

Utah Transit Authority Budget Document 2017



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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 UTA 2016 Budget Document has six major areas: Introduction and Overview; Financial Structure, Policy, and Process; Financial Summaries; Capital and Debt; Department Information; and Statistical and Supplementary Information.

Section 1, **Introduction and Overview**, contains the Budget Message, a description of priorities and issues for the budgeted 2017 year. The message describes significant changes in priorities (if any) from the previous year and highlights issues facing UTA in developing the current budget. This section also includes UTA's Strategic Plan and Performance Goals, the Budget Process and the UTA policies that apply to the budget process.

Section 2, **Financial Structure, Policy and Process**, starts with UTA's organization chart. A discussion of fund descriptions and structure follows as well as a discussion of the basis of budgeting. The section ends with a listing of key financial policies and a detailed description of UTA's budget process.

Section 3, **Financial Summaries**, begins with a summary of overall Authority revenues and expenditures, followed by expenditure summaries for UTA's functional operating areas with a comparison between 2015 actual, 2016 budget, 2016 amended, and 2017 budget totals. This section also includes a summary of projected fund balances, a discussion of key revenues projected reserves, and a summary of UTA's long-range financial forecast.

Section 4, **Capital and Debt**, leads off with UTA's summary capital budget. That is followed with detailed descriptions of capital projects included in the 2017 budget and their effect on the operating budget. UTA's debt profile and annual debt service payments complete this section.

Section 5, **Department Information**, begins with a position summary schedule and is followed by department descriptions. They are organized by individual Chief Officer's area of responsibility and displays each business unit included in their area. Starting with the President/CEO's office, each department description contains the following:

- The Business Unit name and Chief Officer
- Department function
- Department organization chart

Section 6, **Statistical and Supplementary Information**, contains a budget glossary as well as a Utah Transit Authority and Community Profile.

Distinguished Budget Presentation Award

The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation award to Utah Transit Authority for its annual budget for the fiscal year beginning January 1, 2016. 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, 2016

Jeffrey R. Egan

Executive Director



Section 1

Introduction and Overview



Utah Transit Authority

2017 Budget Message

The Utah Transit Authority (UTA) Board of Trustees has developed both core and strategic goals for the fiscal year ending December 31, 2017. Accordingly, the 2017 budget is based on these goals as well as policies and procedures established by the Board of Trustees.

Many external factors affect UTA's financial operations and budgeting, including sales tax revenue growth, ridership and associated fare-box revenue, diesel fuel prices, cost of electricity, and federal funding decisions. Internally, UTA's 2,400+ dedicated team members employ multiple cost-saving techniques like LEAN and continuous improvement to hold down costs while providing superior value and service to the community.

Ridership for the previous year was at near-record levels with more than 46 million trips taken in 2015. This was in part due to additional service implemented on 15 bus routes, as well as increased service and extended weekend hours on TRAX light rail and the S-Line Streetcar. These enhancements were financed by savings gleaned from organizational efficiencies and strong sales tax growth.

These results and the efforts going forward comply with the Board of Trustees' 2020 Strategic Plan. This document provides focus for and on the future. Among its highlights are sections detailing:

- Customer focus
- Finances & funding
- Ridership & service
- Accountability
- Sustainability
- Transit oriented development
- Economic development

UTA's long-term goals, as defined by the 2020 Strategic Plan, will be achieved through increasing ridership, maintaining fiscal responsibility, enhancing organizational and operational excellence, and building upon recent reforms enacted by the UTA Board of Trustees to address public trust and accountability. More information about these reforms and others which are in progress is available at <http://www.rideuta.com/About-UTA/Board-of-Trustees/Board-Message>.

Keeping in mind the longer-term goals in UTA's 2020 Strategic Plan, the Board of Trustees established the following 2016 goals:

- Core Goal 1: Public Trust and Accountability - Provide a better connection between UTA and the community
- Core Goal 2: Ridership - Long-term positive growth; increase ridership by 2.5 percent over 2015 actuals
- Core Goal 3: Investment Per Rider (IPR) - Maximize ridership, passenger revenue and lower operating costs as measured by a formula of operating expenses minus passenger revenue over ridership totals
- Core Goal 4: Revenue Development - Aggressively pursue non-sales tax revenue
- Strategic Goal 1: Transit Oriented Development (TOD) - Help plan for more transit-supported and supportive land use at station areas

- Strategic Goal 2: Leverage advances in fare collection technology - Increase use of electronic fare collection and simplify fare structure
- Strategic Goal 3: Improve First and Last Mile access to UTA's system - Implement projects identified in 2015 First Mile/Last Mile Report

With the hiring of a new General Counsel in 2015 and a new President/CEO and Chief Internal Auditor in 2016, the Board has put in place a leadership team who, along with UTA's 2,400+ employees, are dedicated to earning your trust and working every day to provide a safe, convenient, and cost-effective transit system upon which you, our riders, and Wasatch Front residents can depend.

With sincerest regards,



Robert K. Biles
Chief Financial Officer

About the Utah Transit Authority

Since its beginnings in 1970, UTA has expanded from a small company operating 90 buses and traveling 3 million annual service miles, to the current system of just over 600 active and reserve regular service transit vehicles (including CNG, hybrid-electric, ski, and over-the-road coaches) that provide 26 million annual revenue miles of service.

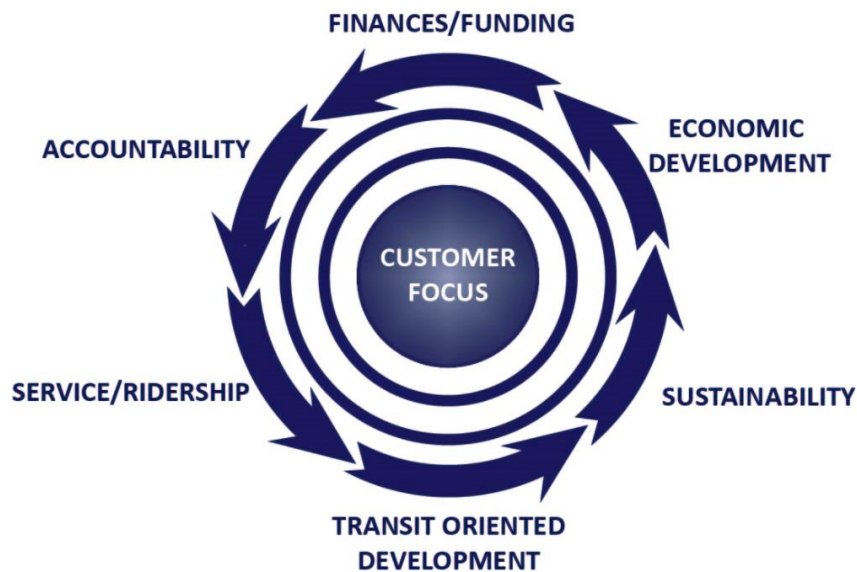
UTA serves the populations of Weber, Davis, Utah, Box Elder, Tooele and Salt Lake Counties. Today, UTA operates streetcar, light rail, commuter rail, bus (regular fixed-route and express), bus rapid transit, vanpool, paratransit, and route deviation services.

UTA now provides more than 46 million passenger boardings annually with 162,000 average daily weekday boardings. The Special Services Business Unit offers paratransit and route deviation services along the Wasatch Front totaling more than 2 million revenue miles and 811,000 passenger boardings per year. UTA's bus services (regular fixed route, regular express, and bus rapid transit) operate 14.4 million revenue miles and boast nearly 20 million passenger boardings annually. The Salt Lake Valley TRAX light rail system operates 2 million annual revenue miles with more than 19 million passenger boardings, while the Commuter Rail system, extending from Salt Lake Central Station North to Ogden and south to Provo, operates over 1 million revenue miles and attracts more than 4.6 million passenger boardings annually. The S-Line streetcar, which connects neighborhoods in South Salt Lake and Sugarhouse, operates approximately 60,000 revenue miles and has nearly 400,000 passenger boardings per year.

UTA currently has over 2,400 employees. As UTA prepares to stabilize its service after completing an ambitious capital program, it is critical that the workforce is engaged and motivated, and participates in achieving the organization's goals.

UTA'S 2020 STRATEGIC PLAN

UTA continues to make progress toward its 2020 Strategic Plan, which guides and challenges every department, business unit, and employee in our organization through the year 2020. The Plan was developed through an extensive outreach process involving the UTA Board, UTA employees, and political, business, and rider advocacy stakeholders. The feedback we received shaped the 2020 Strategic Plan, which will serve as a blueprint for our agency's future. Customer Focus was identified as the central goal of the Plan. Supporting Customer Focus, six goal areas were prioritized (see figure below): Accountability, Finances and Funding, Ridership and Service, Sustainability, Transit Oriented Development, and Economic Development. Within each of these goal areas, concrete goals were established (see table on next page); these will form the basis for UTA's direction forward and future success as an outstanding transit agency.



In 2014, the Board of Trustees decided to establish goals through 2020. After a series of stakeholder input sessions, they established the following 2020 goals which are used to inform UTA's annual goals.

2020 STRATEGIC PLAN

CATEGORY	GOAL
Customer Focus	Customer Focus
Finances/Funding	Support full funding of the Unified Transportation Plan
	Retire long term debt ahead of schedule
Ridership and Service	Double ridership through full funding of the Unified Plan
	Increase levels of service by 50 percent
	Develop new fare products and equitable fare policies
	Reduce the average customer trip time by 25 percent
	Develop a fully integrated First/Last Mile Strategy
	Find and attract new markets for ridership
	Attract, retain and develop an effective and committed workforce
Accountability	Develop and publish a refined reporting process back to our stakeholders
	Convene a public advisory committee to gather feedback on transit plans and policies
	Develop the metrics to evaluate progress of the 2020 Strategic Plan
Sustainability	Support clean air initiatives including pass programs and partnerships with other state and local Air Quality groups
	Operate a balanced fleet of alternative fuel vehicles
	Fully fund a 'State of Good Repair' program
Transit Oriented Development	Partner with communities and external stakeholders on UTA station area planning processes
	Pursue more public-private partnerships to leverage UTA assets in order to generate revenue that can support more transit service
	Host TOD round-table sessions with other transit agencies in order to learn and adapt 'best practices' at UTA
Economic Development	Partner with corporations looking to support sustainable transportation initiatives
	Partner with state tourism agencies to support transportation alternatives for the tourist industry
	Connect with the 'global' transportation network
	Promote transit infrastructure to help economic development agencies attract new companies to the Wasatch Front
	Promote economic benefits of transit to existing companies along the Wasatch Front

2016 UTA BOARD GOALS AND ANTICIPATED RESULTS

2016 CORE GOALS

<p><u>Core Goal 1: Public Trust & Accountability</u></p> <p>Objective : Provide a better connection between UTA & the community</p> <p>Measure : Create and conduct a state-of-the-art survey process, combining qualitative and quantitative components designed to gauge sentiment regarding trust, accountability and confidence in UTA. Conduct the survey among riders, public/non-riders, and policymakers. Develop an action plan based on results and re-survey annually to demonstrate improvement.</p>	<p>Achieve</p>
<p><u>Core Goal 2: Ridership</u></p> <p>Objective : Grow ridership in both the short and long term</p> <p>Measure : Long-term positive growth using a 60 month moving average, and Increase ridership to 47,765,230, 2.5% over 2015 Actual.</p>	<p>Not Achieve</p>
<p><u>Core Goal 3: Investment per Rider (IPR)</u></p> <p>Objective : Maximize ridership, maximize passenger revenue, lower operating costs</p> <p style="text-align: center;"><u>Operating Expense \$250.8 million – Passenger Revenue \$51.2 million</u></p> <p style="text-align: center;">Ridership 47.74 million</p> <p>Measure : Investment per Rider (IPR) of \$ 4.18</p>	<p>Achieve</p>
<p><u>Core Goal 4: Revenue Development</u></p> <p>Objective : Aggressively pursue outside revenue opportunities beyond the standard sales tax, formula, and advertising monies</p> <p>Measure : \$15.2 million in non-Small Starts Revenue Development</p>	<p>Achieve</p>

2016 STRATEGIC GOALS

<p><u>Strategic Goal 1: TOD - Thinking beyond UTA Property</u></p> <p>Objective : Help plan for more transit supportive land use at station areas</p> <p>Measure: Completion of two (2) station area plans in coordination with the Metropolitan Planning Organizations</p>	<p>Achieve</p>
<p><u>Strategic Goal 2: Leverage Technology in Fares</u></p> <p>Objective : Increase Electronic Fare Collection use and simplify fare structure</p> <p>Measure: Develop and implement a blueprint for a comprehensive fare policy and products focused on Electronic Fare Collection.</p>	<p>Achieve</p>
<p><u>Strategic Goal 3: Improve First Mile/Last Mile Access to UTA’s System</u></p> <p>Objective : Implement projects identified in UTA’s First and Last Mile Study (completed April 2015)</p> <p>Measure : Complete three (3) projects</p>	<p>Achieve</p>

2017 Board Strategic Objectives

<i>True North Value</i>	<i>Strategic Objective</i>	<i>2017 Budget Initiative</i>
<u>S</u>ervice	<i>Service Effectiveness and Efficiency</i>	Prop 1 bus and paratransit service
		Additional ski service
		New Service Standards (and metrics)
	<i>Accessibility of the System</i>	Add over 100 bus amenities
		Begin construction of TIGER grant projects
<u>P</u>eople		Enterprise alignment
		Additional training resources
<u>E</u>nvironment	<i>Health and Sustainability of the System</i>	Replace 59 1999-2001 buses
		Purchase 5 new electric buses
<u>C</u>ommunity	<i>Promoting Transit-Oriented Communities</i>	Continue implementation of Prop 1 service improvements
		TOD policy reset
		Provo-Orem TRIP
		Cooperative partnerships, such as the Transportation and Land Use Connection Assistance Program
<u>S</u>tewardship	<i>Public Trust and Accountability</i>	Improve public access to board process, including live video streaming of board meetings
		Overhaul of TRAX SD vehicles
		Upgrades to rail grade crossings
		Positive train control
		Additional principal payment of \$2.8 million and pension funding above minimum requirements

2017 Final Operating Budget Key Assumptions

	<u>2016 Amended</u>	<u>2017 Budget</u>
Operating Expense Budget:	\$254.9 million	\$264.2 million

Key Assumptions:

- Sales Tax Revenues: 6.7% increase over 2016 budget. Based upon:
 - Long term trends in sales tax growth
 - State tax growth projections
 - Impact of voter-approved Proposition 1 sales tax revenue in Davis, Weber and Tooele Counties

- Diesel Fuel: average of \$2.50 per gallon (reduced from \$3.00)
 - Reflects UTA long term pricing expectations, with conservative assumptions due to impacts on operating budget if amount underestimated.
 - See Diesel Price History Graph (next page)

- Energy & Utilities: held steady at 2016 budgeted rates
 - Based on Energy Information Agency projections

- Service Changes: Net increase of \$4.6 million to bus/rail/paratransit service

- Employee Compensation:
 - Includes 3% increase (bargaining unit and administration)
 - Incorporates recommended 2017 market salary lane adjustments

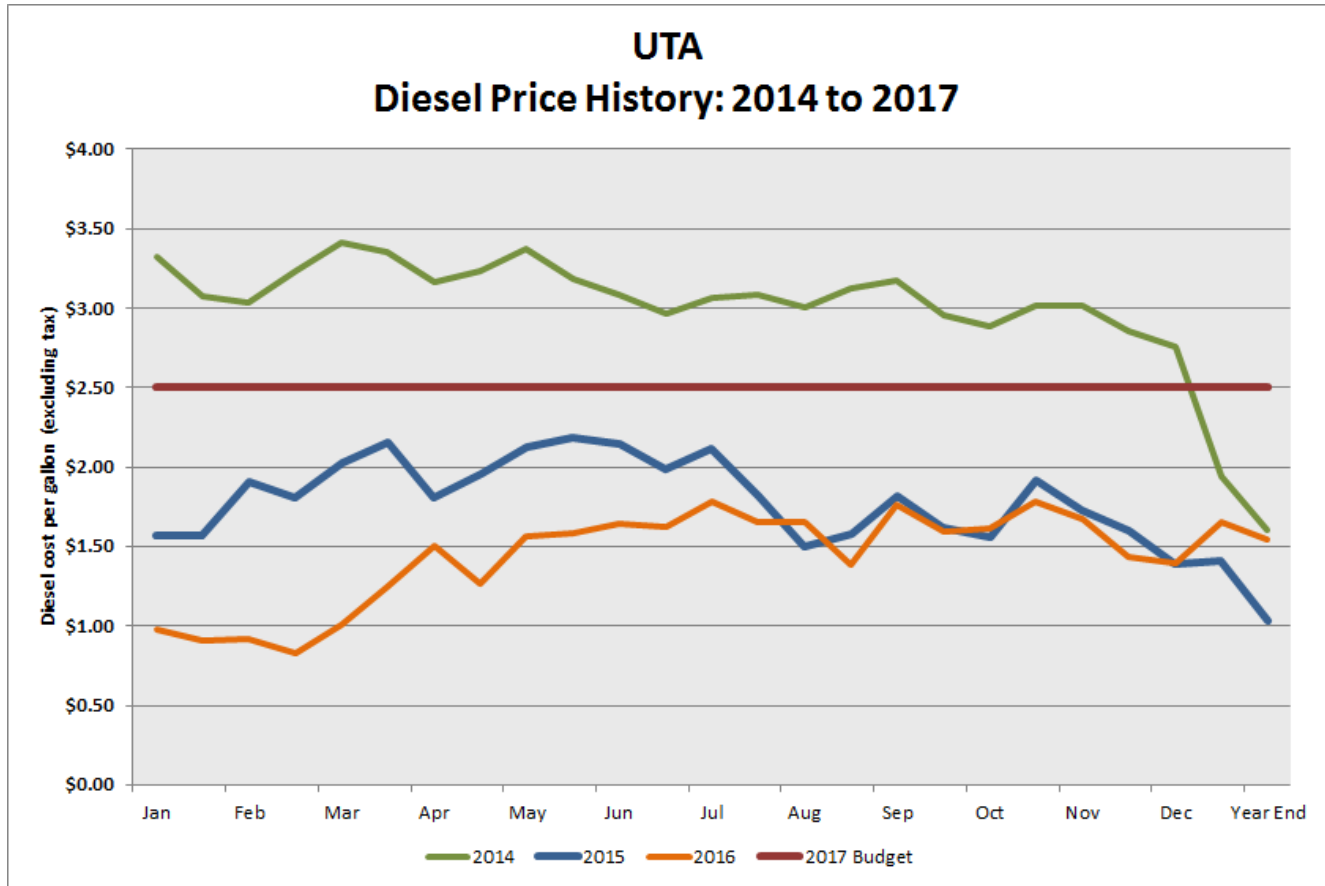
- Benefits: Medical insurance costs projected to increase 6.0% bargaining unit and 10.0% administrative in May of 2017

- Federal Preventative Maintenance Revenues: Per the FAST Act, Section 5307 revenues were increased by 2.0% while Section 5337 (Rail preventative maintenance) revenues were increase by 1.7%.

- Principal and Interest Payments: These amounts reflect the scheduled principal and interest payments including the adjustments from the 2016 Sales Tax Refunding Bonds of \$110 million less a federal interest subsidy of \$8.8 million plus estimated lease payments of \$5.6 million for revenue service vehicles.

- Early Debt Retirement: Savings from the 2015 Sales Tax Refunding Bonds of \$2.8 million are scheduled to be added to the Debt Rate Stabilization Reserve which will bring the reserve amount to approximately \$17.7 million at the end of 2017.

- State of Good Repair: In accordance with national efforts to bring all transit systems into a state of good repair, UTA has allocated \$78 million of its capital budget toward vehicle replacements, technology replacements and upgrades, facility maintenance, rail vehicle overhauls, and positive train control.



The Fuel Price History: The Diesel Price History chart shown above illustrates the monthly changes in UTA diesel prices from January 2014 to December 2016. The orange line represents the actual 2016 UTA diesel price. For most of 2016 the price per gallon of diesel moved within the \$0.75 to \$1.75 per gallon range. UTA has reduced our budgeted fuel price from \$3.00 in 2016 to \$2.50 in 2017, but prices may spike to higher levels and are being closely monitored.

