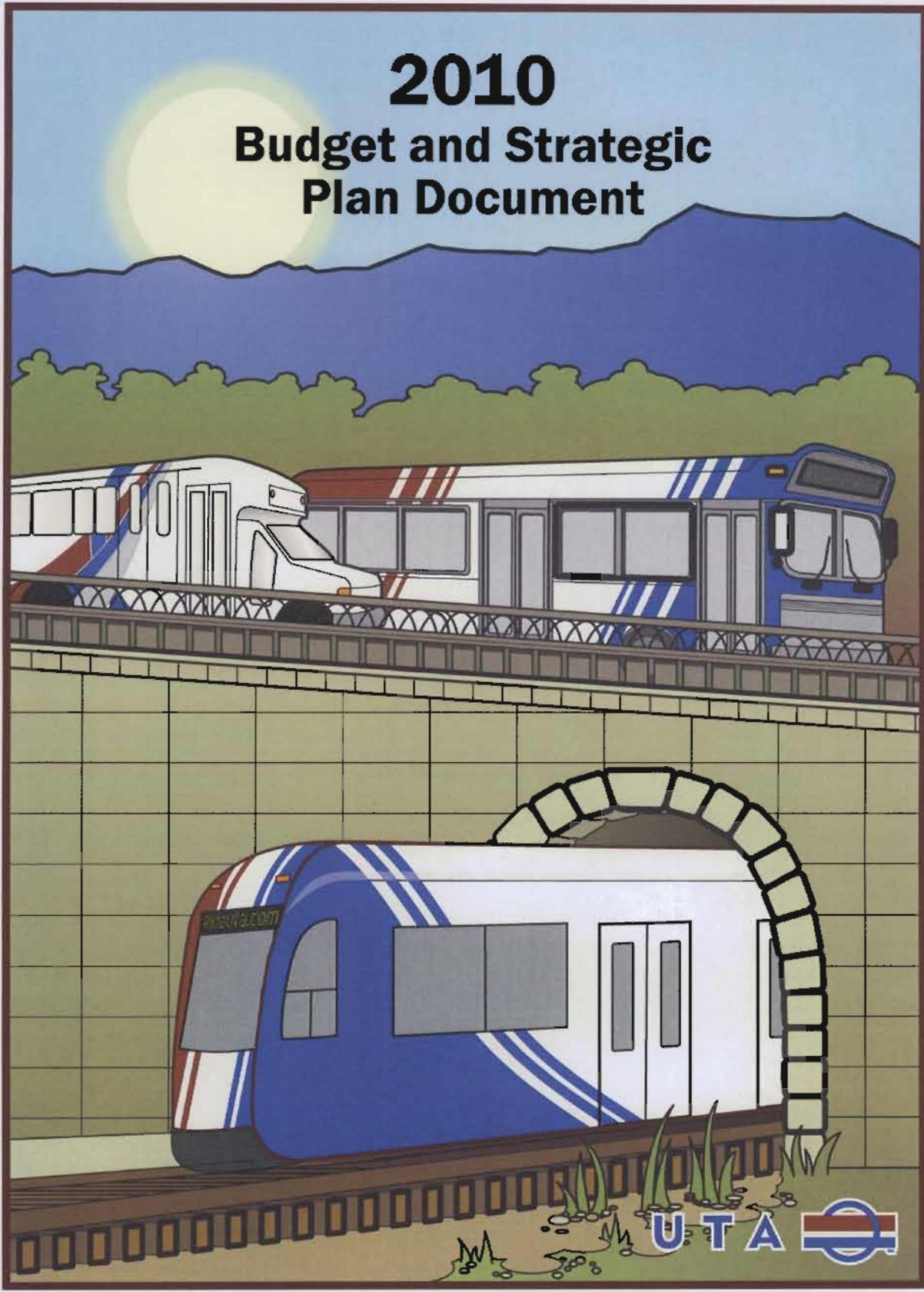
