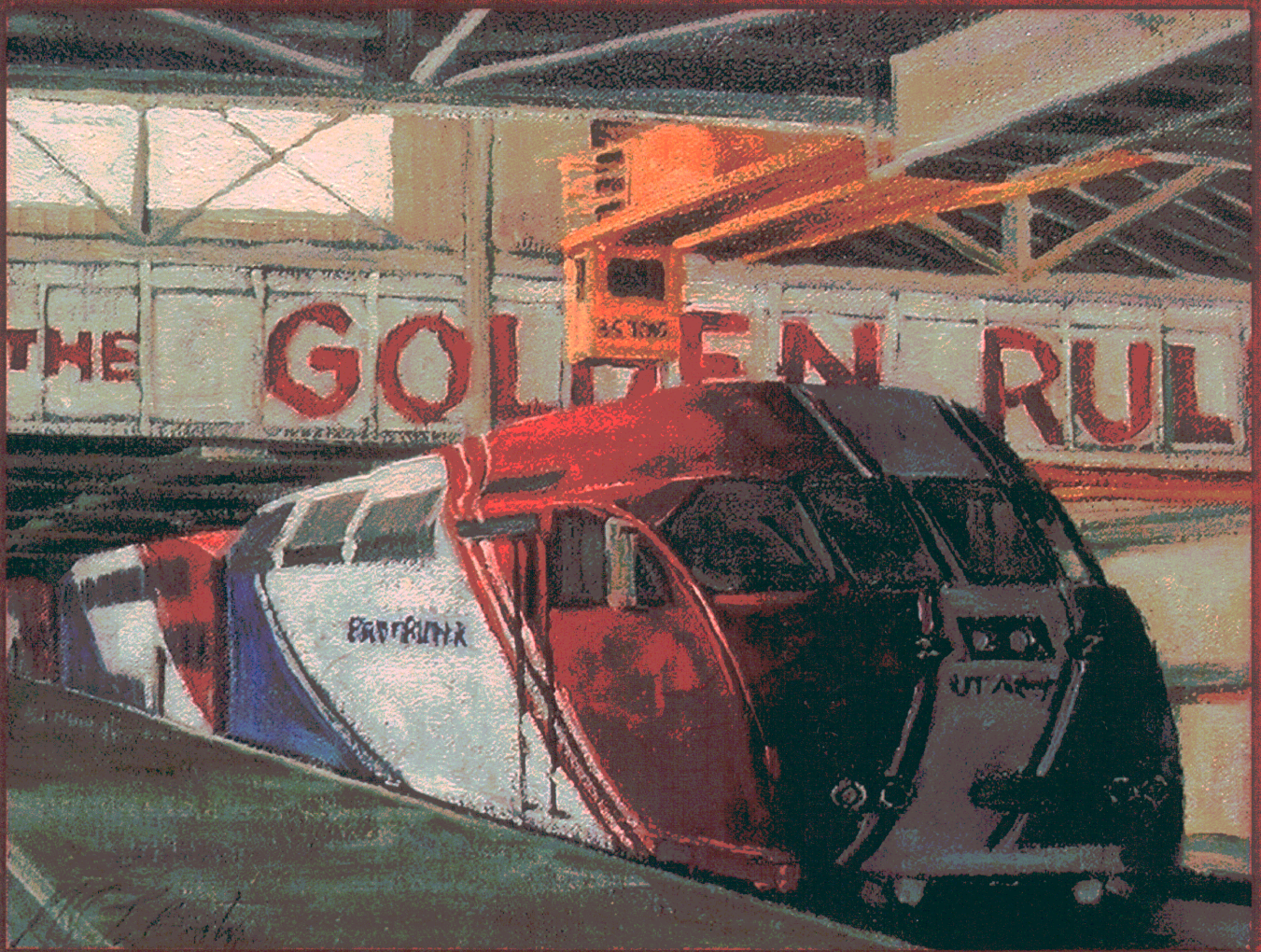


# 2008 BUDGET & STRATEGIC PLAN DOCUMENT

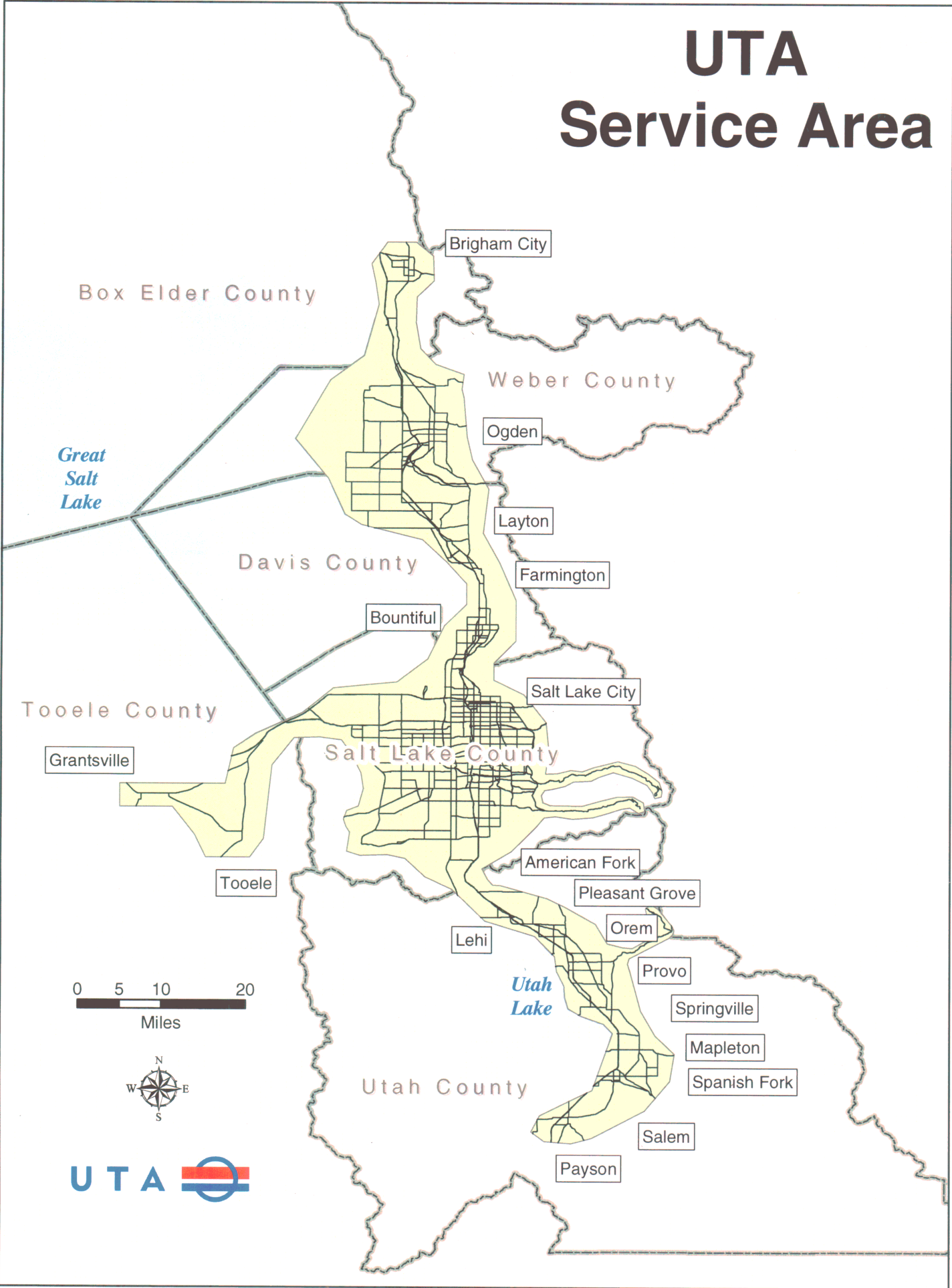


*Painting by G J La Bonty, UTA Project Manager / Alternative Analysis*



**UTAH TRANSIT AUTHORITY**

# UTA Service Area



# UTAH TRANSIT AUTHORITY BUDGET DOCUMENT

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## FOREWORD

The adopted budget document contains a variety of information regarding Utah Transit Authority. To assist the reader in locating subjects of interest, the organization of this document is described below, also a Quick Reference Guide can be found following this page. The reader may also refer to the Table of Contents and Glossary for additional information.

## DOCUMENT ORGANIZATION

The 2008 Utah Transit Authority Budget has four major areas: Introduction, Functional Financial Plan, Department Guide, the Appendix and Glossary Section.

The **Introduction** (Section 1) contains the Budget Message, a description of priorities and issues for the budgeted New Year. The message describes significant changes in priorities (if any) from the previous year and highlights issues facing UTA in developing the current budget. An organization chart and a table showing the change in the number of employees by departments is included. This section also includes UTA's Strategic Plan and Performance Goals, the Budget Process and the UTA policies that apply to the budget process.

The **Functional Financial Plan** (Section 2) begins with a summary of overall Authority revenues and expenditures, followed by a description of revenue sources. Expenditure summaries for the operating of functional areas within UTA is presented next with a comparison between 2006 actual, 2007 budget, 2007 year end projected, and 2008 budget totals. This section also includes projected fund balances, projected reserves, 2008 capital expenditures and projects, and current debt obligations.

The **Department Guide** (Section 3) is organized by individual Director's area of responsibility / business unit, starting with the General Counsels office. Each Director's business unit contains the following:

- The Business Unit name and Director.
- Department function
- 2007 Services and Accomplishments
- 2008 Goals
- Department organization chart including the number of 2008 budgeted positions.

An **Appendix and Glossary** (Section 4) contains Utah Transit Authority and Community Profile, a map of our service area and a budget glossary.

## **DISTINGUISHED BUDGET PRESENTATION AWARD**

The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the Utah Transit Authority for its annual budget for the fiscal year beginning January 1, 2007. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan and as a communication device.

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



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished  
Budget Presentation  
Award*

PRESENTED TO

**Utah Transit Authority**

**Utah**

For the Fiscal Year Beginning

**January 1, 2007**

President

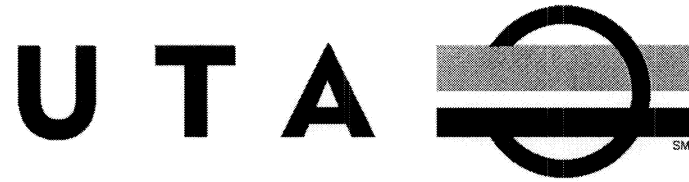
Executive Director

## QUICK REFERENCE GUIDE

The following should assist the reader in locating key information contained in the 2008 Utah Transit Authority budget.

<b>To find:</b>	<b>Refer to:</b>	<b>Section</b>	<b>Page</b>
- Strategic Plan and Performance Goals	Introduction	1.3	1-15
- The overall policies which guide the 2008 budget	Introduction	1.5	1-27
- Organization chart	Introduction	1.2	1-10
- UTA major expenditures and revenue sources	Summary of Major Revenues, Expenditures and fund balances	2.1	2-2
- Analysis of Revenue Sources	Summary of Major Revenue Sources	2.2	2-4
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**SECTION 1  
INTRODUCTION**

## **UTAH TRANSIT AUTHORITY 2008 BUDGET MESSAGE**

The Utah Transit Authority's (UTA's), budget for fiscal year ending December 31, 2008 has been prepared following policies established by the UTA Board of Trustees. This budget will allow UTA to continue to provide safe, reliable, and user-friendly transportation. This budget includes increases in bus and rail services while continuing to pursue the Capital Development Plan and maintaining financial viability. Major issues that affect this budget are the national and local economy, sales tax, ridership and fare box revenues, cost of fuel and utilities, employee wages and benefits, and the availability of federal funding. The 2008 budget is based on maintaining service in the face of increases in diesel fuel costs in bus service and electrical power costs for light rail vehicles. The 2008 budget also includes a new commuter rail service, FrontRunner, from Salt Lake City to Ogden. UTA will continue to provide the same high-quality service throughout its system while planning for and designing Commuter Rail South as well as additions to its current light rail system.

### **Operating Revenues**

Operating revenues for 2008 are expected to reach \$282.8 million or an increase of 14% over projected revenues for 2007. The largest source of operating revenue is a local option sales tax which is expected to reach \$208.2 million in 2008. This represents a 12.9% increase over projected 2007 sales tax revenues due in part to an approved referendum for a sales tax increase in Salt Lake and Utah counties for funding of additional transit programs. This growth in sales tax is also based on the Council of Economic Advisors' estimate of Utah taxable retail sales growth in CY08 to be approximately 4%, also considered is UTA's collections during 2007 through November at 8.12% increase over the same time period in 2006.

Passenger revenues are expected to grow by \$4.3 million representing an increase of 17% for total passenger revenues of \$29 million; again this is due in part to the opening of the commuter rail line in April. This increase will be a result of a 3.7% increase in ridership over 2007 projected ridership and increases in rates charged for fares.

Federal transit funds for Preventative Maintenance which are used to offset operating costs are expected to grow 5.7% in 2008 with about a \$1.7 million increase in part due to UTAs additional rail fleet. The Authority is projecting a \$5 million increase in investment income due to bonding revenue which will be obtained for Commuter Rail construction cost, advertising revenue and other income during 2007 are expected to increase slightly over 2007 projected revenues.

## **Operating Expenditures**

Net operating expenses for the Authority will be \$176.6 million in 2008 representing an increase of almost \$29.9 million or 20% over 2007 projected. Bus operations will increase by \$4.2 million to over \$80.4 million annually. This increase in cost is due primarily to rising fuel, the Salt Lake redesign system, as well as increased labor and health care costs. Light rail and the new commuter rail service in 2008 will cost the Authority approximately \$31.2 million which represents an increase of 78%, just under \$13.7 million. This increase is due primarily to the April start of Commuter Rail Service from Salt Lake to Ogden, along with increasing costs in propulsion power and rising labor and health care costs. Paratransit service will increase \$1.5 million or 11% to over \$15.4 million dollars annually. This increase is necessary to meet the rising demand for service to the transit disabled community and increasing costs as mentioned above for bus service. Increasing costs of utilities, wages and health care account for a 30% increase in Operations Support expenses due to increase support of Commuter Rail. General and Administrative expenses are increasing by 25% or \$4.7 million to \$23.9 million. The major items affecting this increase are Commuter Rail support employees and vacant positions are being filled, increases in wages and health care costs, there will be major community campaigns such as the Electronic Fare Collection and an employee involvement program (VIP) through out the company.

## **Major Investment Studies**

The cost for major investment studies will reach over \$1.6 million in 2008. These costs represent planning, environmental and design work for commuter rail service between Provo and Salt Lake City, and planning and environmental work associated with the advancement of the light rail extensions included in Phase I of the Long Range Transportation Plan. The cost for these studies will be offset by approximately \$1.4 million in federal grants or from local contributions as well as capitalization of expenditures.

## **Debt**

The Authority expects to issue \$700 million in new debt during 2008. At the end of 2008, the Authority's outstanding debt will be comprised of the 2002 A Bonds, 2005 A Refunding Bonds, 2005 B Bonds, 2006 A & B Bonds, 2006 C Refunding Bonds, 2007A bonds and a new 2008 bonds, with a total outstanding principal balance of \$1,341,179,100. Principal and interest payments on the Authority's debt portfolio are estimated (2006 A & B Bonds are variable rate bonds) at \$56.7 million in 2008.

## **Capital Expenditures**

The Authority's capital projects in 2008 are budgeted to reach \$500 million. The largest items in the capital program are expenditures of approximately \$203 million for commuter rail construction between Salt Lake City and Provo and the light rail extension to Mid Jordan at \$106 million. Other major capital projects include the acquisition of revenue vehicles which include 45 expansion and replacement buses, 52 vehicles for use in paratransit service and 55 rideshare vans. Capital projects also include implementation of an Intelligent Transportation System (ITS), repair and maintenance of the Authority's current operating facilities, replacement of maintenance equipment, the installation of additional security equipment and improvements in passenger amenities. Funding sources for capital expenditures includes \$121 million in current and expected future federal grants and \$700 million from debt issue and \$380 million from UTA reserves. More details can be found in section 2.5, Budgeted Capital Expenditures.

## **Capital Replacement Program**

The Authority addresses capital replacement cost over a 30-year period in the Transit Development Plan (TDP) and Budget in 3 areas: 1) Revenue vehicle replacement, 2) Rail modernization which includes Maintenance of Way and vehicle major and minor repairs and 3) Facility repairs.

*Revenue Vehicles replacement:* The plan uses UTA's Vehicle Performance Engineer projections for replacing vehicles for the next 5 years and is updated annually (2008 to 2012 currently in the plan), after that point in time we use a calculation in the model that considers number of vehicles in the fleet, average miles per vehicle, replacement of a vehicle after a given amount of time (currently 13 years) and the escalated cost of a vehicle (currently we use 3% per year). The budget for replacement vehicles is based on the amount in the model for the budgeted year and updated during the budget process. Forecasted vehicle replacement cost for 2008 is \$23.6 million.

*Rail Modernization:* The plan has two components for maintenance cost; Maintenance of Way and Vehicle major/Minor repair.

Maintenance cost for Maintenance of Way is based on current cost per fixed guide way mile (rail) times the number of miles in our system. This cost is escalated at 3% per year over the time frame of the model for inflation (generally what we have seen in the CPI). Over the next 25 years, UTA's fixed guide ways will be increasing and as new lines are added to our system we have included the additional miles in the MOW cost for them in future years. The budget for maintenance of way is based on the amount in the TDP model for the budgeted year and updated during the budget process.

Vehicle Major/Minor repair occur to our rail vehicles yearly depending on how old and how many miles the vehicle has been run. Because our system is fairly new and we are adding new lines, we do not have replacement of the vehicles built into the model at this point; only expansion vehicles which are included as part of the project cost. Maintenance costs which have been estimated by our Rail Services Business Unit for minor and major overhauls and escalated at 3% per year are included over the next 25 years.

These costs are included in the model at various time points based on when vehicles by line have been purchased and the number of miles they run before requiring, per a maintenance schedule, to be overhauled (either as a minor or major overhaul). The budget for vehicle repairs is based on the amount in the model for the budgeted year and updated during the budget process

*Facility Repair:* The plan includes costs for capital facility repairs. These are items or projects that cost more than \$5,000 and have a useful life of 1 year or more. Traditionally we have included in our budget in this area, Major Office Equipment, and Facility Repairs. Over the last several years, UTA has used \$4.3 million dollars, escalated at 3%, to budget against in this area. This amount, escalated each year is included in the model through 2030. The budget for Facility Repairs is based on the amount in the model for the budgeted year and updated during the budget process.

### ***Capital replacement as reflected in the budget***

In the capital budget each project, item, or major repair is detailed then rolled up into its capital category these are: Revenue Service & Support Vehicles, Rail Projects, 2015 Rail, Information/Communication/ITS and Facility Maintenance and Office Equipment.

One other major area is Major Strategic Priorities. Currently we have not separated a capital replacement equipment/repair line item in these areas, although they are covered in the Facility Repair and the Information/Communications/ITS area of the 2008 Budget and TDP with other program costs.

## **STRATEGIC AND FINANCIAL PLANNING PRIORITIES AND ECONOMIC ISSUES**

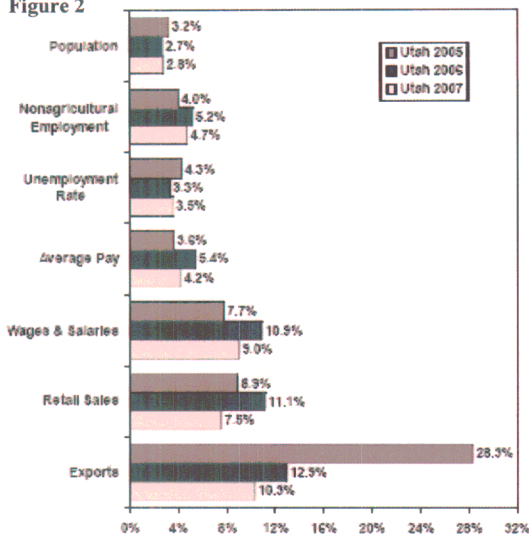
### **History of Building Quality Projects**

With completion of the North South Line, University Line and Medical Center Extension, UTA has a track record for developing quality transit projects under budget and on schedule and continues to maintain a healthy financial picture. Construction on the Weber County to Salt Lake Commuter Rail (FrontRunner) is moving forward with an anticipated completion date in early 2008.

### **Strong Local Economy**

In 2005 and 2006 the overall economic climate continued to improve with sales taxes and jobs having rebounded from two down years in 2002 and 2003. The economic health of the Wasatch Front and the State of Utah is excellent and is projected to continue to be strong out into the future.

Figure 2

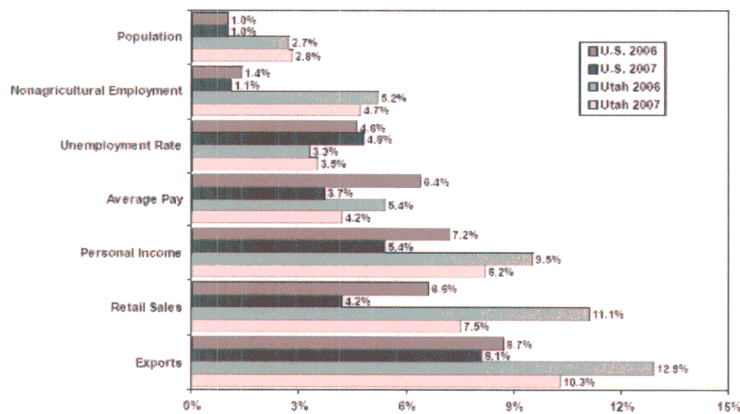


Source: Council of Economic Advisors' Revenue Assumptions Committee

The 2007 Economic Report to the Governor documents the economy of the State of Utah continued a strong growth pattern started in 2004. As noted in Figure 2, all economic indicators were positive for 2005 through 2007; population and employment have increased as well as improvement in wages and retail sales. Figure 3 is a comparison of local economic indicators vs. nation. Utah is performing better in most categories. In the State of Utah, employment growth was primarily in construction, professional and business services, and defense.

Figure 3

Comparison of Utah and the United States Economic Indicators: 2006 Estimates and 2007 Forecasts

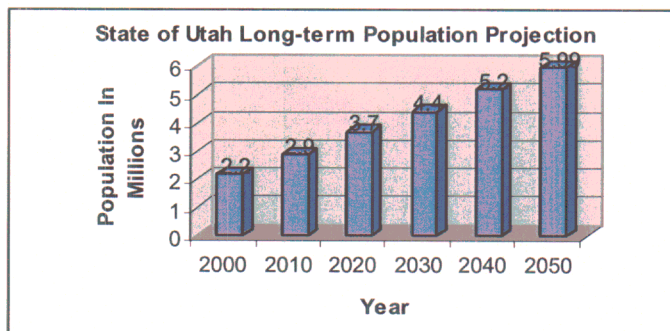


Source: Council of Economic Advisors' Revenue Assumptions Committee, Moody's Economy.com, and Global Insight

The State of Utah has had a history of strong economic growth over the last 30 years. Evaluation of the demographic data shows this trend can be expected to continue into the future. As noted in Figure 4 the population is projected to grow for the coming decades, with a population of 5.9 million by 2050. Consistent population growth will help sales tax revenues grow at a metered pace into the future. Roughly

2/3 of the projected population growth is from natural increase rather than in migration.