2017 Final Budget Overview

- **Economic Outlook**
 - Continued vibrant growth in employment and retail sales for Utah and the U.S.
 - Little or no expected price increases in energy costs in 2017
- **Revenue Projections**
 - Sales tax growth remains strong
 - Passenger revenue growth projected to follow ridership growth
- **Operating Expense Projections**
 - Rail service expense increased to reflect increases in parts costs and baseline labor cost increases
 - Bus service expense increases with full year Proposition 1 service increases and baseline labor costs increases
 - Operating Support expenses increasing to support overall increase in transit services
 - Operating expenses include increased benefit costs
- **Capital Expenditures**
 - Includes 2017 construction cost of \$120 million for Provo-Orem BRT
 - Continues addressing capital maintenance needs of infrastructure investment

2017 Final Operations Budget: Expense Projections

	2016 Projected	2017 Budget
Bus Service	\$87,683,182	\$90,762,000
Commuter Rail	32,367,306	27,700,000
Light Rail	43,302,467	48,553,000
Paratransit	20,851,218	21,795,000
Rideshare/Vanpool	2,416,343	2,576,000
Operations Support	39,317,298	42,154,000
General & Administrative	28,952,339	30,911,000
Total Net Operating Expense	\$254,890,153	\$264,451,000

Key Elements:

- **Service Increase:** includes total net service increase of \$5.6 million
 - Rail Service: net increase of \$0.5 million
 - Bus Service: net increase of \$3.1 million
 - Paratransit & Vanpool: net increase of \$1.1 million

- **Operations Support & Administration**
 - Net increase of \$4.6 million: primarily support needed for Proposition 1 and wage increases

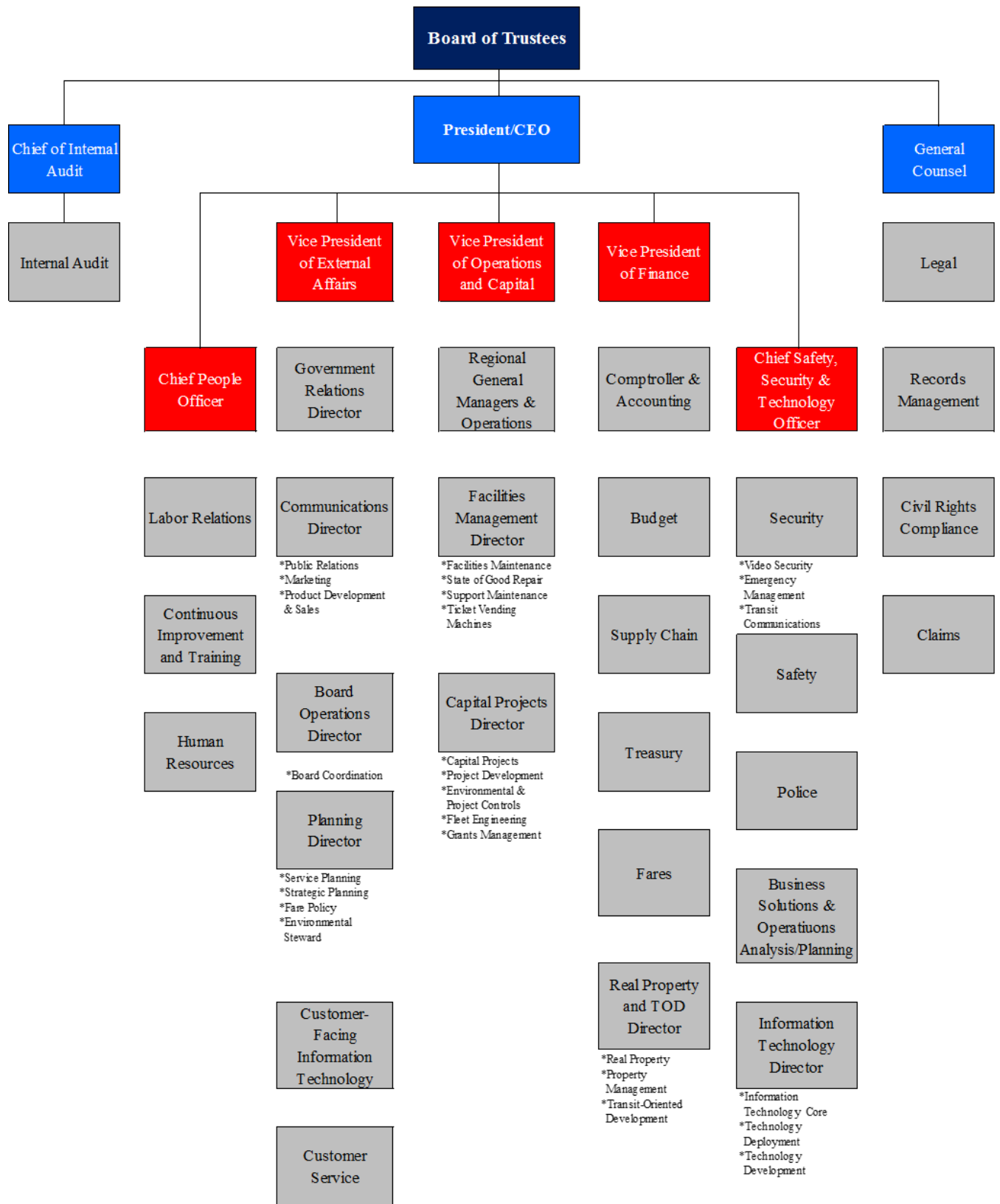
- **FTE Changes:** 61.45 FTE increase
 - Operations: Increase 54.36 FTE
 - Administrative Services: Increase 3.59 FTE
 - Capital Development/Planning: Decrease 0.50 FTE
 - Customer Focus/Safety: Increase 4.00 FTE



Section 2

Financial Structure, Policy, and Process





Financial Structure

Fund Descriptions and Fund Structure

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

Department /Fund Relationship

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

Departments within operations by type of service are:

Bus	Light Rail	Commuter Rail	Paratransit	Rideshare Vanpool
Mt. Ogden Operations	Light Rail Operations	Commuter Rail Operations	Paratransit Operations	Vanpool Administration
Mt. Ogden Maintenance	Light Rail Maintenance	Commuter Rail Maintenance	Paratransit Maintenance	Rideshare Administration
Mt. Ogden Administration	Light Rail Jordan River Maintenance	Commuter Rail Administration	Special Service Administration	
Timpanogos Operations	Light Rail Administration		Mobility Management	Mobility Management
Timpanogos Maintenance				
Timpanogos Administration				
Meadowbrook Operations				
Meadowbrook Maintenance				
Meadowbrook Administration				
Central Operations				
Central Maintenance				
Operations Planning				
Transit Communications Center	Transit Communications Center	Transit Communications Center		
	Right of Way Maintenance	Right of Way Maintenance		

Departments within the Operations Support, Administrative, and Non-operating classifications are provided below.

Operations Support	Administrative	Non-operating
	Supply Chain Administration	Real Estate
Operations Analysis & Planning	Chief Financial Officer	Major Program Development
Maintenance Administration	Budget	Transit-oriented Development
Purchasing	Human Resources	Planning Studies
Warehouse	Chief Technology Officer	Planning
Materials Mgt.	Technology Development	
Technology Support - Facilities	Technology Deployment	
Telecommunications	Technology Support	
Operation Research & Development	Application Development	
Facilities	Network Support	
Support Maintenance	Salt Lake & Ogden Intermodal Hubs	
Fleet Engineering	Chief Operations Officer	
Training	Marketing	
Electronic Fare Collection	Public Relations & Marketing	
Customer Service	Chief Communications Officer	
Security	Labor Relations	
Safety	General Manager	
	Corp. & Board Support	
	Board Coordination	
	Internal Audit	
	General Counsel	
	Civil Rights	
	Risk Management	

Within the capital budget, expenses are tracked by Provo-Orem BRT (a new bus rapid transit system being constructed in Utah County), State of Good Repair (capital maintenance to the transit infrastructure), or new capital projects. More detail about capital expense is provided in the Capital and Debt section.

Basis of Budgeting

Budgeting is based upon the accrual basis with these exceptions:

- UTA budgets capital expense rather than depreciation expense.
- In addition to bond interest expense, UTA budgets annual bond principal payments.
- The annual budget excludes amortization of bond issuance premiums and discounts.

Financial Information and Policies

Basis of Accounting

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

Standards for Reporting Purposes

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

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

Federal Planning Assistance and Preventative Maintenance Grants

Federal planning assistance grants received from the Federal Transit Administration (FTA) and preventative maintenance grants are recognized as revenue and receivable during the period in which the related expenses are incurred and eligibility requirements are met. The current reauthorizations act, Fix America's Surface Transportation (FAST), allows for the replacement and repair of aging infrastructure.

Federal Grants for Capital Expenditures

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

Classification of Revenues and Expenses

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

Operating expense: Operating expenses include payments to suppliers, employees, and on behalf of employees and all payments that do not result from transactions defined as capital financing, or investing activities.

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 the contributions from other governments (sales tax), federal grants and investment income.

Contributions from Other Governments (Sales Tax)

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

Approved Local Option Sales Tax:

Salt Lake County	0.6875%
Davis County	0.6500%
Weber County	0.6500%
Box Elder County	0.5500%
Utah County	0.5260%
Tooele County	0.4000%

Cash and Cash Equivalents

Cash equivalents include amounts invested in a repurchase agreement, a certificate of deposit and the Utah Public Treasurers' Investments Fund, including restricted and designated cash equivalents. The Authority considers short-term investments with an original maturity of three (3) months or less to be cash equivalents.

Receivables

Receivables consist primarily of amounts due to the Authority from sales tax collections, federal grants, local government partners, 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 (using the moving average cost method) 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. Expenditures which substantially improve or extend the useful life of property are capitalized. Routine maintenance and repair costs are expensed as incurred. Property, facilities and equipment are capitalized if they have individual costs of at least \$5,000 and a useful life of over one year.

Except for sales of assets in which the unit fair market value is less than \$5,000, proceeds from facilities and equipment purchased with funds provided by federal grants for capital expenditures are remitted to the FTA on the same percentage basis that such funds were provided by grant contracts with the FTA, or used for similar capital expenses.

Depreciation is calculated using the straight-line method over the established useful lives of individual assets as follows:

Land and Rights of Way	Not depreciated
Facilities and Land Improvements	10-5- years
Revenue Vehicles	7-25 years
Other Property and Equipment	3-10 years

Interest is capitalized when incurred in connection with the financing of construction projects.

Amount Recoverable – Interlocal Agreement

In 2008, the Authority entered into an agreement with the Utah Department of Transportation (UDOT) which required the Authority to pay UDOT \$15 million in 2008 and \$15 million in 2009 for the rights to Salt Lake County's 2% of the .025% part 17 sales tax through the years 2045.

The Authority records such payments made to other entities for rights to future revenues as Amount Recoverable – Interlocal Agreement. This amount is amortized over the life of the agreement.

Compensated Absences

Vacation pay is accrued and charged to compensation as 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 self-insurance; damage to property; and injuries to passengers and other individuals resulting from accidents, errors and omissions.

Under the Governmental Immunity Act, the maximum statutory liability in any one accident is \$2,407,700 for incidents occurring after July 1, 2014. The Authority is self-insured for amounts up to this limit. The Authority has Railroad Liability Coverage of \$100 million with \$5 million of risk retention. The Authority is self-insured for worker's compensation up to the amount of \$1 million per incident and has excess insurance for claims over this amount. The Authority has insurance for errors and omissions and damage to property in excess of \$100,000. The authority has insurance or retains the risk depending on what is in the Authority's best interest for all other matters. There has been no significant reduction in insurance coverage or settlements in excess of insurance coverage during the last three years.

A liability for a claim is established if information indicates that it is probable that a liability has been incurred at the date of the financial statements and the amount of the loss is reasonably estimable.

Net Position

The Authority's net position is classified as follows:

- *Net investment in capital assets:* This components of net position consists of the Authority's total investment in capital assets, net of accumulated depreciation, reduced by the outstanding debt obligations related to those assets. To the extent debt has been incurred, but not yet expended for capital assets, such amounts are not included as component of net investment in capital assets.
- *Restricted for debt service:* This component of net position consists of that portion of net position that is restricted by debt covenants for debt service.
- *Restricted for interlocal agreement:* This component of net position consists of that portion of net position that is restricted by interlocal agreement.
- *Restricted for escrows:* This component of net position consists of that portion of net position that is restricted by escrow agreement.
- *Unrestricted:* This component of net position consists of that portion of net position that does not meet the definition of restricted or net investment in capital assets.

Budgetary and Accounting Controls

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

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

The first step in developing the Authority's budget is a review of the Transit Development Program and Long Range Financial Plan. This plan then acts as a focus for the development of programs and

objectives. Concurrent with the development of programs and objectives, revenues for the coming year are estimated. The estimates of the coming year's revenues are then used as a guide for the Authority to determine the amount of change in service to be provided in the following year. Once the level of service for the coming year is determined, each manager develops a departmental budget.

UTA BOARD OF TRUSTEES BYLAWS ARTICLE VII – BUSINESS ADMINISTRATION

Section 1 Fiscal Year

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

Section 2 Principal Place of Business

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

Section 3 Tentative Budget

- A. Within 30 days after it is approved by the Board, and at least 30 days before the Board adopts its final budget, the Board shall send a copy of the tentative budget, a signature sheet, and notice of the time and place for a budget hearing to the chief administrative officers and legislative bodies of each municipality and unincorporated county area within the district of the Authority.
- B. Within 30 days after it is approved by the Board and at least 30 days before the Board adopts its final budget, the Board shall send a copy of the tentative budget to the governor and the Legislature for examination and comment.

Section 4 Final Budget

- A. Before the first day of each fiscal year, the Board shall adopt the final budget by an affirmative vote of a majority of all trustees. Copies of the final budget shall be filed in the office of the Authority. If for any reason the Board shall not have adopted the final budget on or before the first day of any fiscal year, the tentative budget for such year, if approved by formal action of the Board, shall be deemed to be in effect for such fiscal year until the final budget for such fiscal year is adopted.
- B. The Board may, by an affirmative vote of a majority of all trustees, adopt an amended final budget when reasonable and necessary, subject to any contractual conditions or requirements existing at the time the need for such amendment arises.

Section 5 **Annual Audit Report**

- A. The Board shall cause an annual audit of the Authority’s financial statements to be conducted in accordance with general accepted auditing standards following the end of each fiscal year. The audit shall be performed by an independent certified public accounting firm selected by the 16 member Board. The auditor shall provide a signed auditor’s opinion as to the fair presentation of the financial position of the Authority and the results of Authority operations and changes in its financial position for the fiscal year ended. The Board may cause other audits to be made by the Chief Internal Auditor or an independent auditor.
- B. As soon as practicable, but no later than 30 days after its presentation to the Board, the Board shall submit to the chief administrative officers and legislative bodies of each municipality and unincorporated county area within the district of the Authority a copy of its annual audit report.

**Utah’s Debt Enabling Statute for Independent Special Districts (UTA)
17A-2-1035 Limitation on Indebtedness of District**

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. 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. 2.1.8
Service Sustainability Reserve Fund
April 22, 2015**

The President/CEO shall, at the direction of the Board of Trustees, establish a reserve fund equal to 5% of the Authority’s annual budget (the “Reserve Fund”). The President/CEO shall not fail to:

- 1. Create a Reserve Fund in a separate account from a portion of the Capital Reserve that is available in excess of the amount anticipated in the annual budget each year until the reserve is fully funded. The amount to be contributed will be determined after review of the annual budget results with the Board of Trustees with the goal of the Reserve Fund being fully

funded. Report to the Board of Trustees' Finance & Operations and Planning Development Committees information as to the use of the Reserve Fund that will include the details concerning the extraordinary circumstances causing the revenue shortfall or cost overrun and indicating the amount and the budget year against which the funds are to be applied.

2. Use the Reserve Fund to preserve service levels when the Authority is facing a revenue shortfall or cost overrun due to extraordinary circumstances, such as an economic downturn or rapid rise in fuel prices or any combination of such events.
3. Transfer Funds or use the Reserve Fund as he deems appropriate and necessary and do so without prior authorization of the Board of Trustees.
4. Replenish the Reserve Fund when it is used as provided for by this Policy.

Executive Limitations Policy No. 2.3.2
Financial Conditions and Activities
June 25, 2003

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 without prior Board approval.
2. Use any long term reserves without prior Board approval.
3. Fail to reduce current year expenditures when current year revenues are below the current year budgeted revenues.
4. Make contributions from Authority funds except for purposes that enhance the objectives of public transit.
5. Violate laws, regulations, generally accepted accounting principles (GAAP), rulings or policies regarding financial conditions and activities.

Executive Limitations Policy No. 2.3.3
Budgeting
June 21, 2014

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. In addition, the General Manager shall not:

1. Fail to budget funds as are necessary for the successful, efficient, and prudent operation of the Utah Transit Authority.
2. Fail to include credible projections of revenues and expenses, separation of capital and operational items, beginning and ending balances, and disclosure of planning assumptions.
3. Fail to budget to meet all bond covenants and debt obligations.
4. Fail to expend in any one fiscal year only such funds as are reasonably projected to be available in that period.
5. Fail to maintain a working capital reserve of at least 9.33% (one month expense plus 1%) of annual budget operating expenses.
6. 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.

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 2017 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 Chief Finance Officer, 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 June 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 a draft 2017 Goals Categories. During this time the Financial Planning Managers are assessing federal funding, economics, taxes, labor and political trends and developing a revenue projection based on this information.

During July the Financial Planning Managers develops the budget preparation instructions. UTA staff review current projects, capital equipment needs and pending orders.

The Financial Planning Managers 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.

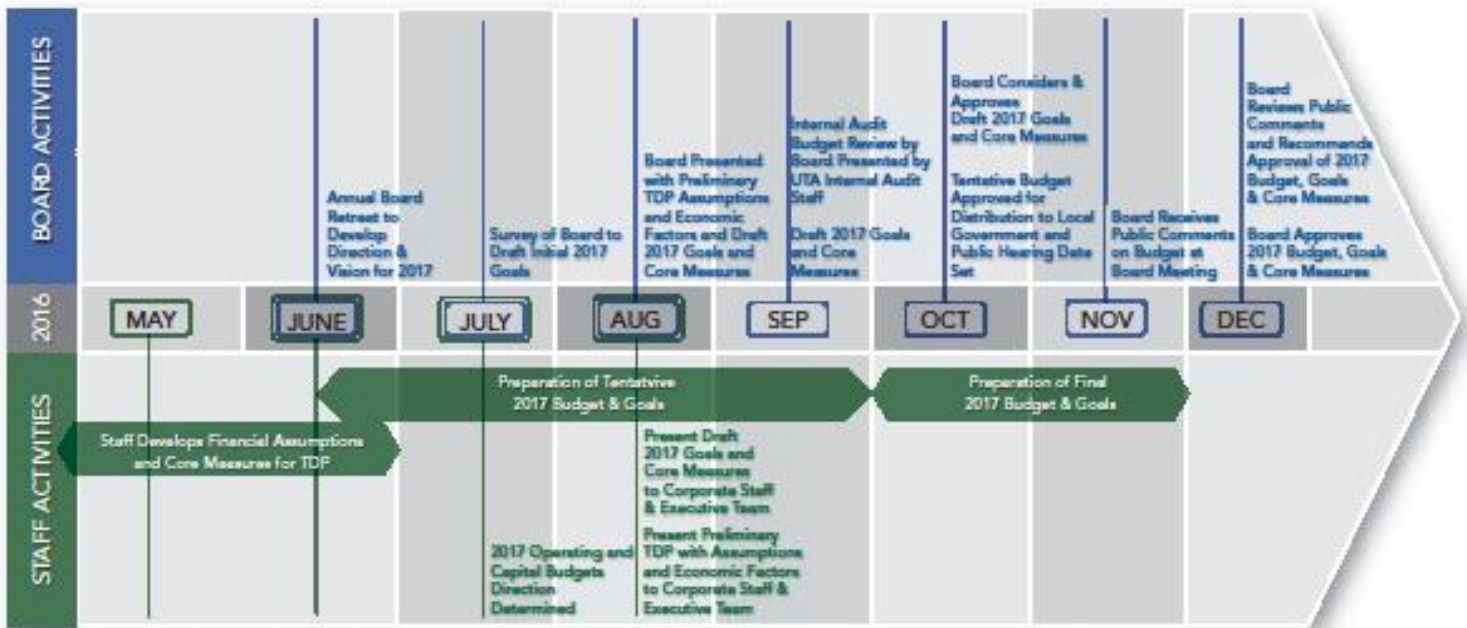
In September the Financial Planning Mangers develop preliminary budgets based on the Board's draft Goals. Each department prepares an operating budget and capital needs request, consistent with and linking to the Board Goals. The Executive Team then reviews the items. Capital items that are requested will be added to the capital budget based on need (as determined by the Executive Team) and funding available through the Capital Reserve Fund and any grant funding that may be available.

In October the Executive Team 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 Financial Planning Managers make recommended changes based on comments, as directed by Board of Trustees and prepares the Final Proposed Budget Document. This is then forwarded to 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 2017 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.



