000	1,451,000	-	-	-	-	-	50,000
MSP215- Sharp/Tintic	505,000	-	-	-	-	-	-	505,000
MSP216- Point of the Mountain Transit	5,000,000	2,000,000	-	-	-	3,000,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/Signage - SL County	1,478,000	-	-	-	-	-	-	1,478,000
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	2,220,000	-	-	-	-	-	-	2,220,000
MSP252- FrontRunner Forward	6,280,000	-	-	-	-	6,280,000	-	-
MSP253- Mid-Valley Connector	104,080,000	69,405,000	-	-	-	34,675,000	-	-
MSP254- TechLink Corridor	2,400,000	950,000	-	-	-	-	250,000	1,200,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	11,190,000	-	-	-	-	-	-	11,190,000
MSP259- S-Line Extension	11,650,000	-	-	-	-	11,650,000	-	-
MSP260- Westside Express (5600 West)	1,000,000	-	-	-	-	500,000	-	500,000
MSP264- South Valley Transit	8,450,000	-	-	-	-	3,830,000	2,000,000	2,620,000
MSP265- Program Management Support	16,500,000	-	-	-	-	-	-	16,500,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	4,140,000	-	-	-	-	-	-	4,140,000
MSP268- Optical Detection Next Steps	109,000	29,000	-	-	-	-	6,000	74,000
MSP269- Warm Springs Sewer Line Relocation	1,496,000	-	-	-	-	-	-	1,496,000
MSP273- Public Partnership Projects	10,000,000	-	-	-	-	-	-	10,000,000
MSP274- Historic Utah Southern Rail Trail	14,000	-	-	-	-	-	-	14,000
NP066- Utah County Park & Ride Lots	5,000,000	4,200,000	-	-	-	-	-	800,000
NP067- 900 East UVX Station	4,300,000	4,000,000	-	-	-	-	-	300,000
NP069- Sustainability Project Pool	1,000,000	-	-	-	-	-	-	1,000,000
NP073- Historic Orchard Pathway (Box Elder County)	206,000	187,000	-	-	-	-	-	19,000
NP074- Orange Street Microtransit Vehicle Electric Chargers for micro transit	414,000	-	-	-	-	-	-	414,000
NP078- CareATC Location Build Out	35,000	-	-	-	-	-	-	35,000
NP083- Shepard Lane Embankment	4,000,000	-	-	-	-	-	-	4,000,000
NP086- HB433 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	-	25,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	7,390,000	-	-	-	-	-	-	7,390,000
SGR408- Route End of Line (EOL) Enhancements	4,000,000	-	-	-	-	-	-	4,000,000
SGR409- System Restrooms	5,300,000	-	-	-	-	-	-	5,300,000
Contingency	25,000,000	-	-	-	-	-	-	25,000,000
MSP999- Capital Contingency	25,000,000	-	-	-	-	-	-	25,000,000
Facilities- SGR	36,733,000	-	-	-	-	-	-	36,733,000
FMA559- Office Equipment Reserve	400,000	-	-	-	-	-	-	400,000
FMA652- Facilities, Equipment Managed Reserve	3,321,000	-	-	-	-	-	-	3,321,000
FMA653- Facilities Rehab and Replacement	7,280,000	-	-	-	-	-	-	7,280,000
FMA672- Park and Ride Rehab/Replacement	3,250,000	-	-	-	-	-	-	3,250,000
FMA673- Stations and Platforms Rehab/Replace	1,810,000	-	-	-	-	-	-	1,810,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	5,070,000	-	-	-	-	-	-	5,070,000
NP036- Wheel Truing Machine JRC	4,000,000	-	-	-	-	-	-	4,000,000
NP048- Warehouse Equipment Managed Reserve	737,000	-	-	-	-	-	-	737,000

## 2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total Budget	2023-2027 Total Budget- Grants Unfunded	2023-2027 Total Budget- Other State/Local	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
SGR390- Jordan River Bldg 2 Remodel	10,865,000	-	-	-	-	-	10,865,000
<b>Information Technology</b>	<b>68,996,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>68,996,000</b>
IC1001- Passenger Information Signage	3,552,000	-	-	-	-	-	3,552,000
IC1005- EFC - Rehab & Replacement	375,000	-	-	-	-	-	375,000
IC1146- FrontRunner WiFi Enhancements	962,000	-	-	-	-	-	962,000
IC1173- JDE System Enhancements	250,000	-	-	-	-	-	250,000
IC1179- Network Infrastructure Equipment & Software	1,255,000	-	-	-	-	-	1,255,000
IC1183- Legal SW	-	-	-	-	-	-	-
IC1186- In House Application Development	1,083,000	-	-	-	-	-	1,083,000
IC1191- IT Managed Reserves	2,046,000	-	-	-	-	-	2,046,000
IC1197- Bus Communications On-Board Technology	702,000	-	-	-	-	-	702,000
IC1198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	1,678,000	-	-	-	-	-	1,678,000
IC1199- Rail Communication Onboard Tech	597,000	-	-	-	-	-	597,000
IC1201- Server, Storage Infrastructure Equipment & Software	2,582,000	-	-	-	-	-	2,582,000
IC1202- Radio Comm Infrastructure	574,000	-	-	-	-	-	574,000
IC1211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-
IC1214- Init APC Upgrade	972,000	-	-	-	-	-	972,000
IC1216- SSBU Mobility Eligibility Center Trapeze Software	170,000	-	-	-	-	-	170,000
IC1217- Transit Management System	950,000	-	-	-	-	-	950,000
IC1222- Fares Systems Replacement Program	37,588,000	-	-	-	-	-	37,588,000
IC1223- ERP Analysis	300,000	-	-	-	-	-	300,000
IC1224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-
IC1225- SharePoint Cloud Migration	60,000	-	-	-	-	-	60,000
IC1226- New Radio Communication System	10,800,000	-	-	-	-	-	10,800,000
NP077- CPO New HRIS system application upgrade	2,500,000	-	-	-	-	-	2,500,000
<b>Infrastructure SGR Projects</b>	<b>180,762,000</b>	<b>111,320,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>69,242,000</b>
MSP189- Signal Pre-emption Projects w/UDOT	200,000	-	-	-	-	200,000	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	2,944,000	-	-	-	-	-	2,944,000
SGR359- Bridge Rehabilitation & Maintenance	2,217,000	-	-	-	-	-	2,217,000
SGR370- Light Rail Red Signal Enforcement	12,315,000	-	-	-	-	-	12,315,000
SGR385- Rail Rehab and Replacement	30,150,000	18,920,000	-	-	-	-	11,230,000
SGR393- Grade Crossing Rehab/Replacement	14,750,000	6,607,000	-	-	-	-	8,143,000
SGR397- Traction Power Rehab/Replacement	37,616,000	29,451,000	-	-	-	-	8,165,000
SGR398- OCS Rehab/Replace	24,035,000	19,228,000	-	-	-	-	4,807,000
SGR401- Ballast and Tie Rehab/Replacement	1,800,000	-	-	-	-	-	1,800,000
SGR403- Train Control Rehab/Replacement	34,035,000	22,616,000	-	-	-	-	11,419,000
SGR404- Rail Switches/Trackwork Controls	11,370,000	8,496,000	-	-	-	-	2,874,000
SGR410- Fiber Rehab/Replacement	9,330,000	6,002,000	-	-	-	-	3,328,000
<b>Planning</b>	<b>11,462,000</b>	<b>1,514,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>169,000</b>	<b>9,779,000</b>
IC1185- WFRC Grant for Passenger Info Improvements (Real Time Bus Signage)	412,000	336,000	-	-	-	-	76,000
IC1221- Customer Relations Software Replacement	405,000	-	-	-	-	-	405,000
MSP198- Wayfinding Plan	7,500,000	-	-	-	-	-	7,500,000
NP061- Route Planning Restoration using Equity Index	300,000	300,000	-	-	-	-	-
NP062- Bus Network Optimization Program (BNOP)	100,000	-	-	-	-	-	100,000
NP080- AQPP: Paratransit Forward Study	385,000	385,000	-	-	-	-	-
NP085- Planning Studies Managed Reserve	1,500,000	-	-	-	-	-	1,500,000
REV234- Tooele County Microtransit & Vehicle Electrification	860,000	493,000	-	-	-	169,000	198,000
<b>Property/TOC</b>	<b>13,299,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,955,000</b>	<b>11,344,000</b>

## 2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total Budget	2023-2027 Total Budget- Grants		2023-2027 Total Budget- Other State/Local	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
		Budget- Grants	Unfunded					
MSP186- Sandy Parking Structure								
MSP261- Property Management - Capital Repairs	160,000	-	-	-	-	-	-	160,000
MSP262- SLCentral HQ Office	2,780,000	-	-	-	-	-	-	2,780,000
MSP263- TOD Working Capital	2,752,000	-	-	-	-	-	-	2,752,000
MSP275- Station Area Planning	2,607,000	-	-	-	-	-	-	1,955,000
NP055- ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	-	5,000,000
<b>Revenue/Service Vehicles</b>	<b>409,036,000</b>	<b>36,767,000</b>	<b>-</b>	<b>-</b>	<b>231,442,000</b>	<b>-</b>	<b>4,269,000</b>	<b>136,558,000</b>
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	2,645,000	317,000	-	-	-	-	337,000	1,991,000
NP032- SD100/SD160 Light Rail Vehicle Replacement	55,000,000	-	-	-	-	-	-	55,000,000
REV205- Replacement Non-Revenue Support Vehicles	3,648,000	-	-	-	3,648,000	-	-	-
REV209- Paratransit Replacements	16,520,000	-	-	-	16,520,000	-	-	-
REV211- Replacement Buses	190,856,000	-	-	-	190,400,000	-	-	456,000
REV212- Park City Lo/No Grant	4,543,000	2,790,000	-	-	-	-	1,432,000	321,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	14,100,000	-	-	-	-	-	-	14,100,000
REV232- Van Pool Van Replacements	8,874,000	-	-	-	8,874,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	12,000,000	-	-	-	12,000,000	-	-	-
REV236- VW Battery Buses	22,030,000	13,008,000	-	-	-	-	2,500,000	6,522,000
REV237- GPS Telemetrics System	380,000	-	-	-	-	-	-	380,000
SGR040- Light Rail Vehicle Rehab	54,272,000	20,652,000	-	-	-	-	-	33,620,000
SGR353- Commuter Rail Engine Overhaul	6,430,000	-	-	-	-	-	-	6,430,000
SGR386- Repair Damaged LRV	3,323,000	-	-	-	-	-	-	3,323,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	14,415,000	-	-	-	-	-	-	14,415,000
<b>Safety and Security</b>	<b>16,765,000</b>	<b>21,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16,744,000</b>
FMA516- Corridor Fencing	307,000	-	-	-	-	-	-	307,000
FMA543- Police Fleet Vehicles	275,000	-	-	-	-	-	-	275,000
FMA557- Bus Safety and Security	186,000	-	-	-	-	-	-	186,000
FMA604- Safety General Projects	610,000	-	-	-	-	-	-	610,000
FMA645- Camera Sustainability	3,484,000	-	-	-	-	-	-	3,484,000
FMA656- Facility Security	224,000	-	-	-	-	-	-	224,000
FMA658- Bus Replacement Camera System	4,629,000	-	-	-	-	-	-	4,629,000
FMA659- Emergency Operations Training	30,000	-	-	-	-	-	-	30,000
FMA676- Security General Projects	223,000	-	-	-	-	-	-	223,000
FMA680- Suicide Prevention Research Project	70,000	21,000	-	-	-	-	-	49,000
FMA681- Arc Flash Analysis	705,000	-	-	-	-	-	-	705,000
IC1140- Next Crossing Cameras	230,000	-	-	-	-	-	-	230,000
NP079- Red/Blue/Green/Frontrunner Camera Systems	4,892,000	-	-	-	-	-	-	4,892,000
NP084- Police Managed Reserve	900,000	-	-	-	-	-	-	900,000
<b>Unfunded- Grants</b>	<b>190,253,000</b>	<b>-</b>	<b>190,253,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
CDA006- CDA006- 5310 Admin Funds	1,535,000	-	1,535,000	-	-	-	-	-
IC1213- E Voucher Phase 2	539,000	-	539,000	-	-	-	-	-
MSP202- Davis-SLC Community Connector	49,692,000	-	49,692,000	-	-	-	-	-
MSP254- TechLink Corridor	5,000,000	-	5,000,000	-	-	-	-	-
MSP260- Westside Express (5600 West)	16,408,000	-	16,408,000	-	-	-	-	-
MSP267- New Maintenance Training Facility	3,760,000	-	3,760,000	-	-	-	-	-
NP008- FFY 2022 5310 SL/WV	985,000	-	985,000	-	-	-	-	-
NP009- FFY 2022 5310 O/L	549,000	-	549,000	-	-	-	-	-
NP010- FFY 2022 5310 P/O	380,000	-	380,000	-	-	-	-	-

### 2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total Budget	2023-2027 Total		2023-2027 Total Budget- Other State/Local	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
		Budget- Grants	Unfunded					
NP011- Voucher Project	10,000	-	10,000	-	-	-	-	-
NP012- FFY 2021 5310 O/L	383,000	-	383,000	-	-	-	-	-
NP013- FFY 2021 5310 SL/WV	677,000	-	677,000	-	-	-	-	-
NP014- FFY 2021 5310 P/O	260,000	-	260,000	-	-	-	-	-
NP015- Promotion of United Way 211	58,000	-	58,000	-	-	-	-	-
NP017- Rail Safety Campaign	17,000	-	17,000	-	-	-	-	-
NP032- SD100/SD160 Light Rail Vehicle Replacement	110,000,000	-	110,000,000	-	-	-	-	-
Unfunded- Other Sources	55,000,000	-	-	55,000,000	-	-	-	-
NP032- SD100/SD160 Light Rail Vehicle Replacement	55,000,000	-	-	55,000,000	-	-	-	-
<b>Grand Total</b>	<b>1,324,130,000</b>	<b>267,040,000</b>	<b>190,253,000</b>	<b>55,000,000</b>	<b>231,442,000</b>	<b>64,795,000</b>	<b>12,871,000</b>	<b>502,729,000</b>

## 2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded/Pending	2023 Grants-Unfunded	2023 Other State/Local	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
<b>5310 Projects</b>	<b>4,821,000</b>	<b>3,714,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,059,000</b>	<b>48,000</b>
CDA006- CDA006- 5310 Admin Funds	-	-	-	-	-	-	-	-
IC1181- Mobility Management	-	-	-	-	-	-	-	-
IC1213- E Voucher Phase 2	30,000	-	-	-	-	-	-	30,000
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- MSP179- 20-1715 - 5310 Prgrm-OGD/LAY	24,000	19,000	-	-	-	-	5,000	-
MSP180- MSP180-20-1716- 5310 Prgrm-PRO/OREM	64,000	51,000	-	-	-	-	13,000	-
MSP181- MSP181-20-1717-5310 Prgrm-SLC/WV	144,000	115,000	-	-	-	-	29,000	-
MSP220- MSP220- MSP220-5310 (20-1901 Grant - SLC/WV 5310)	280,000	224,000	-	-	-	-	56,000	-
MSP221- MSP221- MSP221-5310 (20-1902 Grant Ogden/Layton 5310)	137,000	109,000	-	-	-	-	28,000	-
MSP222- MSP222- MSP222-5310 (20-903 Grant - Provo/Orem 5310)	215,000	172,000	-	-	-	-	43,000	-
MSP249- MSP249- FY19/20 - 5310 Funds - SL/WV	477,000	477,000	-	-	-	-	-	-
MSP250- MSP250- FY19/20 - 5310 Funds - O/L	240,000	240,000	-	-	-	-	-	-
MSP251- MSP251- FY19/20 - 5310 Funds - P/O	175,000	175,000	-	-	-	-	-	-
NP007- ARPA 5310	249,000	249,000	-	-	-	-	-	-
NP008- FFY 2022 5310 SL/WV	246,000	-	-	-	-	-	246,000	-
NP009- FFY 2022 5310 O/L	137,000	-	-	-	-	-	137,000	-
NP010- FFY 2022 5310 P/O	94,000	-	-	-	-	-	94,000	-
NP011- Voucher Project	-	-	-	-	-	-	-	-
NP012- FFY 2021 5310 O/L	-	-	-	-	-	-	-	-
NP013- FFY 2021 5310 SL/WV	-	-	-	-	-	-	-	-
NP014- FFY 2021 5310 P/O	-	-	-	-	-	-	-	-
NP015- Promotion of United Way 211	14,000	-	-	-	-	-	-	14,000
NP017- Rail Safety Campaign	4,000	-	-	-	-	-	-	4,000
NP020- CRRSAA 5310	249,000	249,000	-	-	-	-	-	-
NP021-FFY 19/20 5310 Capital Funds SL/WV	1,020,000	816,000	-	-	-	-	204,000	-
NP022-FFY 19/20 5310 Capital Funds O/L	628,000	503,000	-	-	-	-	125,000	-
NP023-FFY 19/20 5310 Capital Funds P/O	394,000	315,000	-	-	-	-	79,000	-
<b>Capital Construction</b>	<b>30,899,000</b>	<b>22,320,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,117,000</b>	<b>-</b>	<b>5,462,000</b>
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	12,001,000	8,695,000	-	-	-	3,117,000	-	189,000
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	14,785,000	13,625,000	-	-	-	-	-	1,160,000
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	-	-	-	-	-	-	2,050,000
MSP272- Trax Operational Simulator	1,563,000	-	-	-	-	-	-	1,563,000
NP029- Frontrunner Platform Modification	500,000	-	-	-	-	-	-	500,000
<b>Capital Development</b>	<b>86,863,000</b>	<b>24,594,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16,221,000</b>	<b>5,189,000</b>	<b>40,859,000</b>
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000	-	-	-	-	-	-	36,000
MSP140- Box Elder County Corridor Preservation	2,075,000	-	-	-	-	-	-	2,075,000

## 2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded/Pending	2023 Grants-Unfunded	2023 Other State/Local	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
MSP156- Prop 1 Passenger Imp. Davis County	113,000	-	-	-	-	-	-	113,000
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	2,824,000	-	-	-	-	-	2,824,000	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	1,700,000	1,500,000	-	-	-	-	-	200,000
MSP205- TIGER Program of Projects	10,460,000	4,464,000	-	-	-	1,368,000	109,000	4,519,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,101,000	1,035,000	-	-	-	-	-	66,000
MSP208- Clearfield FR Station Trail	1,501,000	1,451,000	-	-	-	-	-	50,000
MSP215- Sharp/Tintic	110,000	-	-	-	-	-	-	110,000
MSP216- Point of the Mountain Transit	3,000,000	2,000,000	-	-	-	1,000,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	1,478,000	-	-	-	-	-	-	1,478,000
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	360,000	-	-	-	-	-	-	360,000
MSP252- FrontRunner Forward	3,880,000	-	-	-	-	3,880,000	-	-
MSP253- Mid-Valley Connector	15,001,000	9,228,000	-	-	-	5,773,000	-	-
MSP254- TechLink Corridor	1,200,000	700,000	-	-	-	-	250,000	250,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	3,090,000	-	-	-	-	-	-	3,090,000
MSP259- S-Line Extension	1,870,000	-	-	-	-	1,870,000	-	-
MSP260- Westside Express (5600 West)	1,000,000	-	-	-	-	500,000	-	500,000
MSP264- South Valley Transit	3,830,000	-	-	-	-	1,830,000	2,000,000	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	1,540,000	-	-	-	-	-	-	1,540,000
MSP268- Optical Detection Next Steps	109,000	29,000	-	-	-	-	6,000	74,000
MSP269- Warm Springs Sewer Line Relocation	1,496,000	-	-	-	-	-	-	1,496,000
MSP273- Public Partnership Projects	10,000,000	-	-	-	-	-	-	10,000,000
MSP274- Historic Utah Southern Rail Trail	14,000	-	-	-	-	-	-	14,000
NP066- Utah County Park & Ride Lots	230,000	-	-	-	-	-	-	230,000
NP067- 900 East UVX Station	4,300,000	4,000,000	-	-	-	-	-	300,000
NP069- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
NP073- Historic Orchard Pathway (Box Elder County)	206,000	187,000	-	-	-	-	-	19,000
NP074- Orange Street Microtransit Vehicle Electric Chargers for micro transit	414,000	-	-	-	-	-	-	414,000
NP078- CareATC Location Build Out	35,000	-	-	-	-	-	-	35,000
NP083- Sheperd Lane Embankment	300,000	-	-	-	-	-	-	300,000
NP086- HB433 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	3,090,000	-	-	-	-	-	-	3,090,000
SGR408- Route End of Line (EOL) Enhancements	1,000,000	-	-	-	-	-	-	1,000,000
SGR409- System Restrooms	1,000,000	-	-	-	-	-	-	1,000,000
<b>Contingency</b>	<b>5,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000,000</b>
<b>MSP999- Capital Contingency</b>	<b>5,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000,000</b>
<b>Facilities- SGR</b>	<b>7,021,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,021,000</b>
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	571,000	-	-	-	-	-	-	571,000

## 2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded/Pending	2023 Grants-Unfunded	2023 Other State/Local	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
FMA653- Facilities Rehab and Replacement	1,780,000	-	-	-	-	-	-	1,780,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	560,000	-	-	-	-	-	-	560,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,170,000	-	-	-	-	-	-	1,170,000
NP036- Wheel Truing Machine JRC	-	-	-	-	-	-	-	-
NP048- Warehouse Equipment Managed Reserve	375,000	-	-	-	-	-	-	375,000
SGR390- Jordan River Bldg 2 Remodel	1,965,000	-	-	-	-	-	-	1,965,000
<b>Information Technology</b>	<b>17,690,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>17,690,000</b>
IC1001- Passenger Information Signage	3,202,000	-	-	-	-	-	-	3,202,000
IC1005- EFC – Rehab & Replacement	225,000	-	-	-	-	-	-	225,000
IC1146- FrontRunner WiFi Enhancements	712,000	-	-	-	-	-	-	712,000
IC1173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
IC1179- Network Infrastructure Equipment & Software	242,000	-	-	-	-	-	-	242,000
IC1183- Legal SW	-	-	-	-	-	-	-	-
IC1186- In House Application Development	283,000	-	-	-	-	-	-	283,000
IC1191- IT Managed Reserves	446,000	-	-	-	-	-	-	446,000
IC1197- Bus Communications On-Board Technology	102,000	-	-	-	-	-	-	102,000
IC1198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	410,000	-	-	-	-	-	-	410,000
IC1199- Rail Communication Onboard Tech	197,000	-	-	-	-	-	-	197,000
IC1201- Server, Storage Infrastructure Equipment & Software	1,681,000	-	-	-	-	-	-	1,681,000
IC1202- Radio Comm Infrastructure	174,000	-	-	-	-	-	-	174,000
IC1211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
IC1214- Init APC Upgrade	486,000	-	-	-	-	-	-	486,000
IC1216- SSBU Mobility Eligibility Center Trapeze Software	170,000	-	-	-	-	-	-	170,000
IC1217- Transit Management System	950,000	-	-	-	-	-	-	950,000
IC1222- Fares Systems Replacement Program	5,500,000	-	-	-	-	-	-	5,500,000
IC1223- ERP Analysis	300,000	-	-	-	-	-	-	300,000
IC1224- JDE 9.2. Application Upgrade - UNX	-	-	-	-	-	-	-	-
IC1225- SharePoint Cloud Migration	60,000	-	-	-	-	-	-	60,000
IC1226- New Radio Communication System	2,000,000	-	-	-	-	-	-	2,000,000
NP077- CPO New HRIS system application upgrade	500,000	-	-	-	-	-	-	500,000
<b>Infrastructure SGR Projects</b>	<b>51,309,000</b>	<b>37,081,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>14,028,000</b>
MSP189- Signal Pre-emption Projects w/UDOT	200,000	-	-	-	-	-	200,000	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	567,000	-	-	-	-	-	-	567,000
SGR359- Bridge Rehabilitation & Maintenance	625,000	-	-	-	-	-	-	625,000
SGR370- Light Rail Red Signal Enforcement	3,315,000	-	-	-	-	-	-	3,315,000
SGR385- Rail Rehab and Replacement	14,650,000	11,720,000	-	-	-	-	-	2,930,000
SGR393- Grade Crossing Rehab/Replacement	2,750,000	2,200,000	-	-	-	-	-	550,000
SGR397- Traction Power Rehab/Replacement	15,332,000	12,265,000	-	-	-	-	-	3,067,000
SGR398- OCS Rehab/Replace	2,000,000	1,600,000	-	-	-	-	-	400,000
SGR401- Ballast and Tie Rehab/Replacement	250,000	-	-	-	-	-	-	250,000
SGR403- Train Control Rehab/Replacement	4,400,000	3,520,000	-	-	-	-	-	880,000
SGR404- Rail Switches/Trackwork Controls	2,820,000	2,256,000	-	-	-	-	-	564,000
SGR410- Fiber Rehab/Replacement	4,400,000	3,520,000	-	-	-	-	-	880,000

## 2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded/Pending	2023 Grants-Unfunded	2023 Other State/Local	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
<b>Planning</b>	<b>4,127,000</b>	<b>1,514,000</b>	-	-	-	-	<b>169,000</b>	<b>2,444,000</b>
IC1185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	412,000	336,000	-	-	-	-	-	76,000
IC1221- Customer Relations Software Replacement	270,000	-	-	-	-	-	-	270,000
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
NP061- Route Planning Restoration using Equity Index	300,000	300,000	-	-	-	-	-	-
NP062- Bus Network Optimization Program (BNOP)	100,000	-	-	-	-	-	-	100,000
NP080- AOPPP: Paratransit Forward Study	385,000	385,000	-	-	-	-	-	-
NP085- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	860,000	493,000	-	-	-	-	169,000	198,000
<b>Property/TOC</b>	<b>8,627,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>935,000</b>	<b>7,692,000</b>
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	1,780,000	-	-	-	-	-	-	1,780,000
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	1,119,000	-	-	-	-	-	935,000	184,000
NP055- ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	-	5,000,000
<b>Revenue/Service Vehicles</b>	<b>90,749,000</b>	<b>26,706,000</b>	<b>-</b>	<b>-</b>	<b>41,755,000</b>	<b>-</b>	<b>3,957,000</b>	<b>18,331,000</b>
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	113,000	20,000	-	-	-	-	25,000	68,000
NP032- SD100/SD160 Light Rail Vehicle Replacement	500,000	-	-	-	-	-	-	500,000
REV205- Replacement Non-Revenue Support Vehicles	1,148,000	-	-	-	1,148,000	-	-	-
REV209- Paratransit Replacements	3,328,000	-	-	-	3,328,000	-	-	-
REV211- Replacement Buses	31,452,000	-	-	-	31,356,000	-	-	96,000
REV212- Park City Lo/No Grant	4,543,000	2,790,000	-	-	-	-	1,432,000	321,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,100,000	-	-	-	-	-	-	2,100,000
REV232- Van Pool Van Replacements	1,923,000	-	-	-	1,923,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	4,000,000	-	-	-	4,000,000	-	-	-
REV236- VW Battery Buses	22,030,000	13,008,000	-	-	-	-	2,500,000	6,522,000
REV237- GPS Telemetrics System	380,000	-	-	-	-	-	-	380,000
SGR040- Light Rail Vehicle Rehab	13,610,000	10,888,000	-	-	-	-	-	2,722,000
SGR352- Commuter Rail Engine Overhaul	3,035,000	-	-	-	-	-	-	3,035,000
SGR386- Repair Damaged LRV	1,422,000	-	-	-	-	-	-	1,422,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	1,165,000	-	-	-	-	-	-	1,165,000
<b>Safety &amp; Security</b>	<b>5,420,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,420,000</b>
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA543- Police Fleet Vehicles	51,000	-	-	-	-	-	-	51,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	670,000	-	-	-	-	-	-	670,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000
FMA658- Bus Replacement Camera System	2,145,000	-	-	-	-	-	-	2,145,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	15,000
FMA676- Security General Projects	120,000	-	-	-	-	-	-	120,000
FMA680- Suicide Prevention Research Project	40,000	-	-	-	-	-	-	40,000
FMA681- Arc Flash Analysis	705,000	-	-	-	-	-	-	705,000

### 2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded/Pending	2023 Grants-Unfunded	2023 Other State/Local	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
NP079- Red/Blue/Green/Frontrunner Camera Systems	1,104,000	-	-	-	-	-	-	1,104,000
NP084- Police Managed Reserve	300,000	-	-	-	-	-	-	300,000
<b>Unfunded- Grants</b>	<b>5,771,000</b>		<b>5,771,000</b>					
CDA006- CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI213- E Voucher Phase 2	385,000	-	385,000	-	-	-	-	-
MSP202- Davis-SLC Community Connector	-	-	-	-	-	-	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	760,000	-	760,000	-	-	-	-	-
NP008- FFY 2022 5310 SL/WV	985,000	-	985,000	-	-	-	-	-
NP009- FFY 2022 5310 O/L	549,000	-	549,000	-	-	-	-	-
NP010- FFY 2022 5310 P/O	380,000	-	380,000	-	-	-	-	-
NP011- Voucher Project	10,000	-	10,000	-	-	-	-	-
NP012- FFY 2021 5310 O/L	383,000	-	383,000	-	-	-	-	-
NP013- FFY 2021 5310 SL/WV	677,000	-	677,000	-	-	-	-	-
NP014- FFY 2021 5310 P/O	260,000	-	260,000	-	-	-	-	-
NP015- Promotion of United Way 211	58,000	-	58,000	-	-	-	-	-
NP017- Rail Safety Campaign	17,000	-	17,000	-	-	-	-	-
NP032- SD100/SD160 Light Rail Vehicle Replacement	1,000,000	-	1,000,000	-	-	-	-	-
<b>Unfunded- Other Sources</b>	<b>500,000</b>		<b>500,000</b>					
NP032- SD100/SD160 Light Rail Vehicle Replacement	500,000	-	-	500,000	-	-	-	-
<b>Grand Total</b>	<b>318,797,000</b>		<b>115,929,000</b>	<b>5,771,000</b>	<b>500,000</b>	<b>41,755,000</b>	<b>19,338,000</b>	<b>11,509,000</b>
								239,924,000

## 2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded/Pending	2024 Grants-Unfunded	2024 Other State/Local	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
<b>5310 Projects</b>	<b>220,000</b>	-	-	-	-	-	-	<b>220,000</b>
CDA006- CDA006- 5310 Admin Funds	-	-	-	-	-	-	-	-
IC1181- Mobility Management	-	-	-	-	-	-	-	-
IC1213- E Voucher Phase 2	220,000	-	-	-	-	-	-	220,000
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- MSP179- 20-1715 - 5310 Prgrm-OGD/LAY	-	-	-	-	-	-	-	-
MSP180- MSP180-20-1716- 5310 Prgrm-PRO/OREM	-	-	-	-	-	-	-	-
MSP181- MSP181-20-1717-5310 Prgrm-SLC/WV	-	-	-	-	-	-	-	-
MSP220- MSP220- MSP220-5310 (20-1901 Grant - SLC/WV 5310)	-	-	-	-	-	-	-	-
MSP221- MSP221- MSP221-5310 (20-1902 Grant Ogden/Layton 5310)	-	-	-	-	-	-	-	-
MSP222- MSP222- MSP222-5310 (20-903 Grant - Provo/Orem 5310)	-	-	-	-	-	-	-	-
MSP249- MSP249- FY19/20 - 5310 Funds - SL/WV	-	-	-	-	-	-	-	-
MSP250- MSP250- FY19/20 - 5310 Funds - O/L	-	-	-	-	-	-	-	-
MSP251- MSP251- FY19/20 - 5310 Funds - P/O	-	-	-	-	-	-	-	-
NP007- ARPA 5310	-	-	-	-	-	-	-	-
NP008- FFY 2022 5310 SL/WV	-	-	-	-	-	-	-	-
NP009- FFY 2022 5310 O/L	-	-	-	-	-	-	-	-
NP010- FFY 2022 5310 P/O	-	-	-	-	-	-	-	-
NP011- Voucher Project	-	-	-	-	-	-	-	-
NP012- FFY 2021 5310 O/L	-	-	-	-	-	-	-	-
NP013- FFY 2021 5310 SL/WV	-	-	-	-	-	-	-	-
NP014- FFY 2021 5310 P/O	-	-	-	-	-	-	-	-
NP015- Promotion of United Way 211	-	-	-	-	-	-	-	-
NP017- Rail Safety Campaign	-	-	-	-	-	-	-	-
NP020- CRRSAA 5310	-	-	-	-	-	-	-	-
NP021-FFY 19/20 5310 Capital Funds SL/WV	-	-	-	-	-	-	-	-
NP022-FFY 19/20 5310 Capital Funds O/L	-	-	-	-	-	-	-	-
NP023-FFY 19/20 5310 Capital Funds P/O	-	-	-	-	-	-	-	-
<b>Capital Construction</b>	<b>2,050,000</b>	-	-	-	-	-	-	<b>2,050,000</b>
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	-	-	-	-	-	-	2,050,000
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
NP029- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
<b>Capital Development</b>	<b>87,191,000</b>	<b>32,259,000</b>	-	-	-	<b>27,432,000</b>	<b>30,000</b>	<b>27,470,000</b>
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-