Figure 4



The age structure and fertility rates drive population growth, which will also contribute to enhanced sales tax growth. The average age in Utah is 28.4 vs. 36.4 nationally. This difference shows there are more people in the age cohort that are making significant purchases. Finally, as noted in

Figure 5 consistent economic growth and sales tax growth is fueled by the fact that, despite the young population, the State of Utah ranks 2nd in educational attainment levels.

## Significant Utah Rankings

	State Rank	Value	Year		State Rank	Value	Year
<b>Demographic</b>				<b>Economic</b>			
Population Growth Rate	6th	2.4%	2005-2006	Rate of Job Growth	2nd	5.2%	2006
Fertility Rate	1st	2.54	2002	Urban Status	9th	88.3%	2000
Life Expectancy	3rd	78.6 years	2000	Unemployment Rate	2nd	3.3%	2006
Median Age	1st	28.5 years	2005	Median Household Income	10th	\$54,813	2003-2005
Household Size	1st	3.07 persons	2005	Average Annual Pay	37th	\$33,328	2005
<b>Social Indicators</b>				<b>Per Capita Personal Income</b>			
Violent Crime	6th	227.2 per 100,000 people	2005		47th	\$27,497	2005
Poverty Rate	9th	9.4%	2003-2005				
Educational Attainment	2nd	92.5% of persons 25+ w/ high school degree	2005				

Notes: 1) Rankings are based on the most current national data available for all states, and may differ from other data.  
2) Rank is most favorable to least favorable.

Utah and the United States Nonagricultural Employment by Industry: 2006

Figure 5

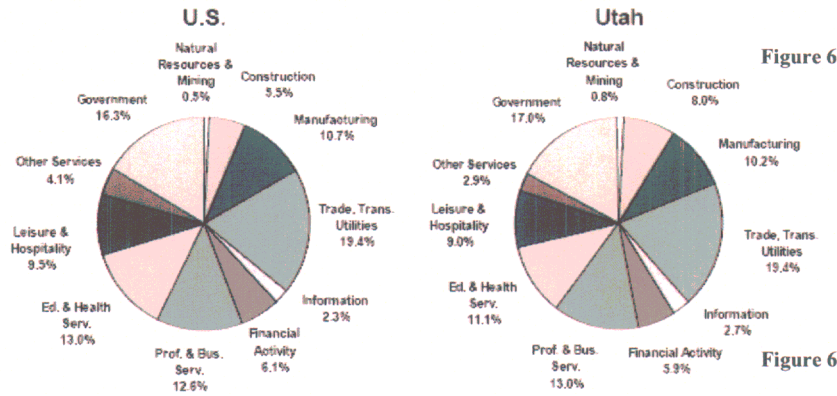
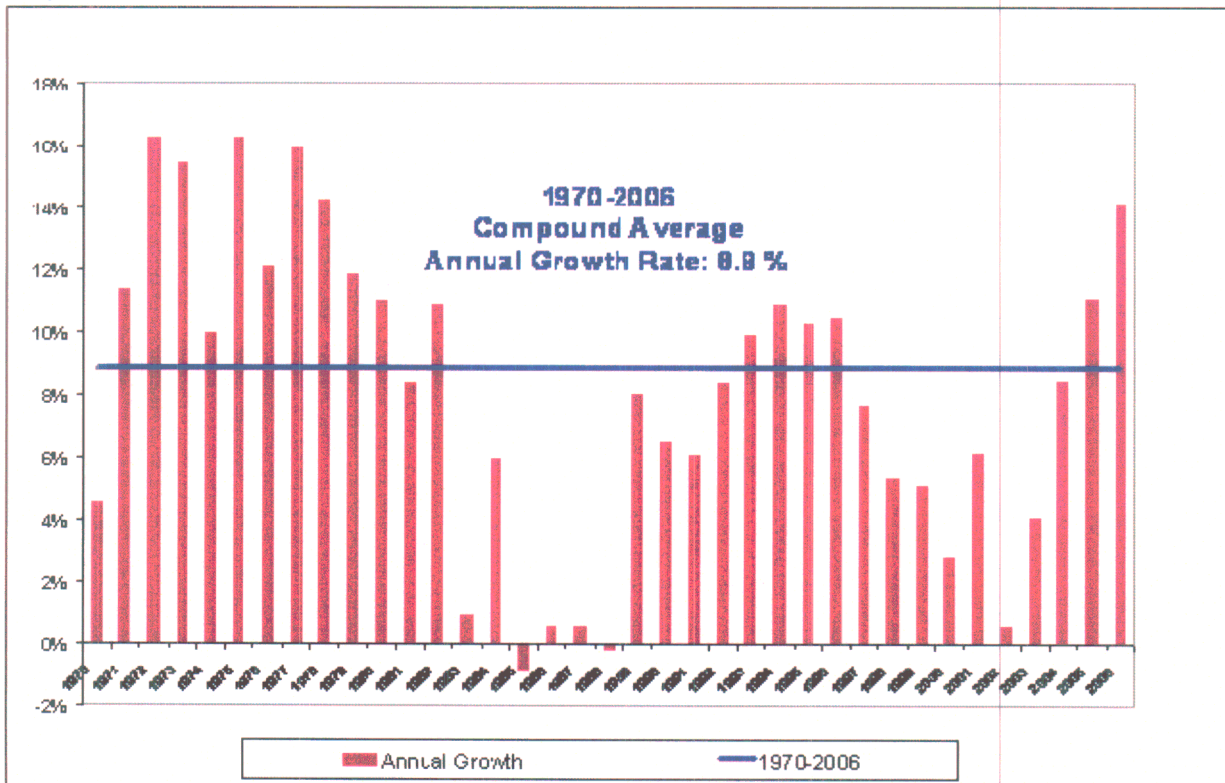


Figure 6

Figure 6

As noted in Figure 6, Utah has a diverse economy with no over-concentration of jobs in any area. This internal diversification of job types helps to ensure that downturns in any one sector do not have a significant adverse impact on the overall economic conditions. For reference, over 80% of the population in the State of Utah resides in the UTA service area.

Figure 7



## **Sales Tax Growth Assumptions**

As noted in Figure 7, from 1970 to 2006 the average annual growth in taxable sales for the UTA service district was 8.9%. In the system-wide financial plan UTA has assumed a more conservative sales tax growth rate of 5.5%. To test the sensitivity of the financial plan two scenarios with three sub scenarios were developed and tested. In the scenarios tested projected capital and operating costs were increased for the Mid Jordan Line.

Tests show UTA can absorb increases in both operating and capital costs without adversely affecting the existing bus and rail systems. Cost increases are absorbed by delaying future uncommitted capital projects or by reducing the rate of bus service expansion.

## **Improving Overall Bus Fleet Age**

Current average bus age is seven years. UTA has developed a schedule to replace a significant number of buses over the next five years. This has been budgeted in the UTA financial plan. As a result of the planned bus purchases, the average bus fleet age improves to five years.

# **TRANSIT DEVELOPMENT PLAN AND THE FIVE YEAR OPERATING AND CAPITAL PROJECT BUDGET SUMMARY**

The long-term Financial Plan for UTA, the Transit Development Plan (TDP), was developed in 2002 and is updated annually or as needed. The Plan covers the current time period through the year 2030. The Plan's frame work is based on the TDP model which includes rates, calculations, estimates and actuals for both Operating and Capital Projects/Programs. The model is basically a cash flow model developed so UTA may use it for sensitivity analysis and budgeting. We also use it for testing various programs and projects, ideas, financing and goal development.

The model has two major components know: 2015 Plan and the 2030 Plan. The 2015 Plan is based on the current Operating and Capital budget with known projects through the year 2030. Updating the 2015 plan is one of the first steps in our budget process. The 2030 Plan is based on the 2015 Plan but has additional transit projects developed with Utah's Metropolitan Planning Organizations.

A five year Operating Budget Summary and Capital Project Budget Summary was developed using the Transit Development Model. Strategic and Financial Planning Priorities and Issues described above are included in this model. The planning/financial model summary pages that are provided are based on the current approved budget as shown in this Budget Document with no new sales tax increases.



The Five Year Operating Budget Summary can be found in Section 2.3 - Summary of Expenditures. The Five Year Capital Project Summary can be found in Section 2.5 – Budgeted Capital Expenditures. These Summaries drive future year budgeting processes, and are updated based on approved budgets each year.

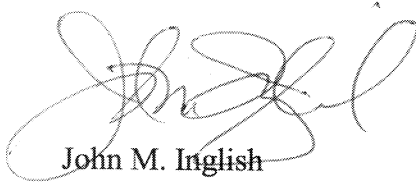
## CONCLUSION

The 2008 Operating Budget includes funds which are essential to maintain the system which include: Software Licenses, increased Insurance cost, Support personnel who were previously charged to capital now covered under operating expense, increased Utility cost; increased Parts cost, increased Administrative Medical Insurance cost, and increased Rail Service cost.

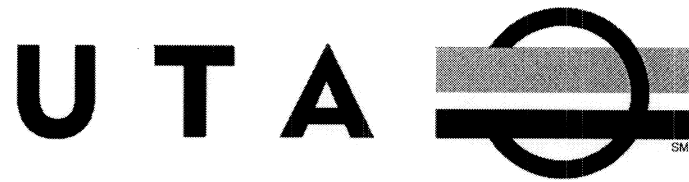
The addition of these costs has been offset by adjustments to the Operating Revenue which include: additional sales tax growth, increase in fares and the Salt Lake Bus Service Redesign.

UTA has adequate financial capacity and technical resources to construct and operate the Weber County to Salt Lake FrontRunner Commuter Rail Line, Mid Jordan and West Valley Light Rail Lines, Draper and Airport Light Rail Lines and other committed project, while continuing to operate and expand the existing transit system.

Best Regards,

A handwritten signature in black ink, appearing to read 'John M. English', is written over a light blue circular stamp.

John M. English  
General Manager/CEO

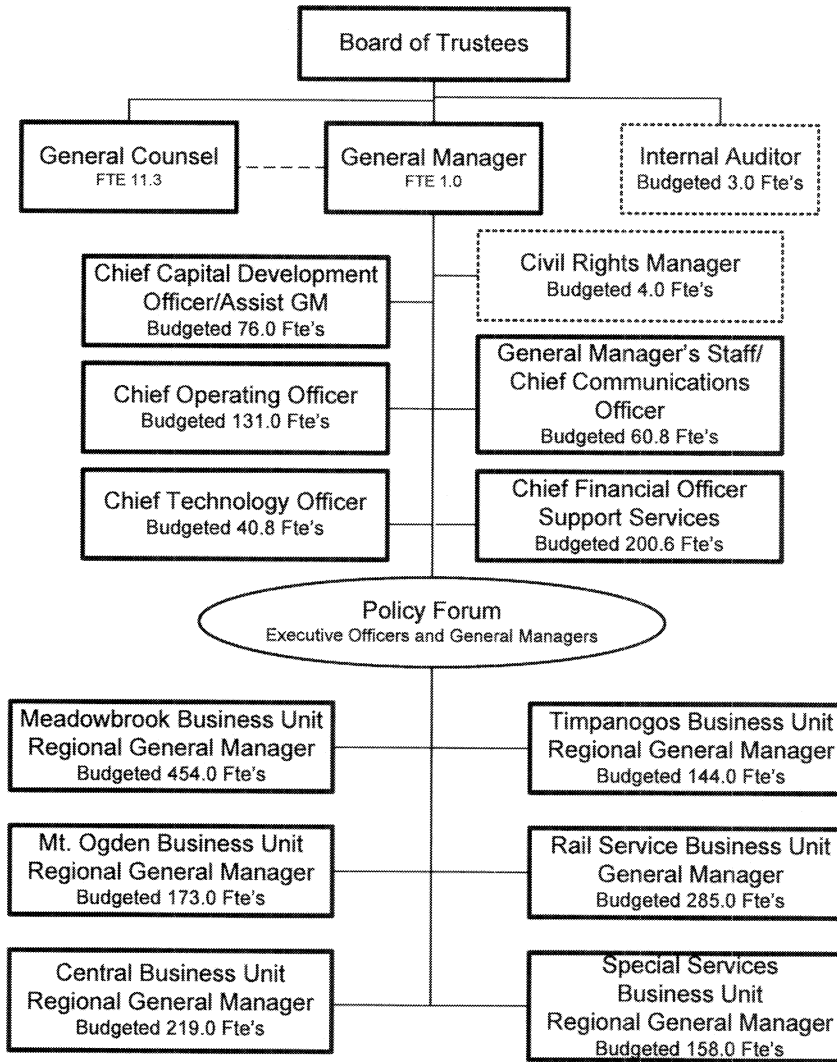


## **1.2 ORGANIZATION CHART**



# Utah Transit Authority

January 2008



**UTAH TRANSIT AUTHORITY  
FULL-TIME EQUIVALENT (FTEs) BY REPORTING STRUCTURE  
OPERATIONS, OPERATIONS SUPPORT AND ADMINISTRATION SUMMARY**

Department	Actual 2006	Budget 2007	Actual 2007	Budget 2008
Operations:				
Bus - Meadowbrook*	425.0	440.0	444.0	454.0
Bus - Central*	219.0	223.0	233.0	219.0
Bus - Ogden	164.0	171.0	171.0	173.0
Bus - Timpanogos	132.0	137.0	133.0	144.0
Subtotal - Bus	<u>940.0</u>	<u>971.0</u>	<u>981.0</u>	<u>990.0</u>
Rail	159.0	185.0	201.0	285.0
Special Services (Paratransit and Rideshare)*	140.0	149.0	146.5	158.0
Subtotal - Operations	<u>1239.0</u>	<u>1305.0</u>	<u>1328.5</u>	<u>1433.0</u>
Operations Support and Administration:				
Financial and Support Services	146.8	176.3	172.8	200.6
Operations Performance	109.3	119.0	116.0	131.0
Capital Development	34.3	36.3	40.0	76.0
Technology	31.0	34.0	35.0	40.8
Communications	52.8	58.8	54.2	60.8
General Counsel	9.0	11.8	9.3	11.3
Civil Rights	4.0	4.0	4.0	4.0
Internal Audit	2.0	2.0	2.0	3.0
General Manager	1.0	1.0	1.0	1.0
Subtotal - Operations Support and Administrative	<u>390.1</u>	<u>443.1</u>	<u>434.3</u>	<u>528.4</u>
Total - Utah Transit Authority	<u>1629.1</u>	<u>1748.1</u>	<u>1762.8</u>	<u>1961.4</u>

\*The Salt Lake City business unit was split during 2007 into Meadowbrook (bus), Central (bus) and Special Services (paratransit, vanpool and rideshare).

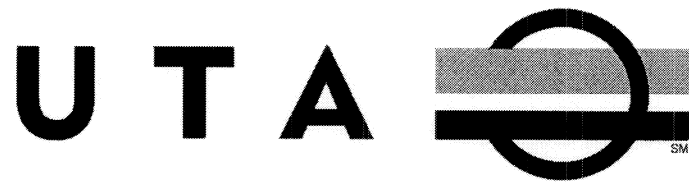
**UTAH TRANSIT AUTHORITY  
FULL-TIME EQUIVALENT (FTEs) BY REPORTING STRUCTURE  
OPERATIONS, OPERATIONS SUPPORT AND ADMINISTRATION BY DEPARTMENT**

Operations:

Dept	Title	Actual 2006	Budget 2007	Actual 2007	Budget 2008
2100	Meadowbrook Bus Operations	318.0	330.0	329.0	344.0
2110	Meadowbrook Administration			6.0	8.0
2800	Salt Lake Business Unit Admin	14.0	14.0	13.0	0.0
3100	Meadowbrook Bus Maintenance	93.0	96.0	96.0	102.0
	Bus - Meadowbrook	425.0	440.0	444.0	454.0
2400	Central Bus Operations	167.0	169.0	177.0	158.0
2410	Central Administration			4.0	5.0
3400	Central Bus Maintenance	52.0	54.0	52.0	56.0
	Bus - Central	219.0	223.0	233.0	219.0
1900	Ogden Business Unit Administration	7.0	7.0	7.0	7.0
2300	Ogden Bus Operations	119.0	122.0	122.0	122.0
3300	Ogden Bus Maintenance	37.0	41.0	41.0	43.0
7902	Rideshare-Ogden	1.0	1.0	1.0	1.0
	Bus - Ogden	164.0	171.0	171.0	173.0
1800	Timpanogos Business Unit Administration	7.0	7.0	7.0	7.0
2200	Timpanogos Bus Operations	97.0	99.0	99.0	105.0
3200	Timpanogos Bus Maintenance	27.0	30.0	26.0	31.0
7901	Rideshare-Timpanogos	1.0	1.0	1.0	1.0
	Bus - Timpanogos	132.0	137.0	133.0	144.0
	Subtotal - Bus	940.0	971.0	981.0	990.0
4100	Rail Operations	73.0	84.0	88.0	86.0
4200	Rail Vehicle Maintenance	50.0	62.0	62.0	71.0
4400	Maintenance of Way	31.0	33.0	40.0	60.0
4500	Commuter Rail Operations			3.0	41.0
4600	Commuter Rail Vehicle Maintenance			2.0	17.0
4800	Rail Service Business Unit Administration	5.0	6.0	6.0	10.0
	Rail	159.0	185.0	201.0	285.0
2900	Riverside Paratransit Operations	107.0	112.0	109.5	118.0
2910	Special Services Administration			0.0	2.0
3900	Riverside Paratransit Maintenance	27.0	29.0	29.0	30.0
7900	Vanpools	4.0	6.0	6.0	7.0
7903	Rideshare-SLC	2.0	2.0	2.0	1.0
	Special Services	140.0	149.0	146.5	158.0
	Subtotal - Operations	1,239.0	1,305.0	1,328.5	1,433.0

Operations Support and Administration:

Dept	Title	Actual 2006	Budget 2007	Actual 2007	Budget 2008
5100	Accounting	17.0	18.0	16.0	17.0
5500	Purchasing	24.0	27.0	25.0	30.0
5600	Financial Services	13.5	13.6	13.3	15.6
5800	Support Services	2.0	2.0	6.0	6.0
6000	Security	38.8	44.8	41.7	60.5
7500	Print Shop	3.5	3.5	1.5	0.0
9200	Training	35.0	53.0	52.0	54.0
9400	Human Resources	13.0	14.4	17.3	17.5
	Financial and Support Services	146.8	176.3	172.8	200.6
2700	Radio Control	6.0	6.0	8.0	8.0
3500	Support Maintenance	30.0	32.0	30.0	32.0
3600	Vehicle Performance	6.0	7.0	7.0	7.0
3800	Facilities	39.0	43.0	43.0	51.0
6300	Operational Research and Development	6.0	6.0	6.0	6.0
6400	Performance Information	9.3	12.0	12.0	13.0
9100	Workforce Systems	5.0	5.0	3.0	5.0
9300	Chief Performance Officer	2.0	2.0	2.0	2.0
9500	Safety and Environmental	6.0	6.0	5.0	7.0
	Operation Performance	109.3	119.0	116.0	131.0
5900	Asset Management and Business Development	7.0	8.0	3.0	7.0
6200	Planning and Programming	7.0	8.0	8.0	11.0
6700	Chief Capital Development Officer	2.0	2.0	3.0	3.0
6800	Major Program Development	18.3	18.3	26.0	55.0
	Capital	34.3	36.3	40.0	76.0
5200	Chief Technology Officer	1.0	1.0	1.0	1.0
5210	Technology Development	1.0	1.0	1.0	3.0
5220	Technology Deployment	1.0	1.0	1.0	1.0
5240	Technology Support	3.0	3.0	3.0	6.0
5242	Application Development	8.0	9.0	9.0	9.8
5244	Network Support	9.0	9.0	10.0	10.0
5246	Telecommunications	8.0	10.0	10.0	10.0
	Technology	31.0	34.0	35.0	40.8
7400	Public Relations and Marketing	9.0	12.0	10.0	15.0
7600	Customer Service	35.8	38.8	37.2	38.8
7700	Chief Communication Officer	2.0	2.0	2.0	2.0
7800	Organizational Development	1.0	1.0	1.0	1.0
7801	Board Coordination	2.0	2.0	2.0	2.0
7802	Strategic Think Tank	3.0	3.0	2.0	2.0
	Communications and GM Staff	52.8	58.8	54.2	60.8
1500	General Counsel	5.0	6.8	4.8	6.8
5300	Claims and Insurance	4.0	5.0	4.5	4.5
	General Counsel	9.0	11.8	9.3	11.3
1600	Civil Rights	4.0	4.0	4.0	4.0
1300	Internal Auditor	2.0	2.0	2.0	3.0
1400	General Manager	1.0	1.0	1.0	1.0
	Subtotal - Operations Support and Administration	390.1	443.1	434.3	528.4
	Total - Utah Transit Authority	1,629.1	1,748.1	1,762.8	1,961.4



**1.3 STRATEGIC PLAN AND PERFORMANCE  
GOALS, MEASURES AND CORPORATE  
OBJECTIVES**

# UTAH TRANSIT AUTHORITY

## Strategic Plan 2008

### **Introduction**

The UTA Board of Trustees has established a mission, a vision and goals for the agency. To accomplish these broad ends, the trustees establish specific annual measures to track projects and accomplishments that support overall mission, vision and goals. The annual measures are weighted to enable performance evaluation of the UTA Staff.

### **Mission**

UTA strengthens and connects communities enabling individuals to pursue a fuller life with greater ease and convenience by leading in partnering, planning and wise investment of physical, economic and human resources.



## UTA Board Goals

1. Increase public transportation connections and mobility across the Wasatch region
2. Support and contribute to the long term economic, environmental and social sustainability of the region through balanced transportation that encourages wise land use
3. Achieve long term viability of public transportation services by maintaining cost, revenue and environmental performance effectiveness
4. Execute the major projects in the long-range regional plans in an efficient and timely manner

## 2008 Measures Account for current and Long-Term Outcomes

Measures for 2008 measures support the mission and goals listed above and address current and long-term performance in efficiency and effectiveness. The 2008 ridership measure accounts for short-term effectiveness of transit services. Measures for 2008 the IPR goal account for long-term ridership. The strategic projects primarily address long-term efficiency. The UTA management team is developing a set of supporting objectives and measures to implement the goals and measures set by the Board of Trustees.