Updated July 13, 2016

2017 UTAH TRANSIT AUTHORITY BUDGET PREPARATION SCHEDULE

<u>Task</u>	<u>Completion Date</u>
Short Term Projections of Capital, Operating Expenses and Tax Revenue completed and included in TDP.	8 July 2016
Present Updated Preliminary TDP model to ET & RGMs. Staff reviews, modifies, and approves TDP assumptions. Corporate Staff approves Budget Calendar. Capital criteria and Weighting reviewed and approved.	12 July 2016
Access to Chameleon PowerBudget system available to allow start of work on departmental Operating Budgets. Decision Lens Capital Submittal tool training	14 July 2016
2017 Operating and Capital Budgets Direction determined.	29 July 2016
Capital Development, TAG, SGR and IT begin inputting requests into Decision Lens Model	1 Aug. 2016
Capital Cash Flow Prepared with Expenditures to date, Project Managers submit forecast of expenditures through end of year for 2016 capital projects and 2015 capital carry forward projects. Adjust 2017 capital target.	5 Aug. 2016
Capital and Operating Budget Preparation Instructions provided to Business Unit Directors via on-site department meetings. 2016 Project Carryover Instructions given.	11-17 Aug. 2016
Decision Lens process on Capital Pool items to be completed (TAG, SGR, Capital, others using model)	24 Aug. 2016
Capital and Carryover budget request by category with justification, criteria, statement of project outcomes, and identification of project manager due to Budget Staff.	26 Aug. 2016
Operating budget by department by account, description of Department Function and red lined organization chart are due to Budget Staff.	2 Sept. 2016
Chief Officer review of Capital and Carryover Budget Request. 2016 Carryover projects reviewed; projects which should be discontinued are identified and stopped.	13 Sept. 2016
Executive Team and RGMs evaluate proposed 2017 Budget and its effects on the TDP.	20 Sept. 2016
Final changes to 2017 budget, reviewed by Executives and RGMs.	27 Sept. 2016
Staff prepares tentative budget document and mails to Board of Trustees.	5 Oct. 2016
<i>Review of 2017 Tentative Budget in Board Committee of the Whole</i>	<i>12 Oct. 2016</i>
<i>Board approves Tentative Budget at Board meeting. Time is set for public hearing in November Board meeting. After approval, 2017 Tentative Budget is sent to local governments, State Legislature, and Governor’s office of Planning and Budget. Budget is posted on UTA web site inviting public comments.</i>	<i>26 Oct. 2016</i>
<i>Note: “If any constituent entity or customer agency that received the tentative budget has not returned the signature sheet to the local district within 15 calendar days after the tentative budget was mailed, the local district shall send a written notice of the budget hearing to each constituent entity or customer agency that did not return a signature sheet and invite them to attend that hearing.”</i>	

Budget Review and Comment Period	27 Oct. thru 28 Nov. 2016
<i>Board holds public hearing on 2017 Budget.</i>	<i>16 Nov. 2016</i>
<i>Board Executive Committee reviews and recommends 2017 budget to Board.</i>	<i>7 Dec. 2016</i>
<i>Presentation of the Proposed Final Budget to Board of Trustees for final approval.</i>	<i>14 Dec. 2016</i>
Submit Final Budget to State Auditor.	13 Jan. 2017
Prepare, print and distribute Budget Document and Strategic Plan to Policy Forum, Board and Operating Departments.	28 Feb. 2017



Section 3 Financial Summaries



Combined 2017 Budget

	Operating	Capital	Total
Revenue			
Sales Tax	\$258,109,000		\$258,109,000
Federal Preventative Maintenance	60,676,000		60,676,000
Passenger Revenue	53,175,000		53,175,000
Advertising	2,333,000		2,333,000
Investment Income	2,098,000		2,098,000
Other Revenues	6,391,000		6,391,000
Motor Vehicle Registration	1,823,000		1,823,000
Transfer from 2015 Crossover Refunding	4,485,000		4,485,000
Capital Grants		\$81,810,000	81,810,000
Local Contributions		64,332,000	64,332,000
Sale of Assets		9,511,000	9,511,000
Bond and Lease Financing		49,090,000	49,090,000
Total Revenue	\$389,090,000	\$204,743,000	\$593,833,000
Expense by Function			
Bus	\$90,762,000		\$90,762,000
Commuter Rail	27,700,000		27,700,000
Light Rail	48,553,000		48,553,000
Paratransit Service	21,795,000		21,795,000
Rideshare/Vanpool	2,576,000		2,576,000
Operations Support	42,154,000		42,154,000
General & Administrative	30,911,000		30,911,000
Non-operating	10,812,000		10,812,000
Debt Service	109,844,000		109,844,000
Capital		245,966,000	245,966,000
Total Expense by Function	\$385,107,000	\$245,966,000	\$631,073,000
Estimated Beginning Fund Balance, January 1	\$129,973,000	\$41,223,000	\$171,196,000
Contributions to Reserves Included in Budget	\$3,416,000	\$ -	\$3,416,000
Estimated Ending Fund Balance, December 31	\$137,372,000	\$ -	\$137,372,000

Utah Transit Authority 2017 Operating Budget

	Actual 2015	Original 2016 Budget	Amended Budget 2016	Budget 2017
Revenue				
1. Sales Tax	\$ 227,703,023	\$ 235,631,000	\$ 237,249,000	\$ 249,362,000
2. Sales Tax – Prop 1	-	-	4,730,732	8,747,000
3. Federal Preventative Maintenance	52,000,012	53,724,000	57,588,000	60,676,000
4. Passenger Revenue	52,112,909	51,175,000	53,114,000	52,813,000
5. Passenger Revenue – Prop 1	-	-	143,967	362,000
6. Advertising	2,233,333	2,283,000	2,283,000	2,333,000
7. Investment Income	2,831,406	2,237,000	2,237,000	2,098,000
8. Other Revenues	2,671,936	2,614,000	3,397,704	6,391,000
9. Motor Vehicle Registration	-	1,782,000	1,782,000	1,823,000
10. 2015 Crossover Refunding Reserve	-	-	8,970,655	4,485,000
11. Service Sustainability	-	<u>10,437,925</u>	<u>4,590,564</u>	-
12. Total Revenue	\$ <u>339,552,619</u>	\$ <u>359,883,925</u>	\$ <u>376,086,622</u>	\$ <u>389,090,000</u>
Operating Expense				
13. Bus	\$ 77,092,676	\$ 86,372,479	\$ 87,683,182	\$ 90,762,000
14. Commuter Rail	67,254,632	32,120,033	32,367,306	27,700,000
15. Light Rail	-	43,705,756	43,302,467	48,553,000
16. Paratransit Service	18,511,580	20,756,000	20,851,218	21,795,000
17. Rideshare/Vanpool	2,918,871	112,000	2,416,343	2,576,000
18. Operations Support	32,051,926	38,946,318	39,317,298	42,154,000
19. General & Administrative	<u>30,195,417</u>	<u>28,852,339</u>	<u>28,952,339</u>	<u>30,911,000</u>
20. Total Operating Expense	\$ <u>228,025,102</u>	\$ <u>250,864,925</u>	\$ <u>254,890,153</u>	\$ <u>264,451,000</u>
Non-Operating Expense				
21. Major Investment Studies (net)	\$ 658,400	\$ 850,000	\$ 850,000	\$ -
22. Contributions to Reserves (Prop 1)	-	-	676,495	574,000
23. Contribution to Capital (Prop1)	-	-	2,577,320	4,178,000
24. Planning/Real Estate/TOD/Major Program Development	<u>4,335,908</u>	<u>4,569,000</u>	<u>4,569,000</u>	<u>6,060,000</u>
25. Total Non-operating Expense	\$ <u>4,994,308</u>	\$ <u>5,419,000</u>	\$ <u>8,672,815</u>	\$ <u>10,812,000</u>
Debt Services				
26. Principal and interest	\$ 97,983,439	\$ 99,277,000	\$ 108,200,654	\$ 107,002,000
27. Contribution to Early Debt Retirement Reserve	\$ <u>2,132,713</u>	\$ <u>4,323,000</u>	\$ <u>4,323,000</u>	\$ <u>2,842,000</u>
28. Total Debt Service	\$ <u>100,116,152</u>	\$ <u>103,600,000</u>	\$ <u>112,523,654</u>	\$ <u>109,844,000</u>
29. Total Expense	\$ <u>333,135,562</u>	\$ <u>359,883,925</u>	\$ <u>376,086,622</u>	\$ <u>385,107,000</u>

The following pages contain more detailed information for each line of the 2017 Operating and Non-Operating expense budgets shown above.

<u>Bus Service</u>	<u>2017 Budget</u>
• Salt Lake	\$ 56,316,000
• Mt. Ogden	19,539,000
• Timpanogos	12,704,000
• Operations Planning	757,000
• Transit Dispatch	<u>1,446,000</u>
Total in 2017 Final Budget:	<u>\$ 90,762,000</u>

<u>Commuter and Light Rail Service</u>	
• Commuter Rail, TRAX – operations	\$ 21,926,000
• Commuter Rail, TRAX – maintenance	32,964,000
• Commuter Rail, TRAX – administration	2,909,000
• Maintenance of Way	<u>18,454,000</u>
Total in 2017 Final Budget:	<u>\$76,253,000</u>

<u>Paratransit Service</u>	
• Operations, maintenance & administration	<u>\$21,795,000</u>

<u>Rideshare / Vanpool Service</u>	
• Vanpool and Rideshare administration	<u>\$2,576,000</u>

<u>Operations Support</u>	
• Administrative Services	\$ 4,503,000
• Financial Services	
• Supply Chain Management	
• Customer Service	3,491,000
• COO Office	7,625,000
• Support Maintenance, Fleet Engineering, Facilities	
• Business Solutions	3,579,000
• Technology Support, Telecommunications, Ops Research	
• Facilities	13,370,000
• Safety (incl. Police)	<u>9,586,000</u>
Total Operations Support in 2017 Final Budget:	<u>\$ 42,154,000</u>

<u>Administration</u>	
• Administrative Services	\$ 4,839,000
• Accounting, CFO, Human Resources	
• Capital Development	207,000
• Customer Focus	5,334,000
• Chief Communications Officer, Labor Relations Public Relations & Marketing	
• Chief Operations Officer	764,000
• Chief Operations Officer	

• President/ CEO	3,584,000
• President, Board Support, Board Coordination	
• Internal Audit	461,000
• Legal	5,451,000
• General Counsel, Civil Rights, Risk Management	
• Technology	10,271,000
• Chief Technology Officer, Technology Deployment Support, Application Development and Network Support	
Total Administration in 2017 Final Budget:	<u>\$ 30,911,000</u>

Total Operating Expenses in 2017 Final Budget: **\$264,451,000**

Planning/Real Estate/TOD/Major Program Development

	<u>2017 Budget</u>
Planning	\$ 1,865,000
Real Estate/TOD	2,065,014
Major Program Dev	<u>2,130,000</u>
Total Planning/Real Estate/TOD/Major Program Development Expense	<u>\$ 6,060,000</u>

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2017**

	Actual 2015	Projected 2016	Budget 2017
*** UTA BUS DETAIL ***			
*** BUS OPERATIONS ***			
LABOR	31,254,366	33,190,646	35,408,331
FRINGES	14,945,467	16,454,414	17,412,520
SERVICES	81,610	62,037	51,000
FUEL AND LUBRICANTS	38,198	50,868	51,350
SUPPLIES	144,167	133,439	139,730
UTILITIES	41,968	43,280	43,300
TRAVEL & MEETINGS	50,884	22,700	25,300
OTHER	13,952	9,500	12,871
* TOTAL BUS OPERATIONS *	46,570,612	49,966,884	53,144,402
*** BUS MAINTENANCE ***			
LABOR	10,414,572	11,097,109	11,929,583
FRINGES	4,989,808	5,409,164	5,576,308
SERVICES	194,504	201,971	264,387
FUEL AND LUBRICANTS	6,032,313	11,431,493	9,792,615
TIRES AND TUBES	1,316,285	1,441,932	1,532,433
PARTS	3,060,637	3,356,987	3,625,081
SUPPLIES	390,836	456,150	526,728
TOOLS	59,077	113,224	99,163
UTILITIES	10,666	13,400	17,050
TRAVEL & MEETINGS	32,638	50,128	82,920
WARRANTY SCRAP RECOVERIES	(173,479)	(112,860)	(143,046)
OTHER	11,345	(80)	(900)
* TOTAL BUS MAINTENANCE *	26,339,201	33,458,618	33,302,322
*** TOTAL BUS SERVICE***	72,909,813	83,425,502	86,446,724
EXPENSES CAPITALIZED	0	0	0
FEDERAL PLANNING FUNDS	0	0	0
TOTAL OFFSETTING FUNDS	0	0	0
*** NET BUS SERVICE ***	72,909,813	83,425,502	86,446,724
*** ADMINISTRATIVE SUPPORT ***			
LABOR	2,592,141	2,596,070	2,423,580
FRINGES	1,148,695	1,221,071	1,255,452
SERVICES	115,291	74,784	269,819
FUEL AND LUBRICANTS	4,176	3,050	2,350
SUPPLIES	73,919	81,744	70,400
UTILITIES	18,212	17,150	19,030
TRAVEL & MEETINGS	59,881	43,349	75,525
OTHER	170,550	220,463	199,120
* TOTAL ADMINISTRATIVE SUPPORT *	4,182,864	4,257,681	4,315,276
*** TOTAL UTA BUS ***	77,092,676	87,683,183	90,762,000
EXPENSES CAPITALIZED			
FEDERAL PLANNING FUNDS		0	0
TOTAL OFFSETTING FUNDS	0	0	0
*** NET UTA BUS ***	77,092,676	87,683,183	90,762,000

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2017**

	Actual 2015	Projected 2016	Budget 2017
*** RAIL SERVICE DETAIL ***			
*** RAIL OPERATIONS ***			
LABOR	14,185,866	15,074,571	15,076,162
FRINGES	6,204,529	6,704,137	6,402,136
SERVICES	104,986	97,507	116,000
FUEL AND LUBRICANTS	72,871	81,400	62,000
SUPPLIES	168,174	197,800	214,000
UTILITIES	118,427	118,000	72,000
TRAVEL & MEETINGS	33,401	26,200	36,300
OTHER	658	10,400	10,400
* TOTAL RAIL OPERATIONS *	<u>20,888,912</u>	<u>22,310,015</u>	<u>21,988,998</u>
*** RAIL VEHICLE MAINTENANCE ***			
LABOR	8,226,721	9,326,892	10,654,420
FRINGES	3,703,461	3,933,853	4,452,443
SERVICES	3,190,600	3,519,646	4,426,842
FUEL AND LUBRICANTS	4,027,407	8,028,764	6,492,151
PARTS	10,633,266	11,185,662	10,794,296
SUPPLIES	769,485	913,744	921,370
TOOLS	97,591	97,092	179,362
UTILITIES	27,102	38,461	24,445
TRAVEL & MEETINGS	30,843	15,900	37,478
WARRANTY SCRAP RECOVERIES	(1,815,886)	(160,357)	(40,000)
OTHER	(51,845)	(5,153)	(4,700)
* TOTAL RAIL MAINTENANCE *	<u>28,838,744</u>	<u>36,894,503</u>	<u>37,938,108</u>
*** MAINTENANCE OF WAY ***			
LABOR	5,644,873	6,169,890	6,844,235
FRINGES	2,563,013	2,875,620	2,904,564
SERVICES	370,075	425,000	580,000
FUEL AND LUBRICANTS	169,204	230,001	230,001
PARTS	330,339	311,000	325,500
SUPPLIES	234,446	188,790	174,390
TOOLS	13,038	17,000	20,000
UTILITIES	6,909,788	7,883,301	7,977,341
TRAVEL & MEETINGS	17,670	6,210	51,500
WARRANTY SCRAP RECOVERIES		0	0
OTHER	(1,152)	(3,000)	(3,500)
* TOTAL MAINTENANCE OF WAY *	<u>16,251,293</u>	<u>18,103,812</u>	<u>19,104,031</u>
*** TOTAL RAIL SERVICE***	65,978,949	77,308,330	79,031,137
EXPENSES CAPITALIZED	(1,145,920)	(4,280,105)	(5,687,528)
FEDERAL PLANNING FUNDS	0	0	
TOTAL OFFSETTING FUNDS	<u>(1,145,920)</u>	<u>(4,280,105)</u>	<u>(5,687,528)</u>
*** NET RAIL SERVICE ***	64,833,028	73,028,225	73,343,609
*** ADMINISTRATIVE SUPPORT***			
LABOR	1,268,847	1,374,945	1,597,716
FRINGES	572,352	710,514	776,880
SERVICES	236,371	336,000	336,500
FUEL AND LUBRICANTS	963	6,100	6,100
SUPPLIES	48,180	63,500	61,500
UTILITIES	21,068	26,000	26,200
TRAVEL & MEETINGS	41,786	31,500	35,000
OTHER	233,104	112,989	129,495
* TOTAL ADMINISTRATIVE SUPPORT *	<u>2,422,671</u>	<u>2,661,548</u>	<u>2,969,391</u>
TOTAL RAIL SERVICES	67,255,699	75,689,773	76,313,000
EXPENSES CAPITALIZED	(1,067)	(20,000)	(60,000)
FEDERAL PLANNING FUNDS	0	0	0
TOTAL OFFSETTING FUNDS	<u>(1,067)</u>	<u>(20,000)</u>	<u>(60,000)</u>
*** NET RAIL SERVICES ***	67,254,632	75,669,773	76,253,000

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2017**

	Actual 2015	Projected 2016	Budget 2017
*** PARATRANSIT SERVICE DETAIL ***			
*** PARATRANSIT OPERATIONS ***			
LABOR	5,516,145	5,922,959	6,193,838
FRINGES	2,690,905	2,940,932	3,129,545
SERVICES	29,992	64,857	48,400
FUEL AND LUBRICANTS	1,985	5,536	5,500
SUPPLIES	58,635	43,000	67,500
UTILITIES	4,158	5,241	5,000
TRAVEL & MEETINGS	20,212	32,446	22,500
OTHER	11,430	4,570	4,500
* TOTAL PARATRANSIT OPERATIONS *	8,333,463	9,019,541	9,476,783
*** PARATRANSIT MAINTENANCE ***			
LABOR	1,692,926	1,806,371	1,862,356
FRINGES	813,086	889,051	940,450
SERVICES	62,967	71,446	76,357
FUEL AND LUBRICANTS	591,497	1,327,137	1,222,207
TIRES/TUBES	157,226	177,693	181,276
PARTS	328,957	366,853	370,426
SUPPLIES	52,986	51,390	53,952
TOOLS	5,636	4,006	6,020
UTILITIES	3,254	3,124	3,186
TRAVEL & MEETINGS	7,172	6,000	5,700
WARRANTY SCRAP RECOVERIES	(6,563)	0	0
OTHER	7,898	9,567	10,900
* TOTAL PARA MAINTENANCE *	3,717,043	4,712,638	4,732,830
*** TOTAL PARATRANSIT SERVICE***	12,050,506	13,732,179	14,209,613
EXPENSES CAPITALIZED	0	0	0
FEDERAL PLANNING FUNDS	0	0	0
TOTAL OFFSETTING FUNDS	0	0	0
*** NET PARATRANSIT SERVICE ***	12,050,506	13,732,179	14,209,613
PURCHASED SERVICES	4,375,474	4,802,688	5,072,905
*** ADMINISTRATIVE SUPPORT ***			
LABOR	1,363,855	1,464,846	1,608,472
FRINGES	725,530	860,870	888,924
SERVICES	17,693	540,147	433,559
SUPPLIES	20,901	43,500	55,516
UTILITIES	6,214	7,758	8,480
TRAVEL & MEETINGS	26,107	36,550	24,250
OTHER	7,161	4,485	4,573
* TOTAL ADMINISTRATIVE SUPPORT *	2,167,461	2,958,156	3,023,774
*** TOTAL PARATRANSIT ***	18,593,442	21,493,023	22,306,292
EXPENSES CAPITALIZED	(81,861)	0	0
FEDERAL PLANNING FUNDS	0	(641,805)	(511,292)
TOTAL OFFSETTING FUNDS	(81,861)	(641,805)	(511,292)

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2017**

	Actual	Projected	Budget
	2015	2016	2017
*** VANPOOL/RIDESHARE SERVICE DETAIL ***			
*** VANPOOL/RIDESHARE OPERATIONS ***			
LABOR	500,580	469,087	621,404
FRINGES	236,849	250,008	307,416
SERVICES	50,823	83,466	43,500
FUEL	874,071	876,190	800,892
MAINT ITEMS	518,486	537,735	481,884
SUPPLIES	11,155	10,765	20,000
UTILITIES	3,722	3,157	3,100
INSURANCE	705,042	719,024	875,000
TRAVEL & MEETINGS	4,880	14,000	12,500
OTHER	13,263	63,774	66,101
* TOTAL VANPOOL/RDSHR OPERATIONS *	2,918,871	3,027,206	3,231,797
EXPENSES CAPITALIZED	0	0	0
FEDERAL PLANNING FUNDS	0	(610,863)	(655,797)
TOTAL OFFSETTING FUNDS	0	(610,863)	(655,797)
*** NET VANPOOL/RIDESHARE SERVICE ***	2,918,871	2,416,343	2,576,000

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2017**

	Actual 2015	Projected 2016	Budget 2017
*** OPERATIONS SUPPORT DETAIL ***			
LABOR	15,941,213	20,624,825	22,213,777
FRINGES	6,935,263	9,604,223	10,089,301
SERVICES	3,331,645	3,439,559	3,775,707
FUEL AND LUBRICANTS	274,289	380,238	325,537
TIRES AND TUBES	0	551	600
PARTS	907,471	894,471	986,126
SUPPLIES	722,535	689,352	833,525
TOOLS	76,996	84,886	99,675
REPAIRS	394,232	150,000	175,000
UTILITIES	3,377,787	3,577,980	3,701,838
TRAVEL & MEETINGS	133,577	86,730	240,427
WARRANTY SCRAP RECOVERIES	(1,040)	(21,000)	0
OTHER	16,925	(25,852)	4,712
*** TOTAL OPERATIONS SUPPORT ***	32,110,891	39,485,963	42,446,225
EXPENSES CAPITALIZED	(58,967)	(95,000)	(292,225)
NON-FEDERAL PLANNING FUNDS			0
FEDERAL PLANNING FUNDS	0	(73,666)	0
TOTAL OFFSETTING FUNDS	(58,967)	(168,666)	(292,225)
	32,051,926	39,317,298	42,154,000

Operations Support includes: Customer Service, Telecommunications, OPO, EFC, Tech Support
Financial Services, Facilities, Fleet Engineering, Support Maintenance, Security,
Training, Safety & Environmental Management

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2017**

	Actual 2015	Projected 2016	Budget 2017
*** GENERAL & ADMINISTRATION DETAIL ***			
LABOR	12,561,476	11,367,799	12,255,637
FRINGES	5,134,915	4,799,902	5,177,139
SERVICES	6,673,604	5,965,305	6,845,496
FUEL AND LUBRICANTS	26,429	7,420	6,400
SUPPLIES	640,727	678,685	681,001
UTILITIES	704,970	744,445	701,421
INSURANCE	2,177,894	2,440,842	2,357,252
TRAVEL & MEETINGS	301,841	316,384	551,753
MEDIA COSTS	780,672	610,000	610,000
CONTINGENCY	775,193	1,825,051	1,473,249
OTHER	651,500	375,036	392,616
*** TOTAL ADMINISTRATION ***	30,429,221	29,130,869	31,051,964
EXPENSES CAPITALIZED	(233,804)	(106,758)	(69,192)
OFFSETTING NON FEDERAL FUNDS			
FEDERAL PLANNING FUNDS	0	(71,772)	(71,772)
TOTAL OFFSETTING FUNDS	(233,804)	(178,530)	(140,964)
*** NET ADMINISTRATION EXPENSE ***	30,195,417	28,952,339	30,911,000

Administration includes:

Internal Audit, President, Civil Rights, Board Coordination
Information Services, General Counsel, Risk Mgt, Accounting,
Purchasing, Central Support Administration
Labor Relations, Human Resources, Chief Communications Officer
and Public Relations/Marketing.