## 2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded/Pending	2024 Grants-Unfunded	2024 Other State/Local	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	428,000	-	-	-	-	-	-	428,000
MSP205- TIGER Program of Projects	2,809,000	1,222,000	-	-	-	375,000	30,000	1,182,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,001,000	941,000	-	-	-	-	-	60,000
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	395,000	-	-	-	-	-	-	395,000
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	-	500,000	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	360,000	-	-	-	-	-	-	360,000
MSP252- FrontRunner Forward	500,000	-	-	-	-	500,000	-	-
MSP253- Mid-Valley Connector	45,103,000	27,746,000	-	-	-	17,357,000	-	-
MSP254- TechLink Corridor	1,200,000	250,000	-	-	-	-	-	950,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	5,900,000	-	-	-	-	-	-	5,900,000
MSP259- S-Line Extension	6,700,000	-	-	-	-	6,700,000	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP264- South Valley Transit	2,000,000	-	-	-	-	2,000,000	-	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	800,000	-	-	-	-	-	-	800,000
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warren Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
NP066- Utah County Park & Ride Lots	2,220,000	2,100,000	-	-	-	-	-	120,000
NP067- 900 East UVX Station	-	-	-	-	-	-	-	-
NP069- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
NP073- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
NP074- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
NP078- CareATC Location Build Out	-	-	-	-	-	-	-	-
NP083- Sheperd Lane Embankment	3,700,000	-	-	-	-	-	-	3,700,000
NP086- HB433 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,000,000	-	-	-	-	-	-	1,000,000
SGR408- Route End of Line (EOL) Enhancements	1,500,000	-	-	-	-	-	-	1,500,000
SGR409- System Restrooms	1,000,000	-	-	-	-	-	-	1,000,000
<b>Contingency</b>	<b>5,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000,000</b>
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000

## 2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded/Pending	2024 Grants-Unfunded	2024 Other State/Local	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
<b>Facilities- SGR</b>	<b>16,117,000</b>	-	-	-	-	-	-	<b>16,117,000</b>
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	500,000	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,500,000	-	-	-	-	-	-	1,500,000
FMA672- Park and Ride Rehab/Replacement	750,000	-	-	-	-	-	-	750,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
NP036- Wheel Truing Machine JRSC	4,000,000	-	-	-	-	-	-	4,000,000
NP048- Warehouse Equipment Managed Reserve	117,000	-	-	-	-	-	-	117,000
SGR390- Jordan River Bldg 2 Remodel	8,000,000	-	-	-	-	-	-	8,000,000
<b>Information Technology</b>	<b>25,483,000</b>	-	-	-	-	-	-	<b>25,483,000</b>
IC1001- Passenger Information Signage	350,000	-	-	-	-	-	-	350,000
IC1005- EFC - Rehab & Replacement	150,000	-	-	-	-	-	-	150,000
IC1146- FrontRunner WiFi Enhancements	100,000	-	-	-	-	-	-	100,000
IC1173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
IC1179- Network Infrastructure Equipment & Software	271,000	-	-	-	-	-	-	271,000
IC1183- Legal SW	-	-	-	-	-	-	-	-
IC1186- In House Application Development	200,000	-	-	-	-	-	-	200,000
IC1191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
IC1197- Bus Communications On-Board Technology	100,000	-	-	-	-	-	-	100,000
IC1198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	283,000	-	-	-	-	-	-	283,000
IC1199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
IC1201- Server, Storage Infrastructure Equipment & Software	269,000	-	-	-	-	-	-	269,000
IC1202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
IC1211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
IC1214- Init APC Upgrade	243,000	-	-	-	-	-	-	243,000
IC1216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
IC1217- Transit Management System	-	-	-	-	-	-	-	-
IC1222- Fares Systems Replacement Program	13,867,000	-	-	-	-	-	-	13,867,000
IC1223- ERP Analysis	-	-	-	-	-	-	-	-
IC1224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
IC1225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
IC1226- New Radio Communication System	8,000,000	-	-	-	-	-	-	8,000,000
NP077- CPO New HRIS system application upgrade	1,000,000	-	-	-	-	-	-	1,000,000
<b>Infrastructure SGR Projects</b>	<b>40,623,000</b>	<b>22,613,000</b>	-	-	-	-	-	<b>18,010,000</b>
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	534,000	-	-	-	-	-	-	534,000
SGR359- Bridge Rehabilitation & Maintenance	472,000	-	-	-	-	-	-	472,000
SGR370- Light Rail Red Signal Enforcement	3,500,000	-	-	-	-	-	-	3,500,000
SGR385- Rail Rehab and Replacement	3,500,000	800,000	-	-	-	-	-	2,700,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	400,000	-	-	-	-	-	2,600,000
SGR397- Traction Power Rehab/Replacement	15,332,000	12,265,000	-	-	-	-	-	3,067,000

## 2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded/Pending	2024 Grants-Unfunded	2024 Other State/Local	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
SGR398- OCS Rehab/Replace	2,035,000	1,628,000	-	-	-	-	-	407,000
SGR401- Ballast and Tie Rehab/Replacement	350,000	-	-	-	-	-	-	350,000
SGR403- Train Control Rehab/Replacement	8,600,000	4,880,000	-	-	-	-	-	3,720,000
SGR404- Rail Switches/Trackwork Controls	1,300,000	1,040,000	-	-	-	-	-	260,000
SGR410- Fiber Rehab/Replacement	2,000,000	1,600,000	-	-	-	-	-	400,000
<b>Planning</b>	<b>1,935,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,935,000</b>
IC1185- WFCR Grant for Passenger Info Improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
IC1221- Customer Relations Software Replacement	135,000	-	-	-	-	-	-	135,000
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
NP061- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
NP062- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
NP080- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
NP085- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
<b>Property/TOC</b>	<b>2,634,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>690,000</b>	<b>1,944,000</b>
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	1,000,000	-	-	-	-	-	-	1,000,000
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	906,000	-	-	-	-	-	690,000	216,000
NP055- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
<b>Revenue/Service Vehicles</b>	<b>75,660,000</b>	<b>7,452,000</b>	<b>-</b>	<b>-</b>	<b>52,201,000</b>	<b>-</b>	<b>100,000</b>	<b>15,907,000</b>
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	661,000	65,000	-	-	-	-	100,000	496,000
NP032- SD100/SD160 Light Rail Vehicle Replacement	750,000	-	-	-	-	-	-	750,000
REV205- Replacement Non-Revenue Support Vehicles	500,000	-	-	-	500,000	-	-	-
REV209- Paratransit Replacements	3,328,000	-	-	-	3,328,000	-	-	-
REV211- Replacement Buses	38,787,000	-	-	-	38,697,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,676,000	-	-	-	1,676,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	8,000,000	-	-	-	8,000,000	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
SGR040- Light Rail Vehicle Rehab	12,662,000	7,387,000	-	-	-	-	-	5,275,000
SGR353- Commuter Rail Engine Overhaul	2,395,000	-	-	-	-	-	-	2,395,000
SGR386- Repair Damaged LRV	1,901,000	-	-	-	-	-	-	1,901,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	2,000,000	-	-	-	-	-	-	2,000,000
<b>Safety and Security</b>	<b>2,823,000</b>	<b>21,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,802,000</b>
FMA516- Corridor Fencing	55,000	-	-	-	-	-	-	55,000
FMA543- Police Fleet Vehicles	53,000	-	-	-	-	-	-	53,000
FMA557- Bus Safety and Security	33,000	-	-	-	-	-	-	33,000
FMA604- Safety General Projects	110,000	-	-	-	-	-	-	110,000

## 2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded/Pending	2024 Grants-Unfunded	2024 Other State/Local	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
FMA645- Camera Sustainability	682,000	-	-	-	-	-	-	682,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	-	-	-	-	-	-	-	-
FMA676- Security General Projects	22,000	-	-	-	-	-	-	22,000
FMA680- Suicide Prevention Research Project	30,000	21,000	-	-	-	-	-	9,000
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
IC1140- Next Crossing Cameras	70,000	-	-	-	-	-	-	70,000
NP079- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
NP084- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
<b>Unfunded- Grants</b>	<b>17,983,000</b>	-	<b>17,983,000</b>	-	-	-	-	-
CDA006- CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
IC1213- E Voucher Phase 2	154,000	-	154,000	-	-	-	-	-
MSP202- Davis-SLC Community Connector	5,436,000	-	5,436,000	-	-	-	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP260- Westside Express (5600 West)	9,086,000	-	9,086,000	-	-	-	-	-
MSP267- New Maintenance Training Facility	1,500,000	-	1,500,000	-	-	-	-	-
NP008- FFY 2022 5310 SL/WV	-	-	-	-	-	-	-	-
NP009- FFY 2022 5310 O/L	-	-	-	-	-	-	-	-
NP010- FFY 2022 5310 P/O	-	-	-	-	-	-	-	-
NP011- Voucher Project	-	-	-	-	-	-	-	-
NP012- FFY 2021 5310 O/L	-	-	-	-	-	-	-	-
NP013- FFY 2021 5310 SL/WV	-	-	-	-	-	-	-	-
NP014- FFY 2021 5310 P/O	-	-	-	-	-	-	-	-
NP015- Promotion of United Way 211	-	-	-	-	-	-	-	-
NP017- Rail Safety Campaign	-	-	-	-	-	-	-	-
NP032- SD100/SD160 Light Rail Vehicle Replacement	1,500,000	-	1,500,000	-	-	-	-	-
<b>Unfunded- Other Sources</b>	<b>750,000</b>	-	-	<b>750,000</b>	-	-	-	-
NP032- SD100/SD160 Light Rail Vehicle Replacement	750,000	-	-	750,000	-	-	-	-
<b>Grand Total</b>	<b>278,469,000</b>	<b>62,345,000</b>	<b>17,983,000</b>	<b>750,000</b>	<b>52,201,000</b>	<b>27,432,000</b>	<b>820,000</b>	<b>116,938,000</b>

## 2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded/Pending	2025 Grants-Unfunded	2025 Other State/Local	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
<b>5310 Projects</b>	-	-	-	-	-	-	-	-
CDA006- CDA006- 5310 Admin Funds	-	-	-	-	-	-	-	-
IC1181- Mobility Management	-	-	-	-	-	-	-	-
IC1213- E Voucher Phase 2	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- MSP179- 20-1715 - 5310 Prgrm-OGD/LAY	-	-	-	-	-	-	-	-
MSP180- MSP180-20-1716- 5310 Prgrm-PRO/OREM	-	-	-	-	-	-	-	-
MSP181- MSP181-20-1717-5310 Prgrm-SLC/WV	-	-	-	-	-	-	-	-
MSP220- MSP220- MSP220-5310 (20-1901 Grant - SLC/WV 5310)	-	-	-	-	-	-	-	-
MSP221- MSP221- MSP221-5310 (20-1902 Grant Ogden/Layton 5310)	-	-	-	-	-	-	-	-
MSP222- MSP222- MSP222-5310 (20-903 Grant - Provo/Orem 5310)	-	-	-	-	-	-	-	-
MSP249- MSP249- FY19/20 - 5310 Funds - SL/WV	-	-	-	-	-	-	-	-
MSP250- MSP250- FY19/20 - 5310 Funds - O/L	-	-	-	-	-	-	-	-
MSP251- MSP251- FY19/20 - 5310 Funds - P/O	-	-	-	-	-	-	-	-
NP007- ARPA 5310	-	-	-	-	-	-	-	-
NP008- FFY 2022 5310 SL/WV	-	-	-	-	-	-	-	-
NP009- FFY 2022 5310 O/L	-	-	-	-	-	-	-	-
NP010- FFY 2022 5310 P/O	-	-	-	-	-	-	-	-
NP011- Voucher Project	-	-	-	-	-	-	-	-
NP012- FFY 2021 5310 O/L	-	-	-	-	-	-	-	-
NP013- FFY 2021 5310 SL/WV	-	-	-	-	-	-	-	-
NP014- FFY 2021 5310 P/O	-	-	-	-	-	-	-	-
NP015- Promotion of United Way 211	-	-	-	-	-	-	-	-
NP017- Rail Safety Campaign	-	-	-	-	-	-	-	-
NP020- CRRSAA 5310	-	-	-	-	-	-	-	-
NP021-FFY 19/20 5310 Capital Funds SL/WV	-	-	-	-	-	-	-	-
NP022-FFY 19/20 5310 Capital Funds O/L	-	-	-	-	-	-	-	-
NP023-FFY 19/20 5310 Capital Funds P/O	-	-	-	-	-	-	-	-
<b>Capital Construction</b>	<b>1,000,000</b>	-	-	-	-	-	-	<b>1,000,000</b>
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	1,000,000	-	-	-	-	-	-	1,000,000
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP029- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
<b>Capital Development</b>	<b>73,199,000</b>	<b>34,531,000</b>	-	-	-	<b>15,625,000</b>	-	<b>23,043,000</b>
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-

## 2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded/Pending	2025 Grants-Unfunded	2025 Other State/Local	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	2,698,000	-	-	-	-	-	-	2,698,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207- 3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	-	-	-	-	-	-	-	-
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	-	500,000	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	500,000	-	-	-	-	-	-	500,000
MSP252- FrontRunner Forward	500,000	-	-	-	-	500,000	-	-
MSP253- Mid-Valley Connector	43,976,000	32,431,000	-	-	-	11,545,000	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	2,200,000	-	-	-	-	-	-	2,200,000
MSP259- S-Line Extension	3,080,000	-	-	-	-	3,080,000	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP264- South Valley Transit	2,620,000	-	-	-	-	-	-	2,620,000
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	1,800,000	-	-	-	-	-	-	1,800,000
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warren Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
NP066- Utah County Park & Ride Lots	2,550,000	2,100,000	-	-	-	-	-	450,000
NP067- 900 East UVX Station	-	-	-	-	-	-	-	-
NP069- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
NP073- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
NP074- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
NP078- CareATC Location Build Out	-	-	-	-	-	-	-	-
NP083- Sheperd Lane Embankment	-	-	-	-	-	-	-	-
NP086- HB433 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,100,000	-	-	-	-	-	-	1,100,000
SGR408- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409- System Restrooms	1,100,000	-	-	-	-	-	-	1,100,000
<b>Contingency</b>	<b>5,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000,000</b>
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000

## 2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded	2025 Other State/Local	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
<b>Facilities- SGR</b>	<b>6,245,000</b>	-	-	-	-	-	-	<b>6,245,000</b>
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	1,000,000	-	-	-	-	-	-	1,000,000
FMA653- Facilities Rehab and Replacement	2,000,000	-	-	-	-	-	-	2,000,000
FMA672- Park and Ride Rehab/Replacement	1,000,000	-	-	-	-	-	-	1,000,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
NP036- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
NP048- Warehouse Equipment Managed Reserve	95,000	-	-	-	-	-	-	95,000
SGR390- Jordan River Bldg 2 Remodel	900,000	-	-	-	-	-	-	900,000
<b>Information Technology</b>	<b>15,036,000</b>	-	-	-	-	-	-	<b>15,036,000</b>
IC1001- Passenger Information Signage	-	-	-	-	-	-	-	-
IC1005- EFC - Rehab & Replacement	-	-	-	-	-	-	-	-
IC1146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	50,000
IC1173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
IC1179- Network Infrastructure Equipment & Software	313,000	-	-	-	-	-	-	313,000
IC1183- Legal SW	-	-	-	-	-	-	-	-
IC1186- In House Application Development	200,000	-	-	-	-	-	-	200,000
IC1191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
IC1197- Bus Communications On-Board Technology	100,000	-	-	-	-	-	-	100,000
IC1198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	260,000	-	-	-	-	-	-	260,000
IC1199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
IC1201- Server, Storage Infrastructure Equipment & Software	286,000	-	-	-	-	-	-	286,000
IC1202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
IC1211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
IC1214- Init APC Upgrade	243,000	-	-	-	-	-	-	243,000
IC1216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
IC1217- Transit Management System	-	-	-	-	-	-	-	-
IC1222- Fares Systems Replacement Program	11,434,000	-	-	-	-	-	-	11,434,000
IC1223- ERP Analysis	-	-	-	-	-	-	-	-
IC1224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
IC1225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
IC1226- New Radio Communication System	500,000	-	-	-	-	-	-	500,000
NP077- CPO New HRIS system application upgrade	1,000,000	-	-	-	-	-	-	1,000,000
<b>Infrastructure SGR Projects</b>	<b>35,095,000</b>	<b>18,003,000</b>	-	-	-	-	-	<b>17,092,000</b>
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	603,000	-	-	-	-	-	-	603,000
SGR359- Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	-	400,000
SGR370- Light Rail Red Signal Enforcement	3,000,000	-	-	-	-	-	-	3,000,000
SGR385- Rail Rehab and Replacement	4,000,000	-	-	-	-	-	-	4,000,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	-	-	-	-	-	-	3,000,000
SGR397- Traction Power Rehab/Replacement	6,152,000	4,921,000	-	-	-	-	-	1,231,000

## 2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded	2025 Other State/Local	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
SGR398- OCS Rehab/Replace	8,000,000	6,400,000	-	-	-	-	-	1,600,000
SGR401- Ballast and Tie Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
SGR403- Train Control Rehab/Replacement	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	1,000,000	-	-	-	-	-	1,000,000
SGR410- Fiber Rehab/Replacement	1,540,000	882,000	-	-	-	-	-	658,000
<b>Planning</b>	<b>1,800,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,800,000</b>
IC1185- WFCR Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
IC1221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
NP061- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
NP062- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
NP080- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
NP085- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
<b>Property/TOC</b>	<b>1,184,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>330,000</b>	<b>854,000</b>
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	456,000	-	-	-	-	-	330,000	126,000
NP055- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
<b>Revenue/Service Vehicles</b>	<b>70,685,000</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>47,826,000</b>	<b>-</b>	<b>100,000</b>	<b>22,559,000</b>
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	1,269,000	200,000	-	-	-	-	100,000	969,000
NP032- SD100/SD160 Light Rail Vehicle Replacement	3,750,000	-	-	-	-	-	-	3,750,000
REV205- Replacement Non-Revenue Support Vehicles	500,000	-	-	-	500,000	-	-	-
REV209- Paratransit Replacements	2,883,000	-	-	-	2,883,000	-	-	-
REV211- Replacement Buses	42,816,000	-	-	-	42,726,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,717,000	-	-	-	1,717,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
SGR040- Light Rail Vehicle Rehab	10,000,000	-	-	-	-	-	-	10,000,000
SGR353- Commuter Rail Engine Overhaul	1,000,000	-	-	-	-	-	-	1,000,000
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
<b>Safety and Security</b>	<b>2,817,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,817,000</b>
FMA516- Corridor Fencing	61,000	-	-	-	-	-	-	61,000
FMA543- Police Fleet Vehicles	55,000	-	-	-	-	-	-	55,000
FMA557- Bus Safety and Security	37,000	-	-	-	-	-	-	37,000
FMA604- Safety General Projects	121,000	-	-	-	-	-	-	121,000

## 2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded	2025 Other State/Local	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
FMA645- Camera Sustainability	696,000	-	-	-	-	-	-	696,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	15,000
FMA676- Security General Projects	24,000	-	-	-	-	-	-	24,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
IC1140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
NP079- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
NP084- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
<b>Unfunded- Grants</b>	<b>54,497,000</b>	<b>-</b>	<b>54,497,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
CDAO06- CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
IC1213- E Voucher Phase 2	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	32,868,000	-	32,868,000	-	-	-	-	-
MSP254- TechLink Corridor	5,000,000	-	5,000,000	-	-	-	-	-
MSP260- Westside Express (5600 West)	7,322,000	-	7,322,000	-	-	-	-	-
MSP267- New Maintenance Training Facility	1,500,000	-	1,500,000	-	-	-	-	-
NP008- FFY 2022 5310 SL/WV	-	-	-	-	-	-	-	-
NP009- FFY 2022 5310 O/L	-	-	-	-	-	-	-	-
NP010- FFY 2022 5310 P/O	-	-	-	-	-	-	-	-
NP011- Voucher Project	-	-	-	-	-	-	-	-
NP012- FFY 2021 5310 O/L	-	-	-	-	-	-	-	-
NP013- FFY 2021 5310 SL/WV	-	-	-	-	-	-	-	-
NP014- FFY 2021 5310 P/O	-	-	-	-	-	-	-	-
NP015- Promotion of United Way 211	-	-	-	-	-	-	-	-
NP017- Rail Safety Campaign	-	-	-	-	-	-	-	-
NP032- SD100/SD160 Light Rail Vehicle Replacement	7,500,000	-	7,500,000	-	-	-	-	-
<b>Unfunded- Other Sources</b>	<b>3,750,000</b>	<b>-</b>	<b>-</b>	<b>3,750,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
NP032- SD100/SD160 Light Rail Vehicle Replacement	3,750,000	-	-	3,750,000	-	-	-	-
<b>Grand Total</b>	<b>270,308,000</b>	<b>52,734,000</b>	<b>54,497,000</b>	<b>3,750,000</b>	<b>47,826,000</b>	<b>15,625,000</b>	<b>430,000</b>	<b>95,446,000</b>

## 2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded	2026 Other State/Local	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
<b>5310 Projects</b>								
CDA006- CDA006- 5310 Admin Funds	-	-	-	-	-	-	-	-
IC1181- Mobility Management	-	-	-	-	-	-	-	-
IC1213- E Voucher Phase 2	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- MSP179- 20-1715 - 5310 Prgrm-OGD/LAY	-	-	-	-	-	-	-	-
MSP180- MSP180-20-1716- 5310 Prgrm-PRO/OREM	-	-	-	-	-	-	-	-
MSP181- MSP181-20-1717-5310 Prgrm-SLC/WV	-	-	-	-	-	-	-	-
MSP220- MSP220- MSP220-5310 (20-1901 Grant - SLC/WV 5310)	-	-	-	-	-	-	-	-
MSP221- MSP221- MSP221-5310 (20-1902 Grant Ogden/Layton 5310)	-	-	-	-	-	-	-	-
MSP222- MSP222- MSP222-5310 (20-903 Grant - Provo/Orem 5310)	-	-	-	-	-	-	-	-
MSP249- MSP249- FY19/20 - 5310 Funds - SL/WV	-	-	-	-	-	-	-	-
MSP250- MSP250- FY19/20 - 5310 Funds - O/L	-	-	-	-	-	-	-	-
MSP251- MSP251- FY19/20 - 5310 Funds - P/O	-	-	-	-	-	-	-	-
NP007- ARPA 5310	-	-	-	-	-	-	-	-
NP008- FFY 2022 5310 SL/WV	-	-	-	-	-	-	-	-
NP009- FFY 2022 5310 O/L	-	-	-	-	-	-	-	-
NP010- FFY 2022 5310 P/O	-	-	-	-	-	-	-	-
NP011- Voucher Project	-	-	-	-	-	-	-	-
NP012- FFY 2021 5310 O/L	-	-	-	-	-	-	-	-
NP013- FFY 2021 5310 SL/WV	-	-	-	-	-	-	-	-
NP014- FFY 2021 5310 P/O	-	-	-	-	-	-	-	-
NP015- Promotion of United Way 211	-	-	-	-	-	-	-	-
NP017- Rail Safety Campaign	-	-	-	-	-	-	-	-
NP020- CRSSAA 5310	-	-	-	-	-	-	-	-
NP021-FFY 19/20 5310 Capital Funds SL/WV	-	-	-	-	-	-	-	-
NP022-FFY 19/20 5310 Capital Funds O/L	-	-	-	-	-	-	-	-
NP023-FFY 19/20 5310 Capital Funds P/O	-	-	-	-	-	-	-	-
<b>Capital Construction</b>	<b>500,000</b>	-	-	-	-	-	<b>500,000</b>	
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	500,000	-	-	-	-	-	-	500,000
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
NP029- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
<b>Capital Development</b>	<b>15,706,000</b>	-	-	-	-	<b>1,300,000</b>	-	<b>14,406,000</b>
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-

## 2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded	2026 Other State/Local	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	1,131,000	-	-	-	-	-	-	1,131,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207- 3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	-	-	-	-	-	-	-	-
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	-	500,000	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	500,000	-	-	-	-	-	-	500,000
MSP252- FrontRunner Forward	800,000	-	-	-	-	-	800,000	-
MSP253- Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259- S-Line Extension	-	-	-	-	-	-	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP264- South Valley Transit	-	-	-	-	-	-	-	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warren Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
NP066- Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
NP067- 900 East UVX Station	-	-	-	-	-	-	-	-
NP069- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
NP073- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
NP074- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
NP078- CareATC Location Build Out	-	-	-	-	-	-	-	-
NP083- Sheperd Lane Embankment	-	-	-	-	-	-	-	-
NP086- HB433 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,100,000	-	-	-	-	-	-	1,100,000
SGR408- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409- System Restrooms	1,100,000	-	-	-	-	-	-	1,100,000
<b>Contingency</b>	<b>5,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000,000</b>
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000

## 2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded	2026 Other State/Local	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
<b>Facilities- SGR</b>	<b>3,527,000</b>	-	-	-	-	-	-	<b>3,527,000</b>
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	500,000	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,000,000	-	-	-	-	-	-	1,000,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	500,000	-	-	-	-	-	-	500,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
NP036- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
NP048- Warehouse Equipment Managed Reserve	27,000	-	-	-	-	-	-	27,000
SGR390- Jordan River Bldg 2 Remodel	-	-	-	-	-	-	-	-
<b>Information Technology</b>	<b>8,764,000</b>	-	-	-	-	-	-	<b>8,764,000</b>
IC1001- Passenger Information Signage	-	-	-	-	-	-	-	-
IC1005- EFC - Rehab & Replacement	-	-	-	-	-	-	-	-
IC1146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	50,000
IC1173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
IC1179- Network Infrastructure Equipment & Software	279,000	-	-	-	-	-	-	279,000
IC1183- Legal SW	-	-	-	-	-	-	-	-
IC1186- In House Application Development	200,000	-	-	-	-	-	-	200,000
IC1191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
IC1197- Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
IC1198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	475,000	-	-	-	-	-	-	475,000
IC1199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
IC1201- Server, Storage Infrastructure Equipment & Software	173,000	-	-	-	-	-	-	173,000
IC1202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
IC1211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
IC1214- Init APC Upgrade	-	-	-	-	-	-	-	-
IC1216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
IC1217- Transit Management System	-	-	-	-	-	-	-	-
IC1222- Fares Systems Replacement Program	6,587,000	-	-	-	-	-	-	6,587,000
IC1223- ERP Analysis	-	-	-	-	-	-	-	-
IC1224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
IC1225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
IC1226- New Radio Communication System	150,000	-	-	-	-	-	-	150,000
NP077- CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
<b>Infrastructure SGR Projects</b>	<b>28,063,000</b>	<b>15,623,000</b>	-	-	-	-	-	<b>12,440,000</b>
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	610,000	-	-	-	-	-	-	610,000
SGR359- Bridge Rehabilitation & Maintenance	320,000	-	-	-	-	-	-	320,000
SGR370- Light Rail Red Signal Enforcement	2,500,000	-	-	-	-	-	-	2,500,000
SGR385- Rail Rehab and Replacement	4,000,000	3,200,000	-	-	-	-	-	800,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	2,400,000	-	-	-	-	-	600,000
SGR397- Traction Power Rehab/Replacement	800,000	-	-	-	-	-	-	800,000

## 2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded	2026 Other State/Local	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
SGR398- OCS Rehab/Replace	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR401- Ballast and Tie Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
SGR403- Train Control Rehab/Replacement	7,543,000	3,423,000	-	-	-	-	-	4,120,000
SGR404- Rail Switches/Trackwork Controls	2,250,000	1,800,000	-	-	-	-	-	450,000
SGR410- Fiber Rehab/Replacement	640,000	-	-	-	-	-	-	640,000
<b>Planning</b>	<b>1,800,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,800,000</b>
IC1185- WFCR Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
IC1221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
NP061- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
NP062- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
NP080- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
NP085- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
<b>Property/TOC</b>	<b>791,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>791,000</b>
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	63,000	-	-	-	-	-	-	63,000
NP055- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
<b>Revenue/Service Vehicles</b>	<b>89,414,000</b>	<b>2,407,000</b>	<b>-</b>	<b>-</b>	<b>56,744,000</b>	<b>-</b>	<b>100,000</b>	<b>30,163,000</b>
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	580,000	30,000	-	-	-	-	100,000	450,000
NP032- SD100/SD160 Light Rail Vehicle Replacement	16,250,000	-	-	-	-	-	-	16,250,000
REV205- Replacement Non-Revenue Support Vehicles	750,000	-	-	-	750,000	-	-	-
REV209- Paratransit Replacements	3,435,000	-	-	-	3,435,000	-	-	-
REV211- Replacement Buses	50,891,000	-	-	-	50,801,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,758,000	-	-	-	1,758,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
SGR040- Light Rail Vehicle Rehab	9,000,000	2,377,000	-	-	-	-	-	6,623,000
SGR353- Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
<b>Safety and Security</b>	<b>2,793,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,793,000</b>
FMA516- Corridor Fencing	67,000	-	-	-	-	-	-	67,000
FMA543- Police Fleet Vehicles	57,000	-	-	-	-	-	-	57,000
FMA557- Bus Safety and Security	41,000	-	-	-	-	-	-	41,000
FMA604- Safety General Projects	133,000	-	-	-	-	-	-	133,000

## 2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded	2026 Other State/Local	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
FMA645- Camera Sustainability	710,000	-	-	-	-	-	-	710,000
FMA656- Facility Security	-	-	-	-	-	-	-	-
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	-	-	-	-	-	-	-	-
FMA676- Security General Projects	27,000	-	-	-	-	-	-	27,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
IC1140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
NP079- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
NP084- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
<b>Unfunded- Grants</b>	<b>44,195,000</b>	<b>-</b>	<b>44,195,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
CDA006- CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
IC1213- E Voucher Phase 2	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	11,388,000	-	11,388,000	-	-	-	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	-	-	-	-	-	-	-	-
NP008- FFY 2022 5310 SL/WV	-	-	-	-	-	-	-	-
NP009- FFY 2022 5310 O/L	-	-	-	-	-	-	-	-
NP010- FFY 2022 5310 P/O	-	-	-	-	-	-	-	-
NP011- Voucher Project	-	-	-	-	-	-	-	-
NP012- FFY 2021 5310 O/L	-	-	-	-	-	-	-	-
NP013- FFY 2021 5310 SL/WV	-	-	-	-	-	-	-	-
NP014- FFY 2021 5310 P/O	-	-	-	-	-	-	-	-
NP015- Promotion of United Way 211	-	-	-	-	-	-	-	-
NP017- Rail Safety Campaign	-	-	-	-	-	-	-	-
NP032- SD100/SD160 Light Rail Vehicle Replacement	32,500,000	-	32,500,000	-	-	-	-	-
<b>Unfunded- Other Sources</b>	<b>16,250,000</b>	<b>-</b>	<b>-</b>	<b>16,250,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
NP032- SD100/SD160 Light Rail Vehicle Replacement	16,250,000	-	-	16,250,000	-	-	-	-
<b>Grand Total</b>	<b>216,803,000</b>	<b>18,030,000</b>	<b>44,195,000</b>	<b>16,250,000</b>	<b>56,744,000</b>	<b>1,300,000</b>	<b>100,000</b>	<b>80,184,000</b>

## 2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded	2027 Other State/Local	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
<b>5310 Projects</b>								
CDA006- CDA006- 5310 Admin Funds	-	-	-	-	-	-	-	-
IC1181- Mobility Management	-	-	-	-	-	-	-	-
IC1213- E Voucher Phase 2	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- MSP179- 20-1715 - 5310 Prgrm-OGD/LAY	-	-	-	-	-	-	-	-
MSP180- MSP180-20-1716- 5310 Prgrm-PRO/OREM	-	-	-	-	-	-	-	-
MSP181- MSP181-20-1717-5310 Prgrm-SLC/WV	-	-	-	-	-	-	-	-
MSP220- MSP220- MSP220-5310 (20-1901 Grant - SLC/WV 5310)	-	-	-	-	-	-	-	-
MSP221- MSP221- MSP221-5310 (20-1902 Grant Ogden/Layton 5310)	-	-	-	-	-	-	-	-
MSP222- MSP222- MSP222-5310 (20-903 Grant - Provo/Orem 5310)	-	-	-	-	-	-	-	-
MSP249- MSP249- FY19/20 - 5310 Funds - SL/WV	-	-	-	-	-	-	-	-
MSP250- MSP250- FY19/20 - 5310 Funds - O/L	-	-	-	-	-	-	-	-
MSP251- MSP251- FY19/20 - 5310 Funds - P/O	-	-	-	-	-	-	-	-
NP007- ARPA 5310	-	-	-	-	-	-	-	-
NP008- FFY 2022 5310 SL/WV	-	-	-	-	-	-	-	-
NP009- FFY 2022 5310 O/L	-	-	-	-	-	-	-	-
NP010- FFY 2022 5310 P/O	-	-	-	-	-	-	-	-
NP011- Voucher Project	-	-	-	-	-	-	-	-
NP012- FFY 2021 5310 O/L	-	-	-	-	-	-	-	-
NP013- FFY 2021 5310 SL/WV	-	-	-	-	-	-	-	-
NP014- FFY 2021 5310 P/O	-	-	-	-	-	-	-	-
NP015- Promotion of United Way 211	-	-	-	-	-	-	-	-
NP017- Rail Safety Campaign	-	-	-	-	-	-	-	-
NP020- CRRSAA 5310	-	-	-	-	-	-	-	-
NP021-FFY 19/20 5310 Capital Funds SL/WV	-	-	-	-	-	-	-	-
NP022-FFY 19/20 5310 Capital Funds O/L	-	-	-	-	-	-	-	-
NP023-FFY 19/20 5310 Capital Funds P/O	-	-	-	-	-	-	-	-
<b>Capital Construction</b>								
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	-	-	-	-	-	-	-	-
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
NP029- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
<b>Capital Development</b>		<b>14,375,000</b>	-	-	-	<b>1,100,000</b>	-	<b>13,275,000</b>
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
m	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-