### UTA Goal Measures for 2008

Category	Measure	Weight
2015 Projects	Implement FrontRunner Revenue service between Salt Lake and Pleasant view by April change day	10%
	Implement bus rapid transit (BRT) service along 3500 South by April 30 <sup>th</sup> ,2008	10%
Strategic Projects	Install the electronic payment system (EPS) infrastructure and launch the Eco- and Ed-Pass products not later than December	15%
	Have a qualified consultant evaluate current ridership counting procedures, develop standard operating procedures that correct all current ridership count deficiencies, and develop a strategy for implementing automated ridership counter for all UTA transit modes by December 31 <sup>st</sup> .	15%
Revenue Development	\$110,000,000	20%
Investment per Rider (IPR)	\$4.00 (estimate subject to year-end ridership)	20%
Ridership	3.7% more	10%

## Supporting Corporate Objectives

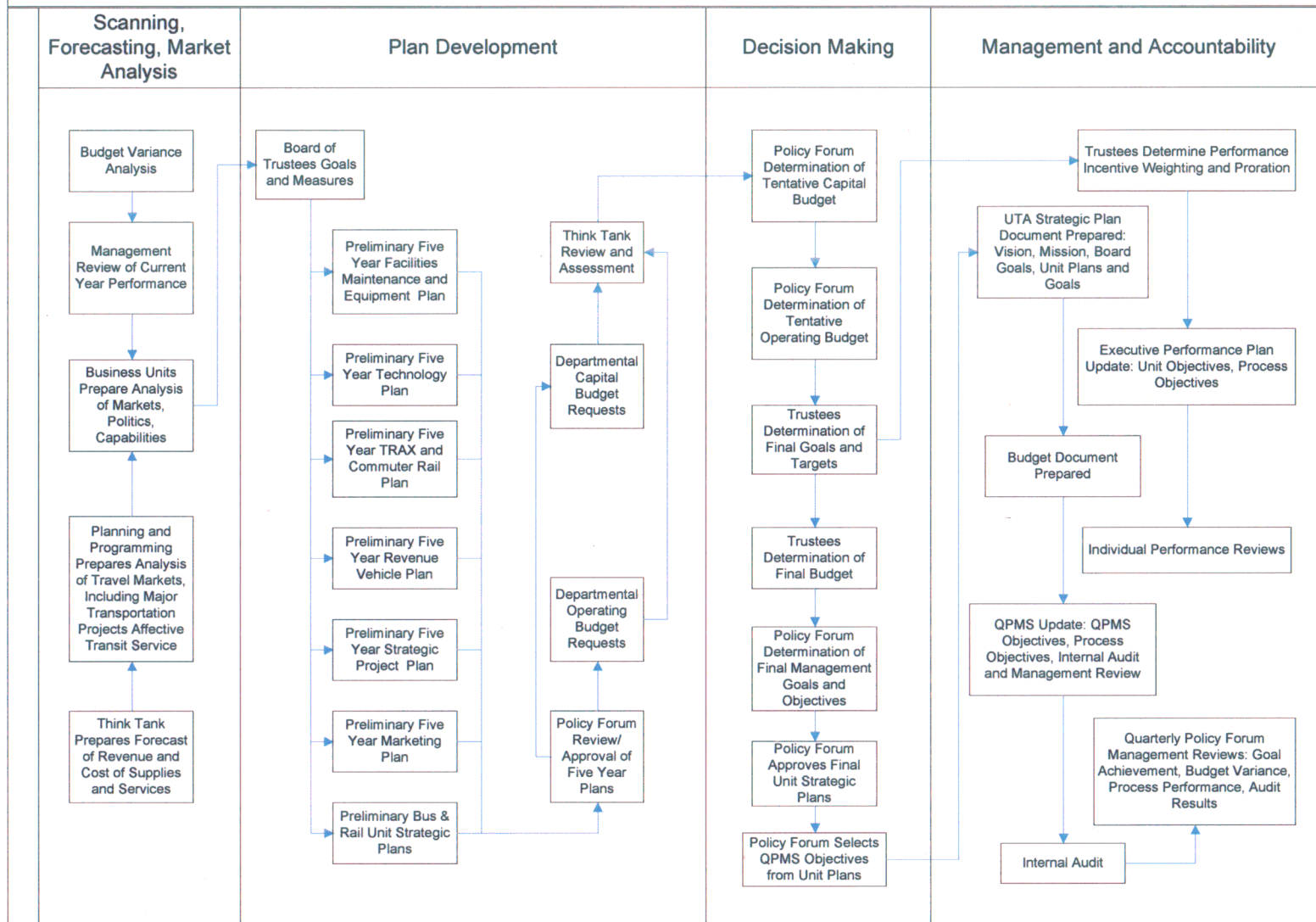
- Achieve an overall reliability goal of 80% for fixed-route buses by December 31st
- Evaluate potential for hybrid demand-based route deviation services for ADA and area customers in Draper, Herriman/South Jordan/West Jordan and Tooele
- Grow and maintain stability of the van pool program with the addition of at least 30 new contracts
- Install Wi-Fi on 100% of new FrontRunner coaches and 80% of the used FrontRunner coaches
- Install complete automated ADA/stop announcement systems on all fixed-route buses
- Increase training opportunities that reinforce employee commitment, motivation, and productivity, and reduce turnover with the establishment of a UTA academy. Graduate at least 500 employees by December 31<sup>st</sup>
- Define our environmental footprint through participation in the climate registry and compilation of a greenhouse gas emission inventory by December 31<sup>st</sup>
- Institute energy conservation measures at all business units to include additional building power monitors, installation of TRAX platform monitor sensors, replacement of shop lighting, installation of FrontRunner platform heating zonal circuits on at least four platforms, and complete an upgrade of bus block heating system on at least one bus canopy by December 31<sup>st</sup>
- Establish baseline net promoter score (NPS) for all business units and modes by June 30<sup>th</sup>. Set NPS improvement targets and strategies to be implemented by December 31<sup>st</sup>
- Increase the miles driven between service interruptions by 10% between December 2007 and December 2008
- Develop and implement a transfer reliability improvement program by December 31<sup>st</sup>, identify high priority transfer locations, determine transfer reliability scheduling best practices, measure current transfer reliability, and develop a plan to improve transfer reliability

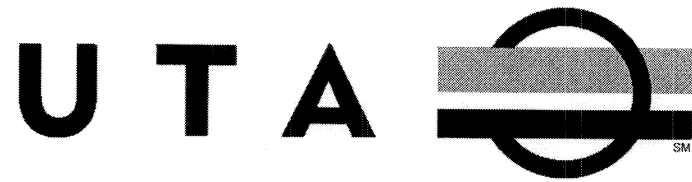
## What's New in 2008?

- A summary of major accomplishments is included for each Department and Business Unit in Section 3, providing a transition from where we have been last year to where we want to go in the coming year.
- Action items are assigned control numbers. They will be used at the end of the year as the citation for each accomplishment. They will minimize time in preparing accomplishments in developing future goals and in preparing employee evaluations, this also can be found in Section 3
- Associated controlled processes are included with each action item, as applicable, to assist process managers, executives and players in developing goals that support their processes.
- Greater emphasis is placed on completion and milestone dates for each action item. The year is not included unless it is a year other than 2008 would clarify on-going or long-term projects.
- Three new business units—Central, Meadowbrook and Special Services—are represented.

- Greater emphasis is placed on identifying responsible parties for each action item. We encourage managers and supervisors to make responsible parties aware of their obligations in this plan.
- Reach milestones for the Transit 2015 program on budget and ahead of schedule
- Implement FrontRunner revenue service between Salt Lake and Pleasant View by April 2008 at a cost under \$611 million.
- Evaluate current ridership counting procedures using a qualified consultant, develop standard operating procedures that correct all current ridership counting deficiencies, and develop a strategy for implementing automated ridership counting for all UTA transit modes.
- Goals for 2008 are integrated with departmental organizations and accomplishments in Section 3

## Strategic Planning – Budgeting – Performance Management Process





## 1.4 BUDGET PROCESS

## THE 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 2008 is included at the end of this section.

Budget Process: A standing committee appointed and designated by the Board shall be responsible for development of the annual budget of the Authority. Currently the assignment for the development of the budget has been assigned to the Board Planning and Development Committee. The General Manager and Treasurer, with the advice and counsel of the appointed committee, shall prepare annually a preliminary budget for the ensuing year including operation, maintenance, administration expenses, debt service and capital expenditures.

The yearly process starts in May with an initial development of short-term strategies for the upcoming year by the Board Planning and Development Committee and Staff Directors. By August the Planning Committee is presented with the 2008 Goals Categories. During this time the General Manager's staff is assessing federal funding, economics, taxes, labor and political trends and developing a revenue projection based on this information.

During September the General Manager's staff develops the budget preparation instructions. UTA staff review current projects, capital equipment needs and pending orders.

The General Managers staff meets with each Business Unit Manager / Department officers and Managers to present the Capital Budget Preparation Instructions and reviews guidelines for preparing the Departments Operational Guide and Capital Equipment Request.

In September the General Managers staff develops preliminary budgets based on the Board's approved End Policies. The General Managers Staff then presents the Operating Budget Preparation Instructions and preliminary budget to the Staff Directors and their managers for reviews and modifications.

p, each department prepares an operating budget and capital needs request, consistent with and linking to the End Policies. The Policy Forum then reviews the items. Capital items that are requested will be added to the capital budget based on need (as determined by the Policy Forum) and funding available through the Capital Reserve Fund and any grant funding that may be available.

During November the Policy Forum and the Board's Planning and Development Committee review the preliminary budget. Preparation of the Budget Document and presentation of the tentative budget to the Board is made. Once the tentative budget is approved by the Board, it is sent to the Governor's Office, State Legislature and Local Governments for a 30 day comment period. The General Manager's staff makes recommended changes based on comments, as directed by Board of Trustees and prepares the Final Proposed Budget Document. This is then forwarded the Board Planning Committee for review. In December the Final Proposed Budget Document and any changes to the Budget are made for final approval at UTA's Board Meeting.

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 for such year shall be in effect for such fiscal year until the annual budget is adopted.

Please refer to the 2008 UTA Budget Preparation Schedule at the end of this section.

Amendment of Annual Budget: The Board may, by a vote of a quorum of the total Board at any duly-held regular, special or emergency meeting, adopt an amended annual budget when reasonable and necessary, subject to contractual conditions or requirements existing at the time the need for such amendment arise.

Accounting and Budget Basis: Every preliminary budget shall set forth a statement of the sources of funds and estimated revenues available to defray expenditures. The basis of the budget shall be the same for all funds as the basis of accounting, which currently is the accrual method.

Note:

1. The Authority report as a single enterprise fund and uses the accrual method of accounting and the capital maintenance measurements focus. Under this method revenues are recognized when they are earned and expenses are recognized when they are incurred.
2. The Authority does not budget depreciation.

**2008 UTAH TRANSIT AUTHORITY BUDGET PREPARATION SCHEDULE**  
**Updated 9/17/07**

<b><u>TASK</u></b>	<b><u>COMPLETION DATE</u></b>
Present Preliminary TDP Model, Economic Factors and determine Budget Schedule at the Policy Forum. Policy Forum to assess federal funding, local economics, taxes, labor and political trends. Discuss assumptions for revenue and ridership projections for 2008.	2 July 2007
Present Preliminary TDP Model, Economic Factors, Financial Plan to Planning and Development Committee. Planning & Development Committee accepts TDPM as starting point of the Budget Process.	11 July 2007
Presentations by Departments and Business Units of: 5 yr BU Strategic Plan, 5 yr Technology Plan, 5 yr Revenue Vehicle Plan, 5 yr Strategic Project Plan, 5 yr Facility Maintenance Plan, 5 yr Marketing Plan. Policy Forum to develop preliminary Goals.	16 July 2007
Planning & Development Committee reviews updated 2015 Transit Plan, 5 Yr. Strategic Operating Plan, and Economic Factors for inclusion into TDP Model for starting point of the Budget Process. All Board of Trustee Members invited	8 August 2007
Policy Forum reviews 5 Yr. Strategic Plan Decision Table and determines which Plans will be included the 2008 Budgeting Process.	21 August 2007
GM Staff presents <u>Capital and Operating Budget Preparation Instructions</u> to Business Unit Directors and meets with each Group to review guidelines for budget development, department <u>Operational Goals and Objective Statements</u> and <u>Capital Equipment list</u> .	22 August –31 August 2007
Capital budget request by category with analysis of the appropriate criteria, statement of project outcomes and identification of project manager are returned to GM Staff for evaluation & justification analysis	6 September 2007
Preliminary Operating budget request from departments due back to GM Staff.	10 September 2007



Planning & Development Committee to review and establish Goals, Measures, and Targets. All Board of Trustee members invited.	12 September 2007
Budget Request reviewed by GM & Panel, Budget Request Reconfigured for outcome and prior to Policy Forum meeting.	17 September 2007
Directors finalize development of Department Overview, return to GM Staff.	19 September 2007
Policy Forum evaluates capital programs and projects, refines allocation across capital categories (if necessary) and assigns allocation and project responsibility to Business Unit. Review of operating budget request and makes any required revisions.	24-25 September 2007
Draft Budget accepted by Policy Forum (To be emailed)	27 September 2007
GM Staff prepares pre-approved tentative budget document and mails to Board Planning Committee. <u>(Possibly email Oct.1)</u>	28 September 2007
Review of 2008 Tentative Budget and Goals by Board Planning Committee. All Board of Trustee members invited.	5 October 2007
Incorporate any changes per Planning Committee and emails to Board of Trustees.	17 October 2007
Presentation of 2008 Tentative Budget and Goals to Board and copy of 2008 Tentative Budget sent to Local Governments, State Legislature and Governor's Office of Planning and Budget. Confirmation of Goals and TDP at Board meeting.	24 October 2007
Budget Review and Comment Period.	24 October - 28 November 2007
Review Comments at Board Meeting.	28 November 2007
GM Staff makes recommend changes based on comments, as directed by Board of Trustees, prepares final Budget Document.	29 November 2007
Mail Final Budget Document to Board Planning Committee.	29 November 2007
Collect any additional comments for review at Board Planning Committee Meeting.	4 December 2007
Review of Final Budget Document by Board Planning Committee.	5 December 2007

Incorporate any changes per Planning Committee and mail to Board of Trustee.

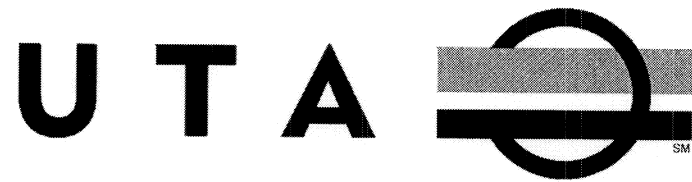
12 December 2007

Presentation of the Proposed Final Budget Document and Goals to Board.

19 December 2007

Prepare, print and distribute Budget Document to Policy Forum, Board and Operating departments.

January 2008



## **1.5 FINANCIAL POLICIES**

## **Financial Information and Policies**

### Internal Control

#### *Organization*

The Authority is governed by a 15 member Board of Trustees which is the legislative body of the Authority and determines Authority policy. The members of the Board of Trustees are appointed by each county municipality or combination of municipalities annexed to the Authority. In addition one ex-officio Trustee is appointed by the State Transportation Commission.

#### *Reporting Entity*

The Authority has adopted the provisions of Statement No. 14 of the Governmental Accounting Standards Board (“GASB”), *The Financial Reporting Entity* and Statement No. 39 of the GASB, *determining whether certain organizations are component units* – an amendment of GASB Statement No. 14. Accordingly, the financial statements include only the accounts and transactions of the Authority. Under the criteria specified in Statement No. 14 and 39, the Authority has no component units nor is it considered a component unit of any municipality or government. The Authority is, however, considered to be a related organization by virtue of the fact that the Board of Trustees is appointed by the municipalities.

The Authority does not raise or hold economic resources for the direct benefit of a governmental unit and third party governmental units do not have the ability of access economic resources held by the Authority. This is evidenced by the fact that the Authority is a legally and fiscally separate and distinct organization under the provisions of the Utah Code.

### Summary of Significant Accounting Policies

#### *Basis of Accounting*

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

#### *Classification of Revenue*

##### *Operating revenues*

Operating revenues include activities that have the characteristics of exchange transactions such as passenger revenues and advertising revenues.

Non-operating revenues: Non-operating revenues include activities that have the characteristics of non-exchange transactions and other revenue sources that are defined as non-operating revenues by GASB Statement No. 9, “Reporting Cash Flows of Proprietary and Nonexpendable Trust Funds and Governmental Entities that use Proprietary Fund Accounting,” and GASB Statement No. 34. Examples of non-operating revenues would be sales tax revenues, federal grants and investment income.

#### *Sales Tax Revenues*

As approved by the voters, serviced communities' sales taxes for transit are collected in these communities to provide the Authority with funds for mass transit purposes. Funds are utilized for operations and for the local share of capital expenditures. Sales tax revenues are accrued as a revenue and receivable for the month in which the sales take place.

#### *Cash and Cash Equivalentents*

Cash equivalentents include amounts invested in a repurchase agreement, Certificates of Deposit and the Utah Public Treasures' Investment fund, including restricted and designated cash equivalentents.

#### *Receivables*

Receivables consist primarily of amounts due to the Authority from sales tax collections, federal grants, pass sales, and investment income. Management does not believe any credit risk exists related to these receivables.

#### *Parts and Supplies Inventories*

Parts and supplies inventories are stated at the lower of cost or market. Inventories generally consist of fuel, lube oil, antifreeze, and repair parts held for consumption. Inventories are expensed as used.

#### *Property, Facilities, and Equipment*

Property, facilities and equipment are stated at historical cost. Maintenance and repair expenditures which substantially improve or extend the useful life of property are capitalized. Routine maintenance and repair are expensed as incurred. Property, facilities and equipment are capitalized if they have individual costs of at least \$5,000 and useful life of one year.

#### *Compensated Absences*

Vacation pay is accrued and charged to expense as earned. Sick pay benefits are accrued as vested by Authority employees.

#### *Risk Management*

The Authority is exposed to various risks of loss related to torts; theft of, damage, and destruction of assets; environmental matters; worker's compensation; damage to property and injuries to passengers and other individuals resulting from accidents and errors and omissions.

The Authority is self-insured for public liability and property damage claims. The Authority also operates a self-insurance program for workers' compensation claims. The Authority maintains a staff of qualified and licensed claims adjusters to carry out its program. Claims are paid with general operating revenues of the Authority and are

reported as an administrative expense. The Authority has established a Risk Contingency Fund that is Funded at \$6.1 million as of December 31, 2005.

#### *Budgetary and Accounting Controls*

The Authority's annual budget is approved by the Board of Trustees as provided for by law. Operating and non-operating revenues and expenditures are budgeted on the accrual basis except depreciation. Capital expenditures and grant reimbursements are budgeted on a project basis. For multi-year projects, each year the expected expenditures for that year as well as related grant reimbursements are re-budgeted.

The Authority's Board of Trustees adopts its annual budget in December of the preceding fiscal year based on recommendations of staff and the Board Planning and Development Committee.

Individual department budgets are monitored for authorized expenditures on a department-total rather than department line-item basis.

The Board must approve all increases or decreases to the net operating expense line, total capital budget line and total operating revenue line of the Authority's operating and capital budgets. The General Manager will inform the Finance and Operations Committee of any changes to any line items within the operating expense categories and any changes to any line items within the capital expenditures categories of the approved operating and capital budget that exceed 1% of the line item to be changed, even if there is no net increase to the overall and operating capital budgets. The General Manager may approve all revisions to department budgets or between departmental budgets without reporting such changes to the Board provided that the revisions do not result in any changes to the net operating expense line or total operating revenue line of the Authority's operating and capital budgets.

The Authority's budgetary process follows Section 17A-1, Part 5, of the Utah Code Annotated, as amended. The annual budget is submitted to the State Auditor's Office within 30 days of adoptions.

#### Investments

The Authority is governed in its investment and depository transactions by its own investment policy, the Utah Money Management Act and the rules of the State Money Management Council. The Authority's investment policy sets limitations on the maximum amount of deposits allowed at any single qualified financial institution. The statutes stipulate that investments transactions may only be conducted through qualified depositories or primary reporting dealers. The statutes authorize the Authority to invest in negotiable certificates of deposit issued by approved banks and savings and loans;

repurchase agreements; commercial paper rate P-1 by Moody's Investment Services, Inc. or A-1 by Standard and Poor's Corporation; bankers' acceptances; Obligations of the U.S. Treasury and certain agencies; bonds, notes and other indebtedness of political subdivisions of the State of Utah; shares or certificates in any open-end management investment company registered with the Securities and Exchange Commission subject to certain portfolio restrictions; guaranteed loans to college students; certain secured debt of public housing authorities and the Utah Public Treasurers' Investment Fund. A major portion of the Authority's investment is currently in the Utah Public Treasurers' Investment Fund. The investment activity of this fund is governed by the Utah Money Management Act. Income from the fund is allocated to the Authority based on its *pro rata* share of the total earnings in the fund.

#### Employee Pension Plans

On January 1, 2003, UTA merged the Administrative Employee Retirement Plan into the Hourly Employee Retirement Plan. The combined Utah Transit Authority Employees Retirement Plan is a single employee defined benefit plan that covers all eligible employees and provides retirement benefits to plan members and their beneficiaries. The Plan also provides disability benefits to plan members. The plan's provisions were adopted by a resolution of the Authority's Board of Trustees which appoints those who serve as trustees of the plan. Amendments to the plan are adopted by a resolution of the Authority's Board of Trustees.

Specific UTA Board of Trustees by-laws on Budget and Financial Polices follows:

UTA Board of Trustees By-laws  
Budget and Financial Policies  
Article VI  
Section 2 Budget Process

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A standing committee appointed and designated by the Board shall be responsible for development of the annual budget of the Authority. The General Manager and Treasurer, with the advice and counsel of the appointed committee, shall prepare annually a tentative budget for the ensuing year including operation and maintenance expenses, debt service and any provisions for capital expenditures. In the preparation of each such tentative budget, the classifications and divisions into which such budget shall be divided shall comply with the requirements of any relevant contract, generally accepted accounting principles, or as otherwise provided by the Act or other laws. Any tentative budget may set forth such additional material as the Board may determine. Every tentative budget shall also set forth a statement of the source of funds and every tentative budget shall be based on a five (5) year financial plan.

Article VI  
Section 3 Adoption of Annual Budget

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Before the first day of each fiscal year, the Board shall adopt the annual budget by an affirmative vote of a majority of all members of the Board. Copies of the annual budget shall be filed in the office of the Authority and with the designated state officials in compliance with the Act and other laws. If for any reason the Board shall not have adopted the annual budget on or before the first day of January of any fiscal year, the preliminary budget for such year, if approved in conformance to any contract or formal action of the Board, shall be deemed to be in effect for such fiscal year until the annual budget for such fiscal year is adopted.

Article VI  
Section 4 Amendment of Annual Budget

---

The Board may, by an affirmative vote of a majority of all the members of the Board, adopt an amended annual budget when reasonable and necessary, subject to any contractual conditions or requirements existing at the time the need for such amendment arises.



UTA Board of Trustees By-laws  
Budget and Financial Policies  
Article VI  
Section 5 Appropriations

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- (A) The Board must approve all increases or decreases to the net operating expense line, total capital budget line and total operating revenue line of the Authority's operating and capital budget. The General Manager will inform the Finance and Operations Committee of any changes to any line items within the operating expense categories and any changes to any line items within the capital expenditures categories of the approved operating and capital budgets that exceed 1% of the line item to be changed, even if there is no net increase to the overall operating and capital budgets. The General Manager may approve all revisions to departmental budgets or between departmental budgets without reporting such changes to the Board, provided that the revisions do not result in any changes to the net operating expense line or total operating revenue line of the Authority's operating and capital budget.
- (B) The revenue the Authority, as estimated in the annual budget and as provided for in any tax provision or other revenue and borrowing resolutions, shall be allocated in the amounts and according to the funds specified in the budget for the purpose of meeting the expenditures authorized.
- (C) The Board may make an appropriation to and for one or more contingency funds to be used only in cases of emergency or unforeseen contingencies.