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2017**

	Actual	Projected	Budget
	2015	2016	2017
*** NON-OPERATING EXPENSE DETAIL ***			
LABOR	3,388,616	3,617,017	3,785,664
FRINGES	1,407,739	1,630,573	1,699,572
SERVICES	665,566	4,040,000	1,494,858
FUEL AND LUBRICANTS	9,173	21,000	15,375
SUPPLIES	198,118	214,650	279,660
UTILITIES	58,592	63,600	39,200
TRAVEL & MEETINGS	124,868	87,350	76,350
LEASES	243,300	250,000	280,000
OTHER	64,176	39,100	127,430
*** TOTAL NON-OPEX ***	6,160,147	9,963,290	7,798,109
EXPENSES CAPITALIZED	(1,165,837)	(1,602,115)	(1,738,109)
OFFSETTING NON FEDERAL FUNDS			
FEDERAL PLANNING FUNDS	(2)	(2,942,175)	0
TOTAL OFFSETTING FUNDS	(1,165,839)	(4,544,290)	(1,738,109)
*** NET NON-OPERATING EXPENSE ***	4,994,308	5,419,000	6,060,000

Non-Operating Expense includes:

Capital Development, Real Estate, Transit Oriented Development
Planning, Major Investment Studies

Projected Fund Balance

UTA FUND BALANCE REPORT 2017 FORECAST						
	General Account	Bond Accounts	Risk Contingency Accounts	Restricted Revenue Account	Capital Projects	Project All Funds 2017
BEGINNING FUND BALANCE – 1/01/17	68,719,851	\$51,726,705	\$7,430,604	\$2,095,840	\$41,223,000	\$171,196,000
Revenue:						
Passenger	53,175,000					53,175,000
Advertising	2,333,000					2,333,000
Investment Income	2,098,000					2,098,000
Sales Tax	258,109,000					258,109,000
Other Revenue	6,391,000					6,391,000
Federal Operating Funds/Prev. Maintenance	60,676,000					60,676,000
Motor Vehicle Registration	1,823,000					1,823,000
Transfer from 2015 Crossover Refunding	4,485,000					4,485,000
Capital Grants					81,810,000	81,810,000
Local Contributions					64,332,000	64,332,000
Sale of Assets					9,511,000	9,511,000
Bond and Lease Financing		49,090,000				49,090,000
TOTAL RESOURCES	457,809,851	100,816,705	7,430,604	2,095,840	196,876,000	765,029,000
Transfers To (+) / From (-)	-107,002,000	107,002,000				0
TOTAL AVAILABLE RESOURCES	350,807,851	207,818,705	7,430,604	2,095,840	196,876,000	765,029,000
Expenditures:						
Operating Expenses	264,451,000					264,451,000
Non-operating	10,812,000					10,812,000
Debt Service (Principal and Interest)		107,002,000				107,002,000
Contribution to Debt Retirement Reserve	2,842,000					2,842,000
State of Good Repair Capital Projects		49,090,000			28,924,000	78,014,000
Provo-Orem BRT Capital Project					120,308,000	120,308,000
Other Capital Projects					47,644,000	47,644,000
TOTAL EXPENDITURES	278,105,000	156,092,000	0	0	196,876,000	631,073,000
Contributions to Reserves Included in Budget	3,416,000					3,416,000
ENDING FUND BALANCE – 12/31/17	\$76,118,851	\$51,726,705	\$7,430,604	\$2,095,840	\$ 0	\$137,372,000

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.

Bond Accounts: 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. This fund also includes all Debt Service Reserve accounts.

Risk Contingency Account: The Risk Contingency Fund is used for UTA’s self-insurance program. The Utah Governmental Immunity Act, which sets limits for governmental liability, applies to the Authority.

Restricted Assessment Account: The Restricted Assessment Fund was created to segregate sales tax authorized by Brigham City, Willard and Perry (municipalities within Box Elder County) with the specific restriction that all funds would be used for right of way

acquisition and corridor preservation to fund a fixed guideway or expanded public transportation system within the taxing jurisdictions.

Capital Projects Fund: This fund is used for capital projects, including the procurement of rail vehicles.

Revenues

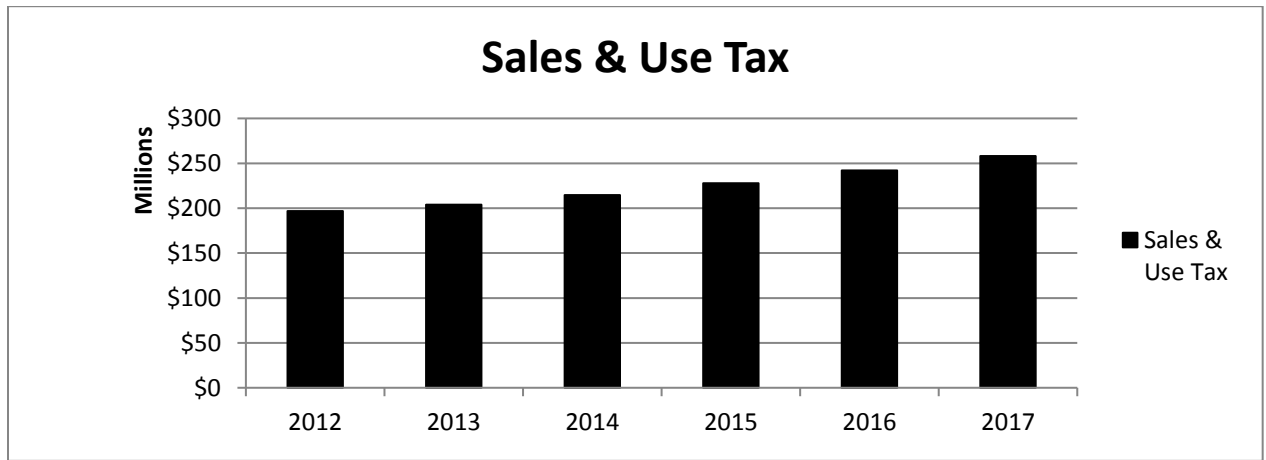
Source: Sales and Use Tax

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 2015 the voters in Davis, Weber, and Tooele Counties approved a ballot measure (Proposition 1) increasing the rate of Tax. The sales tax rate is .55% for Box Elder and .65% for Weber and Davis Counties. The rate is 0.6825% for Salt Lake County, 0.526% for Utah, and 0.4% Tooele Counties. This revenue is projected to generate \$258.1 million in 2017.

The UTAs growth rate for Sales and Use Tax from 1990 to 2015 is 5.5%. For 2016, the State of Utah Revenue Assumption Committee (last meeting in October 2016) estimates retail sales will grow by 5.0%. Their estimated growth for 2017 is 5.1%. The Authority estimated 2017 Sales Tax revenue is based on a 5.00% increase over projected 2016 Sales Tax.

Year	2012	2013	2014	2015	2016*	2017*
Sales Tax	\$196,693,541	\$203,806,328	\$214,683,276	\$227,703,023	\$241,979,732	\$258,109,000

* Projected

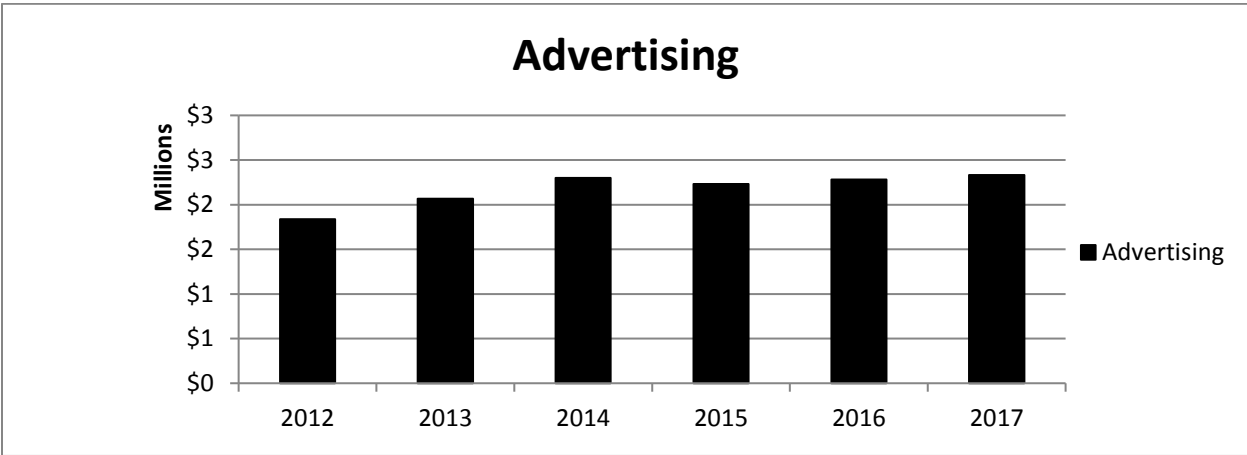


Source: Advertising

Advertising revenues for the Authority comes from the lease of exterior space on the sides and rear of the bus and light rail vehicles as well as interior space on light rail and commuter rail vehicles. The compound annual growth rate for advertising over the last 4 years has been somewhat flat. For 2017 advertising is projected to produce \$2.333 million, a slight increase due to opening of new routes and based on new contract guarantees.

Year	2012	2013	2014	2015	2016*	2017*
Advertising	\$1,839,000	\$2,066,667	\$2,300,000	\$2,233,333	\$2,283,000	\$2,333,000

* Projected

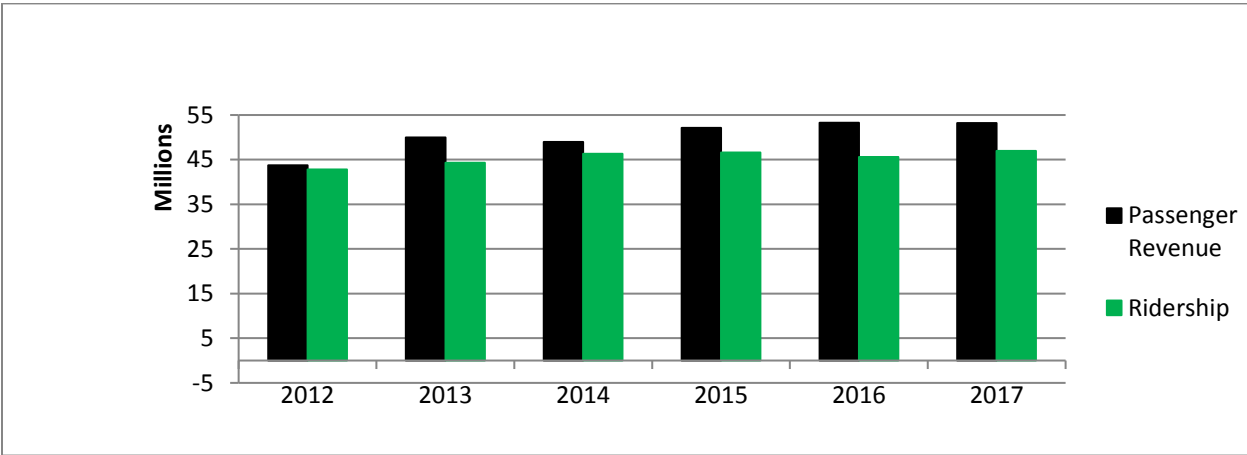


Source: Passenger Revenue

The Authority base Fare is \$2.50, fares range from \$1.25 for senior citizens to \$5.50 for premium express service. Due to increased bus service along with population and employment growth, ridership and passenger revenues, are expected to increase. UTA projects \$53.2 million in passenger revenue in 2017.

Year	2012	2013	2014	2015	2016*	2017*
Passenger Revenue	\$43,736,000	\$49,977,533	\$48,976,890	\$52,112,909	\$53,257,967	\$53,175,000
Ridership	42,806,077	44,281,254	46,279,409	46,577,166	45,570,000	46,960,000

* Projected

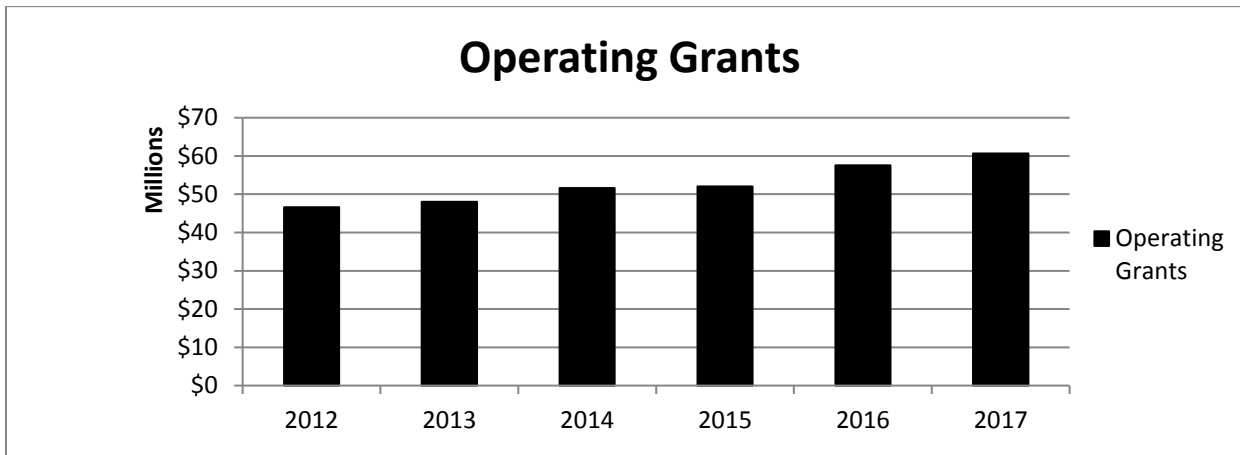


Source: Federal Operating and Preventative Maintenance Revenue Grants

In 2016 the Transportation Bill, Fixing Americas’ Surface Transportation (FAST) was approved by Congress. FAST 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. The Amounts for 2016 and 2017 are based on a slight increase of funding due to additional qualifying Rail Lines and new apportionments from the FAST act.

Year	2012	2013	2014	2015	2016*	2017*
Operating Grants	\$46,612,000	\$47,986,240	\$51,648,000	\$52,000,012	\$57,588,000	\$60,676,000

* Projected



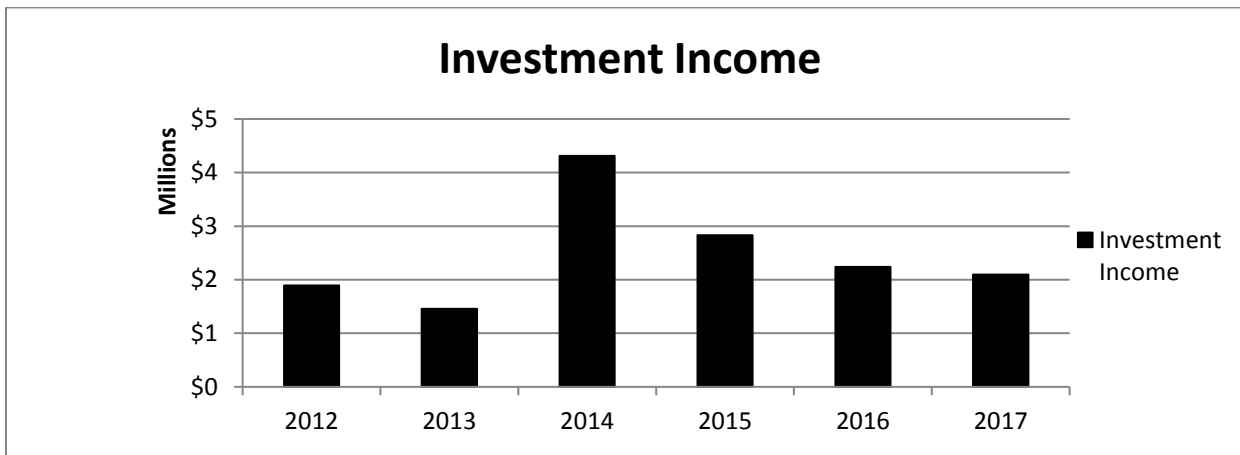
Source: Investment Income

Interest income consists of interest earned on invested operating funds not yet expended and funds held for future capital expenditures. Some of the Authority’s funds are invested with the Public Treasurers Investment Fund managed by the State Treasurer’s office; others are placed in investments that can yield a higher interest, but are still secure.

An approximate rate of 1.50% is applied to projected reserve accounts in the 2017 Transit Development Plan model.

Year	2012	2013	2014	2015	2016*	2017*
Investment Income	\$1,892,548	\$1,455,039	\$4,313,024	\$2,831,406	\$2,237,000	\$2,098,000

* Projected

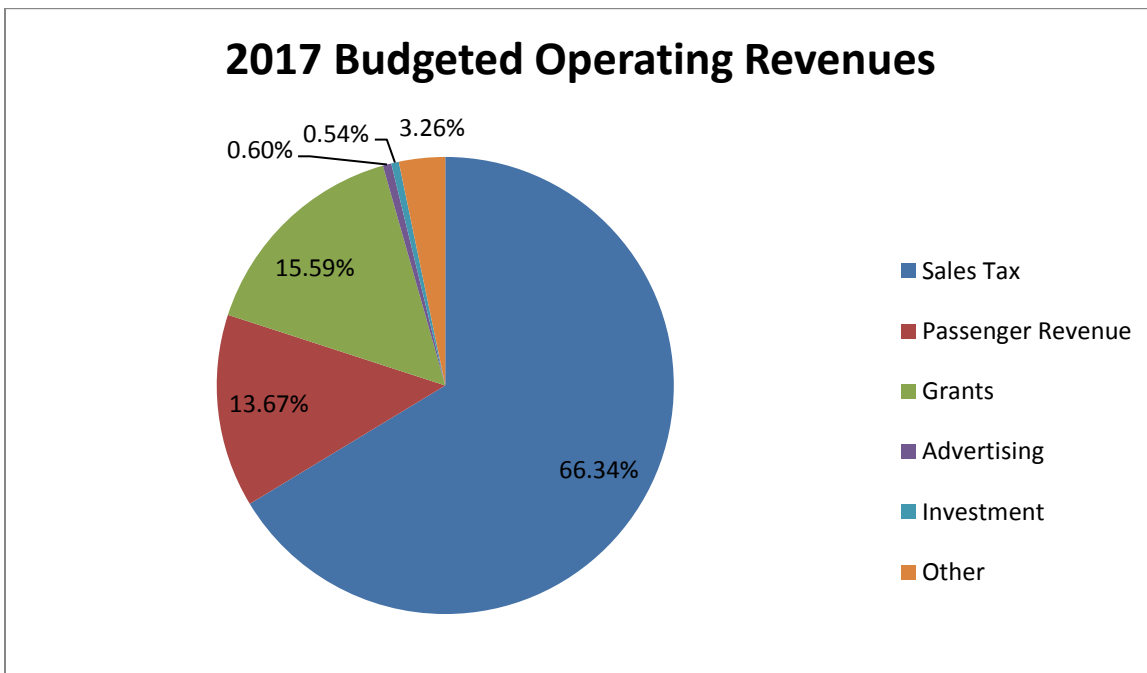
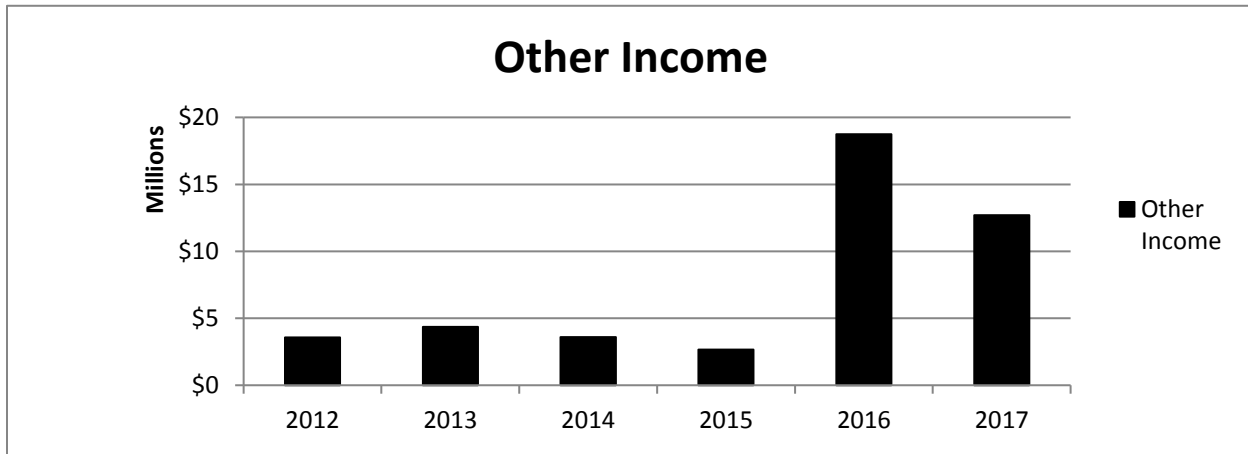


Source: Other Income

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. Other income projected for 2016 includes \$9.0 million from the 2015 Crossover Refunding Reserve and \$4.6 million from the Service Sustainability Reserve. Other revenues in 2017 include \$4.5 million from the 2015 Crossover Refunding Reserves and \$3.0 million from transit-oriented development revenues.

