

## UTA's PROPOSED FINAL BUDGET

In preparation for presenting the Utah Transit Authority 2011 Budget to the Board of Trustees and Planning Committee, Staff is continuously looking for the latest forecast and cost information to, if needs be, adjust the final budget to make it as accurate as possible with the latest information.

Based on a recent economic meeting held by the State Revenue Assumption Committee, combined with an updated Operating and Capital Budget spending forecast and analysis of actual UTA sales tax collections, UTA staff recommends changes in the following areas of the Tentative 2011 Budget:

1. Update Operating Revenue based on latest forecasted trends:
  - 2010 Revenue Projections in Investment Income and Sales Tax Revenue
  - 2011 Revenue Projections in Investment Income and Sales Tax Revenue.
2. Update Operating Expenses based on latest projections:
  - All O&M expense categories for 2010.
  - The operating expenditures for 2011 in the tentative budget is proposed to remain the same.
3. Add 5 Replacement Paratransit vans and 12 Rideshare vans to the Capital Budget. These vehicles were originally budgeted in 2010 but purchase and receipt of these vans will not take place until 2011.

The above changes will affect the Available Revenue less Operating Expense line.

A detailed discussion was presented at the Boards Planning and Development Committee meeting on December 8, 2010. The Committee agreed to forward the Final Budget to the Board of Trustees meeting for final approval.

**UTAH TRANSIT AUTHORITY  
2011 OPERATING BUDGET  
12/15/2010**

	<u>ACTUAL 2009</u>	<u>PROJECTED 2010</u>	<u>BUDGET 2011</u>
<b>REVENUE</b>			
PASSENGER REVENUE	33,530,448	35,383,000	37,350,000
ADVERTISING REVENUE	1,633,331	1,733,000	1,785,000
INVESTMENT INCOME	9,389,045	3,155,000	3,036,000
SALES TAX REVENUE	171,854,169	173,458,000	178,643,000
OTHER REVENUE	2,797,757	2,603,000	2,749,000
FEDERAL OPER./PREVENT. MAINT.*	44,974,000	47,134,000	49,155,000
<b>TOTAL REVENUE</b>	<u>264,178,750</u>	<u>263,466,000</u>	<u>272,718,000</u>
<b>EXPENSE</b>			
BUS SERVICE	78,798,495	79,041,237	77,989,903
RAIL SERVICE	34,681,800	33,462,639	38,396,318
PARATRANSIT SERVICE	14,595,021	14,969,653	16,596,246
RIDESHARE/VANPOOL SERVICE	(30,061)	170,685	90,663
OPERATIONS SUPPORT	26,083,512	23,831,114	26,245,425
GENERAL & ADMINISTRATIVE	23,546,397	22,352,163	23,997,026
<b>NET OPERATING EXPENSE</b>	<u>177,675,164</u>	<u>173,827,491</u>	<u>183,315,580</u>
<b>MAJOR INVESTMENT STUDIES</b>			
EXPENSE	1,120,105	2,910,000	4,447,279
OFFSETTING PROJECT FUND	(306,340)	(2,088,000)	(3,625,279)
<b>NET INVESTMENT EXPENSE</b>	<u>813,765</u>	<u>822,000</u>	<u>822,000</u>
<b>AMORTIZED CHARGES</b>	1,099,293	810,914	810,914
<b>NET EXPENSE</b>	179,588,222	175,460,405	184,948,494
<b>AVAILABLE - REVENUE LESS OPERATING EXPENSE</b>	<u>84,590,528</u>	<u>88,005,595</u>	<u>87,769,506</u>
<b>BOND DEBT SERVICE</b>			
BOND DEBT SERVICE	65,467,085	78,472,000	82,860,475
OFFSETTING FUND	(55,091,976)	(59,768,000)	(64,903,268)
<b>NET BOND EXPENSE</b>	<u>10,375,109</u>	<u>18,704,000</u>	<u>17,957,207</u>
<b>INTERLOCAL AGREEMENTS</b>			
SALT LAKE COUNTY UDOT	15,000,000	-	-
UTAH COUNTY UDOT	13,162,009	13,727,000	6,741,000
<b>NET INTERLOCAL AGREEMENTS EXPENSE</b>	<u>28,162,009</u>	<u>13,727,000</u>	<u>6,741,000</u>
<b>CONTRIBUTION TO CAPITAL RESERVES</b>	<u>46,053,410</u>	<u>55,574,595</u>	<u>63,071,299</u>
<b>DEBT RETIREMENT</b>	(8,620,733)	(6,960,000)	(7,300,000)
<b>NEW DEBT ISSUED</b>	305,623,385	200,000,000	60,000,000