Article VI  
Section 6 No Contract to Exceed Appropriation

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Except as otherwise provided in these Bylaws, neither the Board nor any officer or employee shall have authority to make any contract, or otherwise bind or obligate the Authority to any liability to pay any money for any of the purposes for which provisions is made in the approved budget in excess of the amounts of such budget for any such fiscal year. Any contract, verbal or written, contrary to the terms of this section shall be void ab initio, and no Authority funds shall be expended in payment of such contracts

UTA Board of Trustees By-laws  
Budget and Financial Policies  
Article VI  
Section 7 Contingencies

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- (A) In the case of an emergency which could not reasonably have been foreseen at the time the budget was adopted, the Board may authorize the expenditure of funds in excess of budgeted expenses, by an affirmative vote of all the members of the Board. Such resolution shall set forth in full the facts concerning the emergency.
- (B) In any year in which the budget has been filed with designated officials in compliance with the Act or other laws, a certified copy of the budget shall be filed

Utah's Debt Enabling Statue for Independent Special Districts (UTA)  
17A-2-1035 Limitation on indebtedness of district

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Districts may not incur any indebtedness, which exceeds in the aggregate 3% of the fair market value of all real and personal property in the district (see Budget Document Section 2.6). Within the meaning of this section, "indebtedness" includes all forms of debt which the district is authorized to incur by this part or by any other law. Bonds issued that are payable solely from revenues derived from the operation of all or part of the district facilities may not be included as indebtedness of the district for the purpose of the computation.

## Executive Limitations Policy No. 2.3.2 Financial Conditions and Activities

---

Financial conditions and activities shall not incur financial jeopardy for Utah Transit Authority (“Authority”), nor deviate from the Board’s Ends policies. Accordingly, the General Manager shall not:

1. Incur debt for the Authority in an amount greater than provided by the approved budget.
2. Use any long term reserves except for Board objectives.
3. Generate less than the annually-budgeted amount of Available Funds.
4. Acquire, encumber or dispose of real property in excess of \$100,000 without prior Board Approval.
5. Make contributions from Authority funds except for purposes that enhance the objectives of public transit.
6. Violate laws, regulations, generally accepted accounting principles (GAAP), rulings or policies regarding financial conditions and activities.

## Executive Limitations Policy No. 2.3.3 Budgeting

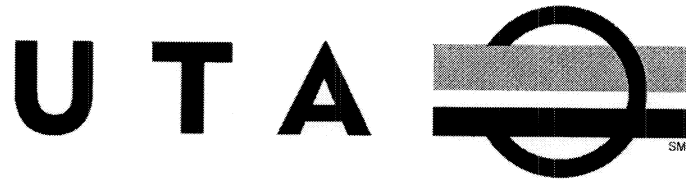
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Budgeting for any fiscal year or the remaining part of any fiscal year shall not deviate materially from the Board’s Ends priorities, risk fiscal jeopardy, or fail to be derived from the five year plan. The authorities’ balanced budget includes specific limiting conditions listed below which the General Manager shall not:

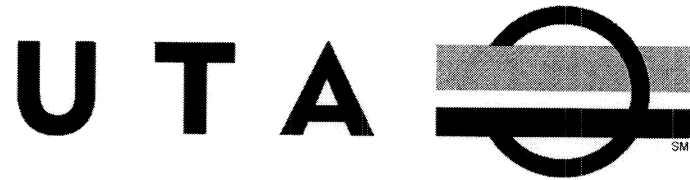
1. Fail to include credible projections of revenues and expenses, separation of capital and operational items, cash flow, and disclosure of planning assumptions.
2. Plan the expenditure in any fiscal year of more funds than are conservatively projected to be available in that period.
3. Budget for current liabilities to exceed current assets, subject to targeted working capital reserves of one twelfth of the annual budgeted operating expenses plus one percent of the an annual budgeted operating expenses, with minimum required working capital reserves of 4.5% of forecasted annual sales tax revenues.
4. Fail to establish adequate cash reserves for: debt service reserve funds, debt service funds, risk contingency funds for the Authority’s self-insurance program, reserve funds as may be required by law or by contract, or other specific purpose funds as directed by the Board.
5. Fail to budget to meet all bond covenants and debt obligations.

6. Fail to budget funds less than are necessary for the successful, efficient, and prudent operation of the Utah Transit Authority.

Utah Transit Authority budget for 2007 having met and not exceeded the above conditions is therefore considered to have a balanced budget.



**SECTION 2**  
**FUNCTIONAL FINANCIAL PLANS**



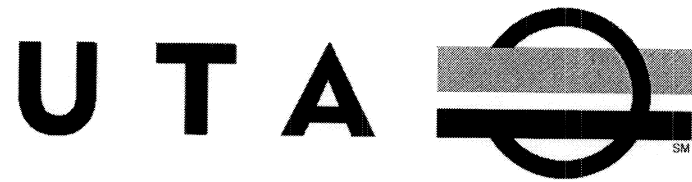
**2.1 SUMMARY OF MAJOR REVENUE  
AND EXPENDITURES**

**UTAH TRANSIT AUTHORITY**  
**2008**  
**12/19/2007**

	ACTUAL 2006	BUDGET 2007	PROJECTED 2007	FINAL 2008 BUDGET
<b>REVENUE</b>				
PASSENGER REVENUE	23,506,417	25,552,555	24,638,000	29,022,000
ADVERTISING REVENUE	1,120,687	1,333,000	1,333,000	1,567,000
INVESTMENT INCOME	9,827,487	6,289,000	6,753,000	11,911,000
SALES TAX REVENUE	138,546,093	179,436,188	184,486,000	208,251,000
OTHER INCOME	9,268,901	766,320	936,000	964,000
FEDERAL OPER./PREVENT. MAINT.	<u>25,013,649</u>	<u>26,014,194</u>	<u>29,451,000</u>	<u>31,129,000</u>
<b>SUBTOTAL</b>	207,283,234	239,391,257	247,597,000	282,844,000
WEBER-DAVIS INTEREST LOSS**				(17,000)
WEBER-DAVIS SALES TAX REVENUE LOSS**				(870,000)
WEBER-DAVIS-UTA ADJ. FROM PRIOR YEARS CONSTRUCTION COMMITMENTS**				<u>887,000</u>
<b>TOTAL REVENUE</b>	207,283,234	239,391,257	247,597,000	282,844,000
<b>EXPENSE</b>				
BUS SERVICE	68,849,617	75,291,782	76,173,012	80,425,702
RAIL SERVICE	16,346,071	18,830,044	17,551,268	31,271,056
PARATRANSIT SERVICE	12,108,738	13,857,495	13,818,372	15,401,595
RIDESHARE/VANPOOL SERVICE	203,931	419,958	651,595	370,721
OPERATIONS SUPPORT	19,210,391	21,792,189	19,418,910	25,279,328
GENERAL/ADMINISTRATIVE EXPENSE	<u>18,774,119</u>	<u>21,554,798</u>	<u>19,133,127</u>	<u>23,904,398</u>
<b>NET OPERATING EXPENSE*</b>	135,492,867	151,746,266	146,746,284	176,652,800
<b>MAJOR INVESTMENT STUDIES</b>				
EXPENSE	4,529,123	3,993,284	2,153,082	1,600,000
OFFSETTING PROJECT FUND*	<u>(1,470,252)</u>	<u>(1,761,583)</u>	<u>(364,037)</u>	<u>(1,425,000)</u>
<b>NET INVESTMENT EXPENSE</b>	3,058,871	2,231,701	1,789,045	175,000
<b>NET EXPENSE</b>	138,551,738	153,977,967	148,535,329	176,827,800
<b>AVAILABLE FOR DEBT SERVICE</b>				
BOND DEBT SERVICE	68,731,496	85,413,290	99,061,671	106,016,200
OFFSETTING FUND*	19,539,435	35,381,000	24,200,000	56,743,000
<b>NET BOND EXPENSE</b>	<u>(9,961,497)</u>	<u>(15,446,938)</u>	<u>(13,945,000)</u>	<u>(22,920,000)</u>
	9,577,938	19,934,062	10,255,000	33,823,000
<b>CONTRIBUTION TO CAPITAL PROJECTS**</b>				
WEBER-DAVIS-UTA ADJ. FROM PRIOR YEARS CONSTRUCTION COMMITMENTS**	59,153,558	65,479,228	88,806,671	72,193,200
<b>NET CONTRIBUTION TO CAPITAL PROJECTS</b>				<u>(887,000)</u> 71,306,200
<b>DEBT RETIREMENT</b>				
<b>NEW DEBT ISSUED</b>	(50,000,000)	0	0	0
	175,000,000	830,000,000	128,750,000	700,000,000

\* Federal, State or Local grants or major capitalized expenses.

\*\* Loss of one quarter's .05% Weber-Davis food tax revenue.



## **2.2 SUMMARY OF MAJOR REVENUE SOURCES**



## Revenue Summary

### Analysis of Revenue Sources

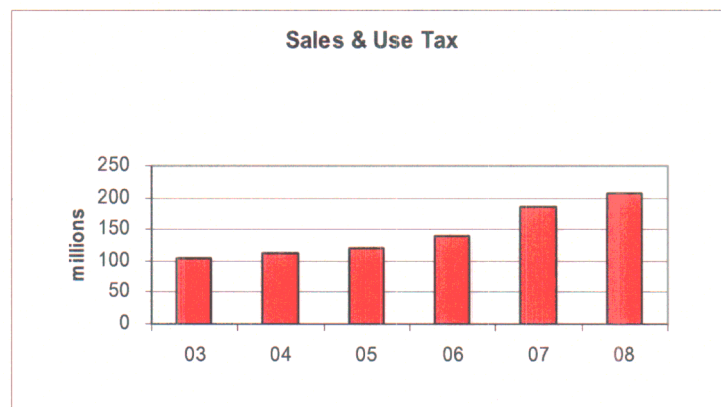
#### Source: Sales and Use Tax

The largest operating source of revenue for the Authority is a local option sales tax, which is imposed by the service area of the Authority. In November 2006 the voters in Utah and Salt Lake Counties approved a ballot measure increasing the rate of Tax. Then in February the Legislature reduced sales tax on food, but so as not to affect the sales tax of Special District (of which UTA is) the Municipalities of the Wasatch Front increased sales tax on hard goods enough to make the Special Districts whole. The sales tax rate is .55% for Weber and Davis Counties ( as of this writing Weber and Davis Counties have yet to enact this adjustment and if not enacted would result in a reduction of \$3.8 million per year. This would most likely need to be adjusted for with a reduction of service in the Weber and Davis counties), .6825% for Salt Lake County, .526% for Utah, and 0.3% Tooele and Box Elder Counties. This revenue is projected to generate \$211.7 million in 2008.

The growth rate for Sales and Use Tax from 1970 to 2006 is 6.21%. UTA experienced a 9.4% increase in collections through September 2007 over the same time period in 2006. For 2008, the State of Utah Revenue Assumption Committee estimates retail sales, which sales tax is based on, to have a 3.4% increase (last meeting in November 07) increase over 2007 receipts and a 6.1% increase in 2009. The Authority estimated 2008 Sales Tax revenue is based on a 4% increase over projected 2007 Sales Tax. This estimate is based on UTA collections along the Wasatch Front running at a historically higher rate than retail sales for the whole State of Utah.

Year	Sales Tax
2003	103,869,244
2004	111,982,133
2005	121,832,629
2006	138,546,093
2007*	184,486,000
2008*	208,251,000

\* Projected

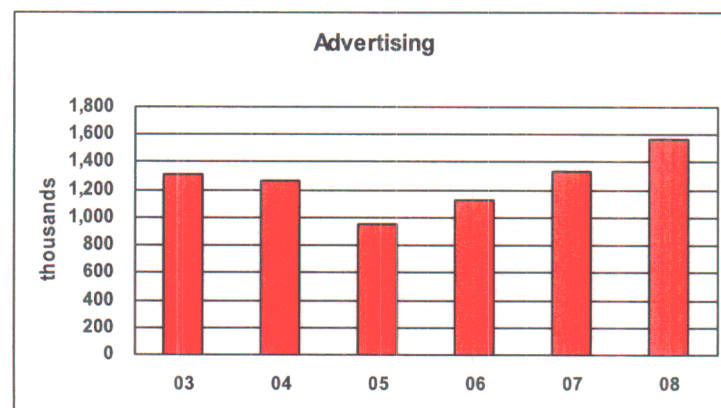


#### Source: Advertising

Advertising revenues for the Authority comes from the lease of exterior space on the sides and rear of the bus and light rail vehicles. The compound annual growth rate for advertising over the last 4 years has been somewhat flat. For 2008 advertising is projected to produce \$1.567 million based on contracted guarantees and an increase due to FrontRunner (Commuter Rail) start up which will produce more advertising revenue.

Year	Advertising
2003	1,311,600
2004	1,266,806
2005	957,184
2006	1,120,687
2007*	1,333,000
2008*	1,567,000

\* Projected



**Source: Passenger Revenue**

The Authority had a fare increase in 2007 raising the base fare from \$1.50 to \$1.60. Fares range from 80 cents for senior citizens or disabled persons to \$3.25 for premium express service. The opening of the University Medical extension in September of 2003 has helped maintain farebox revenues in 2003 and 2004 over a downturn in the U.S. economy. A change in counting methodology accounts for the decrease ridership in 2007. In addition to ridership and fares, which are expected to increase at a nominal rate to keep pace with population and employment growth, UTA projects an additional \$1.4 million increased ridership due to the opening of FrontRunner Commuter Rail Line during 2008.

The growth rate for fares over the last 5 years is 5.54% due to the expansion of TRAX, realignment of bus routes, and increased fare.

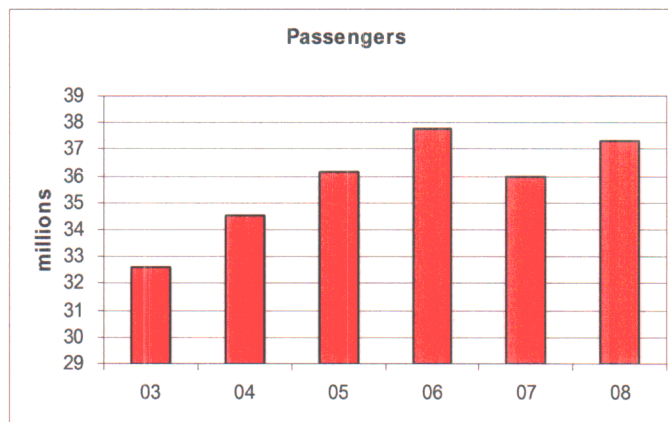
Year	Fares
2003	18,792,919
2004	20,074,587
2005	21,282,499
2006	23,506,417
2007*	24,638,000
2008*	29,022,000

\* Projected



Year	Passengers
2003	32,590,505
2004	34,535,949
2005	36,163,146
2006	37,778,996
2007*	35,000,000
2008*	37,272,000

\* Projected



**Source: Federal Operating and Preventative Maintenance Revenue Grants**

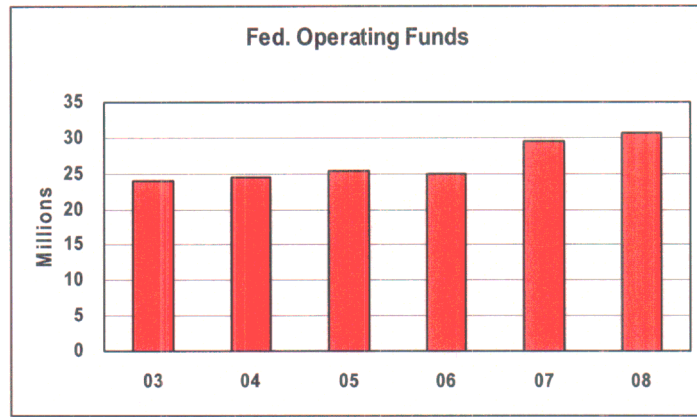
In 1998 the Transportation Efficiency Act for the 21<sup>st</sup> century, known as TEA 21, was approved by Congress. TEA 21 allows the Authority to use formula funds for preventive maintenance as defined by the National Transit Database. The use of these funds for preventive maintenance is a direct reduction of funds available for capital projects. These formula funds may be used to cover up to 80% of preventive maintenance costs with the balance being used for other capital projects.

Projections for 2008 are based on a slight increase of Preventative Maintenance expenses that will qualify for the 5307 formula funds allocated in 2008 for preventive maintenance costs and for the commuter rail line start up.

**Year Federal Operating/Preventative Maintenance Grants**

2003	24,014,281
2004	24,514,063
2005	25,349,419
2006	25,013,649
2007*	29,451,000
2008*	31,129,000

\* Projected



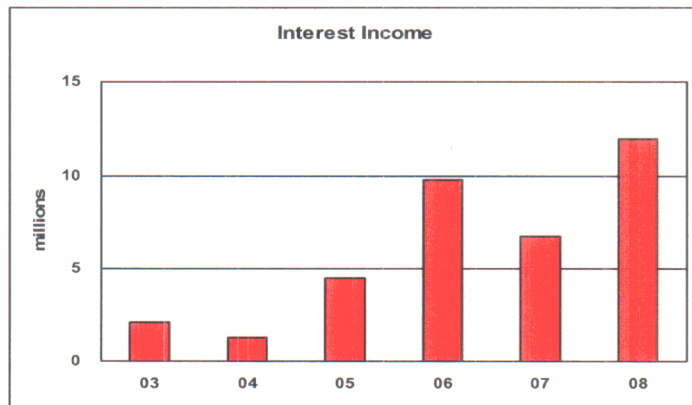
**Source: Investment Income**

Interest income consists of interest earned on invested operating funds not yet expended and funds held for future capital expenditures. Most of the Authority’s funds are invested with the Public Treasurers Investment Fund managed by the State Treasurer’s office.

A rate of 4.0% (estimated earnings from the investment fund) is applied to projected funds in the capital reserve accounts in 2008 in the Transit Development Plan model.

Year	Interest
2003	2,225,298
2004	1,278,006
2005	4,533,914
2006	9,827,487
2007*	6,753,000
2008*	11,911,000

\* Projected

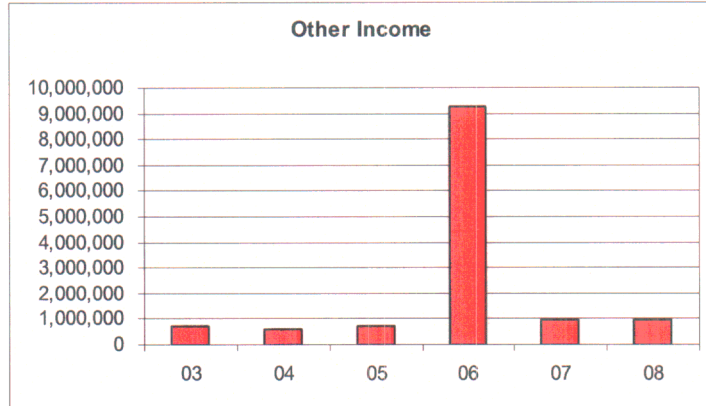


**Source: Other Income**

Other income consists of income from rents and leases on the right-of-way and discounts taken. Vanpool revenue is now accounted for with passenger revenue. The increase in 2006 is due to the sale of surplus real estate. Other income projected 2007 is based on year-to-date YTD data and annualized 2008 estimate is based on a 3% increase over 2007.

Year	Other
2003	731,439
2004	621,587
2005	744,290
2006	9,268,901
2007*	936,000
2008*	964,000

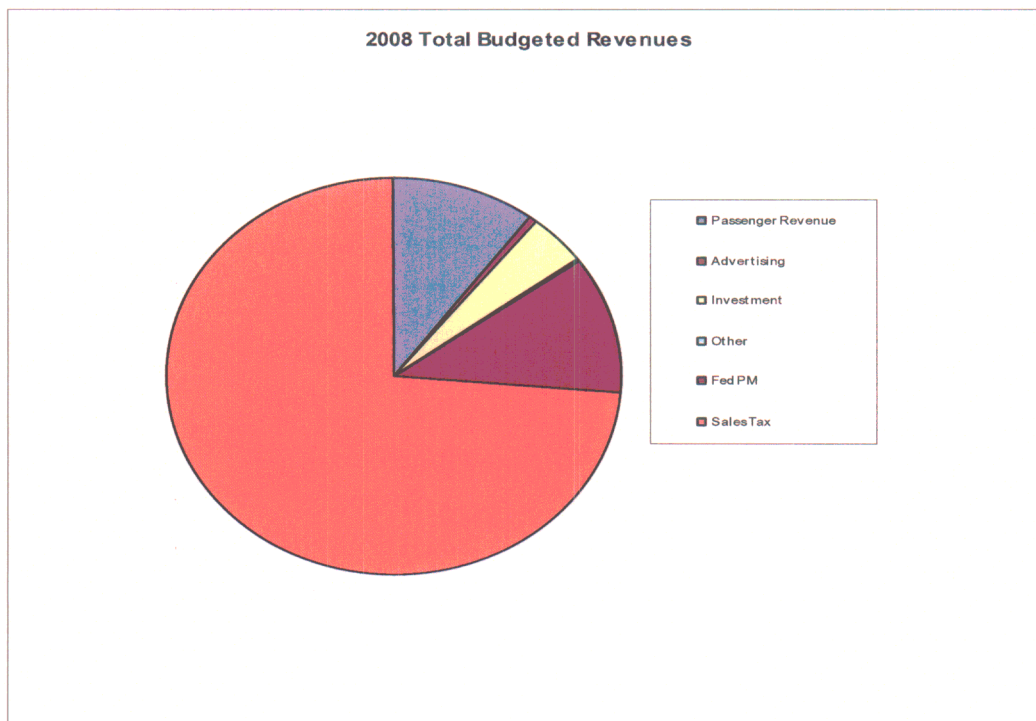
\* Projected

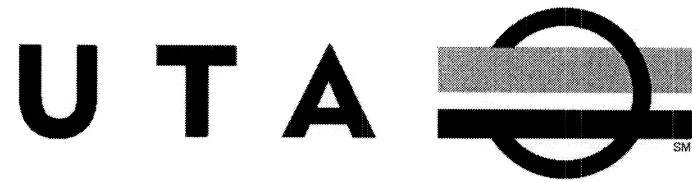


\*\*Note: A Gain on Sale of Property is not included in the above 2002 Actual and 2006 Projected.

**Source: Federal Funds**

The Authority may elect to receive some Federal Transit Administration formula grants under Section 5307 for major planning activities. The Authority is projected to receive \$1,425,000 in 2008, compared to projected funds in 2007 of \$364,000. These funds are shown as offsetting project funds in the Operating Budget Summary.