Year	2012	2013	2014	2015	2016*	2017*
Other Income	\$3,574,000	\$4,347,724	\$3,601,268	\$2,671,936	\$18,740,923	\$12,699,000

* Projected



Utah Transit Authority
Long-range Financial Forecast
(in thousands)

	Budget 2017	Estimated 2018	Estimated 2019	Estimated 2020	Estimated 2021	Estimated 2022
Revenue						
Sales Tax	\$258,109	\$271,014	\$284,565	298,793	\$313,733	\$329,419
Federal Prevent. Maint.	60,676	59,860	65,624	71,515	75,209	75,948
Passenger	53,175	58,488	59,983	61,739	63,839	66,321
Advertising	2,333	2,383	2,433	2,483	2,533	2,583
Investment	2,098	3,385	5,126	\$,146	6,679	5,336
Other	<u>12,699</u>	<u>8,495</u>	<u>8,840</u>	<u>10,125</u>	<u>10,175</u>	<u>8,556</u>
Total Revenues	<u>\$389,090</u>	<u>\$403,625</u>	<u>\$426,571</u>	<u>\$450,801</u>	<u>\$472,168</u>	<u>\$488,163</u>
Expenses						
Bus	\$90,762	\$95,410	\$97,339	\$100,135	\$101,786	\$103,647
Commuter Rail	27,700	27,236	27,781	28,338	28,904	29,568
Light Rail	48,553	47,740	48,695	49,672	50,664	51,827
Paratransit	21,795	21,430	21,859	22,297	22,742	23,265
Rideshare/Vanpool	2,576	2,533	2,584	2,635	2,688	2,750
Operations Support	42,154	41,448	42,277	43,125	43,986	44,997
General/Administrative Non-Operating	30,911	30,393	31,001	31,623	32,255	32,995
	<u>6,060</u>	<u>5,958</u>	<u>\$6,077</u>	<u>6,200</u>	<u>6,323</u>	<u>6,469</u>
Total Operating & Non-Operating Expense	<u>\$270,511</u>	<u>\$272,148</u>	<u>\$277,613</u>	<u>\$284,025</u>	<u>\$289,348</u>	<u>\$295,518</u>
Net Available	<u>\$118,579</u>	<u>\$131,477</u>	<u>\$148,958</u>	<u>\$166,776</u>	<u>\$182,820</u>	<u>\$192,645</u>
Capital Revenues						
Provo-Orem TRIP	\$120,308	-	-	-	-	-
Bonds/Leasing	49,090	\$72,537	\$19,540	\$19,530	\$24,520	\$30,685
Grants/Local Revenues	21,656	7,764	12,674	11,099	14,404	8,372
Sale of Assets	<u>9,511</u>	<u>300</u>	<u>500</u>	-	-	-
Total Capital Revenues	<u>\$200,565</u>	<u>\$80,601</u>	<u>\$32,714</u>	<u>\$30,629</u>	<u>\$38,924</u>	<u>\$39,057</u>
Capital Expense						
Capital Outlay	\$245,966	\$58,320	\$55,640	\$54,464	\$63,034	\$73,152
Debt Service	<u>\$107,002</u>	<u>\$114,729</u>	<u>\$123,506</u>	<u>\$134,790</u>	<u>\$145,321</u>	<u>\$250,646</u>
Total Capital & Debt Service Expense	<u>\$352,968</u>	<u>\$173,049</u>	<u>\$179,146</u>	<u>\$189,254</u>	<u>\$208,355</u>	<u>\$323,798</u>
Net Change	(\$33,824)	\$39,028	\$2,526	\$8,151	\$13,389	(\$92,096)
Beginning Balance	<u>\$171,196</u>	<u>137,372</u>	<u>\$176,400</u>	<u>\$178,926</u>	<u>\$187,077</u>	<u>\$200,466</u>
Ending Balance	<u>\$137,372</u>	<u>\$176,400</u>	<u>\$178,926</u>	<u>\$187,077</u>	<u>\$200,466</u>	<u>\$108,370</u>

Utah Transit Authority
Long-range Financial Forecast
Ending Balances
(in thousands)

	Budget 2017	Estimated 2018	Estimated 2019	Estimated 2020	Estimated 2021	Estimated 2022
Restricted Reserves:						
Debt Service	\$42,801	\$42,801	\$42,801	\$42,801	\$42,801	\$42,801
Debt Rate Stabilization	17,698	47,383	71,336	89,409	97,420	447
Service Sustainability	13,526	13,607	13,881	14,201	14,467	14,776
Working Capital	25,247	25,402	25,911	26,508	27,007	27,582
Risk	7,906	8,064	8,225	8,390	8,558	8,728
Fuel and Parts	<u>4,915</u>	<u>4,915</u>	<u>4,915</u>	<u>4,915</u>	<u>4,915</u>	<u>4,915</u>
Total Restricted Reserves	112,093	142,172	167,069	186,224	195,18	99,249
Unrestricted Balance	<u>25,279</u>	<u>34,228</u>	<u>11,857</u>	<u>853</u>	<u>5,298</u>	<u>9,120</u>
Total Ending Balance	<u>\$137,372</u>	<u>\$176,400</u>	<u>\$178,926</u>	<u>\$187,077</u>	<u>\$200,466</u>	<u>\$108,369</u>

Description of Restricted Reserves

Debt Service – This reserve is required by bond covenants for the payment of debt service in the event that UTA fails to make payments (which has never happened).

Debt Rate Stabilization – UTA Board policy requires savings from a bond refunding, be placed into this reserve. This reserve may be used for early debt retirement, payment of debt service if needed, fund a new bond reserve, or other use as determined by UTA Board. The current intent is to use the accumulated savings from the 2013, 2014, and 2015 refundings to retire portions of the 2012 bond issue in 2022.

Service Sustainability – UTA Board policy requires that an amount equal to 5% of budgeted operating cost be held in this reserve. This reserve may be used to avoid service reductions at such times as the Authority faces a revenue shortfall or cost overrun due to extraordinary circumstances.

Working Capital – UTA Board policy requires that an amount equal to 9 1/3% of budgeted operating cost be held in this reserve so the Authority can meet cash flow needs should revenue or grant payments be delayed.

Risk – This reserve supports UTA's self-insurance program. Utah Governmental Immunity Act (UGIA) suggests that entities establish these funds as a separate trust account but that is not required.

Fuel and Parts – The fuel reserve is set at \$.30 per gallon and currently represents \$1.915 million of the reserve amount. The fuel reserve may be used if the average fuel price for the year exceeds the budgeted fuel price. The parts reserve was initially funded at \$3 million and has a maximum level set at \$6 million. The reserve will be increased by annual parts expense savings (actual expense less than budgeted expense). The reserve may be used for a large, unforeseen parts expense (e.g., train engine replacement or fleet-wide replacement of expensive parts).



Section 4 Capital and Debt



**UTAH TRANSIT AUTHORITY
2017 CAPITAL BUDGET – SUMMARY
(in thousands)**

	Final Budget 2017
Funding Sources	
Provo-Orem TRIP	\$120,308
Bonds/Leasing	49,090
UTA Funding	45,401
Grants/Local Revenues	21,656
Sale of Assets	<u>9,511</u>
Total Funding Sources	<u>\$245,966</u>
Expense	
Provo-Orem BRT	\$120,308
State of Good Repair Projects (59 buses, 28 Paratransit Vans, 40 Rideshare Vans, Technology upgrades and replacements, Wi-Fi FrontRunner replacement, facility maintenance, SD overhauls, Rail Maintenance, Positive Tran Control)	\$78,014
Other Capital Projects (Joint Communications Center – JCC, Bus/Rail Amenities, C-Car Tires, Misc. Capital Projects)	<u>\$47,644</u>
Total Expense	<u>\$245,966</u>

Capital Expenditures

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 Executive Team against the following criteria:

- Does the expenditure provide lower operating cost, increase ridership or increase passenger revenues?
- Will the expenditure generate grant or operating revenue of 20% or more of the cost?
- Does the improvement contribute toward a state of good repair (SGR)?
- Does the improvement increase UTA public image??

After the capital items/project list is compiled and approved by the Executive Team, it is submitted to UTA's Board of Trustees for final approval. These items must support UTA's Strategic Plan, Board Goals and Corporate Objectives in order to be approved.

Replacement buses, Paratransit vans, Rideshare vans and Service Vehicles will arrive in 2017 to update current vehicle inventories and increase safety to our customers. 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.

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

- 1) Current grants the Authority has received from the federal government which generally require a 50% to 93% 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 is used to help offset funds required for a capital project.
- 5) Financing of capital projects, buses, and other revenue service vehicles.

A list following this narrative shows the major categories of Capital Projects. 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 2016 that were not completed, but approved to be carryover are also included in the Capital Budget. Each year the new Budget cycle requires 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.

Updating this plan by July 2017 will be the first step in the planning process for the 2018 budget.

CAPITAL PROJECTS DESCRIPTIONS

Provo Orem Bus Rapid Transit (BRT)

A major portion of the Capital Budget, \$120.3 million, will go towards developing the Provo Orem Bus Rapid Transit.. The purpose of this new service is to meet the transit demand in Utah County between those two cities and students commuting to Brigham Young University and Utah Valley University.

Impact on Operating Budget

Operating cost will increase approximately \$2.9 million per year, but will be offset by fares and Utah County's subsidy through 2028.

State of Good Repair Projects

Revenue Service Vehicles

In 2017 the revenue vehicle purchases consist of 59 buses, 28 Paratransit vehicles and 40 Rideshare vans. These buses will help keep UTA's fleet updated. Funding requirements will be met with a leasing program in addition to local match, as well as current and future grants. These vehicles will be part of a replacement program for UTA's fleet. Included in the cost are support and inspection services. This area also includes funding for Revenue Service Vehicle Repair Components (such as replacement engines and transmission) of \$2,389,000 and replacement of several support vehicles (\$746,000).

Impact on Operating Budget

The replacement Buses purchased in 2017 will save UTA an estimated 15% in fuel consumption or about \$160,000 which help maintain older buses until they are replaced. Paratransit vans will have little if any impact on the operating budget for 2017, because they are replacing older vehicles but are not increasing operating miles and hours, which are factors in the operating budget. In addition the Operating budget will not need to allocate as much funding for bus and van repair parts during the vehicles warranty period.

Technology Office – Information/Communications and ITS

Validator Replacement

During 2017, UTA will undertake a project to replace all 1,300 of the aging validators on its buses at and its train stations. Validators capture "tap on – tap off" rider information which is used to calculate and bill riders or third-party payers.

Impact on Operating Budget

Maintenance costs will be lower during the initial warranty period and will be realized in the first few years of the three-year project.

Front Runner Wi-Fi Enhancements

UTA has procured a new systems integrator to install an off-the-shelf technology that will improve the current Wi-Fi service on Frontrunner. This new system will offer capabilities and capacity to keep up with customers' demand of Wi-Fi as well as better compatibility with newer mobile technologies. This new and improved system could increase the yearly operational support costs in future years.

Impact on Operating Budget

Operating costs are expected for the support of personnel and licensing and maintenance agreements associated with this vendor-supplied technology. The operating cost in 2017 is minimal, due to the system being on initial warranty period. The operating cost of this system in future years starting in 2018 will be approximately \$451,000 per year.

Real Time Passenger Information (RTPI)

UTA continues to invest in RTPI technologies to provide riders with real time travel information. Continued investment in these technologies also provides UTA Operations with valuable information supporting its decision making and operational analysis process. Onboard technologies determine vehicle location and share the information with central operations. The location information is used to make departure times available on

rail platforms through public display signs and through web and smart phone applications. This information is also available for bus Operations.

In 2017 UTA plans to make continued enhancements to the RTPi system and its prediction algorithm across rail and fixed bus routes. Emphasis will be placed on leveraging this technology to provide better and more relevant information to the riding public through 3rd party smart phone application development.

Impact on Operating Budget
None.

State of Good Repair Projects

Over \$25.7 million will go toward updating, repairing and replacement of UTA infrastructure. Projects planned for 2017 include: \$14.1 million for SD Rail Cars Rebuild Program, \$3.2 million for engine and train car rehabilitation, \$1.8 million for replacing of tactile at TRAX stations, \$1.6 million for TRAX grade crossing replacements, \$1.4 million for rail replacement, and \$1 million for stray current mitigation.

Impact on Operating Budget
Rebuilding SD rail cars should allow maintenance costs to remain level.

Facilities & Bus Maintenance and Office Equipment

Two categories are included in this capital project area:

1. Safety and Security projects. These projects ensure the safety team's equipment is replaced on a timely basis and that safety features such as cameras and fencing may be added to the system.
2. Office Capital Equipment. This allows for replacement of various office machines that may wear out throughout the year.

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

Capital Projects

Positive Train Control

In 2017, UTA will complete the remaining \$8.3 million of work on this project, a full year before the federally-mandated deadline. Positive train controls are used to slow down and stop a train if the train's speed exceeds set limits.

Red Light Signal Enforcement

To improve passenger safety, two TRAX intersections which have multiple light rail crossings will be equipped with red light signal enforcement infrastructure. Estimated cost for this project is \$5 million.

Electric Bus Implementation

If UTA is successful obtaining a \$5.4 million grant, five additional electric buses will be procured and placed into service.

TIGER Grant Projects

In conjunction with six counties, two metropolitan planning agencies, and dozens of Utah cities, UTA was notified in late 2016 that it had been awarded a \$20 million grant which will be matched with local funding to improve transit access as well as trails and bikeways feeding into the transit system over the next five years. Projects in 2017 are estimated at almost \$4.0 million.

Proposition 1 Improvements

Funding from UTA's share of the quarter cent sales tax will be used to add additional buses (\$4.5 million), expand the Mt. Ogden service facility (\$2.2 million), and provide passenger amenities (\$4.5 million), like bus shelters, in Davis, Weber, and Tooele counties.

Impact on Operating Budget

After initial warranty periods, there will be a gradual increase in maintenance costs for these infrastructure improvements. Operating costs for the Proposition One improvements will be funded through the on-going Proposition One sales tax. Electric buses are expected to lower initial operating costs, mainly for fuel. Other increases in operating costs are expected to be minimal.

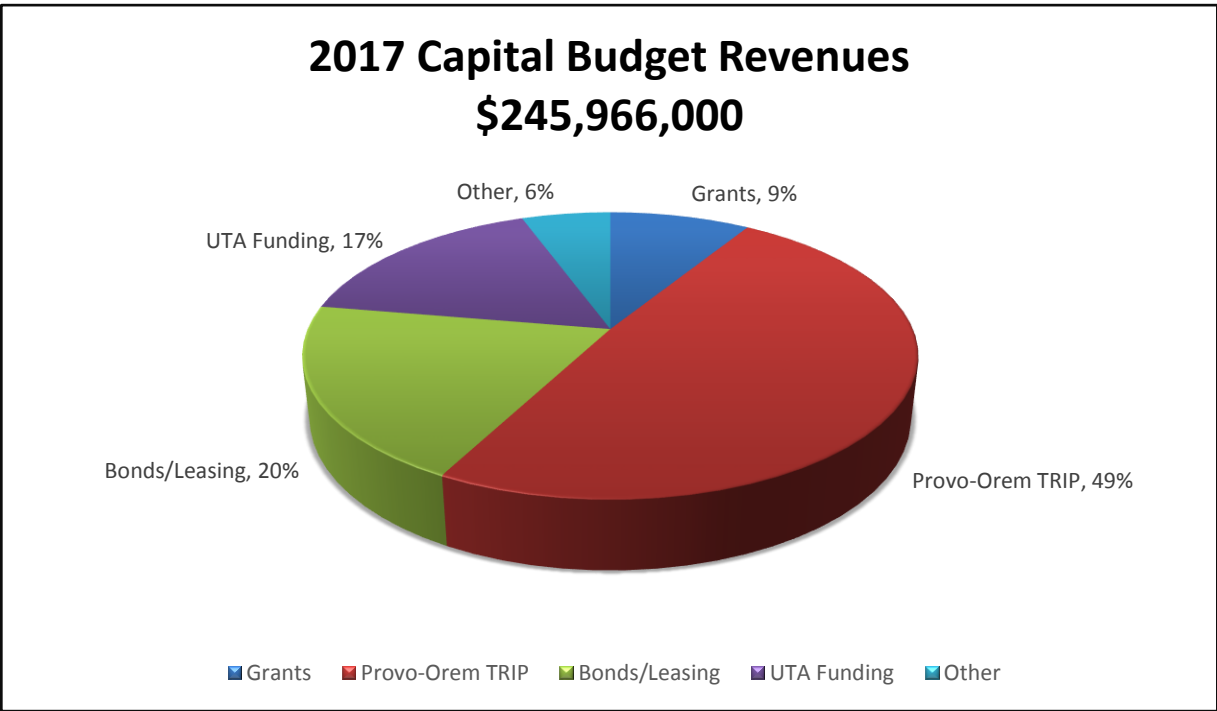
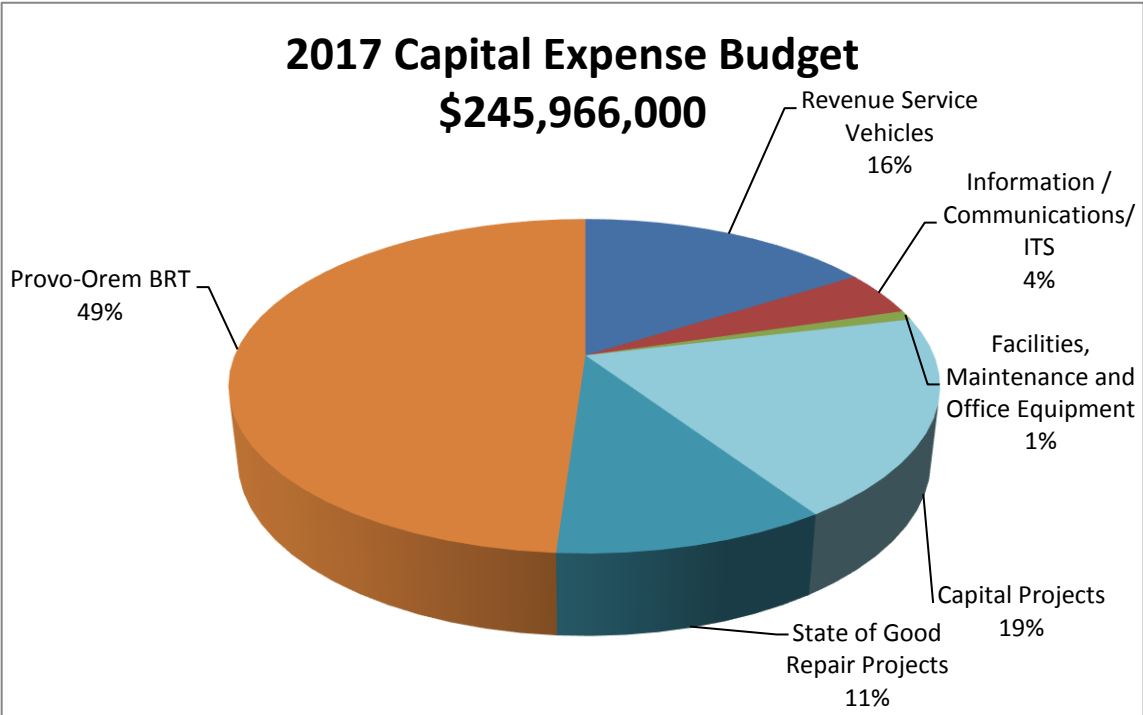
UTAH TRANSIT AUTHORITY		
2017 CAPITAL BUDGET - DETAIL		
December 14, 2016		Exhibit A
		2017 Budget
1	<u>Provo-Orem TRIP</u>	\$ 120,308,000
	<u>State of Good Repair</u>	
	<u>Revenue / Service Vehicles</u>	
2	59 Replacement Fixed Rt. Transit buses	31,371,000
3	28 Paratransit Replacements	3,585,000
4	Bus Engine and Transmission	2,389,000
5	40 Rideshare Replacement Vans	1,316,000
6	Replacement Support Vehicles	746,000
7	Total Revenue/Service Vehicles	39,407,000
	<u>Information Technology</u>	
8	Validator Replacement	2,999,000
9	Network & Infrastructure Equipment	409,000
10	TSF Onboard Technology replacements	810,000
11	Wi-Fi FrontRunner Replacement 2015	824,000
12	Passenger Information	661,000
13	Fares System Improvements	300,000
14	EFC Enhancements	419,000
15	Technology Projects & Network Infrastructure Improvements	4,212,000
16	Total Information Technology	10,634,000
	<u>Facilities, Safety, & Admin Equip.</u>	
17	Admin. Equipment Pool	100,000
18	Safety and Security	1,929,000
19	Facility Maintenance	245,000
20	Total Facilities, Safety, & Admin Equip.	2,274,000
	<u>Infrastructure State of Good Repair Projects</u>	
21	SD100 and SD160 Overhaul	14,099,000
22	N/S Tactile Replacements	1,800,000
23	N/S Trax Grade Crossing Replacements	1,650,000
24	C - Car Tires Rollover and S-70 Coupler Upgrades	1,562,000
25	Prime Mover Engine Rebuild	1,540,000
26	700 South Curve Replacement	1,400,000
27	Stray Current Mitigation	1,000,000
28	TAM System Development	650,000
29	Additoinal Infastructure Carryover State of Good Repair Projects	601,000
29	Ped Crossing Updates	500,000
30	Additoinal Infastructure State of Good Repair Projects	897,000
31	Total State of Good Repair	25,699,000
32	Total State of Good Repair	\$ 78,014,000