\* The current balance of the Service Stabilization Fund is \$10,131,970

**UTAH TRANSIT AUTHORITY  
2011 CAPITAL PROJECT BUDGET  
12/15/2010**

	Tentative Capital Budget 2011	Projected Capital Expenditures 2012
<b><i>Revenue Service &amp; Support Vehicles</i></b>		
5 Ski Buses - 35ft.	\$ 2,282,800	
25 Canyon Buses	\$ 11,414,000	
*** 24 Hybrid Buses	\$ 18,462,200	
24 Replacement Paratransit Vans	\$ 2,508,000	
5 Replacement Paratransit Vans	\$ 692,000	
52 Rideshare Vans	\$ 1,691,468	
12 Rideshare Vans	\$ 300,000	
Radios	\$ 261,696	
Replacement Support Vehicles	\$ 850,000	
Engines, Transmissions & Components	\$ 1,080,000	
	\$ 39,542,164	\$ 38,190,000
 <b><i>Information / Communication / ITS</i></b>		
Rail Passenger Information	\$ 2,000,000	
Electronic Fare Collection	\$ 4,613,500	
Technology Strategic Plan including: Bus and Rail Communication Equipment, ITS and upgrades of UTA's Network System	\$ 3,799,000	
	\$ 10,412,500	\$ 7,895,400
 <b><i>Facilities, Maintenance and Office Equipment</i></b>		
Facilities Repair and Replace including: Energy Conservations, AC Replacement Park & Ride repairs, Facility repairs and Emergency Repairs	\$ 3,250,000	
Office Capital Equipment	\$ 500,000	
* Safety and Security	\$ 3,644,594	
	\$ 7,394,594	\$ 5,092,000
 <b><i>Major Strategic Projects</i></b>		
* BRT Projects Including: Provo & Orem Intermodal and 5600W.	\$ 11,950,000	
* Central Garage Design and Prep	\$ 5,560,000	
* Transit Enhancements	\$ 2,544,620	
Property Acquisitions and Minor Project funding	\$ 3,650,000	
	\$ 23,704,620	* \$ 47,050,000
 <b><i>Transit Oriented Development</i></b>		
* 3900 South TOD development	\$ 14,200,000	
* Jordan Valley TOD	\$ 3,815,780	
* Salt Lake Central Hub TOD and Parking Structure	\$ 8,815,000	
* TOD Land Acquisition	\$ 11,924,691	
	\$ 38,755,471	* \$ 10,866,000

**2015 TRAX & Commuter Rail Projects**

2015 Rail Projects & Rail Start up Cost	\$ 306,911,308	
2015 Project Finance Cost	\$ 64,903,268	
* Sugarhouse Street Car	\$ 31,000,000	
	<u>\$ 402,814,576</u>	<u>\$ 286,380,000</u>

**Rail Maintenance Projects**

* Rail Transit Enhancements	\$ 235,826	
Rail Vehicle Overhauls and Infrastructure Repair	\$ 4,564,174	
Rail Services Project Start Up	\$ 200,000	
	<u>\$ 5,000,000</u>	<u>\$ 5,200,000</u>

**Inter Local Agreement**

	\$ 6,740,744	\$ -
	<u>\$ 534,364,669</u>	<u>\$ 400,673,400</u>

**Source of Funds for Capital Items**

Current & Future Grants	\$ 271,477,714
Local & Other Contributions	\$ 46,010,250
UTA Match	\$ 216,876,705
	<u>\$ 534,364,669</u>

\* Within these projects there are conditional projects based on receiving Grants and Contributed Capital before proceeding

\*\* If the incremental grant funds are not received for the Hybrid Buses , we will use the UTA match portion and purchase Diesel Buses