## 2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded	2027 Other State/Local	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	-	-	-	-	-	-	-	-
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207- 3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	-	-	-	-	-	-	-	-
MSP216- Point of the Mountain Transi	500,000	-	-	-	-	-	500,000	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	500,000	-	-	-	-	-	-	500,000
MSP252- FrontRunner Forward	600,000	-	-	-	-	-	600,000	-
MSP253- Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259- S-Line Extension	-	-	-	-	-	-	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warren Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
NP066- Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
NP067- 900 East UVX Station	-	-	-	-	-	-	-	-
NP069- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
NP073- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
NP074- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
NP078- CareATC Location Build Out	-	-	-	-	-	-	-	-
NP083- Sheperd Lane Embankment	-	-	-	-	-	-	-	-
NP086- HB433 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,100,000	-	-	-	-	-	-	1,100,000
SGR408- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409- System Restrooms	1,100,000	-	-	-	-	-	-	1,100,000
<b>Contingency</b>	<b>5,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000,000</b>
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000

## 2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded	2027 Other State/Local	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
<b>Facilities- SGR</b>	<b>3,823,000</b>	-	-	-	-	-	-	<b>3,823,000</b>
FMA559- Office Equipment Reserve	-	-	-	-	-	-	-	-
FMA652- Facilities, Equipment Managed Reserve	750,000	-	-	-	-	-	-	750,000
FMA653- Facilities Rehab and Replacement	1,000,000	-	-	-	-	-	-	1,000,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,200,000	-	-	-	-	-	-	1,200,000
NP036- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
NP048- Warehouse Equipment Managed Reserve	123,000	-	-	-	-	-	-	123,000
SGR390- Jordan River Bldg 2 Remodel	-	-	-	-	-	-	-	-
<b>Information Technology</b>	<b>2,023,000</b>	-	-	-	-	-	-	<b>2,023,000</b>
IC1001- Passenger Information Signage	-	-	-	-	-	-	-	-
IC1005- EFC - Rehab & Replacement	-	-	-	-	-	-	-	-
IC1146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	50,000
IC1173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
IC1179- Network Infrastructure Equipment & Software	150,000	-	-	-	-	-	-	150,000
IC1183- Legal SW	-	-	-	-	-	-	-	-
IC1186- In House Application Development	200,000	-	-	-	-	-	-	200,000
IC1191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
IC1197- Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
IC1198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	250,000	-	-	-	-	-	-	250,000
IC1199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
IC1201- Server, Storage Infrastructure Equipment & Software	173,000	-	-	-	-	-	-	173,000
IC1202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
IC1211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
IC1214- Init APC Upgrade	-	-	-	-	-	-	-	-
IC1216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
IC1217- Transit Management System	-	-	-	-	-	-	-	-
IC1222- Fares Systems Replacement Program	200,000	-	-	-	-	-	-	200,000
IC1223- ERP Analysis	-	-	-	-	-	-	-	-
IC1224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
IC1225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
IC1226- New Radio Communication System	150,000	-	-	-	-	-	-	150,000
NP077- CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
<b>Infrastructure SGR Projects</b>	<b>25,672,000</b>	<b>18,000,000</b>	-	-	-	-	-	<b>7,672,000</b>
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	630,000	-	-	-	-	-	-	630,000
SGR359- Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	-	400,000
SGR370- Light Rail Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385- Rail Rehab and Replacement	4,000,000	3,200,000	-	-	-	-	-	800,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	1,607,000	-	-	-	-	-	1,393,000
SGR397- Traction Power Rehab/Replacement	-	-	-	-	-	-	-	-

## 2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded	2027 Other State/Local	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
SGR398- OCS Rehab/Replace	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR401- Ballast and Tie Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
SGR403- Train Control Rehab/Replacement	7,492,000	5,993,000	-	-	-	-	-	1,499,000
SGR404- Rail Switches/Trackwork Controls	3,000,000	2,400,000	-	-	-	-	-	600,000
SGR410- Fiber Rehab/Replacement	750,000	-	-	-	-	-	-	750,000
<b>Planning</b>	<b>1,800,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,800,000</b>
IC1185- WFCR Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
IC1221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
NP061- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
NP062- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
NP080- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
NP085- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
<b>Property/TOC</b>	<b>63,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>63,000</b>
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	-	-	-	-	-	-	-	-
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	-	-	-	-	-	-	-	-
MSP275- Station Area Planning	63,000	-	-	-	-	-	-	63,000
NP055- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
<b>Revenue/Service Vehicles</b>	<b>82,528,000</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>32,916,000</b>	<b>-</b>	<b>12,000</b>	<b>49,598,000</b>
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	22,000	2,000	-	-	-	-	12,000	8,000
NP032- SD100/SD160 Light Rail Vehicle Replacement	33,750,000	-	-	-	-	-	-	33,750,000
REV205- Replacement Non-Revenue Support Vehicles	750,000	-	-	-	750,000	-	-	-
REV209- Paratransit Replacements	3,546,000	-	-	-	3,546,000	-	-	-
REV211- Replacement Buses	26,910,000	-	-	-	26,820,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,800,000	-	-	-	1,800,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
SGR040- Light Rail Vehicle Rehab	9,000,000	-	-	-	-	-	-	9,000,000
SGR353- Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
<b>Safety and Security</b>	<b>2,912,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,912,000</b>
FMA516- Corridor Fencing	74,000	-	-	-	-	-	-	74,000
FMA543- Police Fleet Vehicles	59,000	-	-	-	-	-	-	59,000
FMA557- Bus Safety and Security	45,000	-	-	-	-	-	-	45,000
FMA604- Safety General Projects	146,000	-	-	-	-	-	-	146,000

## 2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded	2027 Other State/Local	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
FMA645- Camera Sustainability	726,000	-	-	-	-	-	-	726,000
FMA656- Facility Security	74,000	-	-	-	-	-	-	74,000
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	-	-	-	-	-	-	-	-
FMA676- Security General Projects	30,000	-	-	-	-	-	-	30,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
IC1140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
NP079- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
NP084- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
<b>Unfunded- Grants</b>	<b>67,807,000</b>	<b>-</b>	<b>67,807,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
CDAO06- CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
IC1213- E Voucher Phase 2	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	-	-	-	-	-	-	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	-	-	-	-	-	-	-	-
NP008- FFY 2022 5310 SL/WV	-	-	-	-	-	-	-	-
NP009- FFY 2022 5310 O/L	-	-	-	-	-	-	-	-
NP010- FFY 2022 5310 P/O	-	-	-	-	-	-	-	-
NP011- Voucher Project	-	-	-	-	-	-	-	-
NP012- FFY 2021 5310 O/L	-	-	-	-	-	-	-	-
NP013- FFY 2021 5310 SL/WV	-	-	-	-	-	-	-	-
NP014- FFY 2021 5310 P/O	-	-	-	-	-	-	-	-
NP015- Promotion of United Way 211	-	-	-	-	-	-	-	-
NP017- Rail Safety Campaign	-	-	-	-	-	-	-	-
NP032- SD100/SD160 Light Rail Vehicle Replacement	67,500,000	-	67,500,000	-	-	-	-	-
<b>Unfunded- Other Sources</b>	<b>33,750,000</b>	<b>-</b>	<b>-</b>	<b>33,750,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
NP032- SD100/SD160 Light Rail Vehicle Replacement	33,750,000	-	-	33,750,000	-	-	-	-
<b>Grand Total</b>	<b>239,753,000</b>	<b>18,002,000</b>	<b>67,807,000</b>	<b>33,750,000</b>	<b>32,916,000</b>	<b>1,100,000</b>	<b>12,000</b>	<b>86,166,000</b>



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

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**Board of Trustees**

**Date:** 11/2/2022

**TO:** Local Advisory Council  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** William Greene, Chief Financial Officer  
**PRESENTER(S):** William Greene, Chief Financial Officer

**TITLE:**

Consultation on Agency's Tentative 2023 Budget

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**AGENDA ITEM TYPE:**

LAC - Consultation

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**RECOMMENDATION:**

Review the Tentative 2023 Budget and provide advice/input to the Board of Trustees.

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**BACKGROUND:**

Each year, in compliance with State of Utah Code 17B-2a-808.1, the Board of Trustees adopts a tentative budget for the next year and sets a public hearing at which interested parties may comment on the tentative budget.

The Board of Trustees conducted four budget workshops in September. On October 12, 2022 the Board of Trustees received a presentation on the 2023 Tentative Budget. Subsequently, at their October 26, 2022 Board meeting, the Board approved a resolution adopting the 2023 Tentative Budget and will conduct a public hearing on November 10, 2022.

The 2023 Tentative Budget was sent to the Governor's office, Legislature, mayors, commissioners, metropolitan planning organizations, and others. It has also been made available to the public on UTA's website and will be open for comment throughout the public comment period. The 30-day public comment period will conclude on December 10, 2022 with all comments provided to the Trustees.

On November 2, 2022 the Local Advisory Council will be given the opportunity to review the 2023 Tentative Budget and provide their advice/input to the Board of Trustees.

The 2023 Final Budget will be reviewed at the December 7, 2022 Board of Trustees meeting with adoption

scheduled for the December 21, 2022 Board of Trustees meeting.

The detail of the 2022 Tentative Budget is attached.

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#### **DISCUSSION:**

The 2023 Budget and supporting 5-Year plans were developed during a time of economic uncertainty. Inflation recently set a new 40-year high and interest rates are approaching levels last seen during the Great Recession of 2008. Offsetting these negative indicators are robust employment, historically low unemployment levels, and a resilient Utah economy. This budget and supporting financial plans were supported by the April 2022 sales tax forecast developed by the University of Utah for UTA. This financial plan is conservative in nature and anticipates flat sales tax growth over the period 2023-2026. Staff is working with the University to monitor economic conditions and a new forecast will be produced in November to support the Final Budget.

The 2023 Tentative Budget was developed with an emphasis on creating value. This will be accomplished by:

- Reducing agency costs
- Making UTA a more efficient organization
- Improving/enhancing service delivery
- Improving UTA culture

#### The 2023 Operating Budget:

- Includes funding to operate the new Ogden Express (OGX) bus rapid transit line and associated local service improvements in Ogden
- Funds Light Rail service on Saturdays
- Increases funding for On Demand to fund growth in demand in South Salt Lake County
- Includes a service strategy that supports recruitment and retention of operators to meet adopted service plan needs by:
  - Adding “extra board” or entry level operators to provide support to all bus business units
  - Identifying 2024 service needs and developing a strategy to ensure adequate number of operators are in place to support potential 2024 changes
  - Addressing inadequate supervisor/operator ratios across the system
- Helps the region address the needs of the unhoused through a Transit Connection Program
- Contains initiatives to reduce or avoid operating costs, improve efficiency, and improve compliance through implementation of audit report recommendations and strengthening the audit function at UTA
- Creates a workforce innovation program to engage employees in reducing costs and/or increasing revenues to UTA
- Improves the management of data and lowers risk to UTA’s information technology infrastructure
- Funds a full-time position dedicated to supporting Transit Oriented Communities and Station Area Planning across the region

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#### **ALTERNATIVES:**

The Advisory Council is encouraged to provide their feedback to the Board of Trustees on this tentative budget and any additional considerations that should be discussed.

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**FISCAL IMPACT:**

The 2023 Tentative Budget includes \$396 million in operating expenses and \$319 million of capital investment to fund the provision of safe, convenient, reliable service and targeted investments in our infrastructure. The budget includes federal and local contributions from our partners.

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**ATTACHMENTS:**

1. Budget Summary to Stakeholders
2. 2023 Tentative Budget Document

Budget priorities outlined here affect you and your community. UTA developed the budget using a framework that identified high value organizational initiatives, set overarching budget values, and determined priority considerations for the selection of new budget initiatives.

## Budget Framework

Organizational Initiatives	Budget Values	Priority Considerations
<ul style="list-style-type: none"><li>• Real Estate Strategy</li><li>• Data Strategy</li><li>• Fleet Strategy</li><li>• Workforce Strategy</li><li>• Capital Development Process Improvement</li><li>• Grant Strategy</li><li>• Training Strategy</li></ul>	<ul style="list-style-type: none"><li>• Reduce Agency Costs</li><li>• Make UTA a More Efficient Organization</li><li>• Improve and Enhance Service Delivery</li><li>• Improve UTA Culture</li></ul>	<ul style="list-style-type: none"><li>• Legal and Political Mandates</li><li>• Impact to Partners</li><li>• Regulatory Issues</li><li>• Impact to Other Programs and Services</li></ul>

## Budget Overview

UTA's 2023 Budget and supporting 5-Year plans were developed during a time of economic uncertainty. Year over year increases for fuel and power, goods and services, parts, utilities, construction materials and other costs of providing service are significantly higher than recent experience. Offsetting these negative economic factors, but creating a different and difficult challenge, are historically low unemployment levels and a resilient Utah economy. Recruiting and retaining employees in the competitive Utah economy is an essential focus area for current and future public transportation services.

The 2023 budget includes \$396.2 million in operating expenses and \$318.8 million in capital investment to fund the provision of safe, convenient, and reliable service and key investments in our infrastructure. The budget includes federal, state, and local contributions from UTA partners.

## Operating Budget Key Areas



## Capital Budget Key Areas



## Operating Budget Highlights

<b>Service</b>	OGX bus rapid transit line operations; changes to local service; Saturday service for light rail; UTA On Demand service
<b>Operators</b>	Hiring and retention of operators; addresses low operator/supervisor ratios
<b>Workforce Innovations Program</b>	Engage, empower, and resource employees, through a Workforce Innovations Program, to develop and implement initiatives which reduce UTA costs, make UTA a more efficient organization, improve or enhance service delivery, and/or improve UTA culture
<b>Audit</b>	Strengthens audit functions and acts on recommendations from 2022 audits to improve accountability and reduce costs
<b>Safety &amp; Security</b>	Data governance improvements; strengthens UTA's technology security; upgrades UTA's video surveillance capabilities to increase safety and security throughout the system
<b>Transit Connections</b>	Foster customer and community engagement, through a Transit Connections Program that addresses social issues, provides transit education and transit access training, and funds Transit Ambassadors onboard TRAX trains
<b>Transit Oriented Communities</b>	Support Station Area Planning and Transit Oriented Community planning in the region

## 5-Year Capital Program Highlights

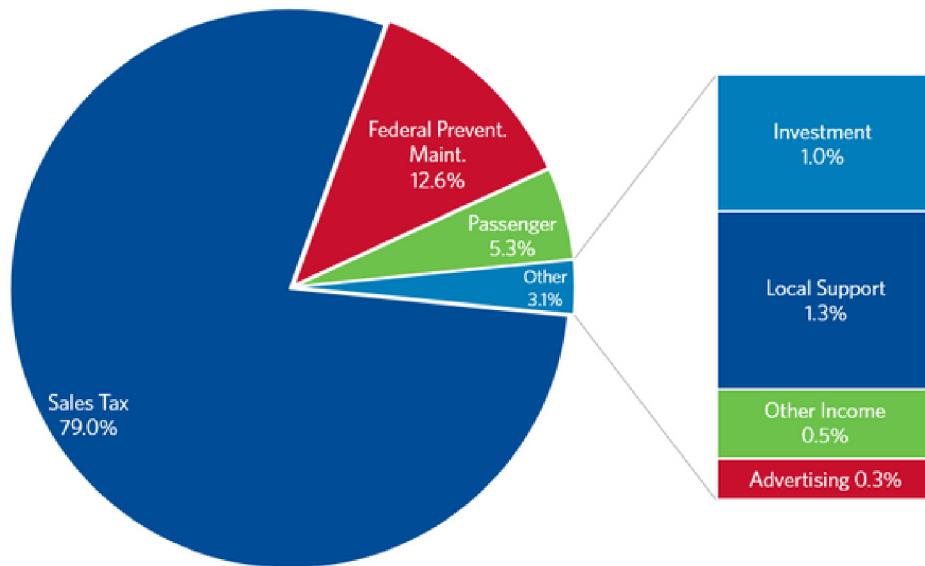
<b>Safety &amp; Reliability</b>	Focus on safety, security, reliability, and maintaining a state of good repair (SGR) for our revenue vehicles, infrastructure, and support systems
<b>Project Completions</b>	New Depot District Facility (2023); new Ogden Express (OGX) line in Ogden (2023)
<b>Other Projects</b>	Funds design and construction of the Mid-Valley bus rapid transit line (2023-2025); support local partner's high priority projects (2023)
<b>Technology Needs</b>	Fare collection system replacement; new radio communication system, and critical business system replacements (2023-2027)
<b>Facilities Support</b>	Begins to invest in renewal of UTA's maintenance facilities and study options to relocate UTA's main headquarters facility



## Operating Revenue Summary

UTA reports as a single enterprise fund and all revenues are collected in the UTA Operating Fund. Within this fund, UTA maintains two budgets – operations and capital. UTA receives operating revenues from multiple sources for total revenue of \$671 million. Sales tax revenue at \$529 million (79% of total) represents the largest funding source for the 2023 budget. Federal preventive maintenance funds total \$85 million and passenger revenues total \$36 million. Other revenues include investment income, local support, advertising, and other fees.

2023 Operating Revenues (\$671.3 million)



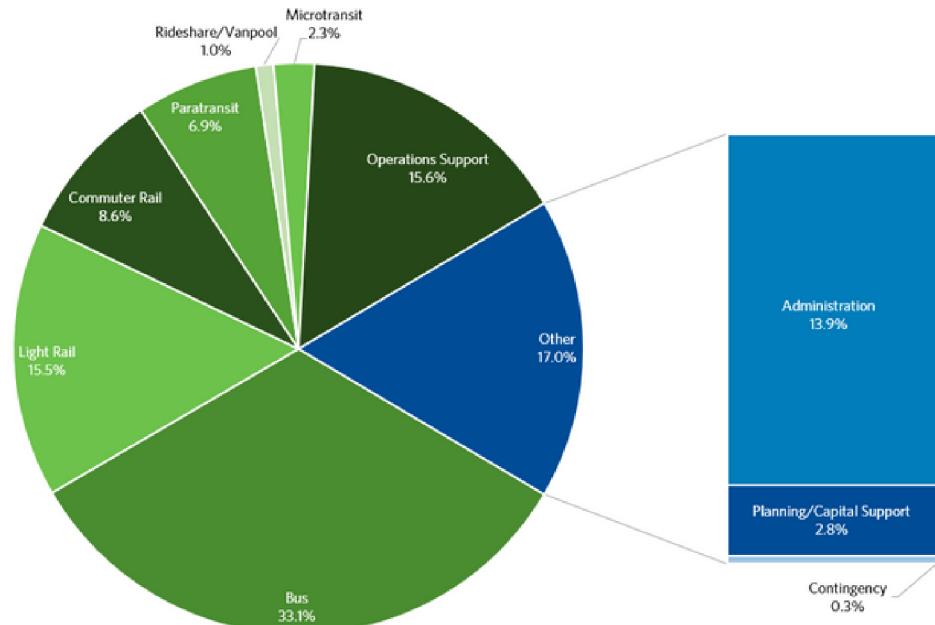
## Operating Budget Summary

The 2023 Tentative Operating Budget is \$396.2 million, including almost \$329 million for operations and maintenance of the system (83% of total). These functions are represented in the green shaded segments in the graph.

### Key Uses

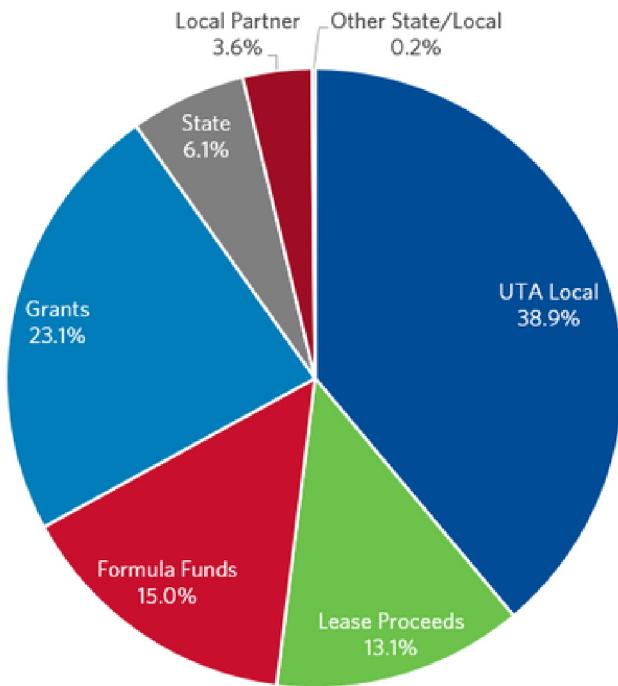
- Employee Compensation and Benefits
- Utilities
- Parts
- Services
- Other Operations & Maintenance
- Fuel & Propulsion Power

2023 Tentative Operating Budget (\$396.2 million)



## Capital Budget Summary

### 2023 Capital Revenues (\$318.8 million)



### 2023 Capital Budget Project Summary

Project Area	2023 Total Budget
5310 Grant Projects	\$ 7,455,000.00
Capital Construction	\$ 30,899,000.00
Capital Development	\$ 87,623,000.00
Facilities – State of Good Repair	\$ 7,021,000.00
Information Technology	\$ 17,690,000.00
Infrastructure State of Good Repair Projects	\$ 51,309,000.00
Planning	\$ 4,127,000.00
Property/Transit Oriented Communities	\$ 8,627,000.00
Revenue/Service Vehicles	\$ 92,249,000.00
Safety and Security	\$ 5,420,000.00
Other (Contingency)	\$ 6,377,000.00
<b>TOTAL</b>	<b>\$ 318,797,000.00</b>

## Ways to Get Involved!

Review the complete 2023 Tentative Budget and comment between November 10, 2022 – December 10, 2022. Submit your feedback in any of the following ways:

- Email: [hearingofficer@rideuta.com](mailto:hearingofficer@rideuta.com)
- Phone: 801-743-3882
- Mailing: Utah Transit Authority, C/O Megan Waters, 669 W 200 S, Salt Lake City, UT 84101
- Website Comment Form: [www.rideuta.com/Budget](http://www.rideuta.com/Budget)
- Public Hearing & Open House:
  - Date & Time: Thursday, November 10: 5-5:30pm - Open House, 5:30pm - Public Hearing
  - Location: 669 West 200 South, Salt Lake City, UT. Join virtually: [www.rideuta.com/Board-of-Trustees/Meetings](http://www.rideuta.com/Board-of-Trustees/Meetings)

Complete information on the 2023 Tentative Budget can be found at [www.rideuta.com/Budget](http://www.rideuta.com/Budget).



# Utah Transit Authority

## Tentative Budget 2023



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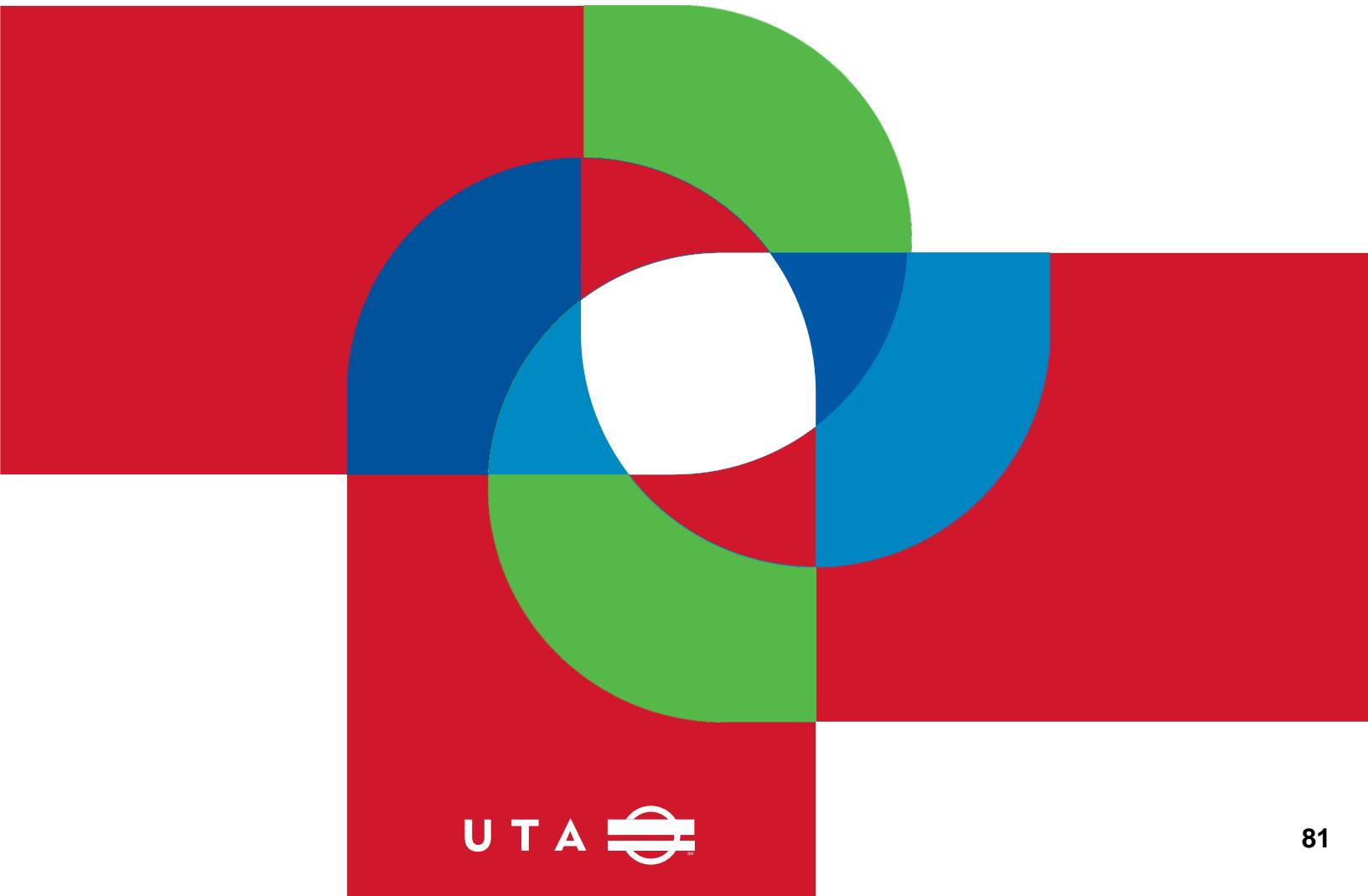
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# Introduction and Overview



# Message from the Executive Director



Since being sworn in as Executive Director last January, I have spent time across our system learning from and listening to UTA's dedicated family of employees. Their commitment to UTA, our customers, and the communities we serve, drove the agency's significant accomplishments this year and is the catalyst for successful delivery of the 2023 budget and 5-year Capital Plan outlined in this document. I thank our enthusiastic operating and support personnel teams for their contributions delivering OneUTA – one workforce, one agency.

In delivering our service, we answer state, regional, and community questions on connecting our customers to work, education, entertainment, family, and friends. We provide answers to building economies, fostering transit supportive community development, and safeguarding our future through environmentally friendly and sustainable transportation. UTA is a passport to outdoor recreation, a needed ride for healthcare, and a mobility bridge to opportunity.

Last year, UTA and the region continued recovering from the impacts of the pandemic. Current projections for 2022 ridership show an increase of more than 35 percent over 2021 levels. UTA will have recovered systemwide to about 75 percent of pre-pandemic levels (2019) by the end of the current year. As compared to our peers nationally, this is a remarkable transit renewal. Overall, UTA service levels as measured by service hours provided exceeded 2019 levels in 2022. So much so that as an agency, we will look at the pandemic as a historical event but no longer reference as performance history in our day-to-day business.

Looking back on 2022, our team has accomplished much. UTA began light rail service to the Salt Lake Airport, restored six-minute headways on its UVX bus rapid transit line, and opened the new Vineyard FrontRunner station. Our new OGX bus rapid transit line in Ogden began campus-wide service for Weber State University in anticipation of its completion next year, and the Depot District maintenance facility made substantial progress toward its 2023 completion date. On Demand transit service expanded across the region, providing a convenient, affordable transit option connecting riders to their destinations and/or other UTA services. The agency continued making significant investments in state of good repair activity to keep the system performing at optimal levels and reduce backlogs. We also held our first ever, "Free Fare February" partnering with Salt Lake City, numerous local governments, partner agencies, our pass partners, and private businesses, successfully reducing emissions while honoring the legacy of the Salt Lake Olympics.

UTA's 2023 Budget and supporting 5-Year plans were developed during a time of economic uncertainty. Inflation recently set a new 40-year high and interest rates are approaching levels last seen during the Great Recession of 2008. Year over year increases for fuel and power, goods and services, parts, utilities, construction materials and other costs of providing service is significantly higher than recent experience. Offsetting these negative economic indicators, but creating a different and equally difficult challenge, are robust employment, historically low unemployment levels, and a resilient Utah economy. Recruiting and retaining employees in the competitive Utah economy is an essential focus area for current and future public transportation services.



UTA's budget and supporting financial plans acknowledge these challenges. The 2023 Tentative Budget was developed with an emphasis on creating value, accomplished by:

- Reducing agency costs
- Making UTA a more efficient organization
- Improving/enhancing service delivery
- Improving UTA culture

The next five years will see significant system improvements resulting from partnerships with UTA's Local, State, and Federal partners. The Bipartisan Infrastructure Law (BIL), passed by Congress in 2021, significantly increases transit funding. UTA has acted quickly and, at time of writing, has over \$80 million in pending grant applications for improvements across the system including over \$60 million for the Mid Valley Connector BRT project. UTA is also supporting a UDOT \$671 million grant request for FrontRunner strategic double tracking and rail vehicle acquisition. Staff are poised to pursue other grant opportunities as the federal government publishes notices of Funding Availability/Opportunity. Increases in UTA's formula funds will also fund preventive maintenance, paratransit operations, and state of good repair projects.

House Bill 322<sup>1</sup> passed in the 2022 Session by the Utah State Legislature directed UDOT and UTA to partner on "fixed guideway" projects and identified UDOT as the lead agency for project delivery. This transit-focused legislation creates 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 other grant programs – as mentioned above for FrontRunner. UDOT and UTA have been working together to keep the FrontRunner double tracking and Point of the Mountain projects on schedule while leveraging the strengths of each agency in delivering these regionally significant projects.

The 2023 budget and 5-year Capital and Operating plans are fiscally constrained and significantly leverage UTA funds for investments in the system. Our federal, state, regional, local partners, elected officials, and customers support our vision for transit in the region and we will confidently deliver on our commitments to them. I have highlighted a few of the key components of both our 2023 operating budget and capital budget/5-year capital plan on the following page.

Together with our OneUTA team, the Board of Trustees, community partners, and customers, we will continue providing safe, reliable, and convenient service, demonstrating that every day, "Transit is the Answer" for our communities, our region, and the State of Utah.

Every day, UTA moves you!



Jay Fox  
Executive Director

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<sup>1</sup> [HB0322 \(utah.gov\)](https://www.utah.gov/legislature/bills/2022/HB0322)



## 2023 Operating Budget Highlights

- Funding to operate the new OGX bus rapid transit line and changes to local service, Saturday service for light rail, and additional funding to support the growth of the popular On Demand service in South Salt Lake County.
- Funding for hiring and retention of operators, additional extra board or entry level operators, begins early operator recruitment activity for anticipated 2024 service changes, addresses low operator/supervisor ratios, develops employees, and aligns with our values.
- New employee engagement program aimed at making UTA a more efficient organization, improving or enhancing service delivery, and improving UTA culture. This Workforce Innovations Program (WINS) was created with the goal of soliciting and implementing employee initiatives that will pay for the program within three years.
- Strengthens audit functions at UTA and acts on recommendations from 2022 audits to improve accountability and reduce costs.
- Funds data governance improvements, strengthens UTA's technology security, and upgrades UTA's video surveillance capabilities to increase safety and security throughout the system.
- Funding for a Transit Connection Program to foster efforts across UTA in addressing social issues, transit education, and connection with transit for our community through supportive response to incidents; Transit Ambassadors on TRAX trains; and training resources for communities accessing transit.
- Creates a position to support Station Area Planning and Transit Oriented Community planning in the region.