	<u>Capital Projects</u>	
	<u>Capital Projects</u>	
33	Electric Bus Implementation Study	\$ 5,945,000
34	Airport TRAX relocation	5,500,000
35	Positive Train Control	8,333,000
36	Red Light Signal Enforcement	5,000,000
37	Tiger Grant Projects	3,960,000
38	Safety-04 Cam Wi-Fi for LR Vehicles	1,250,000
39	Box Elder Right-of-Way	950,000
40	CoordM-04 ITS Development	697,000
41	Carryover FL ROW	650,000
42	Legal SW	500,000
43	Ped Crossing upgrades	441,000
44	Passenger Enhancements	371,000
45	Other Capital Projects	992,000
46	Total Capital Projects	34,589,000
	<u>Prop 1 Projects</u>	
47	MOBU Revenue Service Vehicles	4,543,000
48	MOBU Facility Expansion	2,200,000
49	Prop 1 Passenger Enhancements - Weber County	2,310,000
50	Prop 1 Passenger Enhancements - Davis County	2,118,000
51	Prop 1 Passenger Enhancements - Tooele County	50,000
52	Total Prop 1 Projects	11,221,000
	<u>5310 Grants</u>	
53	Salt Lake - West Valley UZA	800,000
54	Ogden - Layton UZA	655,000
55	Provo-Orem UZA	379,000
56	Total 5310 Grants	1,834,000
57	Total Other Capital Projects	47,644,000
58	Total Capital Budget	\$ 245,966,000

Project Name	2017 Cost	Grants	Local Partnering	Provo-Orem BRT Funding	Leases	UTA Bonds	UTA Funded
Revenue / Service Vehicles							
59 Replacement Fixed Rt. Transit buses	31,371,000	7,637,385			22,412,579		1,321,036
28 Paratransit Replacements	3,585,300				3,585,300		-
Bus Engine and Transmission	2,389,125	-					2,389,125
40 Rideshare Replacement Vans	1,316,000				1,316,000		-
Replacement Non-Revenue Support Vehicles	746,000	-			-	-	746,000
Total Revenue/Service Vehicles	39,407,425	7,637,385	-	-	27,313,879	-	4,456,161
Information Technology							
Validator Replacement	1,000,000	-					1,000,000
Safety-04 Cam Wi-Fi for LR Vehicles	1,250,000	-					1,250,000
Network & Infrastructure Equipment	409,584	-					409,584
TSF Onboard Technology replacements	810,000	-					810,000
CoordM-04 ITS Development	696,651	556,520					140,131
Fares System Improvements	300,000	-					300,000
Legal SW	500,000						500,000
Apple JDE 9.2 System Upgrade	465,200	-					465,200
CoordM-05 MOD Sandbox	435,000	348,000					87,000
Apple In-house Application Development & Enhancements	264,400	-					264,400
Security Enterprise Security Replacement	204,400	-					204,400
CoordM-01 Phase 3 Ride Pilot and Utah Ride Link dev and dep	200,000	160,000					40,000
Safety - 01 GPS tracker	134,000	-					134,000
Vanpool-02 Driver Tracking and Database System	80,000	-					80,000
Op Analytics - 01 Trapeze Upgrade	75,000	-					75,000
IT Pool	500,000						500,000
Total Information Technology	7,324,235	1,064,520	-	-	-	-	6,259,715
Information Technology 2016 Carryover							
Validator Replacement, EFC Warehouse	1,998,781	-					1,998,781
Wi-Fi FrontRunner Replacement 2015	824,215	-					824,215
Passenger Information	660,954	-					660,954
EFC Enhancements	418,506	-					418,506
Para IVR Passenger Callout, Electronic Manifest	414,135	-					414,135
Meadowbrook Data Center Replacement	393,943	-					393,943
Ride Pilot Phase 2	250,000	-					250,000
Application Development and Enhancements	124,842	-					124,842
FrontRunner PA System	116,000	-					116,000
JDE Enhancements	106,000	-					106,000
Mobile Ticketing	95,000	-					95,000
Critical JDEdwards Development	69,000	-					69,000
FrontRunner Mobile Data Computer	64,000	-					64,000
TOPS Upgrade/Replacement Operations System	63,656	-					63,656
FrontRunner Central Diagnostic System	55,200	-					55,200
Server Replacement and Storage	50,000	-					50,000
Wi-Fi FrontRunner Replacement 2014	37,000	-					37,000
Sire To On base Migration and Upgrade	15,600	-					15,600
Total Information Technology 2016 Carryover	5,756,832	-	-	-	-	-	5,756,832

Project Name	2017 Cost	Grants	Local Partnering	Provo-Orem BRT Funding	Leases	UTA Bonds	UTA Funded
Facilities, Safety, & Admin Equip.							
Vehicle Replacement/Expansion	450,000	360,000					90,000
Police training	200,000	160,000					40,000
Public Awareness Campaign	182,500	182,500					-
Entry / Egress - FLHQ, Promontory	150,000	50,000					100,000
Cam Coverage On Platform	135,000	108,000					27,000
Facility Security Upgrades	125,000	100,000					25,000
Air Conditioning Units Meadowbrook	125,000	-					125,000
Body Cameras	115,000	92,000					23,000
UTA Corridor Property Fencing New	100,000	80,000					20,000
Tasers	100,000	80,000					20,000
Miscellaneous	100,000	-					100,000
UTA Corridor Property Fencing Replacement	80,000	64,000					16,000
Repaint/Repair Floors - Dock at W.S.	60,000	-					60,000
Access Control for Data Rooms	60,000	48,000					12,000
Bus Safety & Security	40,000	6,000					34,000
Next Crossing Cameras	40,000	30,000					10,000
MRSC Lighting at Tracks 1,2,3 Service	40,000	-					40,000
Handheld Radios	36,000	24,000					12,000
2017 Project- Warm Spring Perimeter	30,000	-					30,000
Winter Coats	30,000	24,000					6,000
Ballistic Vest Replacement	15,000	12,000					3,000
Total Facilities, Safety, & Admin Equip.	2,213,500	1,420,500	-	-	-	-	793,000
Facilities, Safety, & Admin Equip. 2016 Carryover							
Emergency Mgmt. Exercises	60,000	32,000					28,000
Total Facilities, Safety, & Admin Equip. 2016 Carryover	60,000	32,000	-	-	-	-	28,000
Capital Development							
Provo Orem BRT	43,927,649			43,927,649			-
Electric Bus Implementation Study	5,945,500	5,445,500					500,000
Positive Train Control	5,020,399					5,020,399	-
Red Light Signal Enforcement	5,000,000	-				5,000,000	-
Tiger Grant Projects	3,960,185	3,705,989					254,196
Positive Train Control	3,312,284	-				3,312,284	-
Downtown TRAX signal TAP grant implementation	199,507	186,000					13,507
Break Down Contingency	150,000	-					150,000
FLHQ Generator for Closets A&B	120,000	-					120,000
Draper Before & After Study	50,400	30,240					20,160
FL2016 OCIP	50,000	-					50,000
Total Capital Development	67,735,924	9,367,729	-	43,927,649	-	13,332,683	1,107,863
Capital Dev. 2016 Carryover							
Airport TRAX relocation	4,300,115						4,300,115
Provo Orem BRT	76,380,351			76,380,351			-
Box Elder Right-of-Way	950,000						950,000
Airport station relocation	850,000	-					850,000
Carryover FL ROW	650,000						650,000
Ped Crossing upgrades	440,819						440,819
Passenger Enhancements	371,466						371,466
Airport Station Relocation Design	349,885						349,885
FL 2015 Airport	170,245						170,245
2 Bus bay expansion at Provo Station	130,000						130,000
Carryover- Riverside Gas Fueling Addition	72,000						72,000
Midvale OCS Modifications	50,000						50,000
Total Capital Development 2016 Carryover	84,714,881	-	-	76,380,351	-	-	8,334,530

Project Name	2017 Cost	Grants	Local Partnering	Provo-Orem BRT Funding	Leases	UTA Bonds	UTA Funded
Rail Maintenance 2016 Carryover							
Carryover- C - Car Tires Rollover Request of RAP075	1,121,704						1,121,704
Carryover- S 70 Coupler Upgrades	440,000						440,000
Total Rail maintenance 2016 Carryover	1,561,704	-	-	-	-	-	1,561,704
State of Good Repair							
SD100 Overhaul	6,583,517	-					6,583,517
SD160 Overhaul	4,545,826	-					4,545,826
N/S Tactile Replacements	1,800,000	-					1,800,000
N/S Trax Grade Crossing Replacements	1,650,000	-					1,650,000
Prime Mover Engine Rebuild	1,540,000	-					1,540,000
700 South Curve Replacement	1,400,000	-				1,400,000	-
Stray Current Mitigation	1,000,000	-					1,000,000
TAM System Development	650,000	-					650,000
Ped Crossing Updates	500,000	-					500,000
Paint Room Bldg. 8	300,600	-				300,600	-
TVM Computer replacement	275,000	-					275,000
Relocate Wayside Power Ogden Yard	151,200	-					151,200
Prime Mover Turbocharger Replacement	90,000	-					90,000
HEP Engine and Generator Rebuild	80,000	-					80,000
Total State of Good Repair	20,566,143	-	-	-	-	1,700,600	18,865,543
State of Good Repair 2016 Carryover							
SD-1X0 Overhauls	2,969,753	-					2,969,753
Rehab switches/frogs Main St interlocking	250,000	-					250,000
Tactile Replacement- NS Line	130,666	-					130,666
Red Light Signal Enforcement	100,000	-					100,000
NS Grade Crossing Replacements	60,304	-					60,304
RFID System Expansion	60,000	-					60,000
Total State of Good Repair 2016 Carryover	3,570,723	-	-	-	-	-	3,570,723
Prop 1 Projects							
MOBU Revenue Service Vehicles	4,543,150				4,543,150		
MOBU Facility Expansion	2,200,000	-			2,200,000	-	-
Prop 1 Passenger Enhancements - Weber County	1,624,647	-	150,000				1,474,647
Prop 1 Passenger Enhancements - Davis County	1,325,353	-	150,000				1,175,353
Prop 1 Davis County	792,229	-					792,229
Prop 1 Weber County	685,259	-					685,259
Prop 1 Passenger Enhancements - Tooele County	50,000						50,000
Total Prop 1 Projects	11,220,638	-	300,000	-	6,743,150	-	4,177,488
5310 Grants							
Salt Lake - West Valley UZA	800,129	800,129					-
Ogden - Layton UZA	655,300	655,300					-
Provo-Orem UZA	378,800	378,800					-
Total 5310 Grants	1,834,229	1,834,229	-	-	-	-	-
Capital and Prop 1 Total	245,966,234	21,356,363	300,000	120,308,000	34,057,029	15,033,283	54,911,559



Debt

UTA has invested heavily in rail infrastructure to meet transit preferences along the Wasatch Front area. Because of the long-term nature of the improvements and the large upfront investment, UTA issued over \$2 billion of debt from 2005 through 2012. Since 2012, UTA has taken advantage of low long-term interest rates to eliminate its overnight variable rate debt and establish a portfolio of fixed rate debt.

Outstanding debt as of December 31, 2016 by bond issue is provided in the following chart.

Bond Series	Final Maturity	Outstanding Principal
Senior Debt:		
2005A	2022	\$10,105,000
2006C	2032	117,670,000
2008A	2023	54,295,000
2009B - BABs	2039	261,450,000
2015A	2038	668,655,000
Total Senior Debt		<u>\$1,112,175,000</u>
Subordinate Debt:		
2007A	2035	\$128,807,069
2010 - BABs	2040	200,000,000
2012	2042	282,755,000
2015A	2037	192,005,000
2016	2032	<u>145,691,497</u>
Total Subordinate Debt		<u>949,258,566</u>
Total Outstanding Debt		<u>\$2,061,433,566</u>

Annual principal and interest payments are provided on the following page.

Fiscal Year Ending December 31	Total Principal	Total Interest	Total Debt Service
2017	\$8,750,000	\$96,722,728	\$105,472,728
2018	\$9,200,000	\$100,743,143	\$109,943,143
2019	\$15,580,000	\$100,099,262	\$115,679,262
2020	\$25,480,000	\$99,083,180	\$124,563,180
2021	\$34,680,000	\$97,615,180	\$132,295,180
2022	\$43,610,000	\$95,627,737	\$139,237,737
2023	\$54,665,000	\$93,116,618	\$147,781,618
2024	\$57,470,000	\$90,307,643	\$147,777,643
2025	\$60,405,000	\$87,379,555	\$147,784,555
2026	\$63,510,000	\$84,281,855	\$147,791,855
2027	\$84,955,000	\$81,004,774	\$165,959,774
2028	\$88,945,000	\$77,013,374	\$165,958,374
2029	\$102,735,000	\$72,827,384	\$175,562,384
2030	\$107,740,000	\$67,909,481	\$175,649,481
2031	\$113,050,000	\$62,595,879	\$175,645,879
2032	\$99,023,566	\$76,610,473	\$175,634,039
2033	\$98,195,000	\$53,270,103	\$151,465,103
2034	\$103,010,000	\$48,455,148	\$151,465,148
2035	\$108,365,000	\$43,391,334	\$151,756,334
2036	\$113,690,000	\$38,093,367	\$151,783,367
2037	\$119,120,000	\$32,354,066	\$151,474,066
2038	\$127,405,000	\$26,000,516	\$153,405,516
2039	\$135,945,000	\$18,916,963	\$154,861,963
2040	\$143,190,000	\$11,142,131	\$154,332,131
2041	\$70,605,000	\$5,370,625	\$75,975,625
2042	<u>\$72,110,000</u>	<u>\$1,802,750</u>	<u>\$73,912,750</u>
Totals	<u>\$2,061,433,566</u>	<u>\$1,661,735,269</u>	<u>\$3,723,168,835</u>



Section 5

Departmental Information



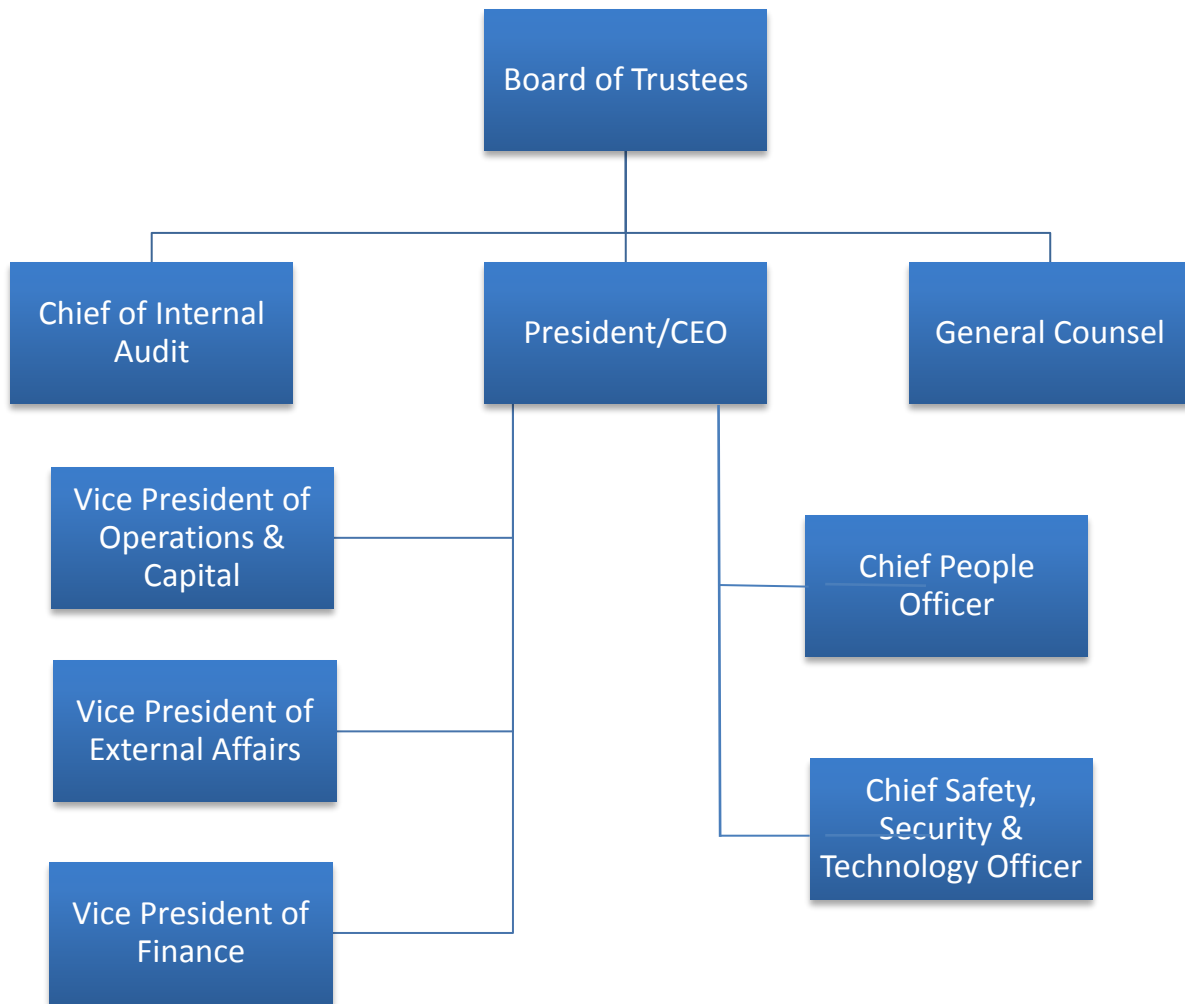
Position Summary Schedule

UTAH TRANSIT AUTHORITY					
APPROVED FULL-TIME EQUIVALENT (FTE) BY ORGANIZATIONAL RELATIONSHIP					
OPERATIONS, OPERATIONS SUPPORT AND GENERAL AND ADMINISTRATION					
			Actual	Actual	Budget
			2015	2016	2017
OPERATIONS:					
Bus					
	Salt Lake				
	Administration		7.5	7.5	7.0
	Operations		499.0	501.0	544.5
	Maintenance		131.0	134.0	141.0
		Salt Lake	637.5	642.5	692.5
	Ogden				
	Administration		2.0	2.0	2.0
	Operations		134.5	167.5	189.0
	Maintenance		41.0	45.0	47.0
		Ogden	177.5	214.5	238.0
	Timpanogos				
	Administration		6.0	8.0	5.0
	Operations		99.5	98.5	106.0
	Maintenance		31.0	31.0	32.0
		Timpanogos	136.5	137.5	143.0
Rail					
	Light Rail Administration		15.0	16.0	19.0
	Light Rail Operations		177.0	188.0	192.0
	Light Rail Maintenance		110.0	117.0	141.0
	Commuter Rail Administration		3.0	3.0	2.0
	Commuter Rail Operations		104.0	108.5	112.5
	Commuter Rail Maintenance		29.0	33.0	35.0
	Maintenance of Way		89.0	94.0	109.0
		Rail	527.0	559.5	610.5
Special Services					
	Special Services Administration		28.0	27.5	28.0
	Paratransit Operations		127.0	125.0	138.0
	Paratransit Maintenance		33.0	34.0	34.0
	Vanpool Administration		8.0	8.0	9.0
	Mobility Management		3.0	3.0	6.0
	Rideshare Administration		1.0	1.0	2.0
		Special Services	200.0	198.5	217.0
		Operations Subtotal	1,678.5	1,752.5	1,901.0