## **2.3 SUMMARY OF EXPENDITURES**

**UTAH TRANSIT AUTHORITY**  
**2008**  
**12/19/2007**

	ACTUAL 2006	BUDGET 2007	PROJECTED 2007	FINAL 2008 BUDGET
<b>REVENUE</b>				
PASSENGER REVENUE	23,506,417	25,552,555	24,638,000	29,022,000
ADVERTISING REVENUE	1,120,687	1,333,000	1,333,000	1,567,000
INVESTMENT INCOME	9,827,487	6,289,000	6,753,000	11,911,000
SALES TAX REVENUE	138,546,093	179,436,188	184,486,000	208,251,000
OTHER INCOME	9,268,901	766,320	936,000	964,000
FEDERAL OPER./PREVENT. MAINT.	<u>25,013,649</u>	<u>26,014,194</u>	<u>29,451,000</u>	<u>31,129,000</u>
<b>SUBTOTAL</b>	207,283,234	239,391,257	247,597,000	282,844,000
WEBER-DAVIS INTEREST LOSS**				(17,000)
WEBER-DAVIS SALES TAX REVENUE LOSS**				(870,000)
WEBER-DAVIS-UTA ADJ. FROM PRIOR YEARS CONSTRUCTION COMMITMENTS**				<u>887,000</u>
<b>TOTAL REVENUE</b>	207,283,234	239,391,257	247,597,000	282,844,000
<b>EXPENSE</b>				
BUS SERVICE	68,849,617	75,291,782	76,173,012	80,425,702
RAIL SERVICE	16,346,071	18,830,044	17,551,268	31,271,056
PARATRANSIT SERVICE	12,108,738	13,857,495	13,818,372	15,401,595
RIDESHARE/VANPOOL SERVICE	203,931	419,958	651,595	370,721
OPERATIONS SUPPORT	19,210,391	21,792,189	19,418,910	25,279,328
GENERAL/ADMINISTRATIVE EXPENSE	<u>18,774,119</u>	<u>21,554,798</u>	<u>19,133,127</u>	<u>23,904,398</u>
<b>NET OPERATING EXPENSE*</b>	135,492,867	151,746,266	146,746,284	176,652,800
<b>MAJOR INVESTMENT STUDIES EXPENSE</b>				
OFFSETTING PROJECT FUND*	4,529,123	3,993,284	2,153,082	1,600,000
	<u>(1,470,252)</u>	<u>(1,761,583)</u>	<u>(364,037)</u>	<u>(1,425,000)</u>
<b>NET INVESTMENT EXPENSE</b>	3,058,871	2,231,701	1,789,045	175,000
<b>NET EXPENSE</b>	138,551,738	153,977,967	148,535,329	176,827,800
<b>AVAILABLE FOR DEBT SERVICE</b>	68,731,496	85,413,290	99,061,671	106,016,200
BOND DEBT SERVICE OFFSETTING FUND*	19,539,435	35,381,000	24,200,000	56,743,000
	<u>(9,961,497)</u>	<u>(15,446,938)</u>	<u>(13,945,000)</u>	<u>(22,920,000)</u>
<b>NET BOND EXPENSE</b>	9,577,938	19,934,062	10,255,000	33,823,000
<b>CONTRIBUTION TO CAPITAL PROJECTS**</b>	59,153,558	65,479,228	88,806,671	72,193,200
WEBER-DAVIS-UTA ADJ. FROM PRIOR YEARS CONSTRUCTION COMMITMENTS**				<u>(887,000)</u>
<b>NET CONTRIBUTION TO CAPITAL PROJECTS</b>				71,306,200
<b>DEBT RETIREMENT</b>	(50,000,000)	0	0	0
<b>NEW DEBT ISSUED</b>	175,000,000	830,000,000	128,750,000	700,000,000

\* Federal, State or Local grants or major capitalized expenses.

\*\* Loss of one quarter's .05% Weber-Davis food tax revenue.

**UTAH TRANSIT AUTHORITY  
OPERATING BUDGET  
2008**

The following pages contain a detailed breakdown of the 2008 Expense Budget. At the bottom of the next 10 pages the heading "Net UTA Bus" (which is followed by and includes; "Net Meadowbrook Bus", "Net Central Bus", "Net Mt. Ogden Bus" and "Net Timpanogos Bus" which represent a further breakdown of expenses of the combination of the "UTA Bus Detail"), then "Net Rail Service", "Net Paratransit", "Net Rideshare Service", "Net Operations Support Expense" and "Net Administration Expense" represents the total from that pages detail budget for the type of UTA mode of transportation or support type it represents. This amount is carried forward to the 2008 Budget page and can be found in the "Expense" portion of the page under the "Final 2008 Budget" column.

On the last page in this section the reader will find the Primary Transit Development Plan for 5 years of projected operating expense.

**UTAH TRANSIT AUTHORITY  
OPERATING BUDGET  
2008**

	Actual 2006	Budgeted 2007	Projected 2007	Budgeted 2008
<b>*** MEADOWBROOK BUS DETAIL ***</b>				
<b>*** BUS OPERATIONS ***</b>				
LABOR	11,870,194	12,539,501	13,109,129	16,390,559
FRINGES	5,446,492	5,870,555	6,112,366	7,621,610
SERVICES	18,754	66,214	17,252	23,835
FUEL AND LUBRICANTS	9,143	19,219	12,604	15,840
SUPPLIES: ADMIN OFFICE	25,449	43,432	21,900	29,528
UTILITIES: TELEPHONE	8,182	13,422	7,333	10,000
DUES TRAVEL	6,465	7,924	4,349	7,944
OTHER	505	810	570	0
* TOTAL BUS OPERATIONS *	<u>17,385,184</u>	<u>18,561,077</u>	<u>19,285,503</u>	<u>24,099,315</u>
<b>*** BUS MAINTENANCE ***</b>				
LABOR	3,646,135	4,190,089	4,563,422	4,750,386
FRINGES	1,620,869	1,848,397	1,873,809	2,047,891
SERVICES	76,016	78,231	82,127	82,127
FUEL AND LUBRICANTS	4,594,966	4,977,652	6,357,966	5,899,177
TIRES AND TUBES	330,625	362,714	415,626	795,466
PARTS	1,393,170	1,687,143	1,933,541	1,812,517
SHOP TOOLS AND SUPPLIES	155,719	173,264	196,289	180,270
SUPPLIES: ADMIN OFFICE	31,902	61,836	74,666	59,374
UTILITIES: TELEPHONE	894	1,920	2,016	2,016
DUES TRAVEL	56	3,000	3,149	5,000
FUEL CONTINGENCY	0	0	0	0
WARRANTY SCRAP RECOVERIES	(97,990)	0	0	(111,497)
OTHER	930	4,571	4,799	2,000
* TOTAL BUS MAINTENANCE *	<u>11,753,293</u>	<u>13,388,817</u>	<u>15,507,410</u>	<u>15,524,727</u>
<b>*** TOTAL BUS SERVICE***</b>	<b>29,138,477</b>	<b>31,949,894</b>	<b>34,792,913</b>	<b>39,624,043</b>
EXPENSES CAPITALIZED	0	0	0	0
FEDERAL PLANNING FUNDS	0	0	0	0
TOTAL OFFSETTING FUNDS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>*** NET BUS SERVICE ***</b>	<b>29,138,477</b>	<b>31,949,894</b>	<b>34,792,913</b>	<b>39,624,043</b>
<b>*** ADMINISTRATIVE SUPPORT***</b>				
LABOR	919,385	996,723	684,792	547,727
FRINGES	326,922	366,072	245,779	191,212
SERVICES	48,624	505,908	529,925	89,203
FUEL AND LUBRICANTS	1,486	1,754	1,730	1,754
SUPPLIES: ADMIN OFFICE	65,294	29,195	29,401	29,195
UTILITIES: TELEPHONE	4,986	4,250	4,253	5,000
DUES TRAVEL	12,208	11,000	15,027	17,000
MEDIA	0	0	0	0
OTHER	240,683	247,535	5,135	195,005
* TOTAL ADMINISTRATIVE SUPPORT	<u>1,619,588</u>	<u>2,162,437</u>	<u>1,516,042</u>	<u>1,076,096</u>
<b>***TOTAL MEADOWBROOK BUS***</b>	<b>30,758,065</b>	<b>34,112,331</b>	<b>36,308,955</b>	<b>40,700,138</b>
EXPENSES CAPITALIZED	0	0	0	0
FEDERAL PLANNING FUNDS	0	(446)	0	0
TOTAL OFFSETTING FUNDS	<u>0</u>	<u>(446)</u>	<u>0</u>	<u>0</u>
<b>*** NET MEADOWBROOK BUS ***</b>	<b>30,758,065</b>	<b>34,111,885</b>	<b>36,308,955</b>	<b>40,700,138</b>



**UTAH TRANSIT AUTHORITY  
OPERATING BUDGET  
2008**

	Actual 2006	Budgeted 2007	Projected 2007	Budgeted 2008
<b>*** CENTRAL BUS DETAIL ***</b>				
<b>*** BUS OPERATIONS ***</b>				
LABOR	6,702,610	6,520,402	6,856,010	5,157,905
FRINGES	3,097,071	3,082,960	3,162,786	2,424,300
SERVICES	14,427	32,910	34,226	28,910
FUEL AND LUBRICANTS	15,749	11,411	17,436	17,411
SUPPLIES: ADMIN OFFICE	12,084	40,326	41,939	38,326
UTILITIES: TELEPHONE	7,321	11,456	11,194	11,456
DUES TRAVEL	2,339	3,995	4,156	3,995
OTHER	240	462	480	462
<b>* TOTAL BUS OPERATIONS *</b>	<b>9,851,842</b>	<b>9,703,922</b>	<b>10,128,227</b>	<b>7,682,765</b>
<b>*** BUS MAINTENANCE ***</b>				
LABOR	2,124,508	2,411,491	2,144,682	1,839,033
FRINGES	939,982	1,068,488	944,123	807,201
SERVICES	32,947	44,246	34,103	39,000
FUEL AND LUBRICANTS	2,411,001	2,718,724	2,407,872	1,980,682
TIRES AND TUBES	147,009	170,787	164,173	256,567
PARTS	715,187	810,848	737,929	599,067
SHOP TOOLS AND SUPPLIES	9,421	7,500	5,071	10,997
SUPPLIES: ADMIN OFFICE	107,102	90,500	102,589	101,238
UTILITIES: TELEPHONE	247	425	179	850
DUES TRAVEL	4,303	1,000	900	10,000
FUEL CONTINGENCY	0	0	0	0
WARRANTY SCRAP RECOVERIES	(81,169)	0	(136,053)	0
OTHER	423	0	694	0
<b>* TOTAL BUS MAINTENANCE *</b>	<b>6,410,962</b>	<b>7,324,009</b>	<b>6,406,261</b>	<b>5,644,635</b>
<b>*** TOTAL BUS SERVICE***</b>				
	16,262,804	17,027,931	16,534,488	13,327,400
EXPENSES CAPITALIZED	0	0	0	0
FEDERAL PLANNING FUNDS	0	0	0	0
TOTAL OFFSETTING FUNDS	0	0	0	0
<b>*** NET BUS SERVICE ***</b>				
	16,262,804	17,027,931	16,534,488	13,327,400
<b>*** ADMINISTRATIVE SUPPORT***</b>				
LABOR	0	0	177,296	390,292
FRINGES	0	0	80,552	165,009
SERVICES	0	0	0	30,000
FUEL AND LUBRICANTS	0	0	40	0
SUPPLIES: ADMIN OFFICE	0	0	0	16,192
UTILITIES: TELEPHONE	0	0	0	1,200
DUES TRAVEL	0	0	0	10,996
MEDIA	0	0	0	0
OTHER	0	0	9,655	43,228
<b>* TOTAL ADMINISTRATIVE SUPPORT</b>	<b>0</b>	<b>0</b>	<b>267,543</b>	<b>656,917</b>
<b>***TOTAL CENTRAL BUS***</b>				
	16,262,804	17,027,931	16,802,031	13,984,317
EXPENSES CAPITALIZED	0	0	0	0
FEDERAL PLANNING FUNDS	0	0	0	0
TOTAL OFFSETTING FUNDS	0	0	0	0
<b>*** NET CENTRAL BUS ***</b>				
	16,262,804	17,027,931	16,802,031	13,984,317

**UTAH TRANSIT AUTHORITY  
OPERATING BUDGET  
2008**

	Actual 2006	Budgeted 2007	Projected 2007	Budgeted 2008
<b>*** MT. OGDEN BUS DETAIL ***</b>				
<b>*** BUS OPERATIONS ***</b>				
LABOR	4,562,837	4,780,573	4,628,186	5,163,896
FRINGES	2,099,375	2,224,594	2,234,233	2,396,090
SERVICES	14,190	10,576	7,177	10,576
FUEL AND LUBRICANTS	4,703	2,957	5,126	2,957
SUPPLIES: ADMIN OFFICE	25,761	30,205	25,680	30,205
UTILITIES: TELEPHONE	17,059	25,742	16,791	25,742
DUES TRAVEL	2,354	6,422	4,926	6,422
OTHER	419	1,022	606	1,022
* TOTAL BUS OPERATIONS *	6,726,699	7,082,091	6,922,725	7,636,911
<b>*** BUS MAINTENANCE ***</b>				
LABOR	1,518,462	1,832,206	1,754,687	2,012,451
FRINGES	687,072	813,537	793,050	885,911
SERVICES	37,585	48,067	58,882	48,067
FUEL AND LUBRICANTS	1,956,710	2,203,748	1,817,438	2,203,748
TIRES AND TUBES	136,744	136,957	153,851	196,957
PARTS	401,366	409,670	474,003	409,670
SHOP TOOLS AND SUPPLIES	54,078	62,940	65,650	62,940
SUPPLIES: ADMIN OFFICE	32,243	24,434	31,345	24,434
UTILITIES: TELEPHONE	984	850	881	850
DUES TRAVEL	4,764	5,000	8,239	5,000
FUEL CONTINGENCY	0	0	0	0
WARRANTY SCRAP RECOVERIES	(35,535)	(20,927)	(127,795)	(20,927)
OTHER	84	0	0	0
* TOTAL BUS MAINTENANCE *	4,794,557	5,516,482	5,030,232	5,829,101
<b>*** TOTAL BUS SERVICE***</b>	<b>11,521,256</b>	<b>12,598,573</b>	<b>11,952,957</b>	<b>13,466,012</b>
EXPENSES CAPITALIZED	0	0	0	0
FEDERAL PLANNING FUNDS	0	0	0	0
TOTAL OFFSETTING FUNDS	0	0	0	0
<b>*** NET BUS SERVICE ***</b>	<b>11,521,256</b>	<b>12,598,573</b>	<b>11,952,957</b>	<b>13,466,012</b>
<b>*** ADMINISTRATIVE SUPPORT***</b>				
LABOR	408,240	428,182	423,265	451,922
FRINGES	170,653	207,026	173,089	205,399
SERVICES	4,539	24,428	1,022	24,428
FUEL AND LUBRICANTS	1,043	0	950	0
PUBLICATIONS	1,403	0	0	0
SUPPLIES: ADMIN OFFICE	32,021	13,053	27,997	13,053
UTILITIES: TELEPHONE	2,395	1,134	1,920	1,134
DUES TRAVEL	12,178	16,556	14,901	16,556
OTHER	73,179	55,770	40,515	29,904
* TOTAL ADMINISTRATIVE SUPPORT *	705,651	746,149	683,659	742,396
<b>***TOTAL MT. OGDEN BUS***</b>	<b>12,226,907</b>	<b>13,344,722</b>	<b>12,636,616</b>	<b>14,208,408</b>
EXPENSES CAPITALIZED	0	0	0	0
FEDERAL PLANNING FUNDS	0	0	0	0
TOTAL OFFSETTING FUNDS	0	0	0	0
<b>*** NET MT. OGDEN BUS ***</b>	<b>12,226,907</b>	<b>13,344,722</b>	<b>12,636,616</b>	<b>14,208,408</b>
Ogden Rideshare (Reported in Rideshare)	33,151	66,091	57,529	78,601
Subtotal with Rideshare	12,260,058	13,410,813	12,694,145	14,287,010

**UTAH TRANSIT AUTHORITY  
OPERATING BUDGET  
2008**

	Actual 2006	Budgeted 2007	Projected 2007	Budgeted 2008
<b>*** TIMPANOGOS BUS DETAIL ***</b>				
<b>*** BUS OPERATIONS ***</b>				
LABOR	3,578,141	3,747,476	3,783,594	4,015,766
FRINGES	1,689,412	1,806,742	1,922,458	1,930,151
SERVICES	11,848	10,006	13,800	10,006
FUEL AND LUBRICANTS	3,247	3,011	3,536	3,011
SUPPLIES: ADMIN OFFICE	23,030	23,525	24,400	23,525
UTILITIES: TELEPHONE	4,091	3,708	3,600	3,708
DUES TRAVEL	1,772	7,900	8,216	7,900
OTHER	2,250	269	280	269
* TOTAL BUS OPERATIONS *	<u>5,313,790</u>	<u>5,602,637</u>	<u>5,759,884</u>	<u>5,994,335</u>
<b>*** BUS MAINTENANCE ***</b>				
LABOR	1,106,240	1,352,990	1,245,806	1,496,487
FRINGES	503,834	589,531	537,793	648,835
SERVICES	29,666	34,144	30,000	34,144
FUEL AND LUBRICANTS	1,625,837	1,877,074	1,627,808	1,877,074
TIRES AND TUBES	109,580	124,659	126,016	177,659
PARTS	345,530	409,531	407,500	409,531
SHOP TOOLS AND SUPPLIES	72,852	64,181	66,000	64,181
SUPPLIES: ADMIN OFFICE	19,506	19,603	19,610	19,603
UTILITIES: TELEPHONE	794	729	746	729
DUES TRAVEL	288	1,977	2,000	1,977
FUEL CONTINGENCY	0	0	0	0
WARRANTY SCRAP RECOVERIES	(57,488)	(16,000)	(59,500)	(16,000)
OTHER	315	1,284	240	1,284
* TOTAL BUS MAINTENANCE *	<u>3,756,954</u>	<u>4,459,703</u>	<u>4,004,019</u>	<u>4,715,504</u>
<b>*** TOTAL BUS SERVICE***</b>	<b>9,070,744</b>	<b>10,062,340</b>	<b>9,763,903</b>	<b>10,709,839</b>
EXPENSES CAPITALIZED	0	0	0	0
FEDERAL PLANNING FUNDS	(185,617)	(237)	(76,366)	(237)
TOTAL OFFSETTING FUNDS	<u>(185,617)</u>	<u>(237)</u>	<u>(76,366)</u>	<u>(237)</u>
<b>*** NET BUS SERVICE ***</b>	<b>8,885,127</b>	<b>10,062,103</b>	<b>9,687,537</b>	<b>10,709,602</b>
<b>*** ADMINISTRATIVE SUPPORT***</b>				
LABOR	435,162	453,814	464,852	531,687
FRINGES	177,614	209,277	196,500	232,689
SERVICES	16,266	11,000	10,770	11,000
FUEL AND LUBRICANTS	26	150	150	150
PUBLICATIONS	0	0	0	0
SUPPLIES: ADMIN OFFICE	25,198	10,200	10,550	10,200
UTILITIES: TELEPHONE	1,218	700	1,100	700
DUES TRAVEL	3,515	9,750	9,450	9,750
OTHER	57,716	50,250	44,500	27,060
* TOTAL ADMINISTRATIVE SUPPORT *	<u>716,715</u>	<u>745,141</u>	<u>737,872</u>	<u>823,235</u>
<b>***TOTAL TIMPANOGOS BUS***</b>	<b>9,601,842</b>	<b>10,807,244</b>	<b>10,425,409</b>	<b>11,532,837</b>
EXPENSES CAPITALIZED	0	0	0	0
FEDERAL PLANNING FUNDS	0	0	0	0
TOTAL OFFSETTING FUNDS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>*** NET TIMPANOGOS BUS ***</b>	<b>9,601,842</b>	<b>10,807,244</b>	<b>10,425,409</b>	<b>11,532,837</b>
Timpanogous Rideshare (Reported in Rideshare)	6,990	70,363	67,159	74,201
Subtotal with Rideshare	<u>9,608,832</u>	<u>10,877,607</u>	<u>10,492,568</u>	<u>11,607,038</u>

**UTAH TRANSIT AUTHORITY  
OPERATING BUDGET  
2008**

	Actual 2006	Budgeted 2007	Projected 2007	Budgeted 2008
<b>*** RAIL SERVICE DETAIL ***</b>				
<b>*** RAIL OPERATIONS ***</b>				
LABOR	4,019,323	4,182,971	4,465,507	7,220,019
FRINGES	1,561,282	1,637,565	1,750,843	2,737,878
SERVICES	77,761	232,000	96,700	837,800
FUEL AND LUBRICANTS	25,185	30,300	26,020	60,300
SUPPLIES: ADMIN OFFICE	41,070	56,500	72,492	87,000
UTILITIES: TELEPHONE	13,401	22,000	18,705	32,000
DUES TRAVEL	34,658	42,000	34,628	60,000
OTHER	53,465	75,000	58,681	73,898
* TOTAL RAIL OPERATIONS *	5,826,146	6,278,336	6,523,576	11,108,895
<b>*** RAIL VEHICLE MAINTENANCE ***</b>				
LABOR	2,633,819	3,098,990	3,107,203	4,476,394
FRINGES	1,007,282	1,147,714	1,155,921	1,623,894
SERVICES	53,571	130,000	95,536	1,439,705
FUEL AND LUBRICANTS	22,296	28,500	23,515	2,149,500
PARTS	2,566,821	2,216,000	2,217,130	2,931,735
SHOP TOOLS AND SUPPLIES	151,905	191,000	196,296	314,000
SUPPLIES: ADMIN OFFICE	33,387	59,000	43,207	76,000
UTILITIES: TELEPHONE	4,789	10,000	8,204	18,000
DUES TRAVEL	7,243	18,000	13,797	36,000
WARRANTY SCRAP RECOVERIES	(449,368)	(10,000)	(30,548)	(120,000)
OTHER	268	2,000	1,060	134,440
* TOTAL RAIL MAINTENANCE *	6,032,014	6,891,204	6,831,321	13,079,668
<b>*** MAINTENANCE OF WAY ***</b>				
LABOR	1,578,575	1,877,877	1,754,935	3,058,467
FRINGES	616,388	721,667	689,829	1,168,762
SERVICES	226,259	460,000	189,184	870,000
FUEL AND LUBRICANTS	71,069	60,000	80,115	191,502
PARTS	190,015	301,500	205,346	378,000
SHOP TOOLS AND SUPPLIES	84,392	96,000	93,268	229,944
SUPPLIES: ADMIN OFFICE	17,537	50,500	21,579	61,000
UTILITIES: TELEPHONE	34,527	9,570	41,910	72,564
UTILITIES PROPULSION POWER	1,837,643	2,200,000	1,977,838	2,600,000
UTILITIES NON PROPULSION	50,018	80,000	71,262	344,320
UTILITIES - OTHER	210,206	275,000	205,924	776,000
DUES TRAVEL	6,755	20,500	5,561	23,000
WARRANTY SCRAP RECOVERIES	(1,005)	(4,000)	(185)	(2,500)
OTHER	0	0	120	0
* TOTAL MAINTENANCE OF WAY *	4,922,378	6,148,614	5,336,686	9,771,059
<b>*** TOTAL RAIL SERVICE***</b>	<b>16,780,538</b>	<b>19,318,154</b>	<b>18,691,583</b>	<b>33,959,622</b>
EXPENSES CAPITALIZED	(434,467)	(488,110)	(1,140,315)	(2,688,566)
FEDERAL PLANNING FUNDS	0	0	0	0
TOTAL OFFSETTING FUNDS	(434,467)	(488,110)	(1,140,315)	(2,688,566)
<b>*** NET RAIL SERVICE ***</b>	<b>16,346,071</b>	<b>18,830,044</b>	<b>17,551,268</b>	<b>31,271,056</b>