## 2023 Capital Budget and \$1.3 billion 5-year Capital Plan Highlights

- Focus on safety, and security, reliability, and maintaining a state of good repair (SGR) for our revenue vehicles, infrastructure, and support systems.
- Invests nearly \$800 million in State of Good Repair activities
- Completes construction of the new Depot District Facility (2023)
- Completes construction on the new Ogden Express (OGX) line in Ogden (2023)
- Funds design and construction of the Mid-Valley bus rapid transit line (2023-2025)
- Provides \$10 million to support local partner's high priority projects (2023)
- Addresses UTA's most pressing technology needs including fare collection system replacement, new radio communication system, and critical business system replacements (2023-2027)
- Begins to invest in renewal of UTA's maintenance facilities and study options to relocate UTA's main headquarters facility



# Budget Summaries

**UTAH TRANSIT AUTHORITY**  
**2023 TENTATIVE OPERATING BUDGET**  
**October 26, 2022**

**Exhibit A**  
**Tentative 2023**

<u>Revenue</u>		<u>Budget</u>
1	Sales Tax	\$ 529,284,000
2	Federal Preventive Maintenance	84,903,000
3	Passenger Revenue	35,850,000
4	Advertising	2,322,000
5	Investment Income	6,516,000
6	Other Revenues	12,388,000
7	Stimulus Funding	-
8	<b>Total Revenue</b>	<b>671,263,000</b>

<u>Operating Expense</u>		
9	Bus	131,173,000
10	Commuter Rail	33,664,000
11	Light Rail	61,922,000
12	Paratransit Service	27,190,000
13	Rideshare/Vanpool	3,960,000
14	Microtransit	9,183,000
15	Operations Support	61,855,000
16	Management & Support	55,136,000
17	Planning/Capital Support	11,114,000
18	Non-Departmental	1,000,000
19	<b>Total Operating Expense</b>	<b>396,197,000</b>

<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>		
20	Principal and Interest	159,441,000
21	Bond Service Utah County for UVX BRT program	3,375,000
22	Contribution to Reserves	18,344,000
23	Transfer to Capital	93,906,000
24	<b>Total Debt Service and Reserves</b>	<b>275,066,000</b>
25	<b>Total Expense</b>	<b>\$ 671,263,000</b>



**UTAH TRANSIT AUTHORITY**  
**2023 TENTATIVE CAPITAL BUDGET**  
**October 26, 2022**

**Exhibit A-1**

**Tentative 2023**

**Budget**

**Funding Sources**

1	UTA Current Year Funding	\$ 123,995,000
2	Grants	121,700,000
3	Local Partner Contributions	11,509,000
4	State Contribution	19,838,000
5	Leasing	41,755,000
6	<b>Total Funding Sources</b>	<b><u>318,797,000</u></b>

**Expense**

6	State of Good Repair	77,396,000
7	Depot District	12,001,000
8	Ogden/Weber BRT	14,785,000
9	Front Runner Forward	3,880,000
10	Mid Valley Connector	15,001,000
11	TIGER Program of Projects	10,460,000
12	Other Capital Projects	185,274,000
13	<b>Total Expense</b>	<b><u>\$ 318,797,000</u></b>



**UTAH TRANSIT AUTHORITY**  
**2023 TENTATIVE OPERATING BUDGET**  
**October 26, 2022**

**Exhibit A-2**

Tentative 2023 Budget		
<b><u>Revenue</u></b>		
1 Sales Tax	\$ 529,284,000	
2 Federal Preventive Maintenance	84,903,000	
3 Passenger Revenue	35,850,000	
4 Advertising	2,322,000	
5 Investment Income	6,516,000	
6 Other Revenues	12,388,000	
7 Stimulus Funding	-	
<b>8 Total Revenue</b>	<b><u>\$ 671,263,000</u></b>	
<b><u>Operating Expense</u></b>		
9 Board of Trustees	\$ 3,147,000	14.4
10 Executive Director	5,926,000	30.5
11 Communications	3,943,000	15.0
12 Operations	298,456,000	2,334.2
13 Finance	17,195,000	123.5
14 Service Development	8,754,000	62.0
15 Planning & Engagement	18,648,000	80.2
16 Enterprise Strategy	24,822,000	122.0
17 People Office	14,306,000	84.0
18 Non-Departmental	1,000,000	-
<b>19 Total Operations</b>	<b><u>396,197,000</u></b>	<b><u>2,865.8</u></b>
20 Debt Service	162,816,000	
21 Contribution to Reserves	18,344,000	
22 Transfer to Capital Budget	93,906,000	
<b>23 Total Tentative 2020 Operating Budget</b>	<b><u>\$ 671,263,000</u></b>	<b><u>2,865.8</u></b>



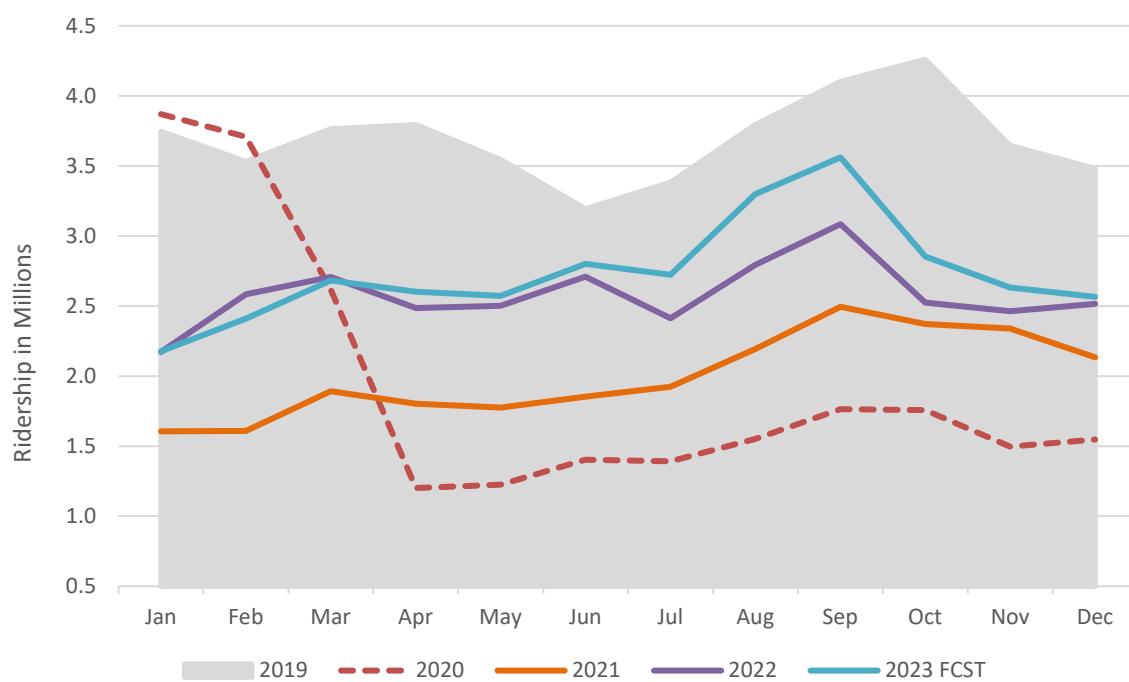
## 2023 Tentative Budget Overview

UTA's 2023 Budget and supporting 5-Year plans were developed during a time of economic uncertainty. Inflation recently reached a 40-year high and interest rates are approaching levels last seen during the Great Recession of 2008. Year-over-year growth for costs of fuel and power, goods and services, parts, utilities, construction materials and other of providing service is significantly higher than in the recent past.

Offsetting these negative economic indicators, but creating a different and difficult challenge, are robust employment, historically low unemployment levels, and a resilient Utah economy. Recruiting and retaining employees in the competitive Utah economy is a challenge and an area of focus in this budget.

### Ridership

**Total System Ridership**



2022 ridership is recovering better than projected in the 2022 adopted budget. While ridership through September lags 2019 totals by about 30 percent, steady and significant gains over 2021 ridership can be seen on the chart above. In fact, 2022 ridership for the months February through September are about 37 percent over ridership for the same period in 2021. The 2023 Budget and underlying 5-year financial plan assume that the system will return to 2019 ridership levels by 2025. Recovery has been steady, and varies by mode.

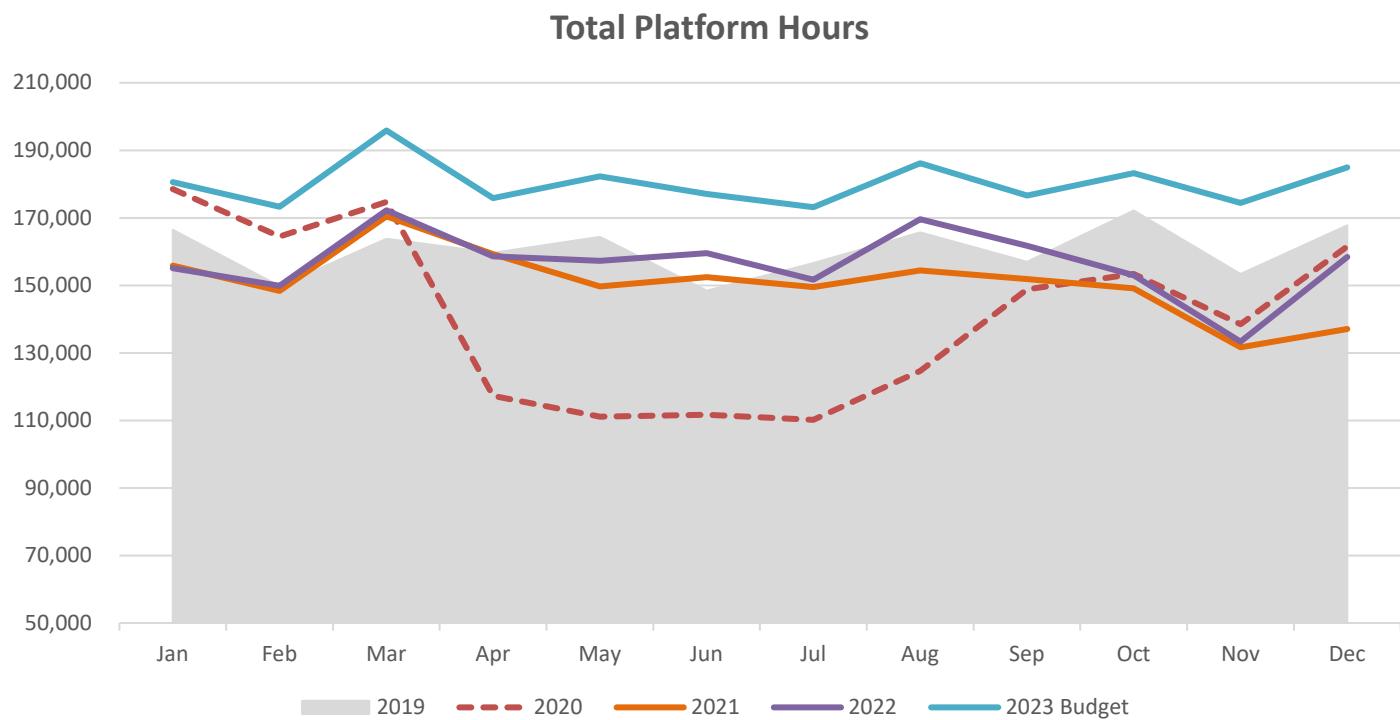


In 2022, UTA continued its targeted service change strategy focusing on route performance and emerging ridership trends, guided by UTA's Service Guidelines. The August 2022 service change reduced/replaced unproductive service, added service, and significantly expanded On Demand service.

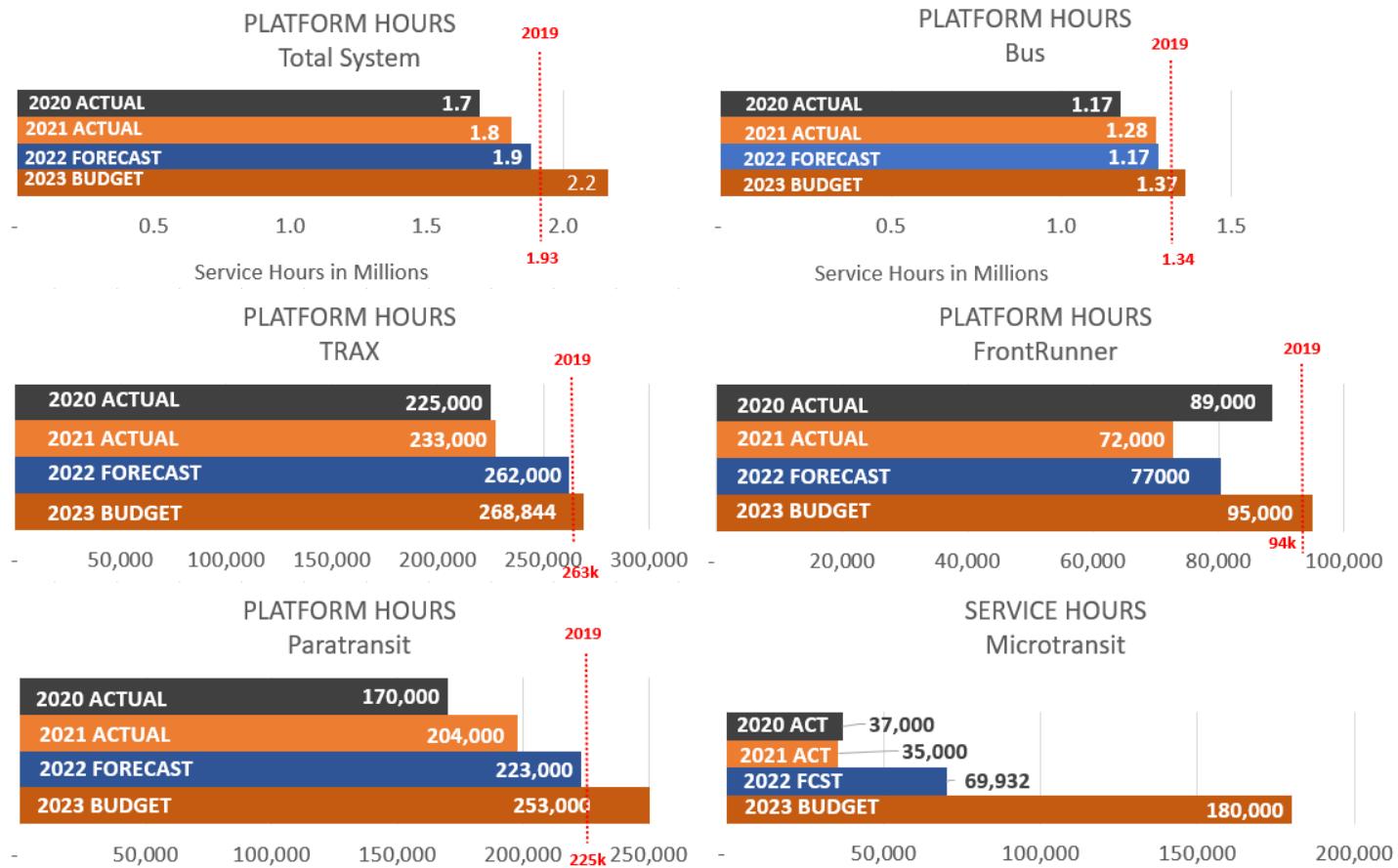
The 2023 budget envisions adding about 56,000 hours of service to implement Ogden Express – bus rapid transit service (OGX) and add light rail service on Saturdays.

Microtransit/On Demand was introduced in 2019 on a pilot basis and with the proposed service additions in 2023, will provide about 180,000 platform hours across the region.

## Platform Hours



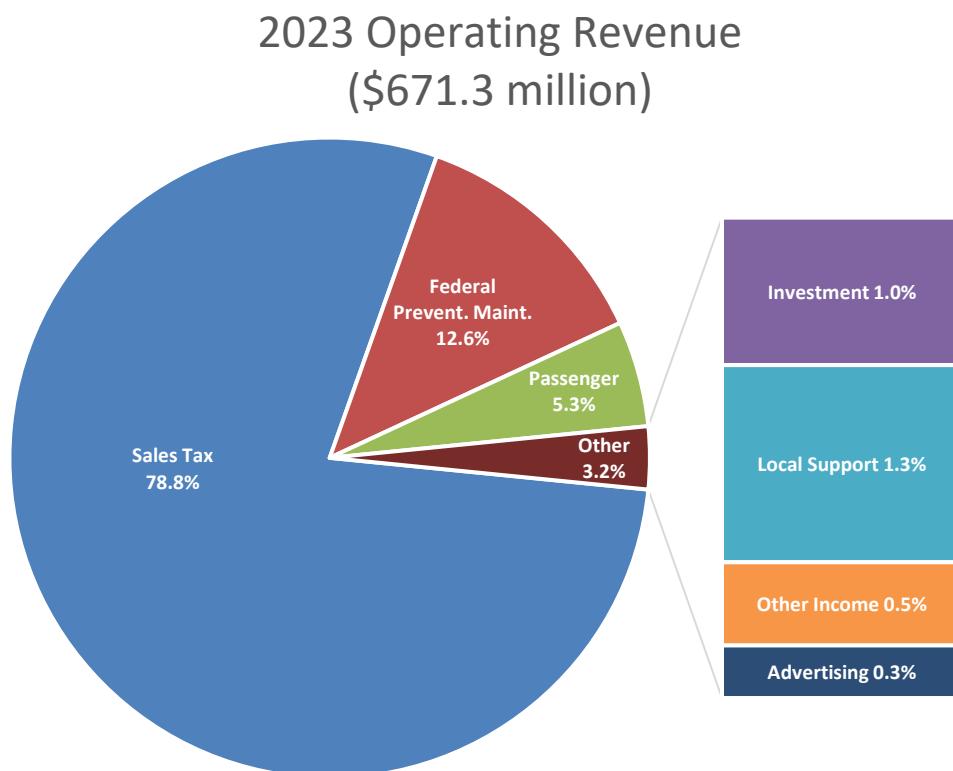
## Platform Hours by Mode



## 2023 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 –operations and capital. Transfers from the enterprise fund to the Capital program are made as necessary to support investment in the system.

Sales tax revenue at \$529 million, or 79 percent of total revenues, represents the largest funding source for the 2023 budget. Federal preventive maintenance totals \$85 million, and passenger revenues total \$36 million. Other revenues include, in order of magnitude, investment income, local support, advertising, and other fees, resulting in a total revenue of \$671 million.



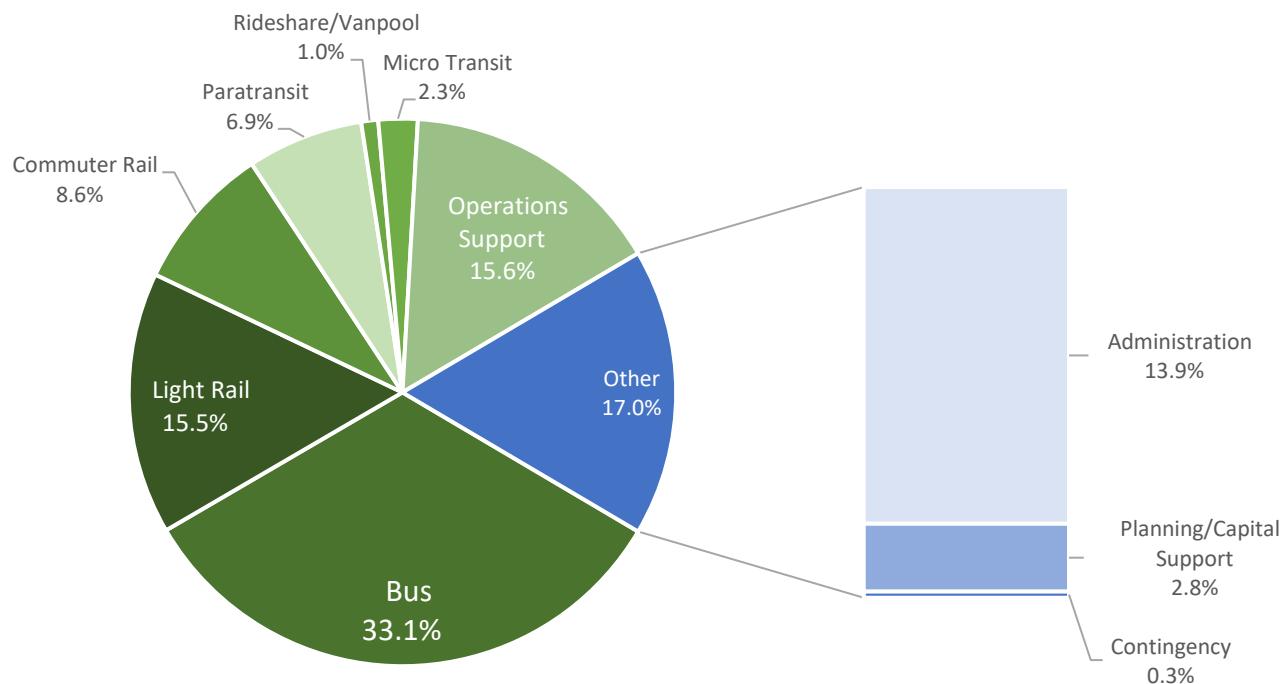
## 2023 Operating Expense Summary

The 2023 Tentative Operating Budget includes almost \$329 million for operations and maintenance of the system, or 83 percent of the 2023 operating budget request. These functions are represented in the green shaded segments in the graph below.

The “Other” functions (blue segments comprising 17 percent) include Management and Support, 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.

2023 Tentative Operating Budget  
(\$396.2 million)



## 2023 Tentative Operating Expense Budget

### Summary by Mode

	FY 2022 Budget	FY 2023 Budget	Change
Bus	\$120,084,000	\$131,173,000	\$11,089,000
Light Rail	57,548,000	61,922,000	4,374,000
Commuter Rail	32,304,000	33,664,000	1,360,000
Paratransit	25,476,000	27,190,000	1,714,000
Rideshare/Vanpool	3,795,000	3,960,000	165,000
Operations Support	61,736,000	61,855,000	119,000
Administration	45,020,000	55,136,000	10,116,000
Planning/Capital Support	9,493,000	11,114,000	1,621,000
Micro Transit	6,731,000	9,183,000	2,452,000
Non-Departmental	1,000,000	1,000,000	-
<b>Total Division</b>	<b>\$363,157,000</b>	<b>\$396,197,000</b>	<b>\$33,040,000</b>

### Summary by Office

	FY 2022 Budget	FY 2023 Budget	Change
Board	\$2,702,000	\$3,147,000	\$445,000
Executive Director	5,108,000	5,926,000	818,000
Operations	274,918,000	298,456,000	23,538,000
Finance	15,376,000	17,195,000	1,819,000
Service Development	7,783,000	8,754,000	971,000
Planning & Engagement	14,884,000	18,648,000	3,764,000
Enterprise Strategy	22,525,000	24,822,000	2,297,000
People	15,479,000	14,307,000	(1,172,000)
Communication	3,382,000	3,943,000	561,000
Non-Departmental	1,000,000	1,000,000	-
<b>Total Division</b>	<b>\$363,157,000</b>	<b>\$396,197,000</b>	<b>\$33,040,000</b>



## Summary by Expense Category

	FY 2022 Budget	FY 2023 Budget	Change
Wages	\$172,287,000	\$185,631,000	7.7%
Fringe	84,779,000	94,633,000	11.6%
Services	34,914,000	39,897,000	14.3%
Fuel/Power	27,464,000	31,408,000	14.4%
Parts	22,863,000	23,447,000	2.6%
Utilities	6,397,000	6,189,000	-3.3%
Other O&M	25,141,000	26,679,000	6.1%
Capitalized Costs	(10,689,000)	(11,688,000)	9.3%
<b>Total Budget</b>	<b>\$363,157,000</b>	<b>\$396,197,000</b>	<b>9.1%</b>

### Summary of budget changes

- Increase in fuel due to higher price per gallon and increased service levels vs 2022 levels
- Increase in wages and fringe benefits due to headcount increases, COLA, and benefit increases
- Increase in Contract Services for additional investment in UTA information systems and Microtransit services expansion
- Decrease in Utilities expenses to reflect decrease in costs for Facilities
- The increase in Other O&M is primarily an increase in Operations Contingency for emerging needs
- Increase in Capitalized Costs reflects increased investment in resources to support 2023-2027 capital program delivery



## FTE Summary

	2022 Budget	2023 Proposed	Change
Board	13.38	14.38	1.00
Executive Director	28.50	30.50	2.00
Operations	2,279.23	2,334.23	55.00
Finance	120.45	123.45	3.00
Service Development	56.00	62.00	6.00
Planning & Engagement	73.22	80.22	7.00
Enterprise Strategy	115.00	122.00	7.00
Communications	13.00	15.00	2.00
People	84.00	84.00	-
<b>Totals</b>	<b>2,782.78</b>	<b>2,865.78</b>	<b>83.00</b>



# Key Assumptions and Sources and Uses

UTA contracts with the Economic Development Unit at the University of Utah to generate sales tax forecasts. The 2023 Tentative Budget was developed in a time of economic uncertainty. Inflation is at a 40 year high and in response, the Federal Reserve has implemented interest rate hikes pushing rates toward 2008 highs, with further increases anticipated in the near future. From Utah's Department of Workforce Services August 2022 Report<sup>2</sup>:

*Inflation will have an impact on some industries, but Utah's strong economy, led by a 2.0% unemployment rate, should allow it to absorb and weather any inflation-influenced economic slowing. On average, Utah's unemployment rate has stayed 1.5 percentage-points below that of the United States. Even if the U.S. unemployment rate rises to the highest range of the Fed's expectations and reaches 4.2%, Utah's unemployment rate should still be under 3.0%, an unemployment rate that is not economically stressful. If the economy enters the shallow downturn predicted by the Federal Reserve Board Members, Utah's economy should fare well.*

This Tentative Budget and 5-year plan include assumptions from the University's April 2022 forecast. UTA will monitor the economic situation and work with the University of Utah to update its sales tax forecast in November to inform the 2023 Final Budget and 5-year plans.

The key assumptions in the 2023 budget are provided below.

- Operating Expenses:
  - Labor Subject to Collective Bargaining
  - Fringe Subject to Collective Bargaining
  - Parts - 6.0%
  - Fuel:
    - Diesel - \$3.20
    - Gasoline - \$3.00
    - CNG DGE - \$1.72
  - Other Expense – 5.25%
- Revenue Growth:
  - Sales Tax – 8.8%
  - Passenger – 4.7%
  - Bipartisan Infrastructure Law \$27 million in 2023

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<sup>2</sup> [Rising Inflation and Its Impact on Employment in Utah](#)

## Summary – 2023 Sources

Operating sources of funds total \$671.3 million, a decrease of \$145.2 million or (17.8%) from the FY 2022 forecast. The primary sources and changes are detailed below:

- The largest contributor to lower anticipated revenues is the result of UTA exhausting Federal Stimulus funds issued over the last two years. The CARES, CRRSAA, ARPA funds have been used to supplement operations and maintenance over the last 2 years. UTA does not anticipate any additional relief funding in 2023 and beyond at this time.
- Sales Tax contributions of \$529.3 million are up \$42.9 million. This assumes an 8.8% growth in sales tax over projected 2022 sales tax collections, in accordance with the April 2022 forecasts provided by the University of Utah. This forecast will be updated in November of 2022 and will inform the final 2023 Budget documents. These funds are used for operations and maintenance, other agency support costs, debt service, reserves, and capital program support.
- Passenger revenue is \$35.8 million, up \$1.6 million from FY 2022. These flat revenues in spite of a projected growth in ridership are driven by lower than anticipated pass revenues and increased subsidies for low-income riders.
- Federal formula funds dedicated to preventive maintenance and paratransit operations are programmed at \$84.9 million in 2023. The apparent reduction in funding is the result of a timing issue in federal reimbursements and the 2022 anticipated reimbursements from prior years.
- Other revenue is \$21.3 million, up from \$17.6 million in FY 2022 primarily due to increasing advertising revenue and higher rates of return on UTA investments on fund balances.

	2021 Actual	2022 Forecast	2023 Budget	Change 2023 - 2022
Sales Tax	\$433.4	\$486.3	\$529.3	\$42.9
Federal Preventive Maint.	7.0	110.4	84.9	(25.5)
Stimulus Funds	123.9	167.8	0.0	(167.8)
Passenger	28.5	34.2	35.8	1.6
Salt Lake City	4.3	8.3	8.7	0.4
Investment	1.4	3.7	6.5	2.8
Advertising	1.9	1.9	2.3	0.4
Other	5.5	3.7	3.7	(0.1)
Total Revenues	\$605.8	\$816.4	\$671.2	(\$145.2)



## Summary – 2023 Uses

Operating uses of funds are \$396.2 million, an increase of \$33.0 million or 9.1% from the FY 2022 budget. The primary uses are detailed below:

- Total employee compensation and benefits increased 7.7% and 11.6% respectively. These increases are due to staffing level increases and an assumed average wage increase of 3%, increased benefits, and the additional hires. The FY2023 budget anticipates hiring 83 additional FTE's as compared to the FY2022 adopted budget.
- Fuel costs are budgeted at an increase of 14.4%. Fuel prices have increased due to supply chain and demand issues. The FY 2023 budget assumes \$3.20 per gallon for diesel, \$3.00 per gallon for gasoline, and \$1.72 CNG DGE for natural gas vehicles, compared to \$2.50 per gallon for diesel and \$2.35 per gallon for gasoline in FY 2022. Earlier this summer, prices were trending downward toward these 2023 forecasted fuel costs but have started to increase again this fall. UTA will monitor closely and if necessary, make adjustments in the Final Budget document.
- Utilities costs are projected to decrease by 3.3% due to increase oversight in the last year.
- Parts represent a 2.6% increase primarily due to increases in prices for parts and increased shipping costs.

Capital uses of funds are \$318.8 million, this represents an increase of about \$106.7 million over 2022 projected capital uses. The primary uses and changes are detailed below:

- Major capital projects such as: \$22 million for VW Battery Buses, \$15.0 million for the continuation of the Mid-Valley Connector (BRT) in Salt Lake County, \$14.8 million Ogden/Weber State University BRT (OSX), and \$12 million to complete the Depot District transit center.
- UTA has allocated \$123 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.
- Other capital projects consist of, but are not limited to, the TIGER program of projects, ROW & Facility Property funding, Public Partnership projects, 900 East UVX Station, Electronic Fares Systems Replacement, wayfinding signage, a new radio communication system, and ongoing video camera sustainability and expansion.

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 2023 is \$162.8 million, which includes Leasing debt of \$14.1 million.



## Operating Sources – 2023 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 percent with 0.10 percent dedicated to UTA.

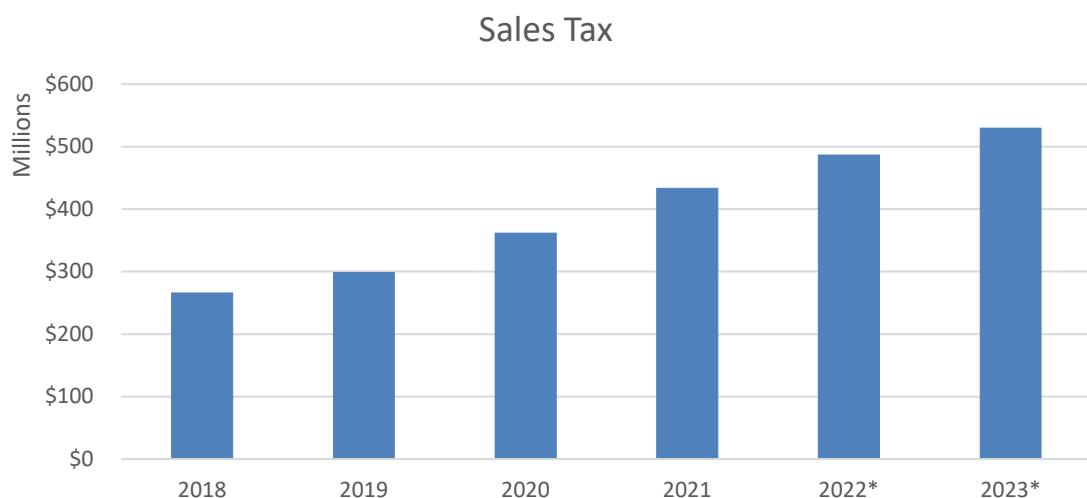
UTA's sales tax is applied by each jurisdiction within the service area to gross taxable sales within the service district. From 2004 through 2020, gross taxable sales have grown by an annual average of 7.0%. Sales tax forecasting is a priority for UTA, and in 2021 UTA engaged Stephen C. Bannister, PH.D. Associate Director of Economics at the University of Utah to provide more accurate sales tax revenue forecasts.

#### **2023 Sales Tax Revenues - \$529.3 million:**

The 2023 Budget assumes an 8.8 percent increase over 2022 projected sales tax collections. The estimate is based on the University's Economic Development Unit (EDU), projected sales tax growth rates applied to an adjusted 2022 projection using actuals through April. The estimate is generated using EDU's econometric models. Sales tax forecasts will be updated by EDU in November and will inform the Final 2023 Budget and supporting 5-year Capital and financial plans.