OPERATIONS SUPPORT AND GENERAL AND ADMINISTRATION:				
	Chief Executive Officer			
	Chief Executive Officer	1.0	1.0	1.0
	Board Coordination	1.0	1.0	1.0
	Corp & Board Support	5.5	3.0	7.0
	Chief Executive Officer	7.5	5.0	9.0
	Chief Operating Officer			
	Chief Operation Officer	1.0	1.0	2.0
	Support Maintenance	27.0	28.0	28.0
	Fleet Engineering	13.0	13.0	13.0
	Labor Relations	7.5	10.0	12.0
	Training	24.0	27.5	36.7
	Chief Operating Officer	72.5	79.5	91.7
	Chief Financial Officer			
	Chief Financial Officer and Contract Administration	2.0	2.0	2.0
	Accounting	11.0	14.0	15.0
	Supply Chain Mgt & Contract Admin	44.0	47.0	49.0
	Financial Services	12.7	12.7	12.7
	Human Resources	22.5	22.5	24.0
	Financial Planning & Analysis	2.0	2.0	2.0
	Chief Financial Officer	94.2	100.2	104.7
	Chief Capital Development Officer			
	Major Program Development	19.0	21.0	24.0
	Facilities	83.0	86.0	87.0
	Transit Oriented Development	7.0	2.0	2.0
	Real Estate	5.5	11.0	12.0
	Chief Capital Development Officer	114.5	120.0	125.0
	Chief Technology Officer			
	Chief Technology Officer	1.0	1.0	1.0
	Technology Development	5.0	5.5	5.0
	Technology Deployment	4.0	4.0	4.0
	Technology Support	4.0	4.0	4.0
	Application Development	12.0	15.5	15.5
	Network Support	13.0	15.0	15.0
	Telecommunications	4.0	8.0	8.0
	Operational Research and Development	15.0	15.0	17.0
	Technology Support Facility	11.0	12.0	12.0
	Chief Technology Officer	69.0	80.0	81.5
	Chief Communications Officer			
	Chief Communications Officer	2.0	2.0	2.0
	Public Relations and Marketing	10.0	10.0	11.0
	Electronic Fare Collection	6.0	6.0	6.0
	Product Development & Sales	6.0	5.0	6.0
	Customer Service	36.5	40.5	45.0
	Chief Communications Officer	60.5	63.5	70.0
	Chief Planning Officer			
	Planning	20.5	19.5	19.0
	Chief Planning Officer	20.5	19.5	19.0

	Chief Safety Officer			
	Safety	22.7	24.9	25.5
	Transit Comms Center	19.0	19.0	19.0
	Security	63.2	72.2	78.2
	Chief Safety Officer	104.9	116.1	122.7
	Board of Trustees			
	Internal Audit	1.0	2.5	3.0
	General Counsel	7.5	8.5	10.0
	Civil Rights	1.0	3.0	3.0
	Risk Management	5.5	5.0	5.0
	Board of Trustees	15.0	19.0	21.0
	Operations Support and General and Administration Subtotal	558.6	602.8	644.6
	UTAH TRANSIT AUTHORITY	2,237.0	2,355.2	2,545.5

UTA Organizational Chart



Department Descriptions

Department Name:
President/CEO

Office of President/CEO
Jerry R. Benson

Department Function

The President/CEO's staff is comprised of six functions including: Office of the President/CEO, Finance, External Affairs, Operations and Capital, Safety, Security and Technology, and Human Relations. The President/CEO's staff is charged with leading the Authority's overall corporate communications activities, facilitating community and government relations efforts, assisting the Authority's customers in obtaining information on transit services, overseeing media and publicity activities, supporting internal communications, and coordinating the work of the Board of Trustees. Additionally, the departments are responsible for overseeing the budget process, generating financial analyses, and conducting public opinion and market expectation research.

The President/CEO's areas of emphasis include the following:

- Provide a personal "one-on-one" focus with customers, employees, and stakeholders
- Continue the move towards a sustainable, environmentally conscious organization and operation
- Create and operate a first-class family of services which is a single transportation network focused on achieving unprecedented operational excellence
- Maintain and build innovative partnerships within UTA
- Create a culture of collaboration which promotes mutual respect, trust, transparency, and excellence

Office of the President/CEO

This organizational area provides direct support for the President/CEO on a daily basis in areas including federal, state, and local governmental relations, board coordination, and prioritization of schedule. It also assures that assignments are made to others on behalf of the President/CEO and completes special projects.

Vice President of Operations and Capital

This organization brings the operating business units together under a centralized area to provide a cohesive, single operational plan which provides an excellent service to customers and maintains a localized approach in delivery of the plan. This was identified as one of the organization's strengths during an assessment team review. A key role of the leader of this area will be to provide the performance specifications for the regional general managers (RGMs) while allowing them to develop the best approach to meet the operational needs of the local area.

The capital group functions as a service organization to the broader UTA to provide the management and pre-operational development of physical assets and the post operational management of them for the organization (bus and rail construction projects, information technology, transit-oriented development, maintenance facilities, etc.). This breaks generally into two groups: activities which occur prior to operations (environmental planning, design, construction and commissioning, and turnover) and the management of assets once in operation (cataloguing assets, preparing maintenance plans, performing

major construction work relating to that maintenance, maintaining UTA facilities), and grant management.

Vice President of External Affairs

This area works with the President/CEO to develop the short and long-term vision for the direction of the organization including the development of the long-range plan; growth, land use, etc., as well as the short-range plan; cities, land use planning, station planning, , etc., and the strategic plan; and metropolitan planning organization (MPO) coordination.

The primary functions of this area are centered on understanding and meeting the interests of internal and external customers. This organization is paired with the business solutions and technology area. The two areas have several similar and potentially symbiotic functions. Specifically, these include fares, communications, and marketing.

Responsibilities of this area include oversight of federal state and local government relations.

Vice President of Finance

This area provides support to the organization in managing its financial and materials resources. Is also responsible for reporting on the Authority's fiscal activities through monthly and annual financial reports as well as debt administration, cash flow planning, fare collection, and investment activities. This group manages the financial sustainability of the organization, analyzes economic conditions, and estimates future conditions. Management of all funds and the tools to do so are critical areas in this function. This assures that all those responsible for meeting these requirements report to the leader of this area.

This group also includes responsibilities for the direct supervision of transit-oriented development (TOD) project manager, TOD project management, coordinating transit project personnel and communications with developers and third parties regarding TOD, and developing relationships with governmental agencies representing TOD.

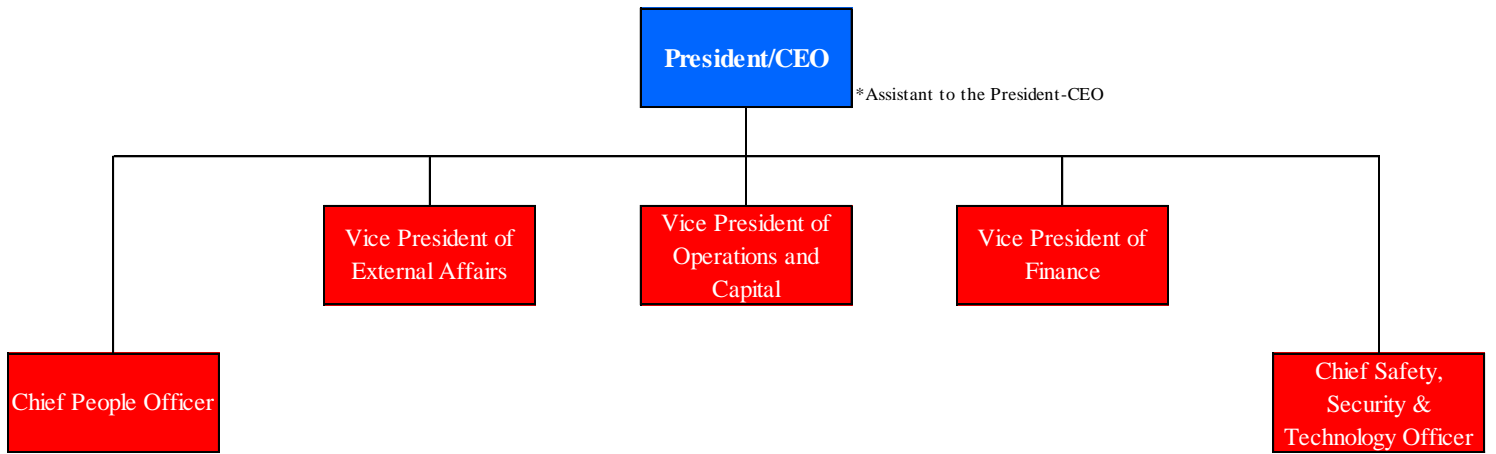
Chief Safety, Security and Technology Officer

The safety department safeguards customers, employees, and property. A safe commuting and working environment is provided for customers and employees through various methods of policing to insure order and the protection of customers, employees and property from crime.

The technology area provides the organization with the ability to gather and disseminate data and assists the other functional areas with analysis to allow for improved decision making. It establishes performance requirements, evaluates the operations of the organization, suggests methods that may assist in a more business-like operation, and develops tools which are helpful in accomplishment of these ends.

Chief People Officer

Human resources are managed by hiring the best employees, providing competitive salary and benefits, and carrying out the Authority's positive people management plan and leadership development programs. Goods and services are acquired through competitive processes to get the best value for the Authority



Department Name:
Vice President of Operations and Capital

Operations and Capital
Todd Provost

Department Function

The following departments are included in Operations and Capital: Regional General Managers and Operations, Facilities Management, and Capital Projects.

Operations

The Operations Department is responsible for delivering all of UTA's transit service on a daily basis. Operations, under the direction of the Vice President of Operations and Capital, six Regional General Managers, and three support managers, have approximately 1901 employees of which 58% are Operators, 22% work in Maintenance and the remaining 20% are Administrative employees.

Operations provides fixed-route bus, flex route bus, paratransit, vanpool/rideshare, light-rail, streetcar, and commuter rail services covering Weber, Davis, Salt Lake and Utah Counties as portions of Box Elder and Tooele Counties. Operations have a fleet of 520 fixed-route buses which include hybrid-electric, Compressed Natural Gas (CNG), ski and over-the-road coaches, plus 164 Para-transit buses. In addition, Operations has a fleet of 467 Vanpool vehicles, 114 light-rail vehicles, 52 commuter rail cars and 18 locomotives. Operations serve 6,207 bus stops; 50 light rail, 7 street car, and 16 commuter rail stations with an annual ridership exceeding 46.5 million.

Business Units

Mt. Ogden Business Unit – Eddy Cumins, Regional General Manager:

The Mt. Ogden Business Unit provides fixed route bus service in Davis & Weber Counties, express service to Salt Lake and ski service to the Powder Mountain and Snowbasin ski resorts. The Mt. Ogden Business Unit has 238 employees and 102 vehicles.

Timpanogos Business Unit – Mary DeLaMare-Schaefer, Regional General Manager:

The Timpanogos Business Unit provides fixed route bus service for Utah County and ski service to the Sundance ski resort. The Timpanogos Business Unit has 143 employees and 66 vehicles.

Salt Lake Business Unit – Lorin Simpson, Regional General Manager:

The Salt Lake Business Unit consists of two garages (Meadowbrook and Central) and is the provider for fixed route bus service and Bus Rapid Transit (BRT) service for Salt Lake County. In addition, the Salt Lake Business Unit is responsible for the Park City-Salt Lake City Connect, express service to Tooele and Davis Counties and ski service to the Snowbird, Alta, Solitude and Brighton ski resorts. This business unit has 692 employees and 352 vehicles.

Special Services Business Unit – Cherryl Beveridge, Regional General Manager:

The Special Service Business Unit is responsible for Utah Transit Authority's Paratransit, Flex Route, Coordinated Mobility Management, Travel Training, Vanpool and Carshare services throughout all of the UTA service area. The Special Services Business Unit provides service directly and also through private and non-profit contractors. The Special Services Business Unit has 217 employees, 164 Para-transit buses and 467 Vanpool vehicles.

Light Rail Business Unit (TRAX) – Jeffrey LaMora, Acting Regional General Manager:

The Light Rail Business Unit is responsible for the operation and maintenance of four light rail (TRAX) lines (Blue, Green, Red and S-Line); all of which serve Salt Lake County and run on a total of 45 miles of electrified double track. The Light Rail Business Unit has 352 employees and 114 light-rail vehicles.

Commuter Rail Business Unit (FrontRunner) – Bruce Cardon, Regional General Manager:

The Commuter Rail Business Unit is responsible for the operation and maintenance of UTA’s commuter rail line (FrontRunner). This service spans 88 miles of track and serves Weber, Davis, Salt Lake and Utah Counties. The Commuter Rail Business Unit has 149 employees, 52 commuter rail cars and 18 locomotives.

Facilities Management

Fatalities Maintenance:

This department maintains bus stops, train stations, park and ride lots, maintenance UTA facilities and office buildings. The department also performs and manages contracts for snow removal.

State of Good Repair:

This department maintains bus and rail systems in a State of Good Repair and is one of the Federal Transit Administration’s highest priorities. Having well maintained, reliable transit infrastructure – track, signal systems, bridges, tunnels, vehicles and stations – will ensure safe, dependable and accessible services.

Support Maintenance:

The operations department receives overall support from the Operations Analysis & Planning Division (managed by Jonathan Yip), the Rail Systems Infrastructure/Maintenance of Way/Ticket Vending Machines Division (managed by Ron Benson) and the Maintenance Administration Division (managed by James Baxter).

Capital Projects

The Capital Projects Department is comprised of engineering and construction, geographic information systems, asset management, grants management, environmental analysis and management and facilities maintenance activities. The department is organized in the following sections:

Product Development:

Project development: Responsible for the design, construction and project management of major capital projects.

Environmental and Project Controls:

Responsible for the environmental analysis of new capital projects. Leads and coordinates the environmental and quality management programs for all of UTA. Provides project controls oversight of capital projects including schedules, change orders and contracts.

Fleet Managements:

Responsible to map out a systematic approach to the ongoing management and planning for rehabilitation and replacement of UTA’s fleet of transit vehicles.

Grants Management:

Provides UTA oversight of federal grants and federal formula funds to ensure compliance with federal requirements. Coordinates overall UTA efforts in the preparation of grant requests.

Vice President of
Operations, Capital &
Assets

Regional General
Managers &
Operations

Asset Management
Director

- *Facilities Maintenance
- *State of Good Repair
- *Support Maintenance
- *Ticket Vending Machines
- *Maintenance of Way
- *Fleet Engineering

Capital Projects
Director

- *Capital Projects
- *Project Development
- *Environmental & Project
Controls
- *Grants Management

Department Name:
Vice President of External Affairs

External Affairs
Nichol Bourdeaux

Department Function

The following departments are included in External Affairs: Government Relations, Communications and Customer Focus, Board Operations, Planning and Customer-Facing Information Technology.

Government Relations

Government Relations is taking on an increasing important role inside UTA. The current objectives of the activity are related to our ability to 1) meet external expectations, 2) obtain resources and support, 3) meet accountability requirements, and 4) understand the interests and objectives of the broader community.

The Vice President of External Affairs and the Government Relations Director work to coordinate the activities associated with Government Relations. The Vice-President of External Affairs acts as the direct liaison and point of contact with Utah State Government Officials. The Government Relations Director acts as the focal point for external contacts and aims issues to the appropriate internal point to gather information for contact and follow-up. A key to success is the education of roles/interests/responsibilities with external stakeholders as well as internal staff and managers.

Communications and Customer Focus

The Communications and Customer Focus staff is comprised of three departments including Public Relations and Marketing, Customer Service, and Product Development and Sales. The Communications and Customer Focus staff is charged with leading the Authority's overall corporate communications and customer driven initiatives and programs, facilitating community and government relations efforts, assisting the Authority's customers in obtaining information on transit services, and overseeing media and publicity activities. Additionally, the department is responsible for coordinating public opinion and market research.

During 2017, the Public Relations and Marketing department will continue to be responsible for establishing and maintaining a consistent brand identity for UTA. The group will coordinate major marketing campaigns, facilitate public outreach and involvement programs for the Authority's major capital projects and service changes, coordinate various public education efforts with elected officials and stakeholders, lead marketing and communications initiatives for individual business units, oversee social media communications, and communicate with agency employees. Additionally, the department will continue to evaluate the agency's customer information and signage and make design changes that provide for better information and that reflect UTA's brand. This group will also create and implement major public events that celebrate agency milestones, provide messaging expertise for Authority initiatives and issues, coordinate UTA's media relations efforts, maintain key community relationships, and work proactively with the media and provide crisis communications expertise as necessary. In

addition, the department will continue to manage website development, online content, the Authority's social media strategy, and UTA's graphic arts and video production services.

The Customer Service Department will continue to provide critical information to customers regarding route information, trip planning, and other complexities that affect the customer's transportation needs. The group will also maintain its role in receiving, logging and tracking customer comments and feedback with accuracy and timeliness, providing regular reports to the executive team, and providing customer support for electronic fare FAREPAY cards. Additional responsibilities include communication of delays and emergency notifications regarding rail incidents via email, Twitter and platform signage.

The Product Development and Sales (PDS) department was created in February 2015. It is comprised of marketing representatives that previously reported to the Regional General Managers of each business unit. The group manages UTA's current pass products by negotiating and executing contracts, performing analysis on contract pricing and projecting impacts to revenue and ridership. The PDS Department works closely with other UTA departments to support the evolution of UTA's fare structure; identify new opportunities for pass programs and ensure pass products align with UTA's brand and corporate fare policy. The group works with agencies outside UTA to promote ridership with transit programs by helping agencies effectively administer pass programs, providing education, supporting community events, developing new pass options and maintaining and growing relationships. The mission of this newly formed group is to collaborate with UTA's corporate, education, government and community partners to promote public transportation by developing, implementing and marketing transit pass products.

Board Operations

The Board Coordination group will continue providing the Board of Trustees with appropriate information on staff activities, organizing board meetings and retreats, and implementing new Board member training programs. The group will also continue to maintain critical board documents such as the policy manual, contact lists, etc.

Planning

The Planning Department works with the President/CEO to develop the short and long-term vision and direction of the organization. Planning is comprised of three groups: Integrated Service Planning, Integrated Project Development, and Program Development. Integrated Service Planning develops, monitors, and adjusts all of UTA's fixed transit routes to give our customers the best service possible. This group keeps the UTA Service Development Plan, a five year look ahead that takes ideas and feedback received from UTA's stakeholders and overlays that feedback with a technical process to produce a meaningful, prioritized list of transit route changes in the near-term.

Integrated Project Development works with both internal and external stakeholders to develop projects that have an identified path to implementation in our MPO's Regional Transportation Plans. This work includes doing a great deal of outreach to many of the 80 municipalities in the UTA service district.

Program Development is responsible for strategic planning and long range planning at UTA. This ranges from travel demand forecasting to fare policy evaluation to GIS modeling of ridership trends. This group also has a large role with our community partners for UTA's Active Transportation strategy, which seeks to further integrate biking, walking, as well as the rest of the "shared economy" with the UTA system.

Customer-Facing Information Technology

During 2017, the customer-facing information technology department will be developed by combining customer-facing elements currently spread throughout UTA into one department.

Vice President of
External Affairs

Government
Relations Director

Communications
Director

- *Public Relations
- *Marketing
- *Product Development &
Sales

Board Operations
Director

- *Board Coordination

Planning Director

- *Service Planning
- *Strategic Planning
- *Fare Policy
- *Environmental Steward

Customer-Facing
Information
Technology

Customer Service

Department Name:
Vice President of Finance

Finance Services
Robert Biles

Department Function

The Finance Department provides support to the organization in managing its financial, material and property resources. The following departments are included in Finance: Accounting, Budget, Supply Chain, Treasury, Fares, Transit Oriented Development, and Property Administration.

Finance is responsible for reporting on the Authority’s fiscal activities through monthly and annual financial reports as well as debt administration, accounting, budgeting, cash flow planning, fare collection, property administration, and investment activities. Through Supply Chain, goods and services are acquired through competitive processes to get the best value for the Authority.

Transit oriented development manages the development of UTA property for transit oriented development and assists communities with their planning for transit oriented developments on non-UTA owned lands surrounding rail stations and major bus service corridors.

Property administration manages the acquisition and disposal of property as well as permitting for utilities and others wishing access or easements to UTA property.

Vice President of
Finance

Comptroller &
Accounting

Budget

Supply Chain

Treasury and
Financial Services

Fares

Real Property and
TOD Director

*Real Property
*Property Management
*Transit-Oriented
Development

Department Name:

***Safety & Security and
Technology***

**Chief Safety & Security and
Technology Officer:**

David Goeres

Department Functions

The Safety, Security and Technology Office consists of the following departments: Security, Safety, Transit Communications Center, Emergency Management, Police, Business Solution & Operations Analysis/Planning, and Information Technology.