**UTAH TRANSIT AUTHORITY  
OPERATING BUDGET  
2008**

	Actual 2006	Budgeted 2007	Projected 2007	Budgeted 2008
<b>*** PARATRANSIT DETAIL ***</b>				
<b>*** OPERATIONS ***</b>				
LABOR	4,061,704	4,441,975	4,340,843	5,300,073
FRINGES	1,864,096	2,038,674	2,067,355	2,447,747
SERVICES	126,708	121,074	115,897	136,074
FUEL AND LUBRICANTS	1,453	2,000	1,297	2,000
EXPENSE: ELIGIBILITY CENTER	111,065	188,418	176,806	195,517
SUPPLIES: ADMIN OFFICE	63,655	36,000	47,548	36,000
UTILITIES: TELEPHONE	26,063	22,875	18,679	24,875
DUES TRAVEL	10,586	0	25,744	25,460
OTHER	925	0	1,080	0
* TOTAL OPERATIONS *	6,266,256	6,851,016	6,795,250	8,167,746
<b>*** MAINTENANCE ***</b>				
LABOR	1,095,214	1,365,776	1,442,521	1,464,577
FRINGES	500,399	615,766	658,400	653,351
SERVICES	36,406	54,100	56,264	54,100
FUEL AND LUBRICANTS	721,683	833,819	867,172	833,819
FUEL CONTINGENCY	0	0	0	0
TIRES AND TUBES	25,909	104,219	108,388	104,219
PARTS	266,378	318,415	331,152	318,415
SHOP TOOLS AND SUPPLIES	26,973	46,000	47,840	46,000
SUPPLIES: ADMIN OFFICE	15,210	39,260	40,830	39,260
UTILITIES: TELEPHONE	849	900	936	900
DUES TRAVEL	4,306	9,000	9,360	9,000
WARRANTY SCRAP RECOVERIES	(5,190)	0	0	0
OTHER	185	1,331	1,384	1,331
* TOTAL MAINTENANCE *	2,688,323	3,388,586	3,564,247	3,524,972
<b>*** CONTRACTED SERVICES ***</b>	3,154,159	3,618,250	3,458,876	3,709,234
<b>*** TOTAL PARATRANSIT***</b>	<b>12,108,738</b>	<b>13,857,852</b>	<b>13,818,372</b>	<b>15,401,952</b>
EXPENSES CAPITALIZED	0	0	0	0
FEDERAL PLANNING FUNDS	0	(357)	0	(357)
TOTAL OFFSETTING FUNDS	0	(357)	0	(357)
<b>*** NET PARATRANSIT ***</b>	<b>12,108,738</b>	<b>13,857,495</b>	<b>13,818,372</b>	<b>15,401,595</b>

**UTAH TRANSIT AUTHORITY  
OPERATING BUDGET  
2008**

	Actual 2006	Budgeted 2007	Projected 2007	Budgeted 2008
<b>*** RIDESHARE SERVICE DETAIL ***</b>				
LABOR	388,250	461,438	417,140	426,329
FRINGES	152,209	169,983	166,351	155,855
SERVICES	27,275	62,775	51,089	62,775
FUEL AND LUBRICANTS	66,849	56,450	1,216,291	56,450
INSURANCE	0	0	302,709	0
VANPOOL MAINTENANCE	158,366	81,102	625,859	81,102
SUPPLIES: ADMIN OFFICE	35,801	40,650	31,450	40,650
UTILITIES: TELEPHONE	7,261	9,875	7,361	9,875
DUES TRAVEL	36,130	47,985	44,738	47,985
PUBLICATIONS	0	0	0	0
COMMUNITY EVENTS	12,794	30,000	17,024	30,000
MEDIA COSTS	22,482	37,524	16,427	37,524
FEES	0	0	(1,667,429)	0
OTHER	1,230	485	1,040	485
<b>*** TOTAL RIDESHARE SERVICE ***</b>	<b>908,646</b>	<b>998,267</b>	<b>1,230,051</b>	<b>949,030</b>
EXPENSES CAPITALIZED	0	0	0	0
FEDERAL PLANNING FUNDS	(704,715)	(578,309)	(578,456)	(578,309)
TOTAL OFFSETTING FUNDS	(704,715)	(578,309)	(578,456)	(578,309)
<b>*** NET RIDESHARE SERVICE ***</b>	<b>203,931</b>	<b>419,958</b>	<b>651,595</b>	<b>370,721</b>
Includes Timpanogos Rideshare	6,990	70,363	67,159	74,201
Includs Ogden Rideshare	33,151	66,091	57,529	78,601
Subtotal without Timp and Ogden	163,791	283,504	526,907	217,919

**UTAH TRANSIT AUTHORITY  
OPERATING BUDGET  
2008**

	Actual 2006	Budgeted 2007	Projected 2007	Budgeted 2008
<b>*** OPERATIONS SUPPORT DETAIL ***</b>				
LABOR	9,732,580	11,540,908	10,198,223	13,330,722
FRINGES	3,782,262	4,500,516	3,841,891	5,179,040
SERVICES	2,156,659	2,365,576	1,999,905	2,856,792
FUEL AND LUBRICANTS	114,732	96,580	120,748	96,580
TIRES AND TUBES	0	1,200	0	1,200
PARTS	1,287,401	1,360,700	929,654	1,360,700
SHOP TOOLS AND SUPPLIES	308,285	357,395	311,850	357,395
SUPPLIES: ADMIN OFFICE	517,420	496,505	477,323	526,066
UTILITIES: TELEPHONE	307,181	158,399	183,237	158,699
DUES TRAVEL	87,537	104,340	123,188	110,440
UTILITIES	1,163,877	1,233,291	1,230,867	1,563,445
WARRANTY SCRAP RECOVERIES	(104,961)	(29,225)	(89,634)	(29,225)
OTHER	4,635	(253,849)	220,932	(86,783)
<b>*** TOTAL OPERATIONS SUPPORT **</b>	<b>19,357,608</b>	<b>21,932,336</b>	<b>19,548,183</b>	<b>25,425,071</b>
EXPENSES CAPITALIZED	(147,217)	(100,813)	(127,589)	(106,408)
NON-FEDERAL PLANNING FUNDS	0	(36,890)	0	(36,890)
FEDERAL PLANNING FUNDS	0	(2,444)	(1,684)	(2,444)
<b>TOTAL OFFSETTING FUNDS</b>	<b>(147,217)</b>	<b>(140,147)</b>	<b>(129,273)</b>	<b>(145,742)</b>
<b>*** NET OPERATIONS SUPPORT EXPENSE ***</b>	<b>19,210,392</b>	<b>21,792,190</b>	<b>19,418,910</b>	<b>25,279,329</b>

Operations Support includes:

Customer Service, Telecommunications, Service Integration & Product Development, Financial Services, Facilities, Vehicle Performance, Support Maintenance, Security, Training, Printing, Safety & Environmental Management and Radio Control

# UTAH TRANSIT AUTHORITY OPERATING BUDGET 2008

	Actual 2006	Budgeted 2007	Projected 2007	Budgeted 2008
<b>*** GENERAL &amp; ADMINISTRATION DETAIL ***</b>				
LABOR	9,464,253	13,247,143	9,498,858	14,423,950
FRINGES	3,093,922	4,265,839	3,083,366	4,501,149
SERVICES	3,976,876	5,925,358	4,532,335	6,175,305
FUEL AND LUBRICANTS	27,261	29,819	32,163	29,819
COMMUNITY EVENTS	47,754	50,000	15,000	50,000
PUBLICATIONS	15,710	15,000	60,000	15,000
SUPPLIES: ADMIN OFFICE	774,237	779,915	768,409	777,615
UTILITIES: TELEPHONE	69,492	267,913	265,307	267,613
INSURANCE PROVISIONS/PREI	2,114,085	1,922,628	1,751,848	3,006,294
DUES, TRAVEL	524,089	644,645	734,175	673,545
EMPLOYEE BANQUET AND AW	344,054	382,500	382,500	382,500
MEDIA COSTS	454,569	757,000	927,000	1,057,000
BOARD EXPENSE	32,519	55,900	48,500	55,900
CONTINGENCY	0	408,337	300,000	408,337
ALLOCATION TO PENSION	(73,291)	(68,718)	(70,917)	(68,718)
OTHER	(560)	70,584	18,547	80,184
<b>*** TOTAL ADMINISTRATION ***</b>	<b>20,864,971</b>	<b>28,753,863</b>	<b>22,347,090</b>	<b>31,835,493</b>
EXPENSES CAPITALIZED	(1,567,735)	(5,622,961)	(2,158,203)	(5,738,689)
OFFSETTING NON FEDERAL FL	(82,083)	(387,500)	(238,022)	(860,000)
FEDERAL PLANNING FUNDS	(441,034)	(1,188,604)	(817,738)	(1,332,406)
<b>TOTAL OFFSETTING FUNDS</b>	<b>(2,090,852)</b>	<b>(7,199,065)</b>	<b>(3,213,963)</b>	<b>(7,931,095)</b>
<b>*** NET ADMINISTRATION EXPENSE ***</b>	<b>18,774,119</b>	<b>21,554,798</b>	<b>19,133,127</b>	<b>23,904,398</b>

Administration includes:

Internal Audit, General Manager, Civil Rights, Planning & Programming, Information Services, General Counsel/Claims & Insurance, Accounting, Asset Management/Business Development, Purchasing, Major Program Devlpmt, Central Support Administration, Chief Performance Officer, Workforce Services, Human Relations, General Manager Staff & Board, Chief Communications Officer, Chief Capital Development Officer and Public Relations/Marketing.



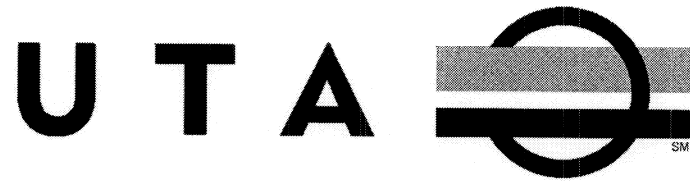
**UTAH TRANSIT AUTHORITY**  
**PRIMARY TRANSIT DEVELOPMENT PLAN - 5 YEAR OPERATING BUDGET SUMMARY**  
**2008 - 2012**  
**(\$000)**

	Budget 2008	TDP ESTIMATED 2009	TDP ESTIMATED 2010	TDP ESTIMATED 2011	TDP ESTIMATED 2012
<b>REVENUE</b>					
PASSENGER REVENUE	29,022	31,333	32,164	35,179	41,524
ADVERTISING REVENUE	1,567	1,775	1,828	1,883	1,940
INVESTMENT REVENUE **	11,894	11,560	4,024	4,366	4,984
SALES TAX REVENUE**	207,382	226,323	238,770	251,903	265,758
OTHER REVENUE	964	993	1,023	1,053	1,085
JOINT DEVELOPMENT	0	411	786	820	855
FEDERAL OPER./PREVENT. MAINT.	31,129	31,854	34,122	35,487	36,906
<b>TOTAL REVENUES</b>	<b>281,957</b>	<b>304,250</b>	<b>312,717</b>	<b>330,691</b>	<b>353,051</b>
<b>EXPENSES</b>					
BUS SERVICE	80,426	83,643	87,319	91,156	95,159
RAIL SERVICE	31,271	37,920	39,388	46,366	64,821
PARATRANSIT SERVICE	15,402	16,018	16,671	17,351	18,058
RIDESHARE/VANPOOL SERVICES	371	0	0	0	0
OPERATIONS SUPPORT	25,279	26,291	27,342	28,436	29,573
GENERAL & ADMINISTRATIVE	23,904	24,861	25,855	26,889	27,965
<b>NET OPERATING EXPENSES</b>	<b>176,653</b>	<b>188,732</b>	<b>196,575</b>	<b>210,197</b>	<b>235,576</b>
<b>MAJOR INVESTMENT STUDIES</b>					
EXPENSES	1,600	Included in Capital Budget of TDP			
OFFSETTING FUNDS*	(1,425)				
<b>NET INVESTMENT EXPENSE</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NET EXPENSE</b>	<b>176,828</b>	<b>188,732</b>	<b>196,575</b>	<b>210,197</b>	<b>235,576</b>
<b>AVAILABLE**</b>	<b>105,129</b>	<b>115,518</b>	<b>116,142</b>	<b>120,494</b>	<b>117,475</b>
BOND DEBT SERVICE	(56,743)	(62,407)	(73,398)	(88,694)	(95,335)
OFFSETTING FUNDS*	22,920	Included in Capital Budget of TDP			
<b>CONTRIBUTION TO CAPITAL</b>	<b>71,307</b>	<b>53,112</b>	<b>42,745</b>	<b>31,801</b>	<b>22,141</b>
<b>DEBT</b>					
NEW DEBT ISSUED	700,000	0	400,000	180,000	100,000
DEBT RETIREMENT	-	-	-	-	-

Note: Some Totals may not be exact due to rounding and transferring from other spreadsheets and accruals.

\* Federal, State or Local grants or major capitalized expenses.

\*\* Includes adjustment for loss of 1 Qtr. Weber Davis Food Sales Tax Adjustment



## **2.4 PROJECTED FUNDS BALANCES**

**FUND BALANCE REPORT  
2008 FORECASTED**

	General Fund	Rail Construction Fund	Bond Fund	Risk Contingency Fund	PROJECTED All Funds 2008
<b>BEGINNING FUND BALANCE - 1/01/08</b>	133,073,000	0	11,619,000	6,808,000	151,500,000
<b>Revenue:</b>					
Passenger	29,022,000				29,022,000
Advertising	1,567,000				1,567,000
Investment Income	5,371,250	5,700,000	567,430	272,320	11,911,000
Sales Tax	208,251,000				208,251,000
Loss of Sales Tax/Interest - Weber/Davis Counties	-887,000				-887,000
Other Income	964,000				964,000
Federal Operating Funds/ Prevent. Maintenance	31,129,000				31,129,000
Offsetting Operating Funds	24,345,000				24,345,000
Capital Grants	120,361,229				120,361,229
Debt Issue		700,000,000			700,000,000
Contributed Capital		0			0
<b>TOTAL RESOURCES</b>	<b>420,123,479</b>	<b>705,700,000</b>	<b>567,430</b>	<b>272,320</b>	<b>1,126,663,229</b>
Transfers To (+) / From (-)	-44,556,570		44,556,570		0
<b>TOTAL AVAILABLE RESOURCES</b>	<b>508,639,909</b>	<b>705,700,000</b>	<b>56,743,000</b>	<b>7,080,320</b>	<b>1,278,163,229</b>
<b>Expenditures</b>					
Operating Expenses	178,252,800				178,252,800
Debt Service			56,743,000		56,743,000
Debt Retirement					0
Debt Reserve					0
Capital Projects *	73,652,140				73,652,140
Capital - Rail Construction *		426,750,731			426,750,731
<b>TOTAL EXPENDITURES</b>	<b>251,904,940</b>	<b>426,750,731</b>	<b>56,743,000</b>	<b>0</b>	<b>735,398,671</b>
<b>ENDING FUND BALANCE -12/31/08</b>	<b>256,734,969</b>	<b>278,949,269</b>	<b>0</b>	<b>7,080,320</b>	<b>542,764,558 **</b>

**Notes:**

\* Capital items can be found in Section 2.5 Capital Expenditure, Exhibit B, \$73,652,140 (Capital Projects) + \$426,750,731 (2015 Rail - Trax & FrontRunner and Rail Projects) = \$500,402,871 (Total Capital).

\*\*Year end fund balance is high due to issuance of \$700 million of debt to help finance the 2015 capital projects over the next two years.

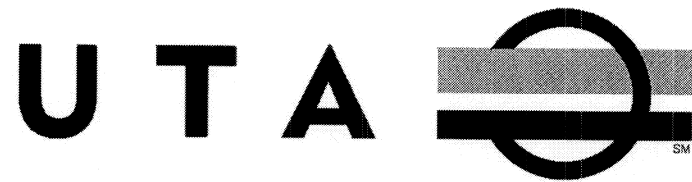
**Description of Fund Structure**

General Fund: This fund is the chief operating fund of UTA. It is used to account for all financial resources and expenses except those accounted for in the other funds. Payment for the cost of all capital projects are paid out of the general fund with the exception of rail construction (which includes LRT and commuter rail) which is paid for out of the Rail Construction Fund.

Rail Construction Fund: This fund is used for the construction of 2015 and other rail projects, including the procurement of rail vehicles.

Bond Fund: This fund was created to hold monies set aside for the payment of debt service on bonds. The funds are held by a Trustee and administered pursuant to Bond Indenture provisions. The amount in this fund is set by the indenture.

Risk Contingency Fund: The Risk Contingency Fund is used for UTA's self insurance program. Under the Utah Governmental Immunity Act, the maximum statutory liability in any one accident is \$2,000,000. The Authority is self-insured for amounts under this limit.



## **2.5 BUDGETED CAPITAL EXPENDITURES**

## **CAPITAL PROJECTS SUMMARY**

As part of UTA's budgeting process, each year managers submit to their department directors a list of capital items and projects requested for the upcoming budget year. These items are reviewed by the Directors against the following criteria:

- The Transit Development Plan
- Funding source and cost savings
- Health and safety
- Repair and maintenance of facilities and equipment
- Community obligations
- Opportunity costs
- Support of Ends Policies
- Special needs and employee morale

After the capital items/project list is compiled and approved by the Directors, it is submitted to the Board's Planning Committee for approval. Items approved by the Planning Committee will be submitted for final approval to UTA's Board of Trustees. These items must support UTA's Vision Statement, Ends Policies and Goals in order to be approved.

Replacement buses, Paratransit vans, and Rideshare vans with expansion Rideshare vans will arrive in 2008 to update current equipment inventories and expand increasing growth in the Rideshare area. Information systems will provide better communication and information within UTA. Facilities, Bus and Rail maintenance is ongoing and will be provided by current UTA staff or contractors within the capital and operating budget. Rail Services projects will add increased capacity.

The Commuter Rail-North now known as FrontRunner, will be accomplished with in the capital budget and operations will begin in 2008. Anticipated increase in operating expense in 2008 is estimated to be \$1.8 million. These numbers are part of the 5 year financial plan, approved by the Board of Trustees. A portion of the increase will be offset by farebox revenue.

Funding for the Capital Projects in this Budget come from four major sources:

- 1) Current grants the Authority has received from the federal government which generally require a 3% to 50% local match.
- 2) Future grants anticipated from the Federal Government. These grants also require a local match. If future anticipated grants are not received, capital projects and contingent capital projects either may not be purchased or are purchased with local reserves.
- 3) Local Reserves are accumulated as a result of contributions to capital reserves from excess of operating revenues over Operating Expenses.
- 4) Contributed Capital received from outside sources are used to help offset funds required for a capital project.

Exhibit B shows the major categories of Capital Projects in total and the year these projects will require funding. The table also shows how much will come from current grants, what will be required in future grants and how much local match will come from UTA reserves by fiscal year. Projects in 2008 through 2009 have been included on the request for approval so planning and procurement requirements can begin. Board approval is given only for the 2008 projects. Each year the new Budget cycle requires all projects that have not been completed during the calendar year to be resubmitted and approved for the next calendar year. Figure 2.5.1 graphically shows the breakdown of the capital budget by major areas and compares the 2008 capital budget with the budgeted amounts from 2007.

Figure 2.5.2 represents a 5 year projected planning summary of capital revenues and expenses. This 5 Year Capital Project Summary is based on the Primary Transit Development Plan (TDP) and projects the capital equipment and project needs of UTA for the next 5 years. Updating this plan in July 2008 will be the first step in the planning process for the 2009 budget. There is also an equivalent operating five year plan that can be found in section 2.3; Summary of Expenditures. Many of the factors relating to this plan are explained in the Budget Message in Section 1.1 under the heading Strategic and Financial Planning Priorities and Issues.

## **CAPITAL PROJECTS DESCRIPTION**

### **Revenue Service**

In 2008 the revenue vehicle purchases consist of 45 - 40ft. buses, 10 BRT buses, 45 Paratransit vehicles and 55 Rideshare vans. These buses will help keep UTA's fleet updated. Funding requirements will be met with a local match, as well as current and future grants. These vehicles will be part of an expansion and replacement program for our fleet. Included in the cost are support and inspection services. Future costs in 2008 are estimated and given for replacement and expansion vehicles for planning purposes. This area also included funding for replacement of Support Vehicles of \$1,168,054 ,which included 19 Transit Police Cars and Revenue Service Vehicle Repair Components (such as replacement engines and transmission) of \$1,048,000. These two areas are based on a budgeted 5 year plan and purchases our determined by priorities during the year but must stay within budget.

### ***Impact on Operating Budget***

The replacement Buses purchased in 2008 will save UTA an estimated 15% in fuel consumption or about \$150,000 which help maintain older buses until they are replaced. Paratransit vans will have little if any impact on the operating budget for 2008. because they are replacing older vehicles but are not increasing operating miles and hours, which are factors in the operating budget. In addition the Capital budget will not need to allocate as much funding for bus and van repair parts during the vehicles warranty period. Expansion vans operating cost in vanpool is offset by the lease payments received for those expansion vans.

## **Technology Office – Information/Communications and ITS**

### **Rail Customer Information**

This is the first year of a three year, \$3.5M program to define, procure, and implement a system to provide information about TRAX mainline operation to our customers, train operations, and Operations Performance Office. The system will be comprised of 1) data gathering and communications devices which will track train location and operational characteristics, 2) a system of passenger information displays on platforms and aboard rail cars, 3) customer information availability in various convenient formats on the Internet and personal communications / data devices, 4) train operational consoles for status display and operational control, 5) and a reporting system to provide various operational performance information to rail operations and OPO.

### ***Impact on Operating Budget***

This program will have no impact in 2008 on the operational budget, but depending on the progress toward implementation in 2009 there could begin to be operational expenses associated with the type of communication service required for the selected system. In following years, a preliminary operational expense budget should be assumed of \$100,000 to cover communications and equipment support / replacement.

### **Electronic Fare Collection**

Procurement for a full system deployment was completed in 2007. Development of all system components are scheduled during 2008. Implementation of the infrastructure and deployment of the system for ED and ECO products will be completed no later than December 31, 2008.

### ***Impact on Operating Budget***

Operational costs for 2008 are built into the program, but for subsequent years there will be an on-going cost for warranty and maintenance of the infrastructure and a back-office service and support cost. It is projected for these costs to be approximately \$300,000 and \$75,000 respectively.

### **Technology Strategic Plan (TSP)**

Each year the Technology Office will update and submit a 5 year plan of technology projects. The purpose of a 5 year plan is to provide strategic direction for the implementation of technology. Funding for the accomplishment of the strategic plan are programmed into the overall UTA long range plan so that a long term commitment to the technology strategic plan can be assured. In short, the TSP outlines projects which provide us with information for decision support, provides our customers with information and amenities (including next bus arrival), and items to help keep our level of support for the computing and information needs of UTA at an acceptable level. The TSP is a collection of related projects which must build upon each other, NOT a menu of items from which we can select.

### ***Impact on Operating Budget***

The Operational budget will not see much demand in 2008, the first year of the TSP. However, as progress is made towards the implementation of some of the projects there will be associated increases in operating expenses, some for communication requirements and some for ongoing maintenance and operation of the systems.

### **Upgrades and Replacement of Current Network System**

This represents an allocation of capital funds towards a list of technology capital projects submitted by all departments. The list will be prioritized by the Policy Forum and projects accomplished until the funds allocated are fully utilized. In 2008 there were \$4.525M in requests and \$609,140 allocated to accomplish as much as possible.