Year	2018	2019	2020	2021	2022*	2023*
Sales Tax	\$265,770,000	\$298,640,000	\$361,591,000	\$433,361,000	\$486,340,000	\$529,284,000

\*Budget/Projected

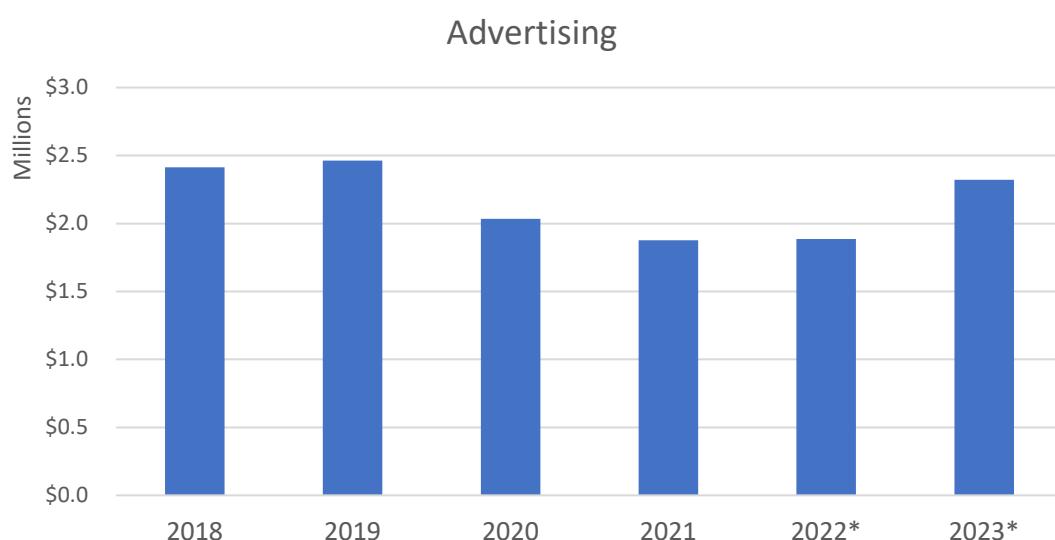


## Advertising

Advertising revenues for the Authority come from the lease of exterior space on the sides and rear of bus, light rail vehicles, and the signage inside of commuter rail cars. The annual growth rate for advertising is beginning to increase. For 2022 and 2023 advertising is projected to produce \$1.9 million and \$2.3 million, an increase due to COVID recovery and improved economic conditions.

Year	2018	2019	2020	2021	2022*	2023*
Advertising	\$2,413,000	\$2,463,000	\$2,035,000	\$1,876,000	\$1,885,000	\$2,322,000

\* Budget/Projected



## Passenger Revenue

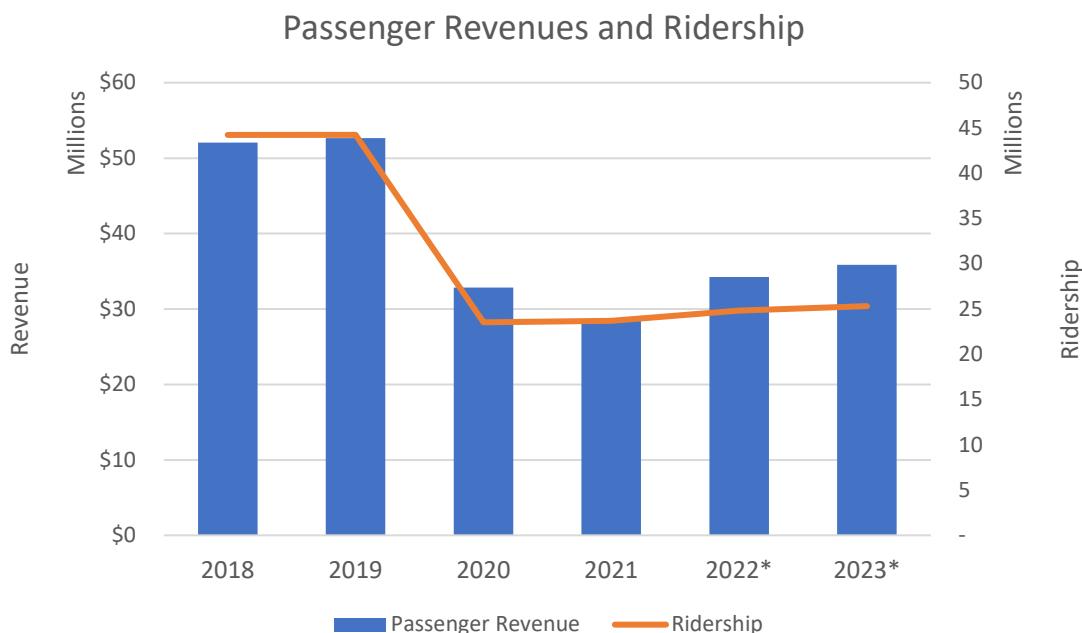
Since 2013, the Authority's base fare has been \$2.50. Fares range from \$1.25 for senior citizens to \$5.50 for premium express service. Low income and fares for social service agencies receive discounts of up to 75 percent over the base fares. Service increases planned in 2023, and continued population and employment growth, will all contribute to an increase in passenger revenues.

### **2023 Passenger Revenue – \$35.8 million:**

Ridership and fares recovered roughly as projected in the 2022 budget. The 2023 budget assumes a 12 percent increase in passenger revenues, driven by continued growth in ridership. The 5-year plan assumes that passenger revenues will return to pre-pandemic levels by 2027.

Year	2018	2019	2020	2021	2022*	2023*
Passenger Revenue	\$52,052,000	\$52,649,000	\$32,845,000	\$28,510,000	\$34,239,000	\$35,850,000
Ridership	44,217,000	44,239,000	23,530,000	23,692,000	24,821,000	25,305,000

\* Budget/Projected



## Federal Preventive Maintenance Formula Grants

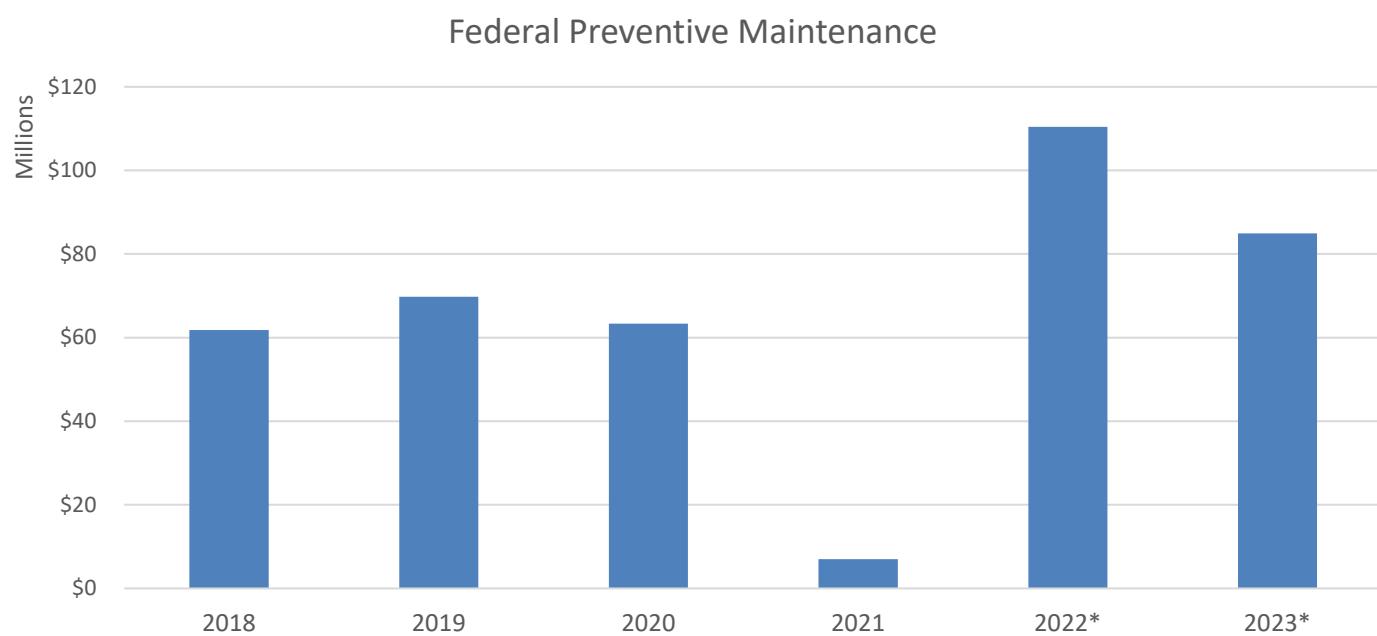
In 2016 the Transportation Bill, Fixing Americas' Surface Transportation (FAST) was approved by Congress. Since that time, the Authority has been able to use formula funds for preventive maintenance. These formula funds may be used to cover up to 80% of preventive maintenance costs. After operating additional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

### **2023 Federal Preventive Maintenance – \$84.9 million**

The financial plan assumes \$84.9 million in FTA formula funds to support the operating program (preventive maintenance and paratransit). This appears to be a decrease from 2022, but this is due to grant award delays for 2021 funds that will be expended in 2022 and the allocation of some formula funds to state of good repair projects in the capital program.

Year	2018	2019	2020	2021	2022*	2023*
Operating Grants	\$61,821,000	\$69,746,000	\$63,351,000	\$6,968,000	\$110,435,000	\$84,903,000

\* Budget/Projected



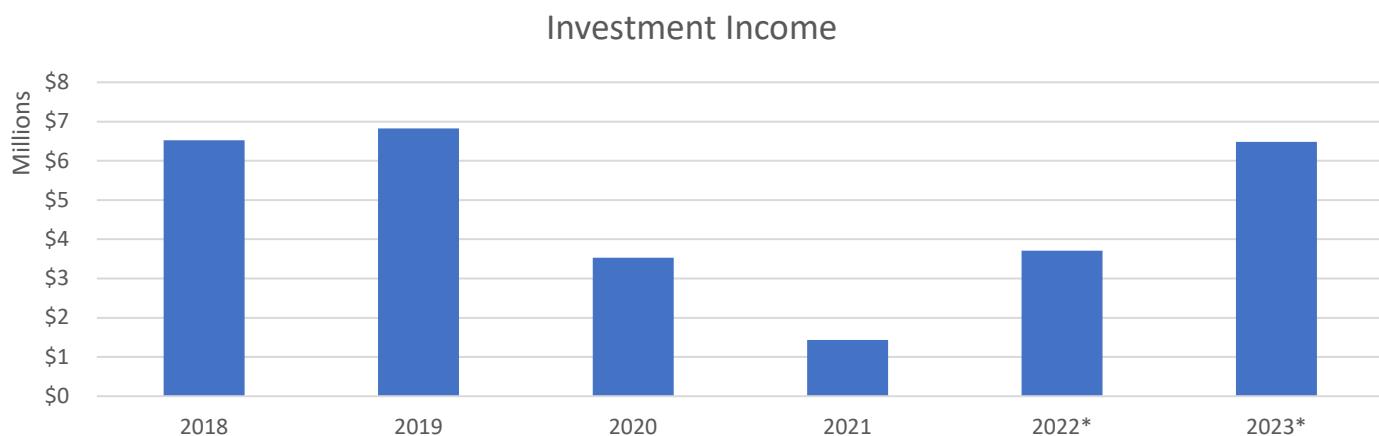
## Investment Income

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 Act<sup>3</sup>. 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 2022 investment revenues are \$3.7 million with 2023 returns projected at \$6.5 million.

Year	2018	2019	2020	2021	2022*	2023*
Investment Income	\$6,526,000	\$6,822,000	\$3,526,000	\$1,432,000	\$3,707,000	\$6,516,000

\* Budget/Projected



<sup>3</sup> [Utah Code Chapter 51-7](#)

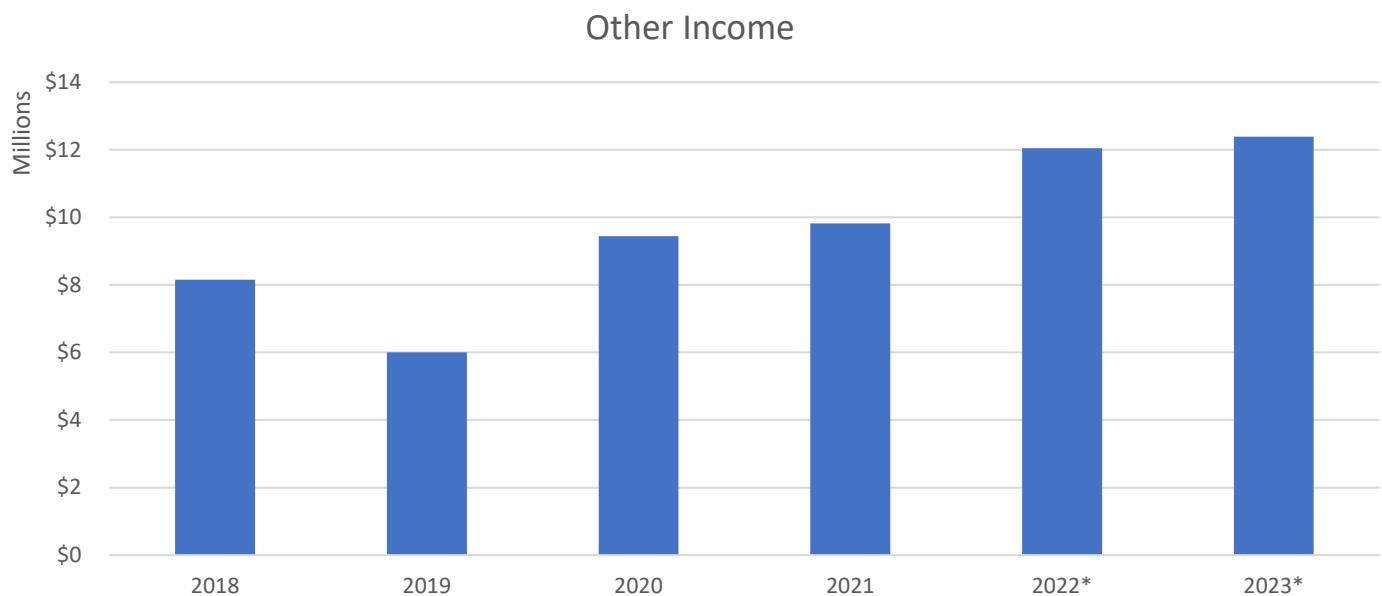


## Other Income

Other income for 2023 consists of \$8.7 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, \$1.2 million for enhanced transit services, and \$0.5 million from transit-oriented development revenues.

Year	2018	2019	2020	2021	2022*	2023*
Other Income	\$8,156,000	\$6,001,000	\$9,443,000	\$9,824,000	\$12,044,000	\$12,389,000

\* Budget/Projected



## Operating Uses – 2023 Detail

### **Employee Compensation and Benefits - \$280.3 million:**

The 2023 budget reflects a 9.0 percent increase over the 2022 budget. The 2023 budget includes an estimated average increase of 7.7 percent for salaries and wages 11.6 percent for benefits.

### **Utilities - \$6.2 million:**

Includes electricity (excluding propulsion power), heat, light and other utilities. Costs are expected to decrease 3.3 percent in 2023, driven by more careful management from Dan Locke and team. Like fuel, UTA staff will monitor utility costs and adjust the Final Budget if necessary.

### **Parts - \$23.4 million:**

This 2023 budget reflects a \$584,000 (2.6 percent) increase over 2022 budget. Inflation continues to drive parts costs upwards, including freight costs. Furthermore, the addition of electric buses in Ogden to run the OGX BRT route has added to the increase in the total parts budget for 2022, both in quantity and through higher cost per part.

### **Services - \$39.9:**

The 2023 Services budget is up \$4.97 million (14.2 percent) over 2022 levels. This increase is due to the expansion of Microtransit into the Toole service area (\$2.3 million), carryover from the Rail Apprenticeship Program (\$1.5 million), IT additions (\$700,000) for database and business intelligence tools.

### **Other O&M Costs - \$26.7 million**

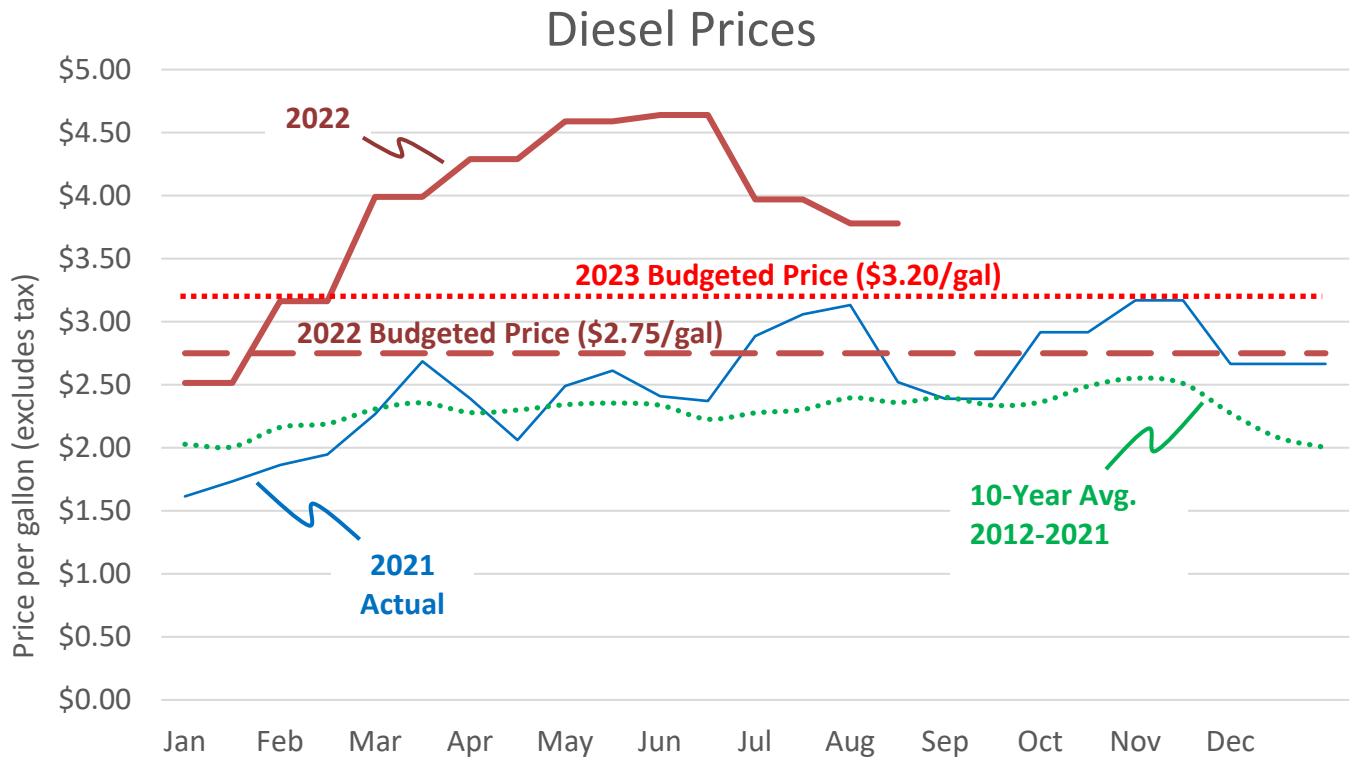
This 2023 budgeted amount represents a \$1.5 million (6.1 percent) increase over 2022 levels. The increase reflects some Agency Contingencies and other offsetting adjustments.

### **Fuel and Propulsion Power - \$31.4 million:**

Fuel is budgeted 14.4 percent or \$3.9 million higher in 2023 than 2022. This increase is predominantly due to fuel cost assumptions (\$2.8 million), with consumption changes actually decreasing the total diesel and gasoline fuel costs by about \$23,000 due to reduced gasoline-run service miles. The 2023 Tentative Budget assumes \$3.20 per gallon for diesel (\$2.50 in 2022), \$3.00 per gallon for gasoline (\$2.35 in 2022), and \$1.72 CNG. Fuel prices have continued to climb over the period that the Tentative Budget was being developed. Fuel prices will be re-evaluated prior to approval of the Final Budget and adjustments will be considered.

Propulsion power cost is expected to increase by about \$255,000 or 3.7%, driven by small changes in miles driven by light rail (additional service) and bus propulsion power. No major changes are expected in propulsion power rates during 2023.





#### Capitalized Costs – minus \$11.7 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 \$11.7 credit is the estimated cost of UTA capital program support.



## Sources and Uses

### 5-Year Sources & Uses

	<b>Sources</b>	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
		<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
<b>A</b>	<b>Beginning Balance</b>	\$ 321.8	\$ 484.3	\$ 467.0	\$ 412.4	\$ 358.6	\$ 323.2
	Sales Tax	\$ 486.3	\$ 529.3	\$ 513.4	\$ 513.4	\$ 529.3	\$ 563.8
	PM Funds (FTA)	110.4	84.9	85.8	86.6	87.5	88.0
	Stimulus Funds	167.8	-	-	-	-	-
	Passenger Funds	34.2	35.8	44.0	48.7	50.2	51.7
	Capital Sources	104.2	189.3	154.3	165.7	136.1	153.1
	Other Sources	17.6	21.2	21.5	20.6	20.1	20.5
<b>B</b>	<b>Total Sources</b>	\$ 920.6	\$ 860.5	\$ 819.0	\$ 835.1	\$ 823.2	\$ 877.0
<b>USES</b>							
	Operating Expense	\$ 353.2	\$ 396.2	\$ 424.1	\$ 442.9	\$ 457.3	\$ 472.2
	Capital Expense	212.1	318.8	278.5	270.3	216.8	239.8
	Debt Service	152.8	162.8	171.1	175.6	184.5	175.2
<b>C</b>	<b>Total Uses</b>	\$ 718.1	\$ 877.8	\$ 873.6	\$ 888.8	\$ 858.6	\$ 887.2
<b>D</b>	Net Change	\$ 202.5	\$ (17.3)	\$ (54.7)	\$ (53.7)	\$ (35.4)	\$ (10.2)
	Cash Amended <sup>1</sup>		(40.0)	-	-	-	-
<b>E</b>	<b>Ending Balance</b>	\$ 484.3	\$ 467.0	\$ 412.4	\$ 358.6	\$ 323.2	\$ 313.0
<b>F</b>	Reserves	166.9	185.2	199.6	211.9	223.7	236.6
<b>G</b>	Unrestricted Cash Balance	\$ 317.4	\$ 281.8	\$ 212.8	\$ 146.7	\$ 99.5	\$ 76.5

$$E = A = B - C$$

$$G = E - F$$

<sup>1</sup> Repayment of state funds



## 2023 Operating Budget Request Detail

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
\$ 363,157	\$ (12,719)	\$ 624	\$ 4,156	\$ 9,236	\$ 11,672	\$ 376,125	\$ 3,148	\$ 16,924	\$ 396,197

### 2023 Additions

#### Service Strategy

Service Changes	\$ 3,400
Extra Board	1,500
Local Service	1,900
2024 Ramp Hiring	1,500
<u>Supervisor Ratios</u>	<u>1,600</u>
Subtotal Service Strategy	9,900
Regulatory/Board/ROI	1,353
Audit/Federal Compliance	1,190
Agency Requests	1,803
Capital Staff	108
Contingency	1,900
<u>Budget Balance/Reconciliation</u>	<u>700</u>
Subtotal Other Requests	7,054
Grand Total	\$16,924

#### Service Strategy

UTA continues to have difficulty recruiting and retaining operators and other staff to support the operations and maintenance of the fleet. The 2023 Tentative Budget request includes strategies to address this challenge that will allow UTA to continue to successfully operate base service and position the organization for future growth.

This request includes \$3.4 million for service additions to support the new OGX bus rapid transit service, add light rail service on Saturdays, additional On Demand service in South Salt Lake County, and \$1.2 million in service costs adjustments associated with annualizing costs of the approved August 2022 service changes. Another \$1.9 million is tentatively budgeted as an Operating contingency for local service supporting OGX in the Ogden area. UTA's staffing situation will be reassessed in the spring for Board consideration of approval of this local service for the August 2023 service change.

The remaining elements of the Service Strategy are aimed at improving recruitment and retention of front-line staff.



- \$1.5 million is requested to increase the pool of “extra board” operators. This will provide for improved scheduling flexibility and increase the pool of operators for each of the bus business units. The Salt Lake Business unit will add 12 extra boards, Timpanogos and Ogden 4 each.
- \$1.5 million is requested for “ramp hiring” to start early hiring in 2023 to ensure any 2024 service changes can be implemented. Like the Ogden Local service item, this funding is placed in an Operating Contingency and will be revisited next spring before seeking Board approval to move forward with ramp hiring later in 2023.
- \$1.6 million is included in the budget request to address the operator/supervisor ratio. This item is also in the Operating Contingency and subject to Board approval before implementation.

Studies show that one of the top reasons employees look to leave employment with their company is the relationship with their supervisor. The current operator/supervisor ratio has been identified as a contributing cause to retention issues. UTA will undertake an organizational assessment and will return to the Board with a plan to address the operator/supervisor ratios and seek approval at that time to fund this initiative.

### Regulatory/Board/ROI

#### **2023 Regulatory/Board/ROI**

	<b>FTE</b>	<b>Total Cost</b>	<b>Cumulative Cost</b>
Surveillance Tech (Security)	1.0	73,000	73,000
OnBoard Survey	-	325,000	398,000
Capital TOC	1.0	190,000	588,000
Workforce Innovation Program	4.0	591,000	1,179,000
Workforce Innovation Program (Savings)		(150,000)	1,029,000
Cost Inventory Litigation	1.0	118,000	1,147,000
Cost Inventory Litigation		(118,000)	1,029,000
Internal Audit EEO Support	1.0	149,000	1,178,000
State Lobbyist		50,000	1,228,000
External Audit		125,000	1,353,000
<b>Subtotal Regulatory/Board/ROI</b>	<b>8.0</b>	<b>1,353,000</b>	<b>1,353,000</b>

This package of requests includes funding to improve UTA video surveillance capability, funds the first year of the federally required On Board survey, and provides funding to improve internal audit functions and support for lobbying activities. Funding for a planner to support regional station area planning and transit oriented community planning is also included. This request also includes funding the Workforce Innovation Program (WINS). This new employee engagement program is aimed at making UTA a more efficient organization, improving or enhancing service delivery, and improving UTA culture. This Workforce Innovations Program (WINS) was created with the goal of soliciting and implementing employee initiatives that will pay for the program within three years.



UTA is also seeking funding for a cost inventory accountant. This position will enhance UTA's record keeping ability and documentation of costs that will have a residual benefit of enhancing support in litigation. It is estimated that improved documentation to support Attorney General staff in litigation will dramatically improve UTA's recover of costs, paying for the position.

### **Audit/Federal Compliance**

#### **2023 Audit/Federal Compliance**

	<b>FTE</b>	<b>Total Cost</b>	<b>Cumulative Cost</b>
Grant Management	3.0	541,000	1,894,000
NRV Fleet Management - FMAP Implementation	4.0	649,000	2,543,000
<b>Subtotal Audit/Federal Compliance</b>	<b>7.0</b>	<b>1,190,000</b>	<b>2,543,000</b>

This request includes two elements.

UTA is consolidating grant functions for all grant programs at UTA. This will streamline the grant planning, acquisition, management, and administration functions and will create efficiencies between programs. Grant management is currently dispersed across the organization resulting in inefficiencies. The Bipartisan Infrastructure Law includes significant opportunities for new funding. This new organization will better position UTA for success in grant acquisition and management

An internal audit identified a need to improve non-revenue fleet management and oversight. A contract has been executed to develop a Fleet Management Action Plan to respond to the audit findings and improve oversight of the non-revenue fleet. The plan will be completed early next year and an implementation plan based on the recommendations will be brought to the Board for approval to implement.



## Agency Requests

### 2023 Agency Requests

Budget Request	FTE	Total Cost	Cumulative Cost
HR Director	1.0	197,000	2,740,000
SGR/Go Team Coordinator	1.0	106,000	2,846,000
Workforce Strategy	1.0	192,000	3,038,000
Data Governance	2.0	500,000	3,538,000
Reducing UTA's IT Risk		150,000	3,688,000
Operations Chief of Staff	1.0	162,000	3,850,000
<b>Hiring Contra</b>		<b>(250,000)</b>	<b>3,600,000</b>
Transit Connection Program/Resource Liason	3.0	746,000	4,346,000
<b>Subtotal 2023 Agency Requests</b>	<b>9.0</b>	<b>1,803,000</b>	<b>4,346,000</b>

This \$1.8 million package of requests includes funding to improve oversight of human relations in the People Office, an Operations Chief of Staff to support the administrative functions of Operations, and a dedicated FTE to support planning and on-the-ground support during major state of good repair and other scheduled service interruptions.

The request also includes funding to enhance UTA's data governance and support the introduction of new tools that will allow UTA to become more data driven. Funding is also included for Information Technology to improve UTA's cyber risk profile.

Funding is also included for a Transit Connection Program to foster improved customer experience and compassionately address unhoused individuals touching UTA's system

Additional funding and one new staff is requested to enhance recruitment development at UTA.

A hiring contra is included that envisions hiring for new positions will not be complete until the end of the first quarter for these positions.



## Capital Position Requests

UTA approves all headcount in the Operating budget request. Capital staff will charge to the capital program through a reimbursable process. Funding for these 9 positions include start up costs only (computer, supplies, office space, etc.).

### **2023 Capital Positions**

	<i>FTE</i>	<i>Total Cost</i>	<i>Cumulative Cost</i>
Rail Infrastructure PM	1.0	12,000	4,358,000
Rail Vehicle Procurement PM	1.0	12,000	4,370,000
Video Security Tech (Security)	1.0	12,000	4,382,000
Ops Capital support (Rail Sustainability)	6.0	72,000	4,454,000
<b>Subtotal Capital</b>	<b>9.0</b>	<b>108,000</b>	<b>4,454,000</b>

The table below quantifies the ongoing costs that will be incurred by the capital program associated with these nine positions.

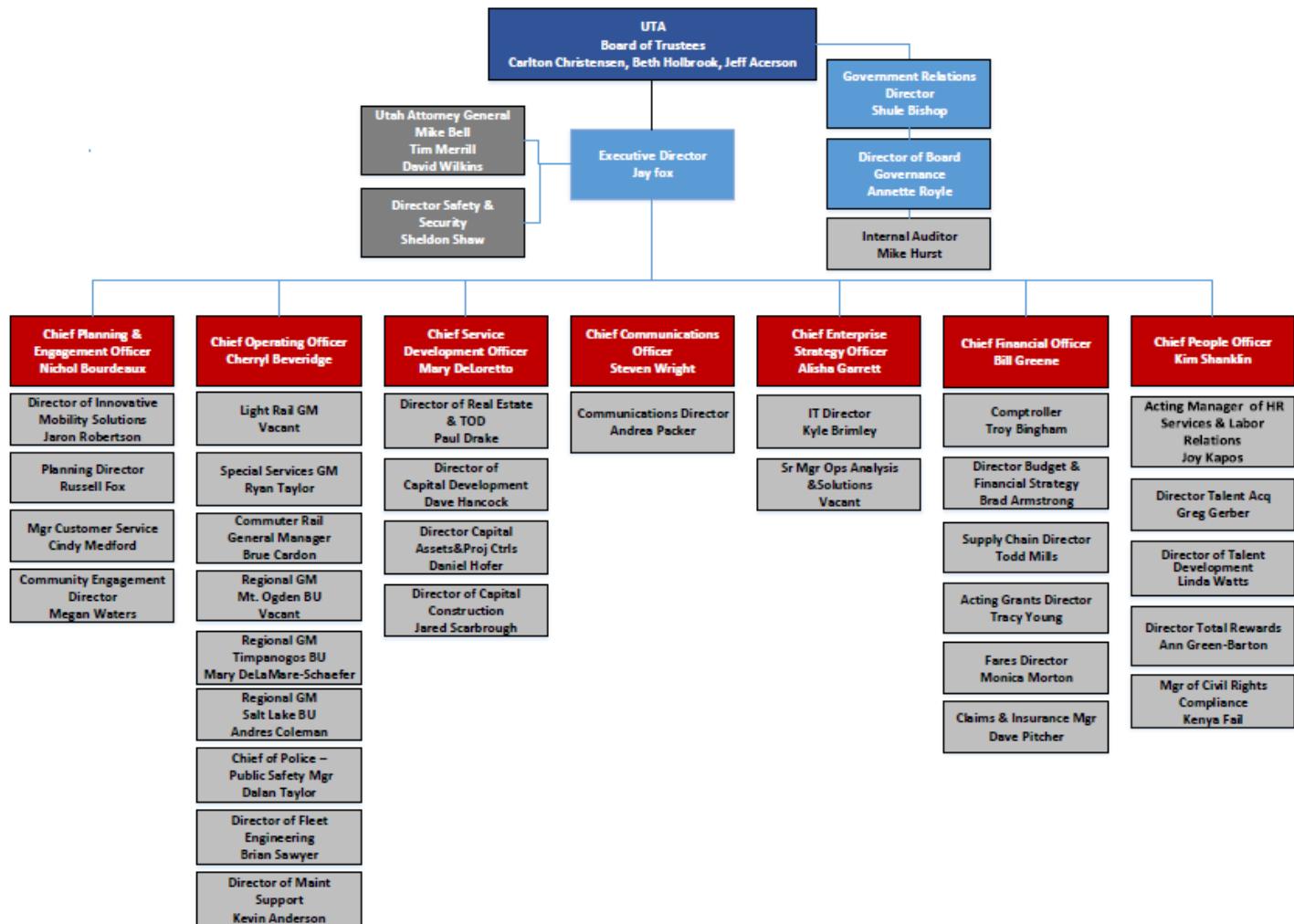
<b>Job Title</b>	<b>FTE</b>	<b>2023 Costs</b>
<b>SERVICE DEVELOPMENT</b>		
Rail Vehicle Procurement PM	1.0	\$165,000
Rail Infrastructure PM	1.0	\$165,000
<b>FLEET ENGINEERING</b>		
Journeyist	1.0	\$105,000
Rail Project Adm	1.0	\$ 91,000
Bus Project Adm	1.0	\$ 91,000
Technical Writer	1.0	\$ 75,000
Quality Assurance Adm	2.0	\$181,000
Total	6.0	\$543,000
<b>SECURITY</b>		
Surveillance Tech	1.0	\$73,000



# Departmental Information

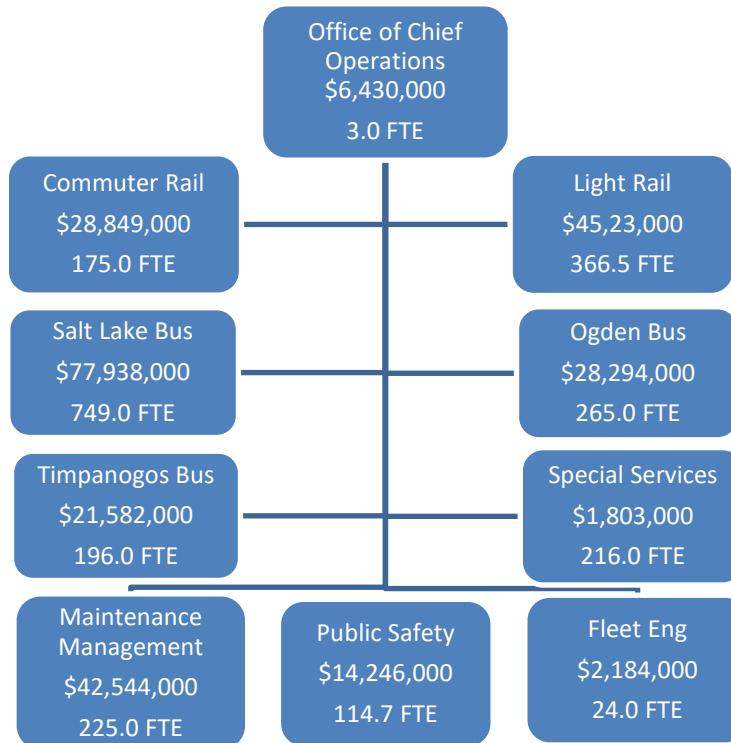


# Proposed Org Chart – 2023



# 2023 Operating Budget by Office, Cost Center, Category & FTE

## Operations



The Operations organization is comprised of nine service units covering UTA's service area and Public Safety, 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.* Operate buses (3 business units), light rail, commuter rail, vanpool, and special services across the UTA service area in a safe and efficient manner.
- *Maintenance 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.
- *Fleet Engineering.* Assists in fleet acquisition and maintenance across all modes.



## 2023 Operations Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
COO Office*	\$18,623,000	\$22,860,000	\$4,237,000
Maintenance Mgt	40,954,000	42,544,000	1,590,000
Salt Lake Bus	71,543,000	77,938,000	6,395,000
Mt. Ogden Bus	26,328,000	28,294,000	1,966,000
Timpanogos Bus	19,026,000	21,582,000	2,556,000
Special Services	30,012,000	31,803,000	1,879,000
Light Rail	42,031,000	45,238,000	3,207,000
Commuter Rail	27,142,000	28,849,000	1,707,000
<b>Totals</b>	<b>\$274,918,000</b>	<b>\$298,456,000</b>	<b>\$23,538,000</b>

\*Includes Public Safety and Fleet Engineering



## 2023 Operations Budget Changes

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions		
\$ 275,658	\$ (4,023)	\$ 5	\$ 2,945	\$ 7,007	\$ 7,183	\$ 288,776	\$ 500	\$ 9,180	\$ 298,456	

### Summary of 2023 budget changes

- Added 55 Headcount
- Increased cost over 2022 baseline \$9,180,000
- See business units/modes for detail

### 2023 Proposed Operations Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$135,736,000	\$145,364,000	8.6%
Fringe	68,686,000	76,519,000	11.4%
Services	12,335,000	11,598,000	-6.0%
Fuel/Power	27,231,000	31,012,000	13.9%
Parts	22,499,000	23,114,000	2.7%
Utilities	5,341,000	5,108,000	-4.4%
Non-Departmental	2,805,000	5,876,000	109.5%
Other O&M	7,832,000	8,547,000	9.1%
Capitalized Costs	(7,757,000)	(8,919,000)	15.0%
<b>Totals</b>	<b>\$274,918,000</b>	<b>\$298,456,000</b>	<b>8.6%</b>

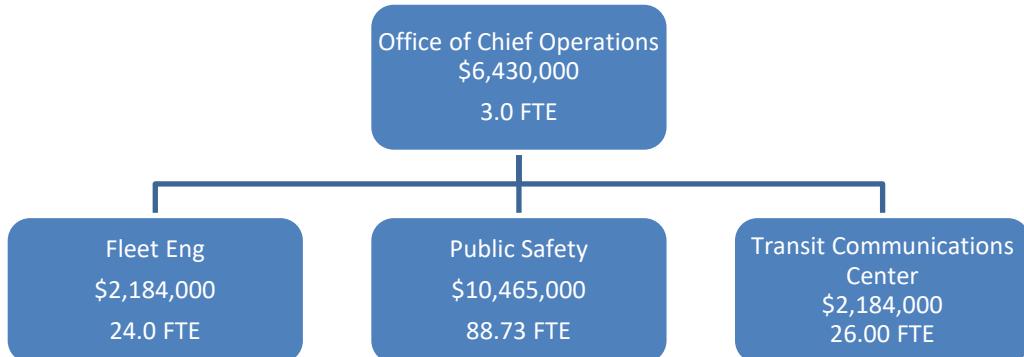


## Operations FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
COO Office	4.00	3.00	(1.00)
Public Safety	114.73	114.73	-
Fleet Engineering	19.00	24.00	5.00
Maintenance Mgt	225.00	225.00	-
Salt Lake Bus	737.00	749.00	12.00
Mt. Ogden Bus	255.00	265.00	10.00
Timpanogos Bus	182.00	196.00	14.00
Special Services	214.00	216.00	2.00
Light Rail	353.50	366.50	13.00
Commuter Rail	175.00	175.00	-
<b>Totals</b>	<b>2,279.23</b>	<b>2,334.23</b>	<b>55.00</b>



## COO Office



### 2023 Proposed COO Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	
			Change
COO Office	\$ 3,868,000	\$ 6,430,000	\$ 2,562,000
Transit Communications Center	2,090,000	2,185,000	95,000
Public Safety	10,465,000	12,061,000	1,596,000
Fleet Engineering	2,199,000	2,184,000	(15,000)
<b>Totals</b>	<b>\$ 18,623,000</b>	<b>\$ 22,860,000</b>	<b>\$ 4,238,000</b>



## 2023 Proposed COO Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$ 9,654,000	\$ 11,282,000	16.9%
Fringe	4,979,000	5,290,000	6.2%
Services	104,000	245,000	135.6%
Fuel/Power	234,000	255,000	9.0%
Utilities	154,000	153,000	-0.6%
Other O&M	3,822,000	6,531,000	70.9%
Supplies	11,000	13,000	18.2%
Capitalized Costs	(334,000)	(908,000)	171.9%
<b>Totals</b>	<b>\$ 18,623,000</b>	<b>\$ 22,860,000</b>	<b>22.8%</b>

## COO FTE Summary: 2023 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
COO Office	4.00	3.00	(1.00)
Transit Communications Center	26.00	26.00	-
Public Safety	88.73	88.73	-
Fleet Engineering	19.00	24.00	5.00
<b>Totals</b>	<b>137.73</b>	<b>141.73</b>	<b>4.00</b>



## Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request	
\$ 18,623	\$ (3,326)	\$ -	\$ -	\$ 626	\$ 2,010	\$ 17,933	\$ 500	\$ 4,427	\$ 22,860	

### One-time expenses:

COO Operating Contingencies: \$3.3 million

### Other Increases:

Police Compensation Increase: \$1.6 million

Employee Engagement Transfer from People: \$0.4 million

### 2022 Carry Forward:

COO Service Contingency: \$0.5 million

### 2023 Additions:

Unhoused People Strategy: \$0.1 million

Police Operations: Chief of Staff and Rail Sustainability positions: \$0.2 million

### Operations Contingency:

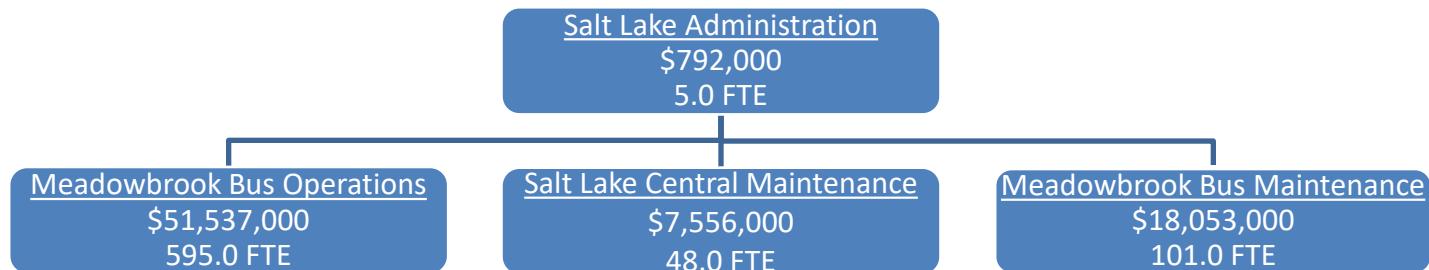
Supervisor ratios: \$1.6 million

Ogden Local Service: \$1.9 million

2024 Ramp Hiring: \$1.5 million



## Salt Lake Service Unit



### 2023 Proposed Salt Lake Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
Salt Lake Administration	\$981,000	\$792,000	\$(189,000)
Salt Lake Operations	47,809,000	51,537,000	3,728,000
Salt Lake Maintenance	22,753,000	25,609,000	2,856,000
Totals	\$71,543,000	\$77,938,000	\$6,395,000

### 2023 Proposed Salt Lake Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$41,199,000	\$42,810,000	6.5%
Fringe	21,269,000	25,532,000	10.6%
Services	393,000	150,000	-61.8%
Fuel/Power	5,601,000	7,006,000	25.1%
Parts	2,781,000	3,013,000	8.3%
Other O&M	1,300,000	1,427,000	9.8%
Totals	\$71,543,000	\$77,938,000	8.9%



## Salt Lake FTE Summary: 2023 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
Salt Lake Administration	6.00	5.00	-1.00
Salt Lake Operations	582.00	595.00	13.00
Salt Lake Maintenance	149.00	149.00	-
<b>Totals</b>	<b>737.00</b>	<b>749.00</b>	<b>12.00</b>

### Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2022 Carry Forward	2023 Additions		
\$ 71,777	\$ (223)	\$ -	\$ 1,562	\$ 2,094	\$ 1,163	\$ 76,373	\$ -	\$ 1,565	\$ 77,938

#### One-time expenses:

Bus Camera Moves to Security: \$0.2 million

#### Service Changes:

Salt Lake County Service Annualized Changes: \$1.4 million

MLK Day Observation: \$0.1 million

#### Other Increases:

Fuel Increases: \$1.0 million

Parts Increases: \$0.1 million

Other materials and services increases: \$0.1 million

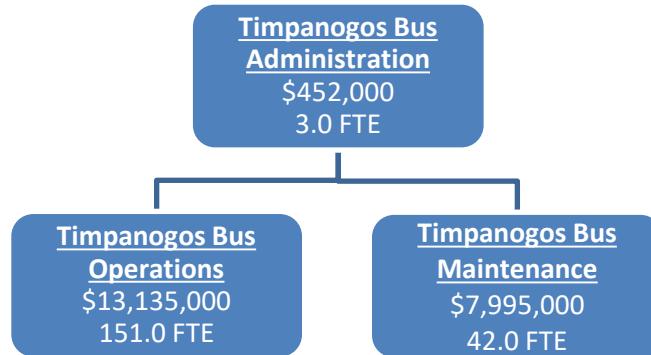
#### 2023 Additions:

Salt Lake Extra Board: \$0.9 million

Additional Service Request: \$0.7 million



## Timpanogos Service Unit



### 2023 Proposed Timpanogos Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
Timp Administration	\$494,000	\$452,000	\$(42,000)
Timp Operations	11,335,000	13,134,000	1,799,000
Timp Maintenance	7,197,000	7,995,000	798,000
<b>Totals</b>	<b>\$19,026,000</b>	<b>\$21,582,000</b>	<b>\$2,556,000</b>

### 2023 Proposed Timpanogos Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$10,279,000	\$11,417,000	11.10%
Fringe	5,357,000	5,289,058	15.90%
Services	122,000	121,809	-51.60%
Fuel	2,088,000	1,927,445	24.50%
Parts	915,000	925,922	15.80%
Utilities	16,000	14,000	-12.50%
Other O&M	249,000	285,000	14.50%
<b>Totals</b>	<b>\$19,026,000</b>	<b>\$21,582,000</b>	<b>13.40%</b>



## Timpanogos FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
Timp Administration	3.00	3.00	-
Timp Operations	137.00	151.00	14.00
Timp Maintenance	42.00	42.00	-
<b>Totals</b>	<b>182.00</b>	<b>196.00</b>	<b>14.00</b>

### Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions		
\$ 19,026	\$ (62)	\$ -	\$ 865	\$ 502	\$ 381	\$ 20,712	\$ -	\$ 870	\$ 21,582	

#### One-time expenses:

Bus Camera Moves to Security: \$0.1 million

#### Service Changes:

Timpanogos Annualized Service: \$0.8 million

MLK Day Observation: \$0.1 million

#### Other Increases:

Fuel Increases: \$0.3 million

Parts Increases: \$0.1 million

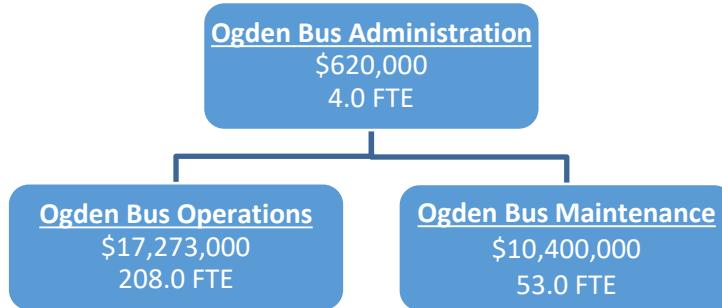
#### 2023 Additions:

Timp Extra Board: \$0.3 million

Additional service adds: \$0.5 million



## Ogden Service Unit



### 2023 Proposed Mt. Ogden Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
Ogden Administration	\$648,000	\$620,000	\$(28,000)
Ogden Operations	16,374,000	17,273,000	899,000
Ogden Maintenance	9,306,000	10,400,000	1,094,000
Totals	\$26,328,000	\$28,294,000	\$1,966,000

### 2023 Proposed Mt. Ogden Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$14,265,000	\$14,963,000	4.9%
Fringe	7,428,000	8,204,000	10.4%
Services	191,000	126,000	-34.0%
Fuel	2,720,000	3,105,000	14.2%
Parts	1,312,000	1,336,000	1.8%
Utilities	15,000	15,000	0.0%
Other O&M	398,000	544,000	36.7%
Totals	\$26,328,000	\$28,294,000	7.5%



## Mt. Ogden FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
Ogden Administration	4.00	4.00	-
Ogden Operations	200.00	208.00	8.00
Ogden Maintenance	51.00	53.00	2.00
<b>Totals</b>	<b>255.00</b>	<b>265.00</b>	<b>10.00</b>

### Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Carry Forward	2023 Additions		
\$ 26,094	\$ (297)	\$ -	\$ 354	\$ 660	\$ 490	\$ 27,300	\$ -	\$ 993	\$ 28,294	

#### One-time expenses:

Bus Camera Moves to Security: \$0.1 million  
OGX Start up costs \$0.2 million

#### Other Increases:

Fuel Increases: \$0.4 million  
Parts Increases: \$0.1 million  
Other materials and services increases: \$0.1 million

#### Service Changes:

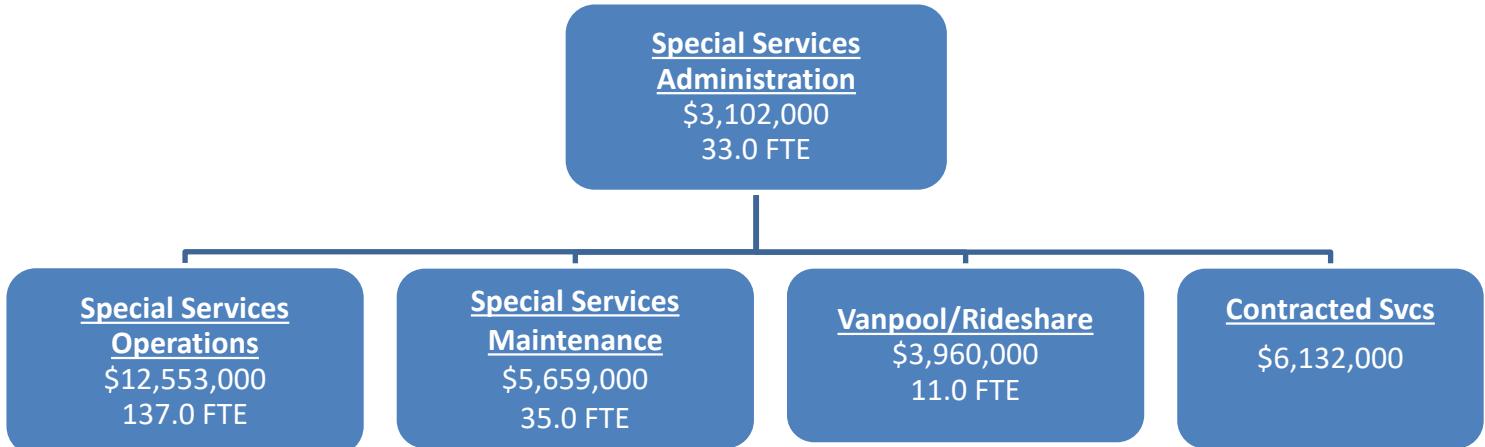
OGX annualized service: \$0.3 million  
MLK Day Observation: \$0.1 million

#### 2023 Additions:

Ogden OGX Launch: \$0.9 million  
Other small offsets



## Special Services Service Unit



### 2023 Proposed Special Services Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	
		Budget	Change
Special Svcs Administration	\$2,269,000	\$3,102,000	\$833,000
Special Svcs Operations	11,640,000	12,553,000	913,000
Special Svcs Maintenance	5,393,000	5,659,000	266,000
Vanpool/Rideshare	3,794,000	3,960,000	166,000
Contracted Services	6,174,000	6,132,000	(298,000)
Totals	\$29,271,000	\$31,150,000	\$1,879,000



## 2023 Proposed Special Services Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$11,905,000	\$13,014,000	9.3%
Fringe	6,154,000	7,066,000	14.8%
Services	6,515,000	6,051,000	-7.1%
Fuel	2,866,000	3,133,000	9.3%
Parts	458,000	445,000	-2.8%
Other O&M	1,346,000	1,420,041	5.3%
<b>Totals</b>	<b>\$29,271,000</b>	<b>\$31,150,00</b>	<b>6.4%</b>

## Special Services FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
Special Services Administration	26.00	33.00	7.00
Special Services Operations	142.00	137.00	-5.00
Special Services Maintenance	35.00	35.00	-
Vanpool/Rideshare	11.0	11.0	0.0
<b>Totals</b>	<b>214.00</b>	<b>216.00</b>	<b>2.00</b>



## Summary of budget changes:

2022 Budget	One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2022 Carry Forward	2023 Additions			
\$ 30,012	\$ (100)	\$ -	\$ 67	\$ 686	\$ 193	\$ 30,857	\$ -	\$ 344	\$ 31,201	

### One-time expenses:

Vanpool GPS hardware and IT items: \$0.1 million

### Service Changes:

South SL County service adjustments \$0.1 million

### Other Increases:

Fuel Increases: \$0.5 million

Parts Increases: \$0.2 million

Other materials and services increases: \$0.2 million

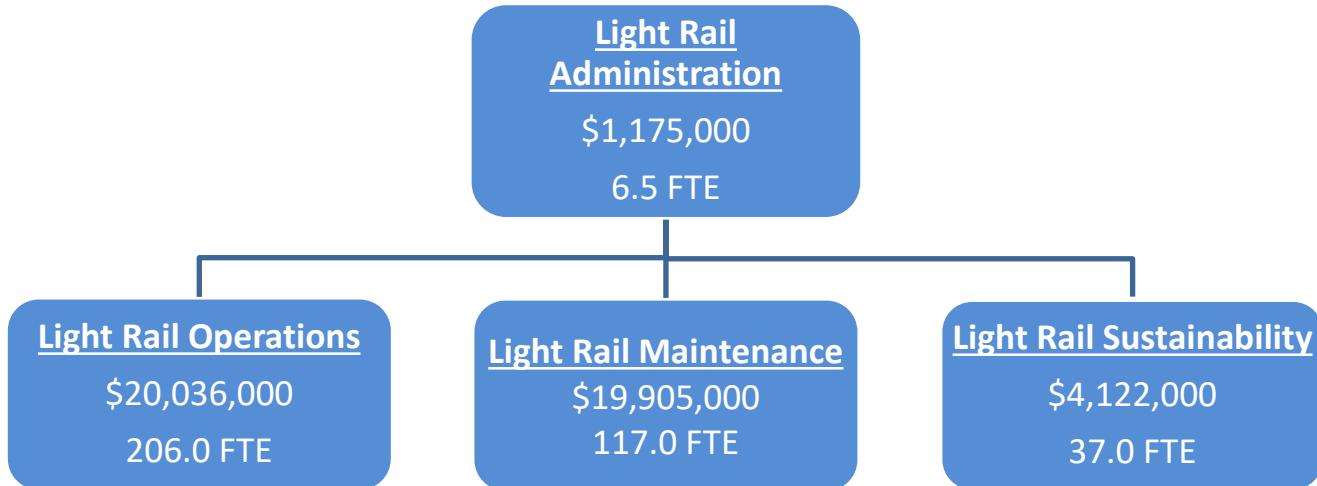
Transfer of Grants Team to Finance: -\$0.7 million

### 2023 Additions:

Small Service adjustments: \$0.3 million



## Light Rail Service Unit



### 2023 Proposed Light Rail Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
Light Rail Administration	\$1,137,000	\$1,175,000	\$38,000
Light Rail Operations	18,810,000	20,036,000	1,226,000
Light Rail Maintenance	18,157,000	19,905,000	1,748,000
Light Rail Sustainability	3,926,000	4,122,000	196,000
Totals	\$42,031,000	\$45,238,000	\$3,207,000



## 2023 Proposed Light Rail Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$23,237,000	\$24,557,000	5.7%
Fringe	11,355,000	12,487,000	10.0%
Services	1,245,000	1,355,000	8.8%
Fuel/Power	74,000	121,000	63.5%
Parts	11,469,000	12,337,000	7.6%
Other O&M	1,468,000	1,738,000	18.4%
Capitalized Costs	(6,818,000)	(7,357,000)	7.9%
Totals	\$40,775,968	\$41,751,166	7.6%

## Light Rail FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
Light Rail Administrative	6.50	6.50	-
Light Rail Operations	196.00	206.00	10.00
Light Rail Maintenance	116.0	117.0	1.00
Rail Sustainability	35.0	37.0	-
Totals	353.00	366.50	13.00



## Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2022 Carry Forward	2023 Additions			
\$ 42,031	\$ -	\$ 5	\$ 72	\$ 1,116	\$ 913	\$ 44,136	\$ -	\$ 1,101	\$ 45,238	

### Staffing Changes:

Impact of capitalized Rail Sustainability position transferred from Warehouse

### Other Increases:

Fuel Increases: \$0.1 million

Parts Increases: \$0.8 million

### Service Changes:

MLK Day Observation: \$0.1 million

### 2023 Additions:

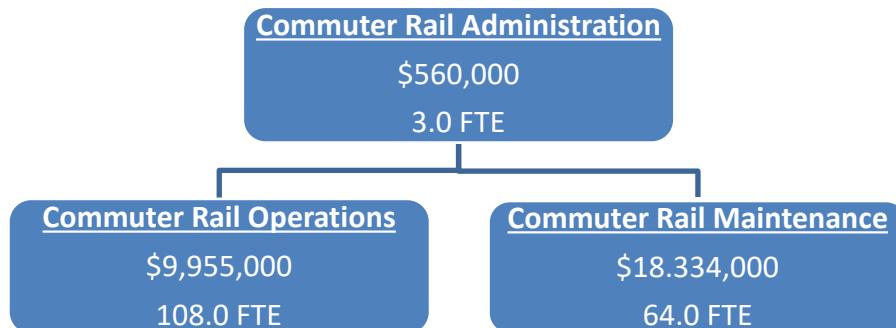
Trax Saturday Service: \$0.8 million

Rail Sustainability hiring: \$0.1 million

Other small items



## Commuter Rail Service Unit



### 2023 Proposed Commuter Rail Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
Com. Rail Administration	\$538,000	\$560,000	\$22,000
Com. Rail Operations	9,074,000	9,955,000	881,000
Com. Rail Maintenance	17,531,000	18,334,000	803,000
Totals	\$27,142,000	\$28,849,000	\$1,707,000

### 2023 Proposed Commuter Rail Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$10,727,000	\$11,170,000	4.1%
Fringe	4,922,000	5,568,000	13.1%
Services	809,000	466,000	-42.4%
Fuel	6,704,000	7,672,000	14.4%
Parts	3,657,000	3,328,000	-9.0%
Other O&M	723,000	1,146,000	58.5%
Capitalized Costs	(400,000)	(500,000)	-25.0%
Totals	\$27,142,000	\$8,849,000	6.3%



## Commuter Rail FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
Com. Rail Operations	108.00	108.00	-
Com. Rail Maintenance	64.00	64.00	-
Com. Administrative	3.00	3.00	-
<b>Totals</b>	<b>175.00</b>	<b>175.00</b>	<b>-</b>

### Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Carry Forward	2023 Additions	
\$ 27,142	\$ -	\$ -	\$ 76	\$ 536	\$ 1,369	\$ 29,123	\$ -	\$ (274)	\$ 28,849

#### Service Changes:

MLK Day Observation: \$0.1 million

#### 2023 Changes:

Revamp parts and fuel estimates -\$0.3 million

#### Other Increases:

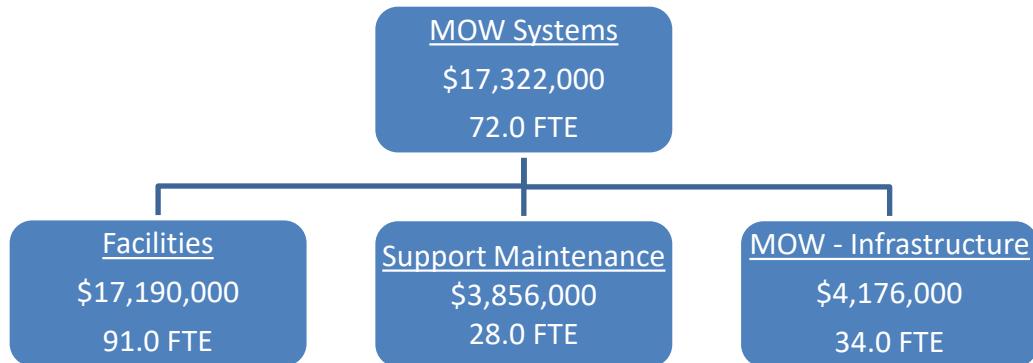
Fuel Increases: \$1.0 million

Parts Increases: \$0.2 million

Other materials and services increases: \$0.2 million



## Maintenance Management Service Unit



## 2023 Proposed Maintenance Management Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
Support Maintenance	\$4,221,000	\$3,856,000	\$(365,000)
Facilities	16,083,000	17,190,000	1,107,000
MOW - Systems	16,989,000	17,322,000	333,000
MOW - Infrastructure	3,660,000	4,176,0338	516,000
Totals	\$40,954,000	\$42,544,000	\$1,590,000



## 2023 Proposed Maintenance Management Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$15,470,000	\$16,151,000	4.4%
Fringe	7,222,000	8,176,000	13.2%
Services	2,955,000	3,147,000	6.5%
Fuel	6,943,000	7,121,000	2.6%
Parts	1,908,000	1,594,000	-16.5%
Utilities	4,961,000	4,433,000	-10.6%
Other O&M	1,701,000	2,028,000	19.2%
Capitalized Costs	(205,000)	(105,000)	-48.8%
Totals	\$40,954,000	\$42,544,000	3.9%

## Maintenance Management FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
Support Maintenance	28.00	28.00	-
Facilities	91.00	91.00	-
MOW Systems	72.00	72.00	-
MOW Infrastructure	34.00	34.00	-
Totals	225.00	225.00	-



## Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions		
\$ 40,954	\$ (15)	\$ -	\$ -	\$ 788	\$ 666	\$ 42,392	\$ -	\$ 152	\$ 42,544	

### One-time expenses:

Small one-time items

### 2023 Additions:

Small service adjustment items

### Other Increases:

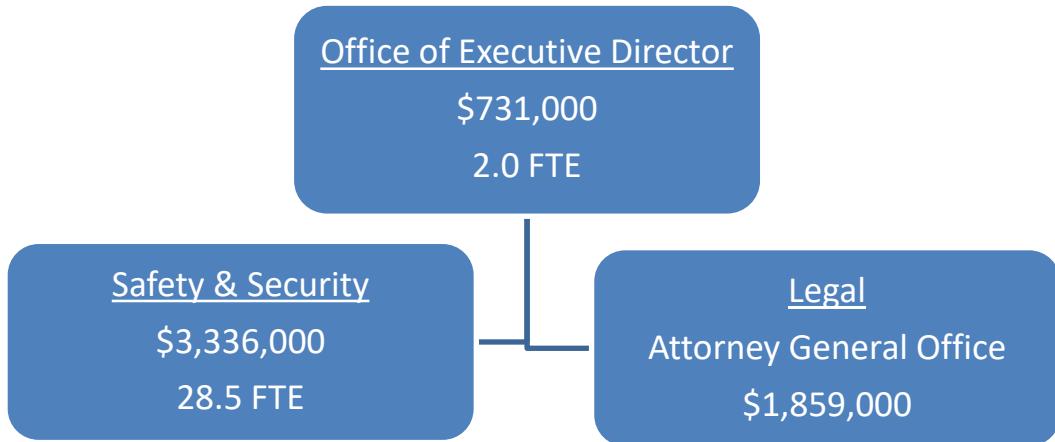
Fuel Increases: \$0.1 million

Parts Increases: \$0.1 million

Other materials and services increases: \$0.5 million



## Executive Director



The Executive Director's Office focuses internally on running the day-to-day functions of the organization. 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 six 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 inhouse representation from the Attorney General's Office.



## 2023 Executive Director Operating Budget Expenses by Division

Category	2023 Proposed		
	2022 Budget	Budget	Change
Executive Director	\$754,000	\$731,000	\$(23,000)
Legal	1,859,000	1,859,000	0,000
Safety & Security	2,495,000	3,336,000	841,000
Total Division	\$5,108,000	\$5,926,000	\$818,000

## 2023 Executive Director Operating Budget Expenses by Category

Category	2023 Proposed		
	2022 Budget	Budget	Change
Wages	\$1,809,000	\$1,954,000	8.0%
Fringe	778,000	889,000	14.3%
Services	2,437,000	3,038,000	24.7%
Other O&M	247,000	264,000	6.9%
Capitalized Cost	(162,000)	(220,000)	35.8%
Total Group	\$5,108,000	\$5,926,000	16.0%

Also, under the purview of the Executive Director is the non-departmental cost center which has \$1 million proposed in this budget to fund emerging/emergency needs.

	FY 2022 Budget	FY 2023 Budget	Change
Non-Departmental	\$1,000,000	\$1,000,000	0.0%



## Executive Director FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
Executive Director	2.00	2.00	-
Legal	0.00	0.00	-
Safety & Security	26.50	28.50	2.00
<b>Totals</b>	<b>28.50</b>	<b>30.50</b>	<b>2.00</b>

### Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions		
\$ 6,108	\$ (1,124)	\$ -	\$ -	\$ 172	\$ 780	\$ 5,936	\$ 1,000	\$ (11)	\$ 6,926	

#### One-time expenses:

Executive Director Contingency: \$1.0 million  
Marketing Consulting: \$0.1 million

#### Other Increases:

Bus Video Consolidation: \$0.7 million  
Other Services/Supplies Increases: \$0.1 million

#### 2022 Carry Forward:

Executive Director Contingency: \$1.0 million

#### 2023 Changes:

Reductions in miscellaneous areas



## Communication

Office of  
Communication  
\$3,943,000  
15.0 FTE

This new Office was created in 2022 and moved from the Executive Director's budget. The new Office will focus on enhancing UTA's digital media presence including social media and analytics, improving strategic communications, developing and implementing a UTA Brand strategy, and generally improving all UTA communications activities.