Safety

The UTA Safety department has the responsibility for providing safety oversight of construction and operation for all modes of transit services which includes: FrontRunner commuter rail, TRAX light rail, fixed bus service, special services and van pool. This oversight includes the construction of systems and the work environment for operators, mechanics and administrative staff. Providing a safe and efficient transit service for passengers and a safe and healthful work environment and for all employees is the first priority of UTA, and the focus of improving our safety culture. A safety budget is developed to support safety improvements as needed for projects, personnel, training, industrial hygiene testing and safety equipment. The safety department personnel are responsible for the development of overall safety plans for UTA, and the coordination with local municipalities, the State Safety Oversight (SSO), and the Federal Railroad and Transit Administrations. Safety Administrators have a primary role in the functioning of safety committees, whose primary purpose to observe, track and mitigate hazards. Safety Department is led by the Safety Manager and 6 Safety Administrators covering bus, rail, construction and occupational health.

Public Safety

Public Safety has responsibility to provide a secure transit system for all modes of UTA transit. This includes the buses, trains, transit stations and UTA operations, maintenance and administrative facilities. As a result, customers and employees enjoy an environment made safe by fully certified peace officers and facility security staff. UTA Public Safety personnel are on the transit system daily and respond to calls to perform a full spectrum of policing functions. Fare enforcement, law and order and incident investigation and scene management are primary functions of the department. The Public Safety Department provides a police dispatch service which monitors and dispatches calls to officers. The completion of FrontLines 2015 program and S-Line Streetcar brought new service area challenges to the department. This enhanced effort requires continued personnel training and coordination with many city agencies and other UTA departments. UTA Police are an active member of the Valley Police Chief Alliance. The Police department is led by the police chief, with 6 command staff (Captains, Lieutenants), 10 Sergeants, 50 officers and 3 office staff.

Security (Facility and Video)

Security efforts focus on protection of UTA personnel, property and equipment. Bus and Rail yards are patrolled by Facility Security Guards to detect and deter damage or theft of UTA property. Physical security barriers such as fences and gates are installed and effectiveness is evaluated as necessary to

further the protection efforts. Access to facilities by key and access card are closely evaluated and updated to ensure control of admittance to facilities and property. Video security systems within UTA are designed to enhance the safety and security of our passengers and the UTA infrastructure. Video systems are currently located at facilities, platforms, park and ride lots, and on bus and rail vehicles. The systems are recorded to assist UTA in recovery of damages from theft and accidents, and to assist in recreating incidents. The system enhances UTA's use of technology to cover our expansive system. Operations of the system are managed by the Video Security System committee, which meets bi-monthly to set policy, priority and direction for the programs. Security directorate has 1 manager, 1 administrator and 17 facility security guards.

Emergency Management

The role of emergency management is to ensure UTA and its employees are able to respond to incidents and natural disasters which may occur. This is done by ensuring the appropriate emergency preparation plans required for our facilities and systems are completed, providing training, and by planning and conducting drills and exercises to evaluate UTA response. Emergency response coordinates closely with all business units, and with state and local officials, to ensure the role of UTA in a regional or local event is well planned and executed. The emergency management program manager coordinates with UTA's fire, life, safety, and security committee (FLSSC) to plan, conduct and evaluate emergency response drills in preparation for new rail lines, and annually to ensure compliance with requirements.

Transit Communications Center (Bus & Police)

The role of the TCC is to monitor, assist and coordinate response to incidents for bus and police in the UTA system. The center has a manager, two assistant manager and 16 dispatchers responsible for communications with the bus operators and UTA police officers on the system. The TCC operates on 24 hours a day, and receives the "See something, Say Something" 801-287-EYES (3937) calls from customers on the system.

Business Solutions and Information Technology

The primary focus of the Business Solutions Office is to use appropriate technology deployment that will improve UTA's services to its customers, increase operational efficiencies, improve operations and management performance, and enhance our image in the eyes of the public.

The Business Solutions and Technology department will collectively strive in continuous improvement efforts to find cost savings through software and hardware efficiencies and technology automation of our processes. The department will also continue to automate processes for other UTA business units.

Opportunities for technology application exist in providing customer information, enhancing the riding experience through information, entertainment, reliability and travel time reduction. During 2017, special emphasis will be placed on Electronic Fare Collection (EFC). A mobile ticketing application will be implemented to assist and enhance the deployment of UTA's fare strategy. Public access to Wi-Fi on Frontrunner trains and at station platforms will be enhanced in 2017.

Information Systems will continue to provide support for applications, data network needs, telephone communication, on-board technologies and radio communication. Special attention is given to the security of data and computer network to protect against the ever-growing threat of intrusion and ever-changing offering of cellular and mobile devices. Information systems will provide programming and

data management services to business units and departments in support of their goals. Emphasis in 2017 will be on performance measurement and quality improvement for all technology systems.

A key initiative will orient UTA Business Units to data and information availability while educating users how this information can be used in data driven business decisions. Procurement and implementation of data warehouse core infrastructure was completed in 2015. An effort was made to increase the data and reporting within the data warehouse in 2016. A continued effort will be made in 2017 to leverage the current infrastructure in order to increase and improve the data management, reporting and analysis.

**Chief Safety,
Security &
Technology Officer**

*Video Security

*Emergency Management

Security

Safety

Transit
Communications
Center

Police

Operations Analysis
& Solutions

Information
Technology Director

*Mobile Communications
& Deployment

*Network Support

*Applications

*Quality Assurance

Department Name:

*Office of the Chief People
Officer*

Chief People Officer

Kim Ulibarri

Department Function

The newly formed Office of the Chief People Officer provides support to the organization in managing labor relations, continuous improvement and training, and human resources. Labor Relations is responsible for ensuring communication between UTA administration and the bargaining unit employees of UTA. Continuous Improvement offers learning opportunities, skill development, and project support to UTA employees. It empowers all UTA employees to deliver quality results that improve the experience of customers, and ensure UTA is a great place to work. Human Resources are managed by hiring the best employees, providing competitive salary and benefits and carrying out the Authority's Positive People Management program.

Chief People Officer

Labor Relations

Organizational
Effectiveness

Human Resources

Department Name:
Chief of Internal Audit:

Internal Audit
Riana De Villiers

Department Function

The Board of Trustees (“Board”) has established the Internal Audit Department (“Internal Audit”) as a key component of the Utah Transit Authority’s governance framework. The Internal Audit Charter serves as a framework for Internal Audit in the performance of its duties and is intended to provide a basis for the Board to evaluate the Internal Audit function. The components of this Internal Audit Charter include:

- Mission Statement
- Scope of Work
- Responsibilities
- Audit Plan
- Reporting
- Independence and Authority
- Standards of Audit Practice

Mission Statement

The mission of Internal Audit is to improve UTA’s operations and systems of internal controls and add value through independent, objective assurance and consultative support. Internal Audit helps UTA accomplish its objectives through a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control, and governance processes.

Scope of Work

The scope of audit coverage is agency-wide, including all department and business units of UTA. In order to fulfill its mission, Internal Audit must determine whether UTA’s network of risk management, control, and governance processes, as designed and represented by management, is adequate and functioning in a manner to ensure that:

- Risks are appropriately identified and managed.
- Operations are adequately controlled.
- Financial, managerial, and operating information is accurate, reliable, and timely.
- Employee actions are in compliance with policies, standards, procedures, and applicable laws and regulations.
- Legislative or regulatory issues impacting UTA are properly addressed.
- Programs, plans and objectives are achieved.
- Resources are acquired economically, used efficiently, and adequately protected.
- Interaction occurs as needed between the various internal organizations and external regulatory authorities.

Responsibilities

The Chief Internal Auditor and the Internal Audit staff have responsibility to:

- Facilitate management’s annual risk assessment.
- Assist management to identify and document the key processes and related internal controls supporting operations and financial reporting.

- Develop an annual Audit Plan using appropriate risk-based methodology (including risks or control concerns identified by management, the Audit Committee and external audits) and submit that plan to the Audit Committee for review and approval.
- Test the design and operational effectiveness of the key controls supporting operations and financial reporting.
- Communicate opportunities for improving internal control, efficiencies, and UTA's image to the appropriate level of management.
- Issue an audit report to Audit Committee and any other relevant parties at the conclusion of each audit in order to communicate the audit findings, recommendations and management action plans.
- Follow-up with management to ensure action plans are performed by management within the mutually agreed timeframe to address the risks and deficiencies identified.
- Prepare and present quarterly reports to the Audit Committee summarizing the status of Internal Audit's execution of the Audit Plan, the results of audit activities and the remedial status of findings noted within previous audit reports.
- Review UTA's programs and practices around ethics, fraud and misconduct with management and the Audit Committee.
- Assist in the investigations of suspected misconduct or fraudulent activities within the organization and notify management and the Audit Committee of the results.
- Manage UTA's relationship with the external financial auditors.
- Assist UTA management where possible to facilitate other external compliance audits generally managed through other departments within UTA.
- Serve as a resource to UTA in identifying the need for and characteristics of adequate systems of control.
- Maintain a professional audit staff with sufficient knowledge, skills, experience and professional certification to meet the requirements of this Charter.
- Keep the Audit Committee informed of emerging trends and successful practices in internal auditing.
- Assist the Audit Committee in any other way in connection with the discharge of its duties and responsibilities.

Audit Plan

The annual Audit Plan is developed each year based upon input from UTA leadership and the Audit Committee. The annual Audit Plan may include a mix of the following types of audit activity:

- Reviews of compliance with UTA's policies and procedures.
- Reviews of internal controls related to significant processes and IT systems to determine whether or not they are properly designed and functioning as intended.
- Financial audits, including determining the accuracy and reliability of data developed within UTA, and determining that corporate assets are properly safeguarded.
- Reviews of computer-based systems focusing on data security, disaster recovery, and effective use of resources.
- Reviews of compliance with external requirements, including accounting rules and applicable regulations.
- Operational audits focusing on improving efficiencies or effectiveness with a goal of contributing to cost reduction efforts.
- Strategic audits, including due diligence activities and review of the execution of UTA's strategic objectives.

To develop the annual Audit Plan, an overall risk-based approach is used to ensure that the Internal Audit function provides the greatest possible benefit to UTA. On an ongoing basis, matters considered in developing the annual Audit Plan include the following:

- Review of the strategic and operational plans of UTA;
- Degree of risk for potential loss exposure to UTA;
- Opportunities to achieve operating benefits;
- Existence of known errors, irregularities or control weaknesses;
- Results of previous audits;
- Changes in operations, systems or controls;
- Changes in regulatory or other requirements; and
- Requests from management, Audit Committee and External Auditor.

Each year, Internal Audit will work with UTA's leadership to perform risk assessment activities designed to identify and prioritize UTA's key risks. This information will be used to identify priorities to be addressed by the annual Audit Plan.

Based on the risk assessment performed, the Chief Internal Auditor will present a proposed annual Audit Plan to the Audit Committee for approval, which will include recommended audits, the timing of those audits, and the estimated resources needed. Any significant deviation from the formally approved Audit Plan will be communicated to the Audit Committee.

Internal Audit planning will be developed in a manner that allows for the coverage of UTA's highest risk areas in a 3 year period. The Chief Internal Auditor will determine when certain critical risks and controls require more frequent coverage.

Reporting

A written report will be prepared and issued by the Chief Internal Auditor following the conclusion of each audit and will be distributed as appropriate. The report will include findings and recommendations along with the audited business unit or department's action plans. The significance of the recommendations will impact the timeliness of the follow-up.

Independence and Authority

To provide for Internal Audit's independence, the Chief Internal Auditor reports directly to the Audit Committee Chair. All Internal Audit personnel will report to the Chief Internal Auditor. The Chief Internal Auditor will meet at least once every quarter with the Audit Committee. The Audit Committee may choose to meet with the Chief Internal Auditor in private and apart from UTA management for all or a portion of the Audit Committee meeting.

To maintain its independence, the Internal Audit will have no direct operational responsibility or authority over any of the activities under scope of its review. Accordingly, Internal Audit will not develop or install systems or procedures, prepare records, or engage in any other activity that would normally be audited.

Internal Audit is authorized to have unrestricted access to all company activities, records, property and personnel. Restriction to these accesses imposed by any employee or management of UTA, which prevents the Internal Audit from performing its duties, will be reported immediately to the President/CEO/General Manager or directly to the Audit Committee, based on circumstances as determined by the Chief Internal Auditor.

Standards of Audit Practice

The Internal Audit will adhere to the Code of Ethics and International Standards for the Professional Practice of Internal Auditing of the Institute of Internal Auditors in the execution of its duties.

Chief of Internal
Audit

Internal Audit

Department Name:
Director:

Office of General Counsel
Jayne Blakesley

Department Function

The Office of General Counsel (the “Office”) serves as the exclusive source of legal assistance to departments, as well as serving as legal counsel for specific Utah Transit Authority matters as they relate to the Board of Trustees. The Office also provides routine and general legal consultation to the Authority’s management, executives and staff on issues that affect the departments that require outside expertise in particular areas of law and provides general coordination and oversight of outside counsel. The Office processes and responds to all Government Records Access and Management requests. The Office is responsible for overseeing all state legislative issues affecting the Authority including reviewing legislation, drafting alternative language when requested or as otherwise necessary. The Office reviews and approves all contracts executed by the Authority personnel and participates in contract workouts. The Office participates on the negotiation teams for the collective bargaining agreement with the Union. The Office is responsible for overseeing all labor arbitration hearings. The Office reviews, drafts, and processes all corporate and departmental policies and procedures. The Office oversees all regulatory proceedings and filings for regulated carriers, including light rail and commuter rail. The Office drafts and approves major interlocal agreements.

The Claims and Insurance Unit of the Office processes all claims for personal injury, property damage and worker’s compensation and pursues recovery claims on behalf of the Authority. The Claims and Insurance Unit is also responsible for overseeing the insurance portfolio of the Authority.

The Civil Rights Unit of the Office ensures the Authority remains in compliance with federal laws and regulations regarding Equal Employment Opportunity (EE), the Title VI nondiscrimination in federally-assisted programs (transportation), the Disadvantage Business Enterprise (DBE) and the Americans with Disabilities Act (ADA). The Civil Rights Unit advocates for the Authority’s internal and external customers in matters involving services provided and also provides training as needed in order to assure continued Federal Transit Administration funding of the Authority and continued service for our internal and external customers in the areas of EEO for all applicants and employees, transportation service equity, non-discriminatory, accessible and inclusive transportation services for riders with disabilities and contracting/business opportunities for DBE’s.

General
Counsel

Legal

Records
Management

Civil Rights
Compliance

Claims



Section 6
Statistical/Supplemental
Section



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.

Alternative Fuels

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

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

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.

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 by their value (greater than \$5,000) and projected useful life (greater than one year).

Capital Costs

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

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

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

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

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.

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

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

Ends Policies – Policies to guide the Utah Transit Authority toward the ends to be achieved via the means to those ends.

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

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

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

FY - Fiscal Year - Annual schedule for keeping financial records and for budgeting transportation funds UTA's fiscal year runs from Jan. 1 through Dec. 31, while the federal fiscal year runs from Oct. 1 through Sept. 30.

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

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

FTA - 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.

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

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.

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

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

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

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

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

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

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

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

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

Operating Budget - A plan outlining expenditures and proposed sources of financing current service. The operating budget does not include capital or reserve monies. The 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 items such as payroll, services, supplies, fuel, utilities, insurance, etc. Capital expenditures are not included.

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

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

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

Peak Hours - Refers to weekday a.m. and p.m. service during commute hours to carry a maximum number of passengers. An example of commute or peak hours could be defined as time between 6 and 9 a.m. in the morning, and between 3 and 6 p.m. at night.

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

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

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 a Program, rather than upon its organizational budget units or object classes of expenditure.

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

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

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

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

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

RFP – Request for proposal.

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

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

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

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

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

TRAX Light Rail – The UTA light rail system, consisting of the red (University of Utah to Daybreak), blue (Downtown to Draper), green (Downtown to West Valley), Airport (Downtown to Salt Lake City Airport) and S-Line streetcar (Sugarhouse) lines.

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

UDOT – Utah Department of Transportation

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

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 buses, light rail, commuter rail, streetcar, paratransit and vanpools in a 737 square mile service area that stretches over six counties from Payson to Brigham City. The Authority operates in one of the largest geographical service areas of any transit agency in the U.S. and serves a population of nearly 2.3 million out of nearly 3 million people statewide.

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 16-member Board of Trustees appointed by elected officials within the municipalities and counties within the transit District that pay a local sales tax to support UTA's operation. Through UTA's enabling legislation, the Utah State Legislature determines the number and manner in which board members are appointed. Board members are appointed to serve four-year terms. There are no limits relative to the number of terms a trustee can serve.

UTA Board representation: UTA's board is comprised of five members who are appointed by municipalities within Salt Lake and Tooele Counties; one member appointed by Salt Lake County; one member appointed by Salt Lake City; two members appointed by Utah County; one member appointed by each Davis and Weber counties; one member appointed by the governor; one member appointed by the Speaker of the Utah House of Representatives; one member appointed by the Utah State Senate; one member appointed by the Utah Transportation Commission; and one non-voting member appointed by district member municipalities within the un-annexed counties.

Administration:

UTA is managed by a President/CEO, in accordance with the direction, goals and policies of the Board of Trustees. The President/CEO supervises an executive staff of seven department or division heads. 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 areas are the Wasatch Front Regional Council (WFRC) and Mountainland Association of Governments (MAG). They are responsible for developing long-range transportation plans for their areas. These plans address highway networks, transit service, airports, bicycling and pedestrian facilities, and are based on projected population and employment trends. All of UTA and Utah Department of Transportation 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 68.75% of 1% local option sales tax.

It is projected that in 2016, UTA will receive approximately 20% of the operating cost from passengers as fares paid for service.

UTA receives both formula and discretionary federal funds as authorized by the 2016 FAST Act. Formula funds are allocated through Preventative Maintenance Grants as defined by the National Transit Database.

Discretionary funds are competitive and allow 50% to 80% of the capital costs for light rail, streetcar, commuter rail, and BRT to be paid from federal funds provided that there is a 20% to 50% local match and available ongoing operational funds. These are being used to help fund the Provo-Orem BRT project. UTA may seek these funds for future projects. Other smaller discretionary funding opportunities are also being pursued.

Appropriations for both formula and discretionary funds are made by Congress on an annual basis.

Service/Fleet Info:

- Service area covers 737 square miles – 85 municipalities are covered from Payson to Brigham City and includes approximately 80% of the state's population
- 6-county area (all or portions of Salt Lake, Utah, Davis, Weber, Box Elder, and Tooele counties).
- 119 routes – 6,273 bus stops
- 522 active buses, 133 active paratransit vehicles, and 117 TRAX vehicles, 53 commuter passenger rail vehicles and 18 commuter locomotives, and 479 vanpool vehicles
- UTA ski service runs from November through Easter seven days a week – including Christmas Day to four resorts in Big and Little Cottonwood Canyons, as well as ski resorts in Provo Canyon and Ogden.

Ridership:

- 162,000 average daily weekday (2015)
- 46,577,166 total annual passenger trips (2015)

UTA Services :

- Fixed route bus service
- TRAX (light rail)
- S-Line (streetcar)
- FrontRunner (commuter rail)
- Paratransit (disabled customer service)
- Rideshare (carpooling and vanpooling)
- Ski bus service

Major Projects:

- TRAX 15-mile North/South light rail line completed December 1999.
- University Stadium Extension (Downtown Salt Lake City to University of Utah) TRAX completed December 2001
- Medical Center TRAX Extension (University Stadium to the University Hospital) completed September 2003

- FrontRunner from Salt Lake City to Ogden and Pleasant View completed April 2008
- TRAX Intermodal Hub Extension (Arena Station to Salt Lake Central) completed April 2008
- MAX Bus Rapid Transit: 3500 South (9 miles) completed July 2008
- Mid-Jordan and West Valley TRAX opened August 2011
- FrontRunner South from Provo to Salt Lake City completed December 2012
- Airport TRAX extension completed April 2013
- Draper TRAX extension completed August 2013
- Sugar House Streetcar completed December 2013
- Provo/Orem BRT (10 miles) scheduled opening in 2018

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 2.3 million out of a state-wide total of nearly 3 million.

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 4.2% from 2010 to 2015. The largest employment sectors are manufacturing, retail trade, and government.

Davis County. Davis County accounts for approximately 14% of the population and approximately 14% of the nonagricultural employment of the service area of the Authority. The principal cities include Bountiful, Farmington, Kaysville, Layton, Syracuse and Clearfield. The county's population increased approximately 9.6% from 2010 to 2015. The largest employment sectors are retail trade, local and federal government, and service.

Salt Lake County. Salt Lake County accounts for approximately 47% of the population and approximately 50% 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, Sandy City, and West Jordan 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 7.5% from 2010 to 2015. The largest employment sectors are retail trade, health care and social assistance, educational services, and manufacturing.

Tooele County. The Authority services only a portion of Tooele County, comprised of the cities of Tooele and Grantsville and some unincorporated areas. Tooele County accounts for approximately 3% of the population and approximately 2% of the nonagricultural employment of the service area of the Authority. The principal cities include Tooele and Grantsville. The county's population increased approximately 8.1% from 2010 to 2015. The largest employment sectors are local government, retail trade, and manufacturing.

Utah County. Utah County accounts for approximately 24% of the population and approximately 23% of the nonagricultural employment of the service area of the Authority. The principal cities include Provo and Orem. The county's population increased approximately 8.5% from 2010 to 2015. The largest employment sectors are retail trade, health care and social assistance, education services, and local government.

Weber County. Weber County accounts for approximately 10% 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 5.4% from 2010 to 2015. The largest employment sectors are manufacturing, health care and social assistance, retail trade, and local government.