### **Facilities & Bus Maintenance and Office Equipment**

Three categories are included in this capital project area:

1. Facilities Expansion which can include both Grant and Non-Grant items. Included in the 2008 budget is funding for the Warm Springs Service Center, the Paratransit Mobility Center, Ogden Fuel Island engineering and other Expansion projects.
2. Facilities Repair and Replace projects. This area works within a 5 year budget guideline. Repair projects such as overhead doors, concrete repair, and various facility maintenance projects are programmed to be accomplished over a 5 year period.
3. Office Capital Equipment, which include printing and copy machines also bar code systems and a pool for office equipment that may wear out through out the year.

### ***Impact on Operating Budget***

This area has little new measurable impact on the operating budget. It does serve to keep our facilities and equipment maintained and updated which adds to UTA employee's ability to achieve our mission.

### **Major Strategic Projects**

In 2008 the funding source will be from current grants, local match and contributed capital funds from communities benefiting from the projects.

### **Transit Enhancements and Security Equipment Projects**

Transit Enhancements provides UTA's passenger amenities, also a Bus Rapid Transit (BRT) Demonstration Project for feasibility of future BRT programs, these supports the Service Quality and Value Ends Policy. UTA is dedicated to upgrading security for customers and employees.



### **Facility Projects**

Included is the West Valley Inter Modal Center, Orem Inter Modal Center and the Salt Lake City Plaza Inter Modal Center design and construction for these projects. The VTA rail car rebuilding project is to provide a larger Light Rail Transit (LRT) fleet for rail services and a Park and Ride lot at 3500 So. and 5600 West. Also included are other smaller facilities remodeling and expansions projects that will take place in 2008.

### ***Impact on Operating Budget***

Transit enhancements and security equipment add to our ability to serve our customer in an efficient, safer and a more user friendly environment, however, this will have little if any impact on the operating budget. New passenger amenities require less maintenance allowing maintenance personnel additional time for maintaining the increasing size and numbers of future facilities.

More intermodal centers and increased capacity of park-and-ride lots will cause a slight increase in expense to maintain but will be absorbed by the current operating budget and offset somewhat by the increase farebox revenue from additional riders.

The impact of operations for the FrontRunner commuter rail line is described below in the 2015 Rail – TRAX & FrontRunner Project. Expansion of facilities for FrontRunner, including the additional office space and remodeling are included in the Capital cost for the FrontRunner capital project. Operation expense is included in the \$16 million per year expense forecast with operations beginning in the 2<sup>nd</sup> Quarter of 2008. This additional cost is covered by both the passing of the 2000 tax increase referendum and by farebox receipts once the commuter rail line opens.

### **2015 Rail – TRAX & FrontRunner Projects**

#### **TRAX and FrontRunner Commuter Rail Projects**

The majority of the capital budget over \$203 million will go towards the Commuter Rail South Project, which includes the planning, engineering, design and construction. This rail line will run from Salt Lake City to the Provo Area. Rail projects include track extensions to the Gateway Intermodal Hub and 2015 Projects with construction for Mid Jordan, West Valley, Draper, Airport TRAX lines to begin in 2008.

#### ***Impact on Operating Budget***

In 2008 operating cost starting in April are expected to run \$12 million, then operating cost are estimated to be \$17 million per year. These cost are included in the Transit Development Plan for operating Commuter Rail-North which is escalated at 4% from 2009 and on. By 2015 UTA will increase operations cost to \$74million per year for operating the 2015 Projects mentioned above. This expense will be offset by farebox revenues and the 2006 Sales Tax Referendum that was approved for these projects.

## **Rail Projects**

### **Vehicle and Equipment Maintenance**

These funds will be used to maintain LRT vehicles, ticket vending machines, replace 45 destination signs at TRAX stations and purchase a hydraulic brake press.

### ***Impact on Operating Budget***

The projects will be absorbed as part of the routine maintenance budget. The hydraulic brake press will help mechanics repair brakes as part of on going maintenance and will not add to the maintenance budget, but will help mechanics be more efficient and add to quicker turn around of the train brakes.

**UTAH TRANSIT AUTHORITY  
2008 CAPITAL PROJECT BUDGET**

Exhibit B  
2/21/2008

	Tentative 2008 Budget	Estimated 2009 Expenditures
<b>REVENUE SERVICE &amp; SUPPORT VEHICLES</b>		
<b>Additional and Replacement Buses and Vans (Grants &amp; Non-Grant)</b>		
28 - 40ft. Replacement Buses and 5 Power Trains	\$ 10,642,218	
50 - Paratransit Vans Replacements	\$ 4,275,000	
32 - Ride Share Additional and Replacement Vans	\$ 894,476	
49 - Radios - Bus Communication Equip	\$ 423,124	
BRT Buses Auto Pass Count	\$ 200,000	
BRT Bus Project carryover	\$ 4,144,588	
	<u>\$ 20,579,406</u>	
<b>Additional and Replacement Buses and Vans (Future Grant)</b>		
2 - Paratransit Vans Replacements	\$ 156,000	
17 - 40ft. Replacement Buses and Equipment	\$ 6,429,331	
6 - Rideshare Vans Replacements ( Timp)	\$ 150,009	
11 - Rideshare Vans Replacements (SLC)	\$ 313,410	
6 - Rideshare Vans Replacements ( Mt. Ogden)	\$ 147,870	
	<u>\$ 7,196,620</u>	
Revenue Service Vehicles	\$ 27,776,026	
Fleet Engineers Plan		\$ 27,287,152
Support Vehicles (Grants & Non-Grant)	\$ 1,168,054	\$ 598,704
Revenue Service Vehicle Repair Components (Non-Grant)	\$ 1,048,000	\$ 1,040,000
<b>Sub Total</b>	<b>\$ 29,992,080</b>	<b>\$ 28,925,856</b>

**INFORMATION / COMMUNICATION / ITS**

<b>Bus and Rail Communication Equipment, ITS, and upgrades of UTA's Network System ( Grant &amp; Non Grant Items)</b>		
Rail Customer Information	\$ 1,000,000	\$ 1,500,000
Electronic Fare Collection	\$ 8,000,000	\$ 2,000,000
Technology Strategic Plan (Future Grants and Funding)	\$ 1,500,000	\$ 1,100,000
Upgrades and Replacement of Current Network System	\$ 609,140	\$ 500,000
<b>Sub Total</b>	<b>\$ 11,109,140</b>	<b>\$ 5,100,000</b>

**FACILITIES, MAINT. AND OFFICE EQUIP.**

<b>Facilities Expansion ( Non-Grant)</b>		
Warm Springs Service Center	\$250,000	
MB Remodel (IS & Furniture)	\$200,000	
Ogden Fuel Island Engr	\$100,000	\$1,500,000
Mobility Center Facility	\$1,200,000	
OWS Projects	\$ 70,000	
LRT Grade Cross Incdnt Rpr/Upgrd	\$ 250,000	\$ 100,000
Future Projects		\$ 1,312,000
	<u>\$ 2,070,000</u>	<u>\$ 2,912,000</u>
Facilities Repair and Replace (Non-Grant)	\$ 1,942,000	\$ 1,456,000
Office Capital Equipment (Non-Grant)	\$ 351,000	\$ 546,000
<b>Sub Total</b>	<b>\$ 4,363,000</b>	<b>\$ 4,914,000</b>

**MAJOR STRATEGIC PROJECTS**

<b>MSP ( Current Grants)</b>	Bus Support / Security Equipment	\$	289,000	\$	320,000
	LRT Projects	\$	250,000		
	BRT 3500 S Demo. Proj PH1 & 2	\$	3,315,708	\$	3,780,000
	P&R Lot 3500 S 5600 W	\$	1,700,000	\$	500,000
	D&RGW - Davis County Trails	\$	1,000,000	\$	1,390,000
<b>MSP ( Future Grants)</b>	Security Equipment and Projects	\$	193,200	\$	40,000
	West Valley Intermodal Center	\$	4,972,835	\$	2,430,000
	Provo Intermodal Center	\$	-	\$	2,000,000
	BRT Utah County	\$	-	\$	6,000,000
	P&R 3900 South & Wasatch Blvd	\$	700,000		
	LRT Quiet Zone	\$	29,000	\$	-
	Orem IMC Design / Construction / ROW	\$	4,500,000	\$	1,000,000
	SLC Plaza IMC	\$	4,800,000		
	VTA Cars Rehab	\$	4,461,337	\$	-
	Fiber Optic System	\$	650,000		
<b>MSP ( Non Grants)</b>	Extension of Receiving Track 1	\$	600,000	\$	-
	Facilities Remodeling Projects and Expansions	\$	726,840	\$	122,960
	<b>Sub Total</b>	<b>\$</b>	<b>28,187,920</b>	<b>\$</b>	<b>17,582,960</b>

**2015 RAIL - TRAX & FrontRunner**

<b>2015 Rail ( Current Grants)</b>	CRN Weber Co to Salt Lake	\$	21,000,000		
	LRT Hub 200 South (Seg B)	\$	2,440,058	\$	-
	LRT Hub 600 West (Seg C)	\$	4,056,336	\$	-
	Mid Jordan LRT	\$	106,872,000	\$	146,738,000
	Draper LRT	\$	5,990,000	\$	6,444,554
<b>2015 Rail ( Non Grants)</b>	CRS New to Utah Co	\$	203,410,000	\$	258,034,594
	EIMCO (Rehab/Planning)		\$3,300,000		\$0
	West Valley LRT	\$	48,103,000	\$	60,954,000
	Airport LRT	\$	12,821,000	\$	8,074,000
	2015 Program Management/Contingency	\$	13,300,000	\$	19,500,000
	ZCMI Warehouse	\$	500,000	\$	500,000
	FrontRunner Start Up	\$	2,421,337		
	<b>Sub Total</b>	<b>\$</b>	<b>424,213,731</b>	<b>\$</b>	<b>500,245,149</b>

**RAIL PROJECTS**

<b>Rail Projects ( Non Grants)</b>	45 Destination Sign Replacement	\$	390,000		
	Hydraulic Press Brake	\$	110,000		
	14 Ticket Vending Machines	\$	602,000	\$	900,000
	Vehicle Maintenance	\$	725,000		
	UTDC Upgrades	\$	710,000		
	Future Projects			\$	3,192,000
	<b>Sub Total</b>	<b>\$</b>	<b>2,537,000</b>	<b>\$</b>	<b>4,092,000</b>

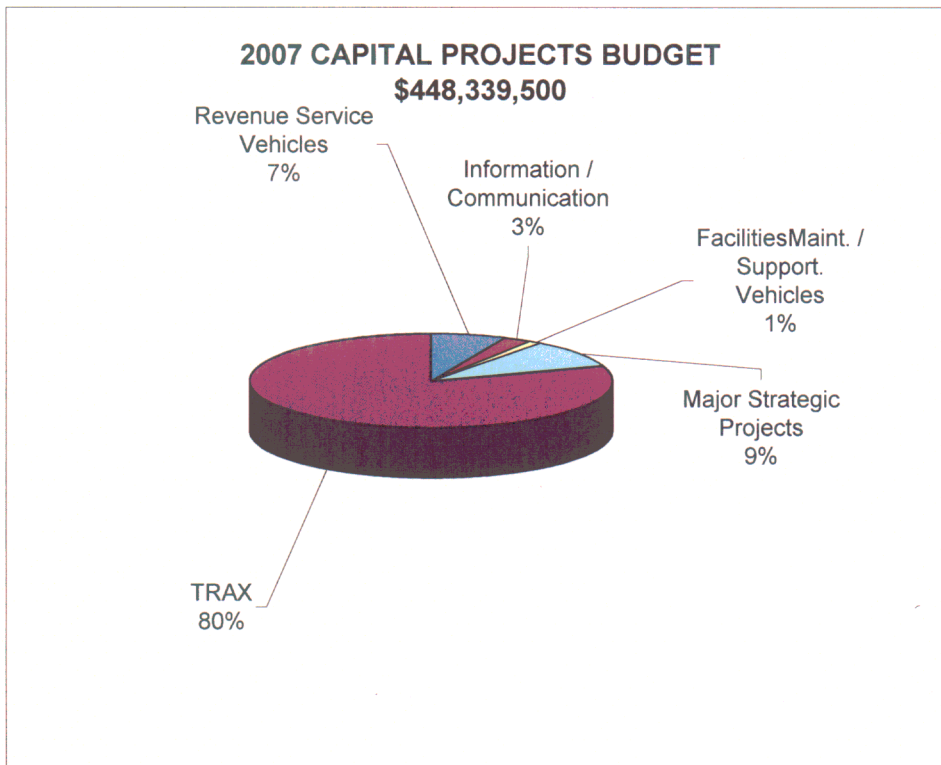
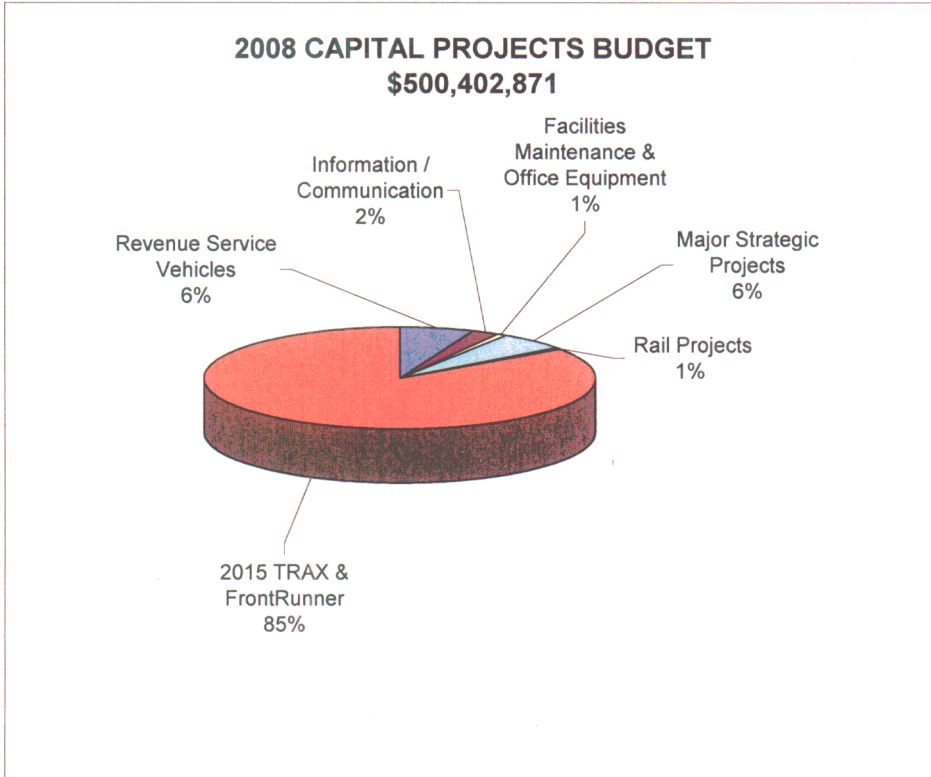
**Total Cost of Capital Items**      **\$**      **500,402,871**      **\$**      **560,859,965**

**Source of Funds for Capital Items**

<b>Current Grants</b>	\$	110,054,253
<b>Future Grants</b>	\$	10,306,976
<b>Local &amp; Other Contributions</b>	\$	-
<b>UTA Match</b>	\$	380,041,642
<b>Total</b>	<b>\$</b>	<b>500,402,871</b>

Grants and Future Grants the Authority receives from the Federal Government generally requires a 3% to 50% match.

Figure 2.5.1

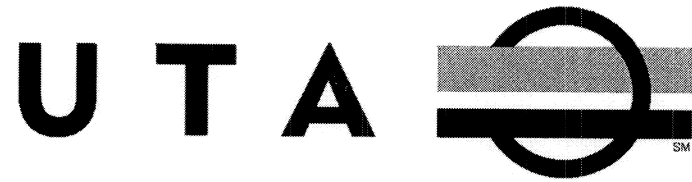


UTAH TRANSIT AUTHORITY  
 PRIMARY TRANSIT DEVELOPMENT PLAN - CAPITAL PROJECT SUMMARY  
 2008 - 2012  
 (000)

Figure 2.5.2

CAPITAL FUNDING	Budget 2008	Estimated 2009	Estimated 2010	Estimated 2011	Estimated 2012
<b>REVENUE SERVICE VEHICLES</b>					
	\$ 9,840	\$ 8,691	\$ 9,203	\$ 9,547	\$ 9,905
<b>INFORMATION / COMMUNICATION / ITS</b>					
	\$ 2,190	\$ 2,038	\$ 1,916	\$ 1,788	\$ 1,656
<b>FACILITIES, MAINTENANCE, AND OFFICE EQUIPMENT</b>					
	\$ -	\$ -	\$ -	\$ -	\$ -
<b>MAJOR STRATEGIC PROJECTS</b>					
	\$ 13,602	\$ 16,725	\$ 15,966	\$ 13,043	\$ 10,679
<b>2015 RAIL Trax &amp; FrontRunner Projects</b>					
	\$ 97,880	\$ 93,040	\$ 93,040	\$ 109,459	\$ 131,491
<b>RAIL PROJECTS</b>					
	\$ -	\$ 3,484	\$ 3,484	\$ 3,820	\$ 3,820
<b>BONDING</b>	\$ 700,000	\$ -	\$ 400,000	\$ 180,000	\$ 100,000
<b>BEGINNING CAPITAL RESERVE</b>	\$ 69,878	\$ 441,174	\$ 55,901	\$ 56,804	\$ 61,667
<b>NET REVENUES FOR DEBT SERVICE AND CAPITAL</b>	\$ 105,129	\$ 115,518	\$ 116,142	\$ 120,494	\$ 117,475
<b>TOTAL SOURCES OF FUNDS FOR CAPITAL ITEMS</b>	<b>\$ 998,320</b>	<b>\$ 680,670</b>	<b>\$ 695,652</b>	<b>\$ 494,956</b>	<b>\$ 436,692</b>
<b>CAPITAL EXPENSES</b>					
<b>REVENUE SERVICE VEHICLES</b>					
	\$ 29,992	\$ 28,926	\$ 28,361	\$ 26,267	\$ 21,836
<b>INFORMATION / COMMUNICATION / ITS</b>					
	\$ 11,109	\$ 5,100	\$ 5,100	\$ 5,100	\$ 5,100
<b>FACILITIES, MAINTENANCE AND OFFICE EQUIPMENT</b>					
	\$ 4,363	\$ 5,513	\$ 5,111	\$ 5,315	\$ 5,528
<b>MAJOR STRATEGIC PROJECTS</b>					
	\$ 28,188	\$ 18,485	\$ 21,968	\$ 14,653	\$ 10,174
<b>2015 RAIL Trax &amp; FrontRunner Projects</b>					
	\$ 424,214	\$ 500,246	\$ 501,695	\$ 289,274	\$ 223,483
<b>RAIL PROJECTS</b>					
	\$ 2,537	\$ 4,092	\$ 3,216	\$ 3,985	\$ 3,478
<b>Debt Service and Retirement</b>	\$ 56,743	\$ 62,407	\$ 73,398	\$ 88,694	\$ 95,335
<b>Total Expense of Capital Items</b>	<b>\$ 557,146</b>	<b>\$ 624,769</b>	<b>\$ 638,848</b>	<b>\$ 433,289</b>	<b>\$ 364,933</b>
<b>Additons to / (Use of Reserves)</b>	<b>\$ 441,173</b>	<b>\$ 55,901</b>	<b>\$ 56,804</b>	<b>\$ 61,667</b>	<b>\$ 71,758</b>

Note: Some Totals may not be exact due to rounding and transferring from other spreadsheets



## **2.6 CURRENT DEBT OBLIGATIONS**

## **BONDED DEBT OBLIGATIONS**

As of January 1, 2008, Utah Transit Authority had seven outstanding bonded debt obligations outstanding. These obligations provided financing for the acquisition of certain rail rights-of-way for corridor preservation purposes, a partial refunding of the 1997A Bonds (which were for construction of the North/South LRT project), initial financing for construction of the Commuter Rail-North project, additional Commuter Rail-North financing, a partial refunding of the 2002A Bonds, and 2015 financing and partial refunding of the 2005B Bonds. Outstanding bonded debt obligations are detailed below.

### **Sales Tax Revenue Bonds, Series 2002A**

The \$180,200,000 Series 2002A Bonds were used in large part for the acquisition of rail rights-of-way in 2002, with remaining funds being used for certain other extensions and improvements to the Authority's transit system. These bonds are rated AAA by S&P and Aaa by Moody's. Principal and interest on the Series 2002A bonds are due in installments on June 15 and December 15 of each year and are payable through Zion's First National Bank, Corporate Trust Department as Paying Agent to registered owners. Interest is fixed at rates ranging from 3.25% to 5.0 % depending upon when the bonds are scheduled to mature. The scheduled payment of principal and interest on the Series 2002A bonds are guaranteed under an insurance policy by Financial Security Assurance, Inc. These bonds have been partially refunded by the 2006C Bonds.

### **Sales Tax Revenue Refunding Bonds, Series 2005A**

The \$20,630,000 Series 2005A Bonds were issued for the sole purpose of redeeming all of the 1997A Bonds maturing on and after December 15, 2008. The 2005A Bonds were issued such that the true interest cost of the bonds is significantly less than the true interest cost on the 1997A Bonds, resulting in significant interest savings to UTA. The proceeds of the 2005A Bonds were deposited with Zions First National Bank, Corporate Trust Department as escrow agent, for redemption of said bonds. The 2005A Bonds are rated AAA by S&P and Aaa by Moody's rating agencies. Principal and interest on the Series 2005A Bonds are due in installments on June 15 and December 15th of each year and are payable thru Zion's First National Bank, Corporate Trust Department as paying agent to registered owners. Interest is fixed at rates ranging from 3.25% to 5.25% depending upon when the bonds are scheduled to mature. The scheduled payment of principal and interest on the Series 2005A Bonds are guaranteed under an insurance policy by Financial Security Assurance, Inc.

### **Sales Tax Revenue Bonds, Series 2005B**

The \$175,000,000 Series 2005B Bonds are being used for construction of the Commuter Rail-North project. These bonds are rated AAA by S&P and Aaa by Moody's rating agencies. Principal and interest on the Series 2005B Bonds are due in installments on June 15 and December 15 of each year and are payable thru Zions First National Bank, Corporate Trust Department as paying agent to registered owners. Interest is fixed at rates ranging from 3.5% to 4.25 % depending upon when the bonds are scheduled to mature. The scheduled payment of



principal and interest on the Series 2005B Bonds are guaranteed under an insurance policy by Financial Security Assurance, Inc. These bonds have been partially refunded by the 2007A Bonds.

### **Subordinated Sales Tax Revenue Bonds, Series 2006A, and the Subordinated Sales Tax Revenue Bonds, Series 2006B**

The \$87,500,000 Series 2006A and the \$87,500,000 Series 2006B Bonds were issued for construction of the Authority's Commuter Rail North-Project and are rated AAA by S&P and Aaa by Moody's rating agencies. The Series 2006A and the Series 2006B bonds are subordinate to the Senior Bonds. They are special limited obligations of the Authority, payable from and secured solely by the pledged revenues, after payment of all senior bonds. The Series 2006A and the Series 2006B Bonds are payable from an irrevocable direct-pay letter of credit issued by Fortis Bank, S.A./N.V. through its New York branch in favor of the trustee, Zions First National Bank. Interest is payable monthly at a variable rate of interest, which currently is determined daily. The bonds will mature on June 1, 2036, but are subject to a prior redemption provision.