### 2023 Communication Operating Budget Expenses by Division

Category	2023 Proposed		
	2022 Budget	Budget	Change
Office of Communication & Marketing	3,382,000	3,943,000	561,000
Total Division	\$3,382,000	\$3,943,000	\$561,000

### 2023 Communication Operating Budget Expenses by Category

Category	2023 Proposed		
	2022 Budget	Budget	Change
Wages	\$1,111,000	\$1,373,000	23.6%
Fringe	446,000	608,000	36.3%
Services	1,025,000	1,025,000	0.0%
Other O&M	800,000	937,000	17.1%
Total Group	\$3,382,000	3,943,000	16.6%





## 2023 Communication FTE Summary:

	2022 Budget	2023 Proposed	Change
Communications & Marketing	13.00	15.00	2.00
Totals	13.00	15.00	2.00

### Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments			2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other		2023 Base	2022 Carry Forward	2023 Additions		
\$ 3,382	\$ -	\$ 210	\$ -	\$ 42	\$ 100	\$ 3,733	\$ -	\$ 210	\$ 3,943	\$ -	

#### One-time expenses:

See Exec Dir

#### Other Increases:

Inflation adjustments for contract services and other items

#### Staffing Changes:

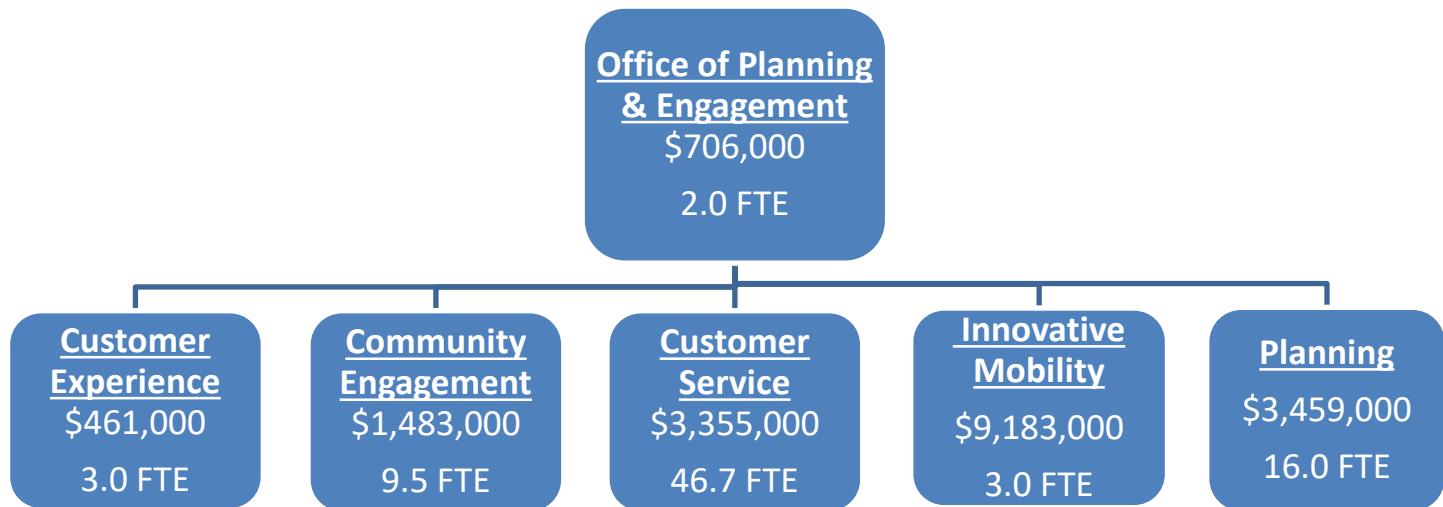
New Chief Communications Officer

#### 2023 Additions:

Additional staffing costs/reorganization  
New Executive start up expense



## Planning & Engagement



This Office 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 Department'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.
- *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.
- *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.
- *Customer Experience*. Evaluates UTA's system focused on the impact ease of the customer journey. Partners with service units to ensure consistency across the service area, optimizing customer experience.
- *Innovative Mobility*. Managers the On Demand program for UTA and identifies opportunities and tests new ideas that can improve transit service.



## 2023 Proposed Planning & Engagement Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
Chief Planning & Engagement	\$1,234,000	\$706,000	\$(528,000)
Service Planning	1,077,000	1,099,000	22,000
Planning	1,710,000	2,360,000	650,000
Community Engagement	516,000	1,483,000	967,000
Customer Experience	430,000	461,000	31,000
Customer Service	3,186,000	3,355,000	169,000
Innovative Mobility	6,731,000	9,183,000	2,452,000
<b>Totals</b>	<b>\$14,884,000</b>	<b>\$18,648,000</b>	<b>\$3,764,000</b>

## 2023 Proposed Planning & Engagement Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$4,227,000	\$4,719,000	11.6%
Fringe	1,970,000	2,281,000	15.8%
Services	7,492,000	10,765,000	43.7%
Fuel	159,000	305,000	91.8%
Other O&M	1,036,000	578,000	-44.2%
<b>Totals</b>	<b>\$14,884,000</b>	<b>\$18,648,000</b>	<b>25.3%</b>



## Planning & Engagement FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
Planning & Engagement	3.00	2.00	-1.00
Service Planning	7.50	8.50	1.00
Planning	7.00	7.50	0.50
Community Engagement	3.00	9.50	6.50
Customer Experience	3.00	3.00	-
Customer Service	46.70	46.70	-
Innovative Mobility	3.00	3.00	-
<b>Totals</b>	<b>73.22</b>	<b>80.22</b>	<b>7.00</b>

### Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions		
\$ 14,884	\$ (1,143)	\$ 190	\$ 1,900	\$ 292	\$ 881	\$ 17,004	\$ 50	\$ 1,594	\$ 18,648	

#### One-time expenses:

Other software related items: \$0.1 million

Completed Studies: \$0.2 million

Reduced Microtransit Service Contingencies: \$0.4 million

Microtransit misc one-time expense: \$0.3 million

Move of expense to capital programs: \$0.1 million

#### Other Increases:

Other materials and services increases: \$0.5 million

Additional committed study expense: \$0.4 million

#### 2022 Carry Forward:

Finish Long Range Transit Plan: \$0.1 million

#### 2023 Additions:

Microtransit Service: \$0.5 million

Unhoused People Strategy: \$0.6 million CPE

Ridership survey \$0.4 million

GoTeam Coordinator \$0.1 million

#### Staffing Changes:

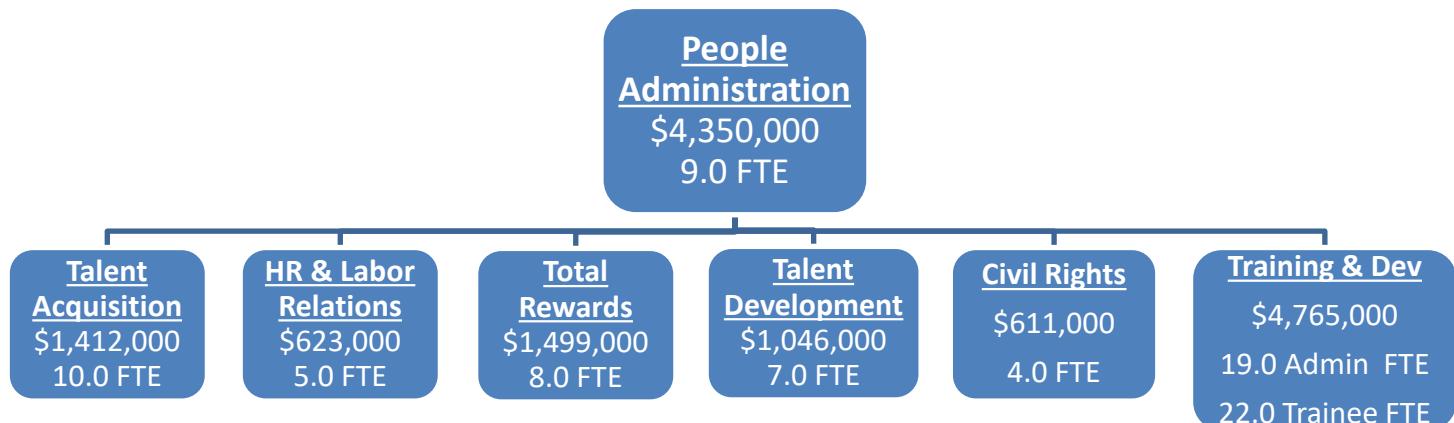
Move of Travel Trainers from Special Services: \$0.2 million

#### Service Changes:

Microtransit Annualized Changes: \$1.9 million



# People



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 Agencies objectives and goals.

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

- *HR & Labor Relations*: From daily HR transactions to long-term talent goals, HR & 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 Acquisition*: In partnership with hiring officials, the team analyzes current & future staffing needs and identifies effective strategies for sourcing, recruiting, and onboarding.
- *Talent Development*: An internal resource to UTA providing technical, professional, regulatory/compliance training and leadership development that support the UTA Way.
- *Compensation/Analytics*: Embedded within the People Office are also a Compensation Analyst and Strategic Analyst who focus on use data, best practices, and benchmarking to ensure UTA has competitive and fair pay practices and use data to continuously improve compensation practices and impact across the Agency.
- *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.



## 2023 Proposed People Office Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
Chief People Officer	1,950,000	\$4,350,000	\$2,400,000
Talent Acquisition	1,506,000	1,412,000	(94,000)
Talent Development	912,000	1,046,000	134,000
HR Services & Labor Relations	735,000	623,000	(112,000)
Training & Development	8,523,000	4,764,608	(3,758,000)
Civil Rights	602,000	611,000	9,000
Total Rewards	1,251,000	1,499,000	248,000
<b>Totals</b>	<b>\$15,479,000</b>	<b>\$14,307,000</b>	<b>\$(1,172,000)</b>

## 2023 Proposed People Office Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$5,286,000	\$5,683,000	7.5%
Fringe	2,324,000	2,489,000	7.1%
Services	1,598,000	2,507,000	56.9%
Other O&M	6,272,000	3,629,000	-42.4%
<b>Totals</b>	<b>\$15,479,000</b>	<b>\$14,307,000</b>	<b>-7.6%</b>



## People FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
Chief People Officer	8.00	9.00	1.00
Talent Acquisition	9.00	10.00	1.00
Talent Development	5.00	7.00	2.00
Training & Development	45.00	41.00	-4.00
HR & LR	6.00	5.00	-1.00
Civil Rights	4.00	4.00	0.00
Total Rewards	7.00	8.00	1.00
<b>Totals</b>	<b>84.00</b>	<b>84.00</b>	<b>-</b>

### Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget			
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
\$ 15,479	\$ (5,626)	\$ 118	\$ -	\$ 340	\$ 77	\$ 10,387	\$ 1,563	\$ 2,357	\$ 14,307

#### One-time expenses:

Apprenticeship program \$4.6 million  
 Employee Engagement Transfer to Operations: \$0.4 million  
 Other service and consulting: \$0.6 million

#### 2022 Carry Forward:

Apprenticeship program: \$1.5 million  
 Finishing 2022 Budgeted Contract services: \$0.1 million

#### Staffing Changes:

MOW Trainer: \$0.1 million

#### 2023 Additions:

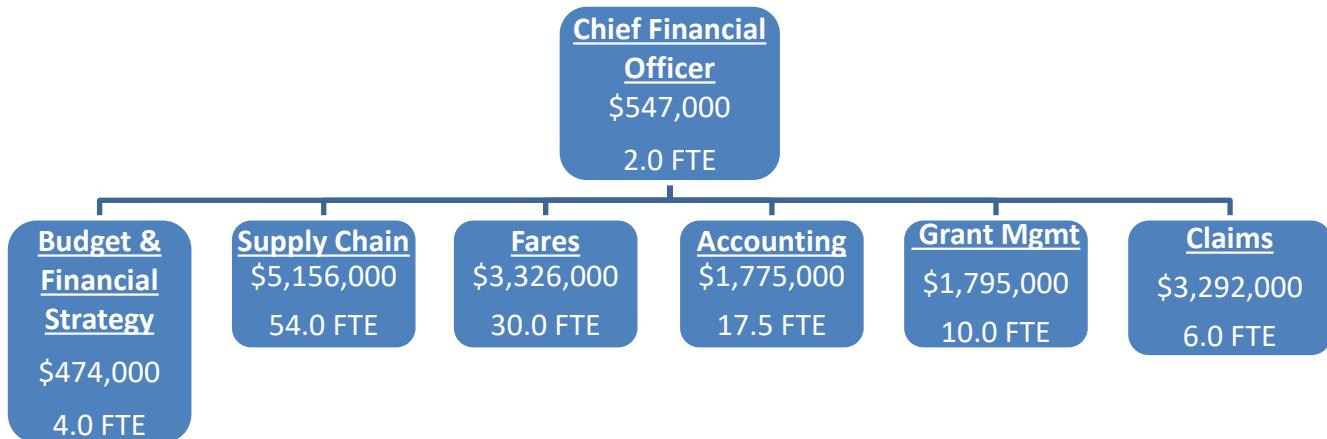
HR Director and Strategy 2.0 FTE: \$0.3 million  
 Additional resources for Extra Board/Trainees: \$0.3 million  
 Operational Contingencies: \$1.9 million

#### Other Increases:

Other materials and services increases: \$0.1 million



## Finance



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, audit management, revenue collection, corporate investments, financial contract relationships, and pension fund and debt management.

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

- **Budget and Financial Strategy.** Responsible for financial analysis, forecasting and planning, budget development, management, and monitoring/reporting on budget execution.
- **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.
- **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.
- **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.
- **Claims and Insurance.** 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.
- **Grant Management.** The 2023 Operating Budget consolidates all grant functions at UTA in Finance. This includes the Program Grant section formerly housed in Service Development and the 5310 Mobility Management section formerly housed in Operations. Grant Strategy, Acquisition, Management and Administration is now consolidated in Finance.



## 2023 Proposed Finance Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
CFO	\$549,000	\$595,000	\$46,000
Grant Management	741,000	1,634,000	893,000
Supply Chain	5,170,000	5,337,000	167,000
Claims & Insurance	3,292,000	3,500,000	208,000
Fares	3,327,000	3,547,000	(39,000)
Accounting	1,770,000	2,067,000	297,000
Budget	528,000	516,000	12,000
<b>Totals</b>	<b>\$15,376,000</b>	<b>\$17,195,000</b>	<b>\$1,819,000</b>

## 2023 Proposed Finance Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$7,876,000	\$8,623,000	9.5%
Fringe	3,672,000	4,111,000	12.0%
Services	871,000	1,045,000	20.0%
Insurance	2,500,000	2,792,000	11.7%
Other O&M	994,000	1,106,000	11.3%
Capitalized Expense	(537,000)	(482,000)	-10.2%
<b>Totals</b>	<b>\$15,376,000</b>	<b>\$17,195,000</b>	<b>11.8%</b>



## Finance FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
CFO	2.00	2.00	-
Grant Management	7.00	10.00	3.00
Claims & Insurance	7.00	6.00	-1.00
Budget & Financial Strategy	4.00	4.00	0.00
Accounting	16.50	17.50	1.00
Supply Chain	54.0	54.0	-
Fares	30.0	30.00	-
<b>Totals</b>	<b>120.45</b>	<b>123.45</b>	<b>3.00</b>

### Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2022 Carry Forward	2023 Additions			
\$ 14,636	\$ (116)	\$ (95)	\$ -	\$ 455	\$ 952	\$ 15,831	\$ -	\$ 1,364	\$ 17,195	

#### One-time expenses:

Procurement Software move to IT: \$0.1 million

#### Other Increases:

Other materials and services increases: \$0.2 million  
Transfer of Grants Team from Special Services: \$0.8 million

#### Staffing Changes:

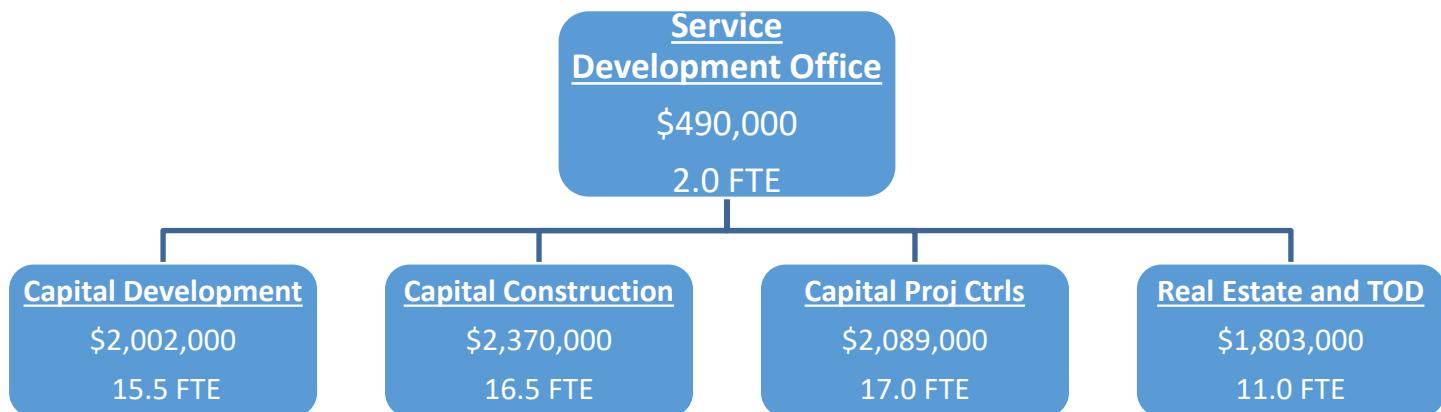
Move of Paralegal to CES from Insure and Claims: \$0.1 million decrease

#### 2023 Additions:

New Grants Organization and transfers \$0.9 million  
Increased insurance premiums \$0.2 million  
Additional fares fees and expenses: \$0.2 million  
Financial reporting fees \$0.1 million



## Service Development



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

UTA 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 to protect UTA's real property while generating revenue and upholding UTA's principal objectives.



## 2023 Proposed Service Development Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
CSDO Office	\$492,000	\$490,000	\$(2,000)
Capital Development	2,155,000	2,002,000	(153,000)
Capital Construction	2,255,000	2,370,000	115,000
Capital & Project Controls	1,346,000	2,089,000	743,000
Real Estate	1,535,000	1,803,000	268,000
<b>Totals</b>	<b>\$7,783,000</b>	<b>\$8,754,000</b>	<b>\$971,000</b>

## 2023 Proposed Service Development Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$5,178,000	\$5,676,000	9.6%
Fringe	2,294,000	2,651,000	15.6%
Services	1,742,000	1,557,000	-10.6%
Leases	162,000	312,000	92.6%
Capitalized Cost	(2,205,000)	(2,067,000)	-6.3%
Other O&M	612,000	625,000	2.1%
<b>Totals</b>	<b>\$7,783,000</b>	<b>\$8,754,000</b>	<b>12.5%</b>



## Service Development FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
CSDO Office	2.00	2.00	-
Capital Development	18.00	15.80	-2.50
Capital Construction	14.00	16.50	2.50
Capital/Proj Ctrl	13.00	17.00	4.00
Real Estate	9.00	11.00	2.00
<b>Totals</b>	<b>56.00</b>	<b>62.00</b>	<b>6.00</b>

### Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions		
\$ 7,783	\$ (63)	\$ 72	\$ -	\$ 336	\$ 128	\$ 8,257	\$ -	\$ 497	\$ 8,754	

#### One-time expenses:

Move of software costs to IT: \$0.1 million

#### Other Increases:

Other materials and services increases: \$0.1 million

#### Staffing Changes:

Non-Revenue Fleet Maintenance Specialist

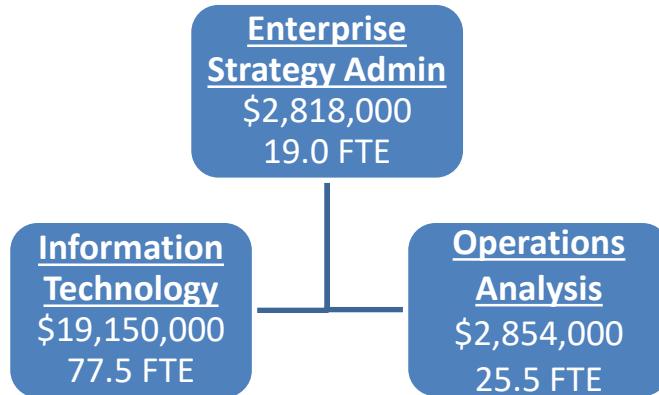
#### 2023 Additions:

Real Estate Mgr: \$0.2 million

Non-Rev Fleet efforts: \$0.3 million



## 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:

- *Enterprise Strategy*: Chief officer Administration also includes:
  - *Culture & Continuous Improvement*: Oversees the design, development, and deployment of UTA's cultural initiatives, organizational development and implement continuous improvement tools and concepts which support and align with UTA's culture model- the UTA Way.
  - *Risk & Policy*: In 2022 an Enterprise Risk Program will be deployed to help UTA focus on managing and mitigating risk Agency wide. This office will also oversee our UTA Policies and Agency standard operating procedures and ensure support our long-term Agency strategies and goals.
  - *Records Management*: Oversees UTA's records and ensures the Agency is following proper retention policies and responding to all GRAMA requests.
- *Information Technology*: 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 & 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.



## 2022 Proposed Enterprise Strategy Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
Chief Enterprise Strategy	\$1,734,000	\$2,818,000	\$1,084,000
Information Technology	18,001,000	19,150,000	1,149,000
Operations Analysis	2,790,000	2,854,000	64,000
Totals	\$22,525,000	\$24,822,000	\$2,297,000

## 2023 Proposed Enterprise Strategy Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$9,663,000	\$10,705,000	10.8%
Fringe	4,046,000	4,424,000	9.3%
Services	6,886,000	7,629,000	10.8%
Utilities	828,000	909,000	9.8%
Other O&M	1,103,000	1,155,000	4.7%
Totals	\$22,525,000	\$24,822,000	10.2%



## Enterprise Strategy FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
Chief Enterprise Strategy	12.00	19.00	7.00
Information Systems	77.50	77.50	-
Operations Analysis	25.50	25.50	-
<b>Totals</b>	<b>115.00</b>	<b>122.00</b>	<b>7.00</b>

### Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions		
\$ 22,525	\$ (600)	\$ 124	\$ -	\$ 514	\$ 845	\$ 23,408	\$ 35	\$ 1,379	\$ 24,822	

#### One-time expenses:

One-time Office 365 Implementation: \$0.5 million

#### 2022 Carry Forward:

Overlap Business Analyst positions for transition

#### Staffing Changes:

Move of Paralegal in from Insurance and Claims: \$0.1 million

Mid-year promotions and compensation changes

#### 2023 Additions:

Data Governance: \$0.5 million

Data Security: \$0.2 million

WIN Program \$0.6 million

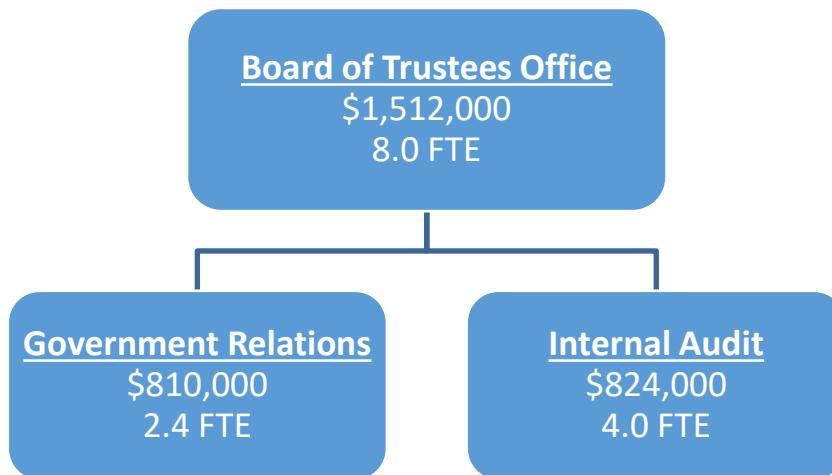
Other small items: \$0.1 million

#### Other Increases:

Other materials and services increases: \$0.8 million



# 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.
- In addition to their external focus the Board of Trustees also oversees the following departments:
  - *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.



## 2023 Proposed Board of Trustees Operating Budget Expenses by Department

Category	2022 Budget	2023 Proposed Budget	Change
Internal Audit	\$510,000	\$824,000	\$314,000
Government Relations	733,000	810,000	77,000
Board of Trustees	1,460,000	1,512,000	52,000
Totals	\$2,703,000	\$3,146,000	\$443,000

## 2023 Proposed Board of Trustees Operating Budget Expenses by Category

Category	2022 Budget	2023 Proposed Budget	Change
Wages	\$1,401,000	\$1,533,000	9.4%
Fringe	563,000	661,000	17.4%
Services	514,000	719,000	39.9%
Other O&M	226,000	234,000	3.5%
Totals	\$2,703,000	\$3,147,000	16.5%



## Board of Trustees FTE Summary: 2022 Budget and 2023 Proposed Budget

	2022 Budget	2023 Proposed	Change
Board of Trustees	8.00	8.00	-
Government Relations	2.38	2.38	-
Internal Audit	3.00	4.00	1.00
<b>Totals</b>	<b>13.38</b>	<b>14.38</b>	<b>1.00</b>

### Summary of budget changes:

2022 Budget	2022 One-Time Expenses	2022 Additions		2023 Adjustments		2023 Budget				2023 Budget Request
		Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions		
\$ 2,702	\$ (25)	\$ -	\$ -	\$ 78	\$ 37	\$ 2,793	\$ -	\$ 354	\$ 3,147	

#### One-time expenses:

APTA Hosting expenses: \$25k

#### 2023 Additions:

Internal Audit: External services \$150k

Internal Audit: EEO Auditor \$154k

Consulting/other expenses: \$50k

#### Other Increases:

Other materials and services increases: \$37k



## Board of Trustees 2023 Budget Requests

### Key Initiatives:

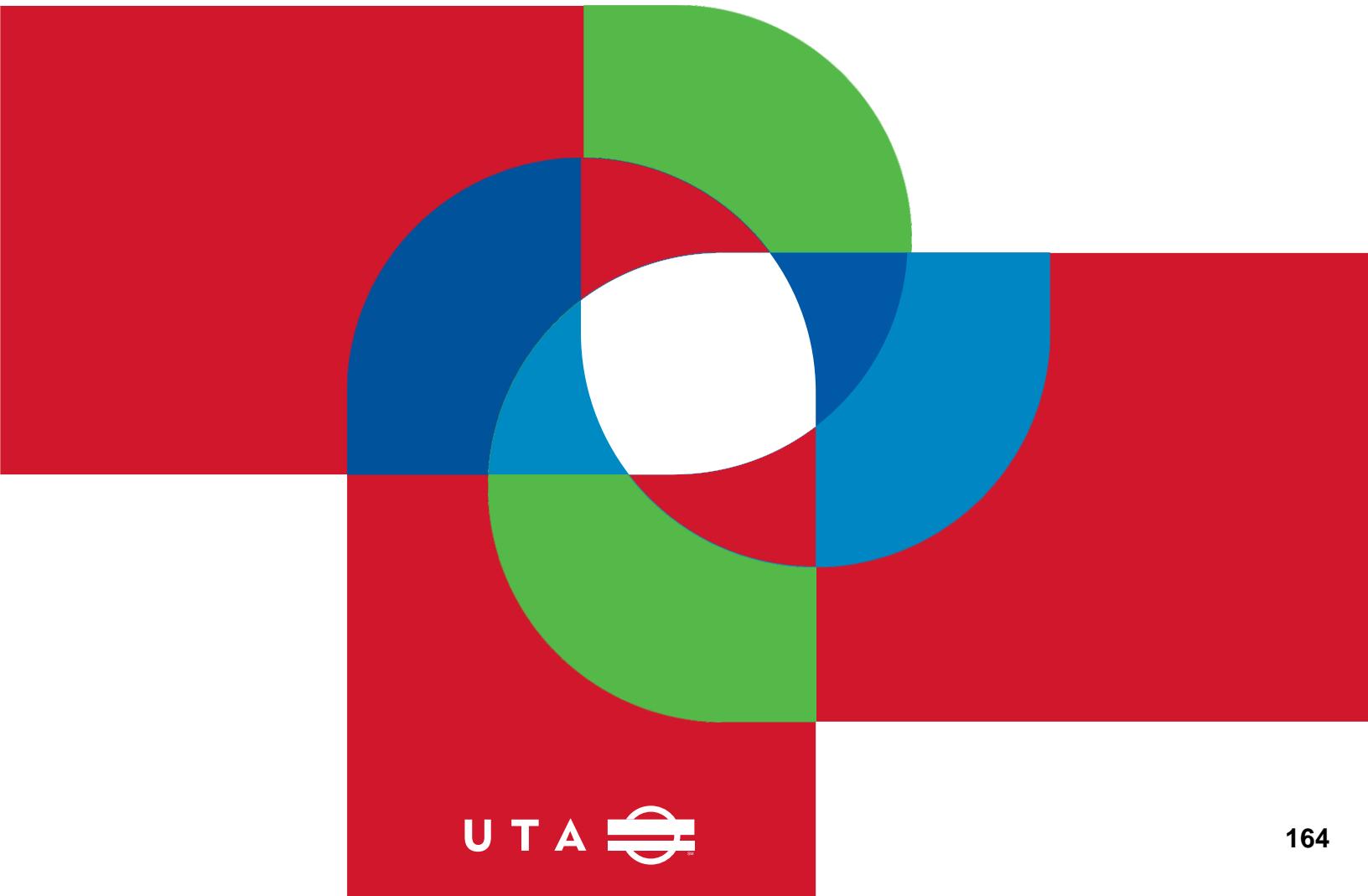
- Activation of Strategic Plan, including work plan and baseline metrics
- Increase influence on state issues with additional lobbyist investment (\$50K budget initiative)
- Outsources special purpose audit (\$125K budget initiative)
- Assume function of EEO investigations (\$10K budget initiative, alongside Internal Audit personnel)
- FTA certification for Internal Audit staff to perform safety audits

### Core Work:

- Preparing and producing 34 open and public meetings of the Board of Trustees, Local Advisory Council and Audit Committee
- Implementing the 2023 Internal Audit Plan approved by the Audit Committee
- Engaging in and influencing key state and federal issues relevant to UTA; 2023 focus areas will include:
  - Frontrunner Strategic Double Tracking funding (with UDOT)
  - Transit Tech Center funding
  - Congressionally Directed Spending preparation and funding
  - Southern Utah County transit expansion
  - Multiple state policy issues (transit worker safety, UTA Police, etc.)



# Capital and Debt



# 2023 Capital Budget and 5-Year Plan

The following tables are developed with reference to the 5-Year Capital Plan documents produced by Project Controls in the Service Development 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 revenue 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 years prior to their actual usage.

## 2023 Capital Budget Project Summary

Reporting Group	2023 Total Budget	2023 Grants & Lease	2023 State & Local	2023 UTA Funds
5310 Projects	\$ 7,455,000	\$ 6,348,000	\$ 1,059,000	\$ 48,000
Capital Construction	30,899,000	22,320,000	3,117,000	5,462,000
Capital Development	87,623,000	25,354,000	21,410,000	40,859,000
Facilities- SGR	7,021,000	-	-	7,021,000
Information Technology	17,690,000	-	-	17,690,000
Infrastructure SGR Projects	51,309,000	37,081,000	200,000	14,028,000
Planning	4,127,000	1,514,000	169,000	2,444,000
Property/TOC	8,627,000	-	935,000	7,692,000
Revenue/Service Vehicles	92,249,000	69,461,000	4,457,000	18,331,000
Safety and Security	5,420,000	-	-	5,420,000
Other (Contingency-Unfunded)	6,377,000	1,377,000	-	5,000,000
<b>Grand Total</b>	<b>\$ 318,797,000</b>	<b>\$163,455,000</b>	<b>\$ 31,347,000</b>	<b>\$123,995,000</b>



## 2023 State of Good Repair Summary

Highlighted Projects	2023 Total Budget	2023 Grants & Lease	2023 State & Local	2023 UTA Funds
<b>Revenue/Service Vehicles</b>	<b>\$ 59,183,000</b>	<b>\$ 48,643,000</b>	<b>\$ -</b>	<b>\$ 10,540,000</b>
Replacement Buses	31,452,000	31,356,000	-	96,000
Light Rail Vehicle Rehab	13,610,000	10,888,000	-	2,722,000
Paratransit Replacements	3,328,000	3,328,000	-	-
Commuter Rail Engine Overhaul	3,035,000	-	-	3,035,000
Bus Engine/Trans/Comp Rehab/Replace	2,100,000	-	-	2,100,000
Other	5,658,000	3,071,000	-	2,587,000
<b>Infrastructure SGR Projects</b>	<b>\$ 51,309,000</b>	<b>\$ 37,081,000</b>	<b>\$ 200,000</b>	<b>\$ 14,028,000</b>
Traction Power Rehab/Replacement	15,332,000	12,265,000	-	3,067,000
Rail Rehab and Replacement	14,650,000	11,720,000	-	2,930,000
Train Control Rehab/Replacement	4,400,000	3,520,000	-	880,000
Fiber Rehab/Replacement	4,400,000	3,520,000	-	880,000
Light Rail Red Signal Enforcement	3,315,000	-	-	3,315,000
Rail Switches/Trackwork Controls	2,820,000	2,256,000	-	564,000
Grade Crossing Rehab/Replacement	2,750,000	2,200,000	-	550,000
OCS Rehab/Replace	2,000,000	1,600,000	-	400,000
Other	1,642,000	-	200,000	1,442,000
<b>Facilities- SGR</b>	<b>\$ 7,021,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,021,000</b>
<b>Capital Development</b>	<b>\$ 5,090,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,090,000</b>
Bus Stop Enhancements	3,090,000	-	-	3,090,000
Other	2,000,000	-	-	2,000,000
<b>Grand Total</b>	<b>\$ 122,603,000</b>	<b>\$ 85,724,000</b>	<b>\$ 200,000</b>	<b>\$ 36,679,000</b>

\*All projects with a total 2023 budget under \$2 million are listed under Other in their respective reporting Group



## 2023 Major Project Summary

Non-SGR projects with a total 2023 budget \$5 million and greater are listed below:

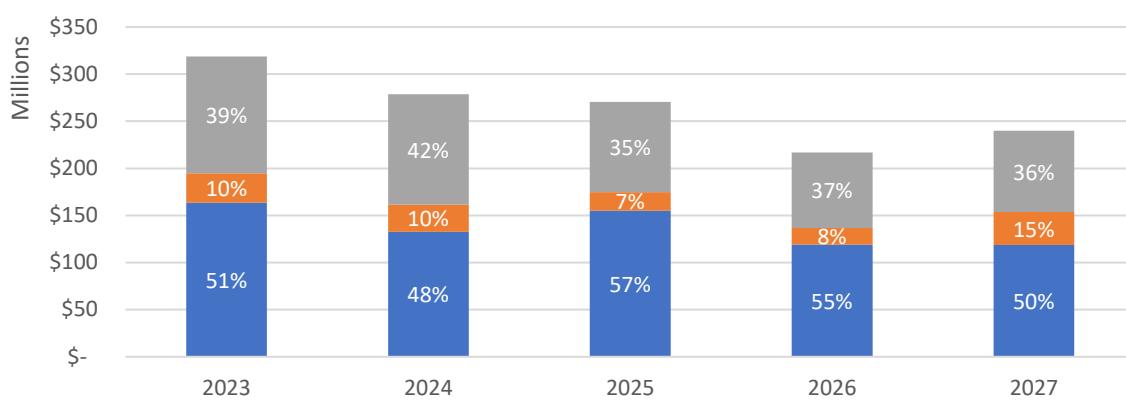
Highlighted Projects	2023 Total Budget	2023 Grants & Lease	2023 State & Local	2023 UTA Funds
VW Battery Buses	\$ 22,030,000	\$ 13,008,000	\$ 2,500,000	\$ 6,522,000
MSP253 Mid-Valley Connector	15,001,000	9,228,000	5,773,000	-
Ogden/Weber State University BRT	14,785,000	13,625,000	-	1,160,000
Depot District	12,001,000	8,695,000	3,117,000	189,000
TIGER Program of Projects	10,460,000	4,464,000	1,477,000	4,519,000
Public Partnership Projects	10,000,000	-	-	10,000,000
Fares Systems Replacement Program	5,500,000	-	-	5,500,000
ROW & Facility Property Opportunity Buy	5,000,000	-	-	5,000,000
HB433 Future Rail Car Purchase Payment	5,000,000	-	-	5,000,000
<b>Grand Total</b>	<b>\$ 99,777,000</b>	<b>\$ 49,020,000</b>	<b>\$ 12,867,000</b>	<b>\$ 37,890,000</b>

## 5-Year Plan: 2023-2027

Year	Total Budget	Pending Grants/State	Grants & Lease	State & Local	UTA Funds
2023	\$ 318,797,000	\$ 6,271,000	\$ 157,684,000	\$ 143,333,000	\$ 11,509,000
2024	278,469,000	18,733,000	114,546,000	144,370,000	820,000
2025	270,308,000	58,247,000	100,560,000	111,071,000	430,000
2026	216,803,000	60,445,000	74,774,000	81,484,000	100,000
2027	239,753,000	101,557,000	50,918,000	87,266,000	12,000
<b>Grand Total</b>	<b>\$1,324,130,000</b>	<b>\$245,253,000</b>	<b>\$ 498,482,000</b>	<b>\$567,524,000</b>	<b>\$ 12,871,000</b>

## Capital Revenues

■ Grants & Lease ■ State & Local ■ UTA Local



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## Capital Sources & Uses

Sources	2023	2024	2025	2026	2027	Total	%
UTA Local	\$123,995	\$116,938	\$95,446	\$80,184	\$86,166	\$502,729	38%
Lease	41,755	52,201	47,826	56,744	32,916	231,442	17%
Formula Funds	47,969	30,000	18,003	18,000	18,000	131,972	10%
Grants	73,731	50,328	89,228	44,225	67,809	325,321	10%
State	19,338	27,432	15,625	1,300	1,100	64,795	5%
Local Partner	11,509	820	430	100	12	12,871	1%
Other State/Local	500	750	3,750	16,250	33,750	55,000	0%
<b>Grand Total (Thousands)</b>	<b>\$318,797</b>	<b>\$278,469</b>	<b>\$270,308</b>	<b>\$216,803</b>	<b>\$239,753</b>	<b>\$1,324,130</b>	<b>100%</b>

Uses	2023	2024	2025	2026	2027	Total	%
LR Vehicle Replace	\$2,000	\$3,000	\$15,000	\$65,000	\$135,000	\$220,000	17%
Replacement Buses	31,452	38,787	42,816	50,891	26,910	190,856	13%
Mid-Valley Connector	15,001	45,103	43,976	-	-	104,080	8%
LR Vehicle Rehab	13,610	12,662	10,000	9,000	9,000	54,272	4%
Davis-SLC Connector	1,700	5,864	35,566	12,519	-	55,649	4%
Revenue/Service							
Vehicles	45,187	23,461	14,119	13,273	12,868	108,908	8%
Capital Development	70,162	41,660	26,525	14,575	14,375	167,297	12%
Infrastructure SGR							
Projects	51,309	40,623	35,095	28,063	25,672	180,762	14%
Information Technology	17,690	25,483	15,036	8,764	2,023	68,996	5%
Capital Construction	30,899	2,050	1,000	500	-	34,449	3%
Property/TOC	8,627	2,634	1,184	791	63	13,299	1%
Facilities- SGR	7,021	16,117	6,245	3,527	3,823	36,733	2%
Safety and Security	5,420	2,823	2,817	2,793	2,912	16,765	1%
Planning	4,127	1,935	1,800	1,800	1,800	11,462	1%
Other	14,592	16,267	19,129	5,307	5,307	60,602	6%
<b>Grand Total (Thousands)</b>	<b>\$318,797</b>	<b>\$278,469</b>	<b>\$270,308</b>	<b>\$216,803</b>	<b>\$239,753</b>	<b>\$1,324,130</b>	<b>100%</b>



# Debt

UTA does not use short-term debt to bridge the gap between the timing of expenditures and the receipt of revenues. The current 5-year Capital Plan does not forecast any additional bonds will be issued. All these bonds have been executed under the General Indenture of Trust created in 2002.

## Capacity

If UTA issued General Obligation Bonds, according to Utah State law, the amount of debt issued by UTA cannot exceed 3% of the fair market valuation of property located within the regional transit authority's district. UTA does not issue General Obligation Bonds as a Transit District in the State of Utah. UTA issues Sales Tax Revenue Bonds, which Sales Tax Revenue Bonds do not have any statutory limits as to legal debt limitations. Sales Tax Revenue Bonds are constrained by UTA's ability to repay the principal and interest amounts annually with Sales Tax revenues. An important metric of UTA's financial health is the amount of pledged sales taxes annually in relation to the debt service due in the given year, or debt service coverage ratio.

Debt Service Coverage Ratio (DSCR)	Policy Minimum DSCR Requirements	Lowest DSCR Forecasted	Year of Lowest
Senior Lien	2.0x	3.60x	2023
Subordinate Lien	1.5x	4.54x	2040

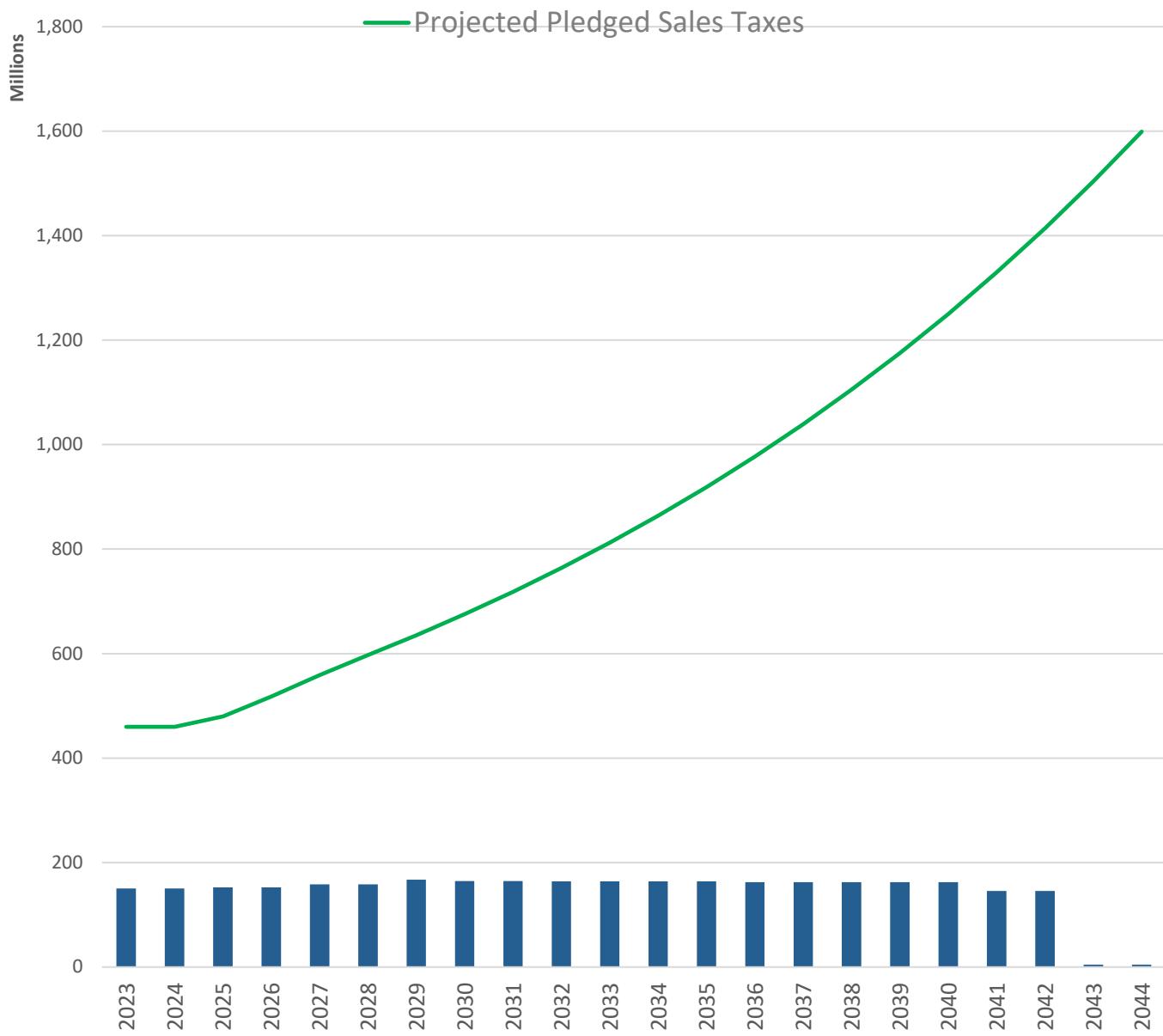
UTA's net debt service coverage ratio would be at its lowest rate of 3.6 in 2023 and is projected to increase steadily over the life of the existing debt portfolio. Adherence to other minimum debt service coverage ratios specific to the lien are detailed on the table on the next page.



Year	Projected Pledged Sales Taxes	Senior Lien Debt Payments	Sr Lien & Cov. Ratio	Subordinate Lien Debt Payments	Sub. Lien Debt Service Cov. Ratio	Total Debt Payments	Total Debt Service Cov. Ratio
2023	459,839,154	104,039,742	4.42	46,453,711	9.90	150,493,453	3.06
2024	459,839,154	104,045,687	4.42	46,446,219	9.90	150,491,906	3.06
2025	479,658,222	105,978,989	4.53	46,447,174	10.33	152,426,163	3.15
2026	517,743,085	105,981,667	4.89	46,451,771	11.15	152,433,438	3.40
2027	558,851,886	101,946,084	5.48	56,198,041	9.94	158,144,125	3.53
2028	597,133,240	101,941,964	5.86	56,188,017	10.63	158,129,981	3.78
2029	635,051,201	104,906,327	6.05	62,439,403	10.17	167,345,730	3.79
2030	675,376,952	102,048,307	6.62	62,415,895	10.82	164,464,202	4.11
2031	718,263,388	102,055,492	7.04	62,439,893	11.50	164,495,385	4.37
2032	763,873,114	101,802,153	7.50	62,439,607	12.23	164,241,760	4.65
2033	812,379,056	124,060,994	6.55	40,077,991	20.27	164,138,985	4.95
2034	863,965,126	124,064,926	6.96	40,080,199	21.56	164,145,125	5.26
2035	918,826,912	124,062,891	7.41	40,078,514	22.93	164,141,405	5.60
2036	977,172,421	127,429,814	7.67	34,962,723	27.95	162,392,537	6.02
2037	1,039,222,870	125,833,888	8.26	36,563,777	28.42	162,397,665	6.40
2038	1,105,213,522	123,415,219	8.96	38,980,308	28.35	162,395,527	6.81
2039	1,175,394,580	99,960,375	11.76	62,436,883	18.83	162,397,258	7.24
2040	1,250,032,136	11,657,724	107.23	150,946,856	8.28	162,604,580	7.69
2041	1,329,409,177	79,316,687	16.76	66,369,476	20.03	145,686,163	9.13
2042	1,413,826,660	122,206,633	11.57	23,475,140	60.23	145,681,773	9.70
2043	1,503,604,652	4,445,000	338.27			4,445,000	338.27
2044	1,599,083,548	4,439,300	360.21			4,439,300	360.21
Totals		\$ 2,105,639,863		\$1,081,891,598		\$ 3,187,531,461	



## Total Debt Service Payments in Relation to Pledged Sales Taxes



UTA's 2023-2027 Transit Financial Plan (TFP) does not call for any financing needs, which is evident in the unrestricted cash balances available throughout the plan. Total projected sources and beginning cash balance is insufficient to fund total uses, reserve requirements and debt service for the period of 2023 to 2027.

## Performance and ratings

UTA's financing performance to date and in the future is evaluated by the agency's credit rating and adherence to debt service coverage ratios and other financial policies. The agency's current bond ratings are as follows:

*Source: Zions Bank Financial Advisors*

Effective date: November 2019	Standard &Poor's	Fitch	Moody's
Senior Lien Bonds			
Current rating	AA	AA-	Aa2
Outlook	Stable	Stable	Stable
Subordinate Lien Fixed Rate Bonds			
Current rating	A+	AA-	A1
Outlook	Stable	Stable	Stable

*Source: Zions Bank Financial Advisors*

Effective date: November 2019	Standard &Poor's	Fitch	Moody's
Senior Lien Bonds			
Current rating	AA	AA-	Aa2
Outlook	Stable	Stable	Stable
Subordinate Lien Fixed Rate Bonds			
Current rating	A+	AA-	A1
Outlook	Stable	Stable	Stable

### Utah Transit Authority

Issuer Type: Transit

#### BOND RATINGS

1 of 2

Senior Lien

MOODY'S

**Aa2**

S&P

**AA**

FITCH

**AA**

#### BOND RATINGS

2 of 2

Subordinate Lien

MOODY'S

**Aa3**

S&P

**AA-**

FITCH

**AA**

Source: <https://www.rideutainvestors.com/utah-transit-authority-bonds-ut/i2318>



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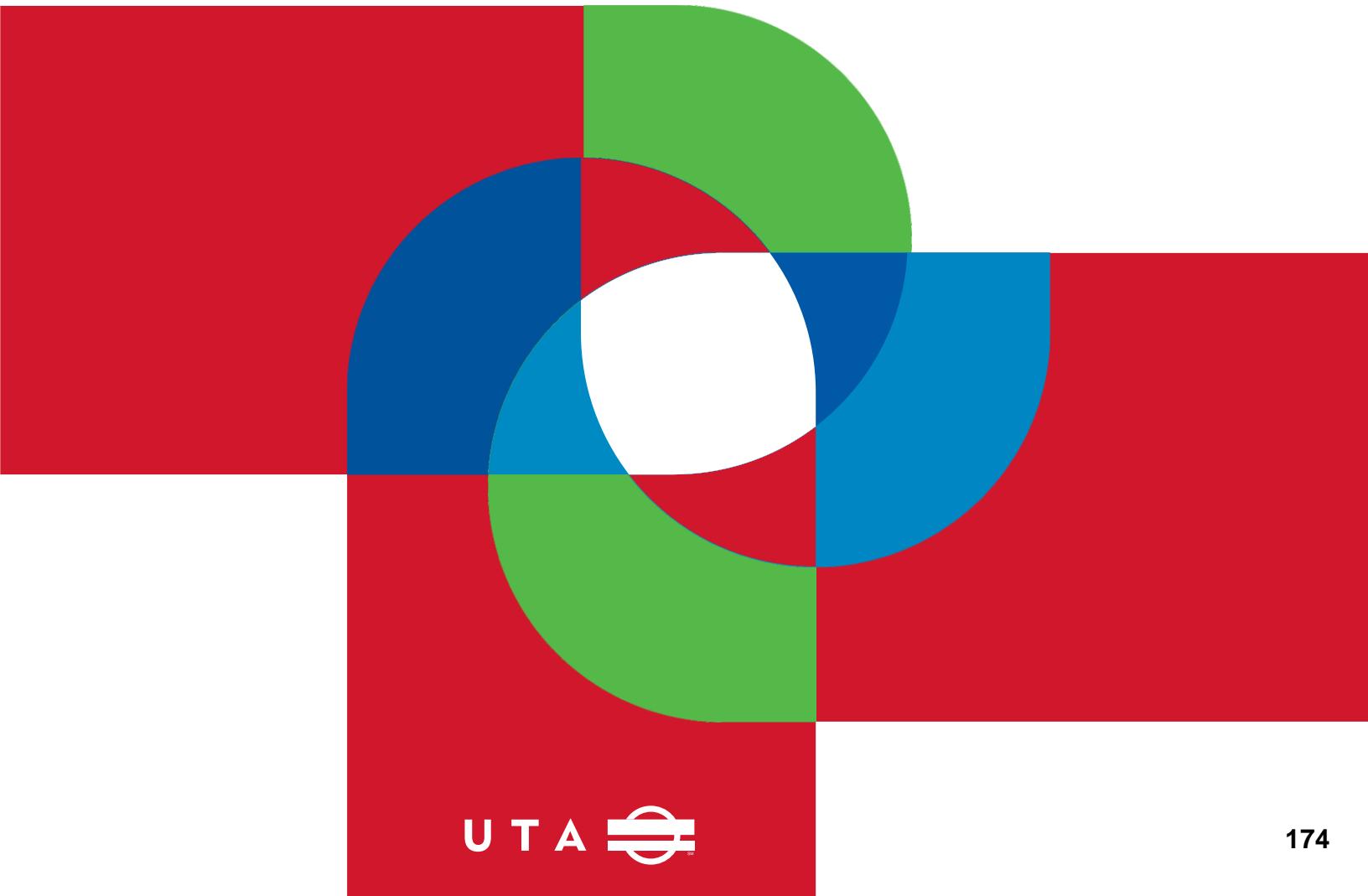
## 2023 Debt Service Detail

2023 Debt Service (000's)	Cash Basis	Full Accrual Basis
<b>Principal on Bonds</b>	\$ 67,770	\$ 69,093
<b>Interest on Bonds</b>	82,723	73,045
<b>Interest Subsidy (Build America Bonds)</b>	(8,889)	(8,889)
<b>Premium/Discount Amortization</b>		(7,322)
<b>Refunding Gains/Losses Amortization</b>		17,658
<b>Accrued Interest on 2016 CAB</b>		779
<b>Net Interest Expense</b>	73,834	75,271
<b>Net Bond Principal and Interest</b>	141,604	144,364
<b>On-going Bond Sale Cost</b>	79	79
<b>Principal on 2016 Utah County Debt</b>	1,595	1,595
<b>Interest on 2016 Utah County Debt</b>	1,780	1,780
<b>Restricted Reserves for 2029 Principal</b>		9,123
<b>4th Quarter Cent in Utah County</b>	3,375	12,498
<b>Principal on Existing Leases</b>	8,604	8,604
<b>Interest on Existing Leases</b>	1,413	1,413
<b>Principal on 2022 Leases for \$49.3M starting November 2022</b>	3,687	3,687
<b>Interest on 2022 Leases for \$49.3M starting November 2022</b>	2,122	2,122
<b>Lease Principal &amp; Interest on \$46.8M in November 2023</b>	450	450
<b>Net Lease Principal and Interest</b>	16,276	16,276
<b>Total 2023 Debt Service</b>	<b>\$ 161,334</b>	<b>\$ 173,217</b>

UTA continues to look for opportunities to refund bonds when possible in the future.



# Financial Structure, Policy, and Process



# 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 Operations	Light Rail Operations	Commuter Rail Operations	Paratransit Operations	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	Administrative
Support Maintenance	Product Development & Sales
Fleet Engineering	Fares
Asset Management - State of Good Repair	Risk Management
Vehicle Disposal	Technology Security
Facilities	Communications & Deployment
Ticket Vending Machine Maintenance	Applications Support
Radio & Rail Communications	Application Development
Supply Chain - Purchasing	Network Support
Supply Chain - Warehousing	Quality Assurance
Farebox Service	Accounting
Fare Strategy & Operations	Finance
Customer Service	Intermodal Center - SLC
Public Safety	Intermodal Center - Ogden
Operations Analysis & Solutions	Budget & Financial Analysis
Data Quality & Ridership	Innovative Mobility Services
Safety & Security	Government Relations
Bus Communications	Public Relations & Marketing
Talent Development	Planning & Engagement
	Board of Trustees
	Total Rewards
	People Office
	Human Resources and Labor Relations
	Workforce Planning
	Operations Office
	Internal Audit
	Executive Director
	Legal
	Civil Rights
	Corporate Support
	Customer Experience
	Grant Management
	Enterprise Strategy
	Capital Projects & Development
	Planning
	Real Estate
	Service Development
	Grant Management

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. More detail about capital investments is 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 discount

# **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 revenues are 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%

**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, pension actuarial 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 (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**

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.



# 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 requested 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 of 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 protects 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 2023 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 from 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 yearly 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 and emerging factors. 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 September. Any modifications to the budget are completed by early October.

In late October or early November, 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 2023 UTA Budget Preparation Schedule at the end of this section.



## **Annual Budget Schedule:**

<u>Task</u>	<u>Completion Date</u>
Budget Office Distributes Budget Memo	Apr. 22, 2022
Executive Team Reviews & Approves Base Targets	May 31, 2022
Executive Team Reviews and Approves Draft Tentative Budget	Aug. 2, 2022
Board Budget Work Sessions	Sep. 12 to Sep. 16, 2022
Board Reviews 2023 Tentative Budget	Oct. 12, 2022
Board approves 2023 Tentative Budget and November public hearing date	Oct. 26, 2022
Budget Review and Comment Period	Nov. 10 to Dec. 10, 2022
Local Advisory Council approves 5-Year Capital Plan and Consults on 2023 Ops. Budget	Nov. 2, 2022
2023 Budget Open House/Public Hearing	Nov. 10, 2022
Board of Trustees reviews public comments, LAC input, and 2023 final budget	Dec. 7, 2022
Final Public Engagement report (including comments received after 12/1) due to board office	Dec. 13, 2022
Board of Trustees considers approval of the 2023 Final Budget and 5-Year Capital Plan	Dec. 21, 2022
Staff submits Final Budget to State Auditor	Dec. 30, 2022
Staff prepares, prints, and distributes 2022 Budget Document to the Board of Trustees, Operating Departments and interested parties	Dec. 30, 2022





# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

**Local Advisory Council**

**Date:** 11/2/2022

**TO:** Local Advisory Council  
**FROM:** Annette Royle, Director of Board Governance  
**PRESENTER(S):** Carlton Christensen, Chair, Board of Trustees  
Beth Holbrook, Trustee  
Jeff Acerson, Trustee

**TITLE:**

Strategic Plan Consultation

**AGENDA ITEM TYPE:**

LAC - Consultation

**RECOMMENDATION:**

The Council is encouraged to provide input and advice to the Board of Trustees on their preliminary strategic priorities during this discussion item.

**BACKGROUND:**

Utah's Public Transit District Act (Utah Code 17B-21-808.1) directs the Board of Trustees to develop and approve a strategic plan every four years, in consultation with the Local Advisory Council and other stakeholder entities.

**DISCUSSION:**

The Board of Trustees will discuss the priorities being developed for the agency's strategic plan, which will outline key success outcomes for UTA through 2030. The Board is seeking the Local Advisory Council's input on the plan before developing a final plan for the Board's adoption in late December 2022.

**ALTERNATIVES:**

The Council is encouraged to provide input and advice to the Board during this discussion to help inform the final plan.

**FISCAL IMPACT:**

Initiatives in the strategic plan will be incorporated into UTA's budget annually.

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**ATTACHMENTS:**

None



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

**Local Advisory Council**

**Date:** 11/2/2022

**TO:** Local Advisory Council  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Nichol Bourdeaux, Chief Planning and Engagement Officer  
**PRESENTER(S):** Nichol Bourdeaux, Chief Planning and Engagement Officer  
Megan Waters, Community Engagement Director  
Eric Callison, Manager of Service Planning

**TITLE:**

**UTA Five-Year Service Plan**

**AGENDA ITEM TYPE:**

LAC - Consultation

**RECOMMENDATION:**

Informational item for discussion

**BACKGROUND:**

Per UTA Board of Trustees Policy No. 3.2 and in compliance with Utah State law, the UTA Five-Year Service Plan (5YSP) is updated every two years. The UTA Local Advisory Council (Council) reviews, approves and recommends the plan for adoption by the Board of Trustees (Board). As part of this process, the draft network for the 5YSP is presented to the Board and Council in conjunction with other internal and external engagement efforts.

UTA Service Planning expects to present the final 5YSP to the Council for approval and recommendation to the Board for final adoption in February 2023. Between the presentation of the draft and final networks, UTA will solicit feedback through the engagement process on community transit needs and prioritization of service, including any adjustments to the 5YSP as appropriate.

Once approved, proposed changes in the 5YSP will enter UTA's annual budgeting process and be further vetted for resource availability and operational feasibility. Additional service changes may be presented to the Board during the annual service process prior to change day, along with Title VI information.

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## **DISCUSSION:**

The following changes are proposed for August 2023:

- Implement OGX service
- Increase TRAX frequency to 15-min on Saturdays
- Transfer operation of PC-SLC Connect

The following contingency item is proposed for 2023, dependent on demand/need:

- Implement UVX service to Provo Airport

The following changes are proposed within the next five years:

- Implement additional local service changes in Ogden
- Split Salt Lake/Ogden regional service at Farmington Station and increase frequency between Farmington and Ogden
- Implement additional frequency on 200 South to accommodate demand
- Split south Utah County local service to improve travel times and increase coverage
- Increase frequency of service on route 205
- Implement frequent service on the Midvalley Connector alignment between Murray Central and West Valley Central Stations
- Implement frequent service on the 5600 West alignment between 5600 West Station and downtown Salt Lake City via Airport, International Center
- Implement new service in Eagle Mountain/Saratoga Springs per the Northwest Utah County study

The following changes represent actions UTA would take in an unconstrained environment (no limits on budget/hiring):

- Improve frequency on multiple routes throughout the service area, including some routes that had higher frequencies prior to Covid-19
- Implement new bus connections in west Salt Lake County, Riverton/Herriman, Roy, and Vineyard
- Implement new UTA On Demand service in north Weber County, Lehi, West Provo, Sandy/Cottonwood Heights, and West Jordan/South Jordan

The following projects are currently outside the scope of UTA's Five-Year Service Plan, but are acknowledged as requiring additional service changes in the future:

- Davis/Salt Lake Community Connector
- Point of the Mountain
- Central Corridor
- South Utah Valley
- Cottonwood Canyons
- FrontRunner Forward (strategic double-tracking)

Public engagement for the 5YSP will include the following:

- Online surveys
- ArcGIS storymap with online maps for public comment
- Local government/stakeholder public presentations

- Official public comment period (December-January)

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**ALTERNATIVES:**

This is a discussion item for Council information and advice

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**FISCAL IMPACT:**

Fiscal impact of 5YSP implementation is vetted through annual budgeting process

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**ATTACHMENTS:**

None



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

Local Advisory Council

Date: 11/2/2022

**TO:** Local Advisory Council  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Nichol Bourdeaux, Chief Planning and Engagement Officer  
**PRESENTER(S):** Nichol Bourdeaux, Chief Planning and Engagement Officer  
Alex Beim, Acting Manager of Long-Range Strategic Planning

**TITLE:**

**UTA Long Range Transit Plan (LRTP)**

**AGENDA ITEM TYPE:**

Discussion

**RECOMMENDATION:**

Informational Item for Discussion Only

**BACKGROUND:**

UTA is developing a 30-year Long Range Transit Plan (LRTP) focused on understanding and responding to the future needs of the communities we serve. This plan will provide a comprehensive, system wide vision to guide UTA's planning into the future.

The primary goals of the LRTP process is to:

- **Strengthen partnerships with the communities UTA serves** through collaborative plan development
- **Assess long-term transit needs** through data collection and analysis, as well as public engagement
- **Develop a system-wide vision for the future** to meet anticipated needs through improvements across all modes of the transit system
- **Establish strategies for implementation** through a financial analysis and identification of potential partnerships and resources needed to achieve the long-term vision

The LRTP will serve as a complementary planning process to the Regional Transportation Plans (RTPs) developed by Mountainland Association of Governments (MAG) and Wasatch Front Regional Council (WFRC). Like the RTPs, the LRTP is planned for adoption in 2023 and will be updated on a 4-year cycle. Unlike the RTPs, the LRTP will include all aspects of local and regional transit service delivery across the UTA service area.

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**DISCUSSION:**

UTA staff will discuss and provide an overview of plans for developing the LRTP. This includes an overview of the regional and local service planning process and well as where UTA is in the process and how the Local Advisory Council will be kept up to date throughout the process.

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**ALTERNATIVES:**

N/A

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**FISCAL IMPACT:**

Fiscal impact of implementing the LRTP is vetted through the Five-Year Service Plan, Five-Year Capital Plan, and annual budgeting process

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**ATTACHMENTS:**

None



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

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**Local Advisory Council**

**Date:** 11/2/2022

**TO:** Local Advisory Council  
**PRESENTER(S):** Chair Julie Fullmer  
Chair Carlton Christensen

**TITLE:**

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Open Dialogue with the Board of Trustees

**AGENDA ITEM TYPE:**

Discussion

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**RECOMMENDATION:**

Informational discussion with UTA Board of Trustees

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**DISCUSSION:**

Local Advisory Council and Board of Trustees will engage in discussion on topics concerning the Utah Transit Authority. No action will be taken.

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**ATTACHMENTS:**

None



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

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**Local Advisory Council**

**Date:** 11/2/2022

**TO:** Local Advisory Council  
**FROM:** Jay Fox, Executive Director  
**PRESENTER(S):** Jay Fox, Executive Director

**TITLE:**

**Executive Director Report**

- Ridership Report
- Southwest Salt Lake County Service

**AGENDA ITEM TYPE:**

Report

**RECOMMENDATION:**

Informational report for discussion

**DISCUSSION:**

Jay Fox, Executive Director, will report on recent activities of the agency and other items of interest including:

- Ridership Report
- Southwest Salt Lake County Service



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

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**Local Advisory Council**

**Date:** 11/2/2022

**TO:** Local Advisory Council  
**FROM:** Utah Transit Authority Audit Committee  
**PRESENTER(S):** Carlton Christensen, Chair Board of Trustees

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**TITLE:**

**Audit Committee Report**

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**AGENDA ITEM TYPE:**

Report

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**RECOMMENDATION:**

Informational report for discussion

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**BACKGROUND:**

The UTA Audit Committee met on October 17, 2022 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Audit Committee Members Carlton Christensen, Jeff Acerson, and Beth Holbrook participated in the meeting. Members Julie Fullmer, and Mark Johnson were excused.

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**DISCUSSION:**

Chair Christensen will give a report on the activities of the UTA Audit Committee.

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**ATTACHMENTS:**

None