### **Sales Tax Revenue Refunding Bonds, Series 2006C**

The \$134,650,000 Series 2006C Bonds were issued for the sole purpose of redeeming all of the 2002A Bonds maturing on and after June 15, 2013. The 2006C Bonds were issued such that the true interest cost of the bonds were much less than the true interest cost on the 2002A Bonds, resulting in significant interest savings to UTA. Proceeds of the 2006C Bonds were deposited with Zions First National Bank, Corporate Trust Department as escrow agent. The Escrow Agent will redeem said bonds effective December 15, 2012. The 2002A Bonds maturing in 2008, 2009, 2010, 2011, and 2012 remain outstanding. The 2006C Bonds are rated AAA by S&P and Aaa by Moody's rating agencies. Principal and interest on the Series 2006C Bonds are due in installments on June 15th and December 15th of each year and are payable through Zions First National Bank, Corporate Trust Department as Paying Agent to registered owners. Interest is fixed at rates ranging from 5.00% to 5.25% depending upon when the bonds are scheduled to mature. The scheduled payment of principal and interest on the Series 2006C Bonds is guaranteed under an insurance policy by Financial Security Assurance, Inc.

### **Subordinated Sales Tax Revenue and Refunding Bonds, Series 2007A**

The \$261,124,108.55 Series 2007A Bonds were issued for the joint purpose of providing construction monies for the 2015 projects and other system improvements, and for the early redemption of a portion of the 2005B Bonds. The 2007A Bonds are rated AAA by S&P, Aaa by Moody's, and AAA by Fitch. Principal and interest on Series 2007A Bonds are due in installments on June 15 and December 15 of each year and are payable through Zion's First National Bank, Corporate Trust Department as Paying Agent to registered owners. Interest is fixed at rates ranging from 4.55% to 5.0 % depending upon when the bonds are scheduled to mature. The bonds are comprised of both current interest bonds and capital appreciation bonds. The scheduled payment of principal and interest on the Series 2005B Bonds is guaranteed under an insurance policy by MBIA Insurance Corporation. The portion of the 2007A Bonds that were issued for early redemption of a portion of the 2005B Bonds were issued such that the true

interest cost of the bonds was much less than the true interest cost on the 2005B Bonds, resulting in significant interest savings to UTA. Proceeds of the 2007A Bonds for redemption of the 2005B Bonds were deposited with Zions First National Bank, Corporate Trust Department as escrow agent. The Escrow Agent will redeem said bonds effective December 15, 2015. The 2005B Bonds that remain outstanding are identified in the accompanying schedule.

Current balances and scheduled principal payments for the bonds are found on the following schedule.

**SCHEDULE OF SALES TAX AND TRANSPORTATION REVENUE BONDS OUTSTANDING (as of 1/1/08)**

<u>Description</u>	<u>Date of Maturity</u>	<u>Coupon Interest Rates</u>	<u>Principal Amount Payable</u>
<b>Senior Debt:</b>			
<u>Series 2002 A, Sales Tax Revenue Bonds*</u>			
(Acquisition of Rail Rights-of -Way)			
	June 15, 2008	3.25%	\$ 3,500,000
	June 15, 2009	5.00%	\$ 3,650,000
	June 15, 2010	5.00%	\$ 3,850,000
	June 15, 2011	5.00%	\$ 4,025,000
	June 15, 2012	4.00%	\$ 4,225,000
			<u>\$ 19,250,000</u>

\*All 2002 A Bonds maturing on and after June 15, 2013 were legally defeased by the 2006 C Bond issue. Actual redemption will occur on December 15, 2012 with monies currently held in escrow.

Series 2005 A, Sales Tax Revenue Refunding Bonds  
(Advanced Refunding of a Portion of the 1997 A Bonds)

June 15, 2008	3.25%	\$ 870,000
June 15, 2008	4.00%	\$ 100,000
June 15, 2009	5.00%	\$ 1,015,000
June 15, 2010	5.00%	\$ 245,000
June 15, 2010	3.50%	\$ 815,000
June 15, 2011	5.00%	\$ 1,100,000
June 15, 2012	5.00%	\$ 1,165,000
June 15, 2013	3.75%	\$ 1,215,000
June 15, 2014	5.00%	\$ 1,270,000
June 15, 2015	5.00%	\$ 1,330,000
June 15, 2016	5.25%	\$ 1,400,000
June 15, 2017	5.25%	\$ 1,470,000
June 15, 2018	5.25%	\$ 1,550,000
June 15, 2019	5.25%	\$ 1,635,000
June 15, 2020	5.25%	\$ 1,720,000
June 15, 2021	5.25%	\$ 1,815,000
June 15, 2022	5.25%	\$ 1,915,000
		<u>\$ 20,630,000</u>

Series 2005 B, Sales Tax Revenue Bonds\*\*  
(Commuter Rail North Project)

June 15, 2008	3.50%	\$ 1,925,000
June 15, 2009	3.50%	\$ 2,000,000
June 15, 2010	3.50%	\$ 2,050,000
June 15, 2011	3.50%	\$ 2,175,000
June 15, 2012	4.00%	\$ 2,225,000
June 15, 2013	4.00%	\$ 2,300,000
June 15, 2014	4.00%	\$ 2,400,000
June 15, 2015	4.00%	\$ 2,525,000
June 15, 2021	4.125%	\$ 3,300,000
June 15, 2022	4.125%	\$ 3,450,000
June 15, 2025	4.25%	\$ 6,175,000
		<u>\$ 30,525,000</u>

\*\*A portion of the 2005 B Bonds were legally defeased by the 2007 A Bond issue with monies currently held in escrow. Maturities shown above were not defeased and remain outstanding.

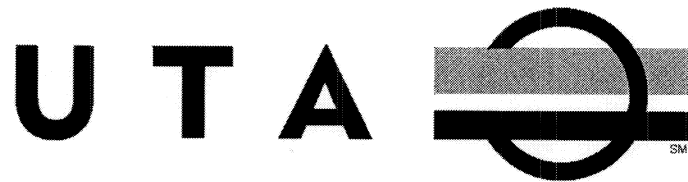
Series 2006 C, Sales Tax Revenue Refunding Bonds  
(Advanced Refunding of a Portion of the 2002 A Bonds)

June 15, 2013	5.00%	\$ 3,935,000
June 15, 2014	5.00%	\$ 4,135,000
June 15, 2015	5.25%	\$ 4,340,000
June 15, 2016	5.00%	\$ 4,570,000
June 15, 2017	5.25%	\$ 4,825,000
June 15, 2018	5.25%	\$ 5,085,000

	June 15, 2019	5.25%	\$	5,350,000
	June 15, 2020	5.25%	\$	5,635,000
	June 15, 2021	5.25%	\$	5,950,000
	June 15, 2022	5.25%	\$	6,265,000
	June 15, 2023	5.25%	\$	6,605,000
	June 15, 2025	5.25%	\$	14,305,000
	June 15, 2027	5.25%	\$	15,865,000
	June 15, 2029	5.25%	\$	17,630,000
	June 15, 2032	5.25%	\$	30,155,000
			\$	134,650,000
<b>Total Outstanding Senior Debt</b>			\$	205,055,000
<b>Subordinate Debt</b>				
<u>Series 2006 A, Subordinated Sales Tax Revenue Bonds;</u>				
(Commuter Rail North Project)				
	June 15, 2036	Variable Rate	\$	87,500,000
<u>Series 2006 B, Subordinated Sales Tax Revenue Bonds;</u>				
(Commuter Rail North Project)				
	June 15, 2036	Variable Rate	\$	87,500,000
<u>Series 2007 A, Subordinated Sales Tax Revenue and Refunding Bonds</u>				
(Commuter Rail North and 2015 Projects and Advanced Refunding of a Portion of the 2005 B Bonds)				
	June 15, 2016	5.00%	\$	2,320,000
	June 15, 2017	5.00%	\$	2,455,000
	June 15, 2018	5.00%	\$	2,565,000
	June 15, 2018 ***	4.55%	\$	10,329,334
	June 15, 2019	5.00%	\$	2,710,000
	June 15, 2019 ***	4.64%	\$	9,771,326
	June 15, 2020	5.00%	\$	2,850,000
	June 15, 2020 ***	4.70%	\$	9,259,694
	June 15, 2021 ***	4.770%	\$	8,755,180
	June 15, 2022 ***	4.830%	\$	8,278,939
	June 15, 2023 ***	4.88%	\$	7,831,818
	June 15, 2024	5.00%	\$	10,860,000
	June 15, 2024 ***	4.90%	\$	7,438,365
	June 15, 2025 ***	4.92%	\$	7,062,011
	June 15, 2026 ***	4.950%	\$	6,689,720
	June 15, 2027 ***	4.970%	\$	6,345,703
	June 15, 2028	5.000%	\$	19,310,000
	June 15, 2028 ***	4.990%	\$	6,016,922
	June 15, 2029 ***	5.000%	\$	5,715,229
	June 15, 2030 ***	5.01%	\$	5,427,758
	June 15, 2031	5.00%	\$	22,455,000
	June 15, 2031 ***	5.02%	\$	5,153,661
	June 15, 2032 ***	5.03%	\$	7,225,945
	June 15, 2033 ***	5.04%	\$	4,643,391
	June 15, 2034 ***	5.05%	\$	4,407,672
	June 15, 2035	5.000%	\$	63,270,000
	June 15, 2035 ***	5.050%	\$	4,193,275
	June 15, 2036 ***	5.050%	\$	3,988,031
	June 15, 2037 ***	5.050%	\$	3,795,134
			\$	261,124,109
<b>Total Outstanding Subordinate Debt</b>			\$	436,124,109
<b>Total Outstanding Sales Tax and Transportation Revenue Debt</b>			\$	<u>641,179,109</u>

\*\*\*These are capital appreciation bonds.





**SECTION 3  
APPENDIX AND GLOSSARY**

## APPENDIX

# Utah Transit Authority and Community Profile

## UTAH TRANSIT AUTHORITY PROFILE

**History:** The Utah Transit Authority was incorporated on March 2, 1970 under authority of the Utah Public Transit District Act of 1969 to provide a public mass transportation system for Utah communities. The UTA system began operation August 10, 1970 in Salt Lake County with 67 buses.

Today, UTA operates 663 vehicles and 69 light rail vehicles in a 1400 square mile service area that stretches over six counties from Payson to Brigham City. The Authority serves the largest segment of population in the State of Utah, approximately 1.8 million and operates in one of the largest geographical service areas of any transit agency in the U.S.

**Oversight  
and Governance:**

UTA is not a state agency; it is a political subdivision of the State of Utah. Oversight of UTA is exercised by a 15-member Board of Trustees appointed by each municipality or combination of municipalities (or county) that have annexed to UTA and that pay a local sales tax to support its operation. Through UTA's enabling legislation, the Utah State Legislature determines how many and also how board members are appointed. In 1997, the Legislature increased the board size from 14 to 15 members. Board members are appointed to serve two-year terms, with a limit of three consecutive terms.

UTA Board representation: There are seven members who represent Salt Lake County; one who represents unincorporated Salt Lake County; one member from Salt Lake City; two members from Utah County; and two each from Davis and Weber counties.

**Administration:**

UTA is managed by a General Manager, in accordance with the direction, goals and policies of the Board of Trustees. The General Manager supervises an executive staff of nine Chiefs and Regional General Managers. The General Counsel and Internal Auditor for the Authority report to the Board of Trustees.

**Metropolitan  
Planning  
Organizations:**

The Metropolitan Planning Organizations (MPO) for the Wasatch Front region or urbanized area, Wasatch Front Regional Council and Mountainland Association of Governments are responsible for developing long range transportation plans for their areas. These plans deal with highway networks, transit service, airports, bicycling and pedestrian facilities, and are based on projected population and employment trends. All of UTA and UDOT's long-range transportation plans are developed in cooperation with and approved by WFRC and MAG.

**Funding:**

The State of Utah does not provide any operational funding or capital funding to UTA. UTA's operational funding comes from the local municipalities and/or counties that have voted to annex to the transit district and pay up to ½ of 1% local option sales tax.

UTA receives approximately 14% of the operating cost from passengers as fares paid for service.

On May 22, 1998, the U.S. Congress passed the Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21). TEA 21 authorizes federal capital expenditures for transit projects. SAFETEA-LU the reauthorization bill has been approved, but because the FY 2006 Transportation Appropriations bill was developed prior to approval it does not fund new transit programs (such as UTA's Commuter Rail) authorized by SAFETEA-LU, until the next fiscal year.

UTA receives Federal Operating/Preventative Maintenance Grants as defined by the National Transit Database.

In addition, TEA 21 authorizes Congress to appropriate 50-80% of the capital costs for constructing light rail extensions and commuter rail provided that there is a 20-50% local match and provided that there are ongoing operational funds committed to the projects.

Appropriations are made by the Congress on an annual basis.

**Service/Fleet Info:**

- Service area covers 1,400 square miles - Payson to Brigham City
- 6-county area (Salt Lake, Davis, Weber, parts of Box Elder, Tooele and Utah)
- 117 routes – 6,974 bus stops
- 70,862 projected weekday bus service mile in 2008
- 20,362,712 projected schedule miles in 2008
- 445 active buses, 48 active commuter coaches, 102 active Flextrans buses / vans, and 55 TRAX vehicles, 55 commuter passenger rail vehicles and 11 commuter locomotives at the beginning of 2008



- Bike racks are installed on all UTA buses
- UTA ski service runs from November through Easter seven days a week to four resorts in Big and Little Cottonwood Canyons as well as ski resorts in Provo Canyon

**Ridership:**

- 122,952 average weekday (2007)
- 36,465,000 Projected annual passengers (2008)

**UTA Services  
and Rider Programs:**

- Fixed route bus service
- TRAX (light rail)
- Flextrans (disabled customer service)
- Rideshare (carpooling and vanpooling)
- Eco-Pass (group discount program)
- Ed Pass (school discount program)
- Ski bus service
- Bike racks
- DART Shuttle Service ( Downtown restaurants and Delta Center)
- Monthly passes
- Free fare zone
- UTA web site

**Projects:**

- TRAX 15-mile North/South light rail line completed December 1999.
- University Stadium Extension (Downtown Salt Lake City to University of Utah) light rail line completed December 2001
- Medical Center Extension (University Stadium to the University Hospital) completed September 2003
- Other Pending Light Rail Extensions (West Valley City, Draper, West Jordan)
- Commuter Rail (Provo to Brigham) Salt Lake North to Ogden under construction.
- Bus Rapid Transit: South Davis county (8miles), 2012; 3500 South (9 miles), 2012; Provo/Orem (10miles), 2012.

## COMMUNITY PROFILE

The Authority's Service Area is the region referred to as the Wasatch Front. The population of the Utah Transit Authority's Service Area is approximately 1,869,200.

**Box Elder County.** The Authority services only a portion of Box Elder County, comprised of the cities of Brigham, Perry and Willard and some unincorporated areas. Box Elder County (the fourth largest county in the State) accounts for approximately 2% of the population and approximately 2% of the nonagricultural employment of the service area of the Authority. The principal city is Brigham City. The county's population increased approximately 17.2% from 1990 to 2000. The largest employment sectors are manufacturing, wholesale and retail trade, and government. Major employers include Alliant Tech – Thiokol Propulsion Group, AutoLiv ASP, La-Z-Boy, Utah and WalMart Distribution Center.

**Davis County.** Davis County accounts for approximately 14% of the population and approximately 10% of the nonagricultural employment of the service area of the Authority. The principal cities include Bountiful, Centerville, Farmington, Kaysville, Layton and Clearfield. The county's population increased approximately 27.2% from 1990 to 2000. The largest employment sectors are wholesale and retail trade; government, and service. Major employers include Hill Air Force Base, the Freeport Center, Davis County School District, Smith's Foods and Albertson's Foods.

**Salt Lake County.** Salt Lake County accounts for approximately 50% of the population and approximately 61% of the nonagricultural employment of the Service Area of the Authority. Salt Lake City is the capital and largest city in the state. The principal cities include Salt Lake City, West Valley City and Sandy City. Due to continuous economic and population growth, most of the cities in Salt Lake County have grown into a single large metropolitan area, with Salt Lake City being the commercial center of this metropolis. The county's population increased approximately 23.8% from 1990 to 2000. The largest employment sectors are service; wholesale and retail trade; and government. Major employers include the University of Utah (including the hospital), State of Utah, Granite and Jordan School Districts, Salt Lake County, Intermountain Health Care, Inc. and The Church of Jesus Christ of Latter-day Saints.

**Northern Tooele County.** The Authority services only the northern portion of Tooele County, which comprises the cities of Tooele and Grantsville and some unincorporated areas. Tooele County accounts for approximately 2% of the population and approximately 1% of the nonagricultural employment of the service area of the Authority. The principal cities include Tooele and Grantsville. The county's population increased approximately 53.1% from 1990 to 2000. The largest employment sectors are government; wholesale and retail trade; and transportation, communications and public utilities. Major employers include the Tooele Army Depot, Tooele County School District, Dugway Proving Grounds and US Magnesium Corporation of Salt Lake City.

**Utah County.** Utah County accounts for approximately 21% of the population and approximately 16% of the nonagricultural employment of the service area of the Authority. The principal cities include Provo and Orem. The county's population increased approximately 39.8% from 1990 to 2000. The largest employment sectors are service; wholesale and retail trade; and manufacturing. Major employers include Brigham Young University, Alpine, Provo and Nebo School Districts, Utah Valley State College, Intermountain Health Care, Inc. and Novell, Inc.

**Weber County.** Weber County accounts for approximately 11% of the population and approximately 10% of the nonagricultural employment of the Service Area of the Authority. The principal city is Ogden. The county's population increased approximately 24.1% from 1990 to 2000. The largest employment sectors are; service; wholesale and retail trade; and government. Major employers include the Internal Revenue Service, Weber State University, AutoLiv ASP, McKay Dee Medical Center, and Weber and Ogden City School Districts.

## 2008 BUDGET GLOSSARY

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

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

**ADA - Americans with Disabilities Act** - Passed by the federal legislature in 1990, this Act provides comprehensive guidelines designed to protect disabled individuals against discrimination.

**AGC** - Associated General Contractors

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

**ATU** - Amalgamated Transit Union

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

**BRT** – Bus Rapid Transit - a bus system similar to a fixed guide-way system that includes all or some of the following features: Limited Stops, Traffic Signal priority, Separate Lanes, Dedicated Right of Way, Station Services, Docking Systems and other enhancements.

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

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

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

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

**Capital Grant** – Monies received from a grantor , primarily the Federal Transit Administration (FTA) used to acquire fixed assets.

**Capital Reserve** - An account used to segregate a portion of the Authority's equity to be used for future capital program expenditures.

**C.E.O. Quality Program** - A program in operation where the Bus Operator is the CEO of his bus. CEO stands for Control of the bus, always being on time Never Early, and Always On Route.

**CMAQ**- Congestion Mitigation and Air Quality program. Highway program money in TEA-21 and ISTEA to reduce congestion and improve air quality.

**Debt** - The amount of money required to pay interest and principal on the Authorities borrowed funds.

**Debt Limit** – A legal limit of total amount of bonds, notes, warrants or any other type of obligation issued or outstanding that can not be exceeded by the Authority.

**Department** - An organizational unit responsible for carrying out major Authority functions, such as operations, administration, and community relations.

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

**Ends Policies** – Policies to guide Utah Transit Authority about the ends to be achieved and means to those ends.

**Extra board** – Operators who have no assigned run but are used to cover runs deliberately left open or runs left open because of absence of assigned operators.

**Farebox Revenues** – All revenues from sale of passenger tickets, passes, tokens or other instruments of fare payment.

**Flextrans Transportation** - A major Authority program whereby transportation services are provided to the transportation disabled.

**FRA** - Federal Railroad Administration.

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

**FTA - Federal Transit Administration** - Formerly the Urban Mass Transportation Administration (UMTA). The FTA provides capital and operating funds to the Agency.

**FTE – Full Time Equivalent Positions** – A part time position converted to a decimal equivalent of a full time position based on 2,080 hours per year. For example a part time position working 20 hours per week would be the equivalent of .5 of a full time position.

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

**Goal** – A statement of broad direction, purpose or intent.

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

**Hybird bus** – One that runs on hybrid propulsion. A vehicle power system that runs on electrical power supplied by an onboard generator powered by an internal combustion engine.

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

**Intermodal** - Those issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation and coordination of various modes. Also known as “multimodal”.

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

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

**ITS - Intelligent Transportation System** - Use of computer technology to improve transportation systems.

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

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

**Local Match** - The portion of funding provided by UTA or other contributors towards purchase of capital items.

**Low-floor vehicles** – One which has an entranceway and floor closer to the ground for easier access by those with disabilities.

**LRT** – Light rail transit

**LRV - Light Rail Vehicles** - These vehicles will be used on the TRAX Light Rail System.

**MPO** – Metropolitan Planning Organization. Local group that selects projects, highways and transit to be given funds.

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

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

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

**OV&P - Employee Partnering and Visioning Training** - A week long program where operators receive from and give input to management and training, information about the authority, its people and operations.

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

**Park & Ride Lots** - Parking lots provided for patrons to park their vehicles in while commuting on buses or the light rail system.

**Passengers** – The number of transit vehicle boarding’s, including charter and special trips. Each passenger is counted each time that person boards a vehicle.

**Park-and-ride lot** – Lot to which passengers drive their cars, leave them for the day and board transit vehicles.

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

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

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

**Platform Hours** - Time during which an operator operates the revenue vehicle, either in line service or deadheading.

**PM - Preventative Maintenance Funds** - Funding provided by the Federal Transit Administration for preventative maintenance of UTA's fleet.

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

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

**Rapid transit** – Synonym for fixed guideway public transport ( usually rail)

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

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

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

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

**RFP** - Request for proposal.

**Rideshare**- Transportation provided to industry to promote car pooling in UTA and company sponsored vans.

**SAFETEA-LU** – The Safe, Accountable, Flexible and Efficient Transportation Equity Act. A Legacy for Users. The U.S. DOT's six-year \$286 billion surface transportation legislation, signed into law on August 10, 2005



**Sales Tax** - This tax is levied by the State within the service district for the Authority.

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

**Special Bus Revenue** - Revenues generated from special engagements such as special trips to Provo for Brigham Young University football games.

**Strategic Projects** – Projects that prepare UTA for future growth and transportation needs of the community along the Wasatch Front.

**TIP** – Transportation Improvement Program. Federally mandated state program or projects to be implemented over several years.

**TRAX Light Rail** - The light rail system running from approximately 100<sup>th</sup> South, North in Sandy to Salt Lake City.

**Transit Development Plan –TDP-** a in house model developed to forecast cash flow for the next 30 years. It is also used as a sensitivity analysis tool for adding various program and projects to UTA’s system showing the cost impact the program may have on our current system.

**UDOT** - Utah Department of Transportation.

**UZA** – Urbanized area. One designated by the Census Bureau as having at least 50,000 inhabitants in a central city or two adjacent cities.

**Vision Statement** - This statement provides long-term guidance to the Authorities purpose and objectives. This Vision Statement is the basis of the Authority’s yearly objectives.

**University / Medical Center Light Rail** - A light rail system starting in Salt Lake City, intersecting the north south Trax line, and continuing to the University of Utah and the University Medical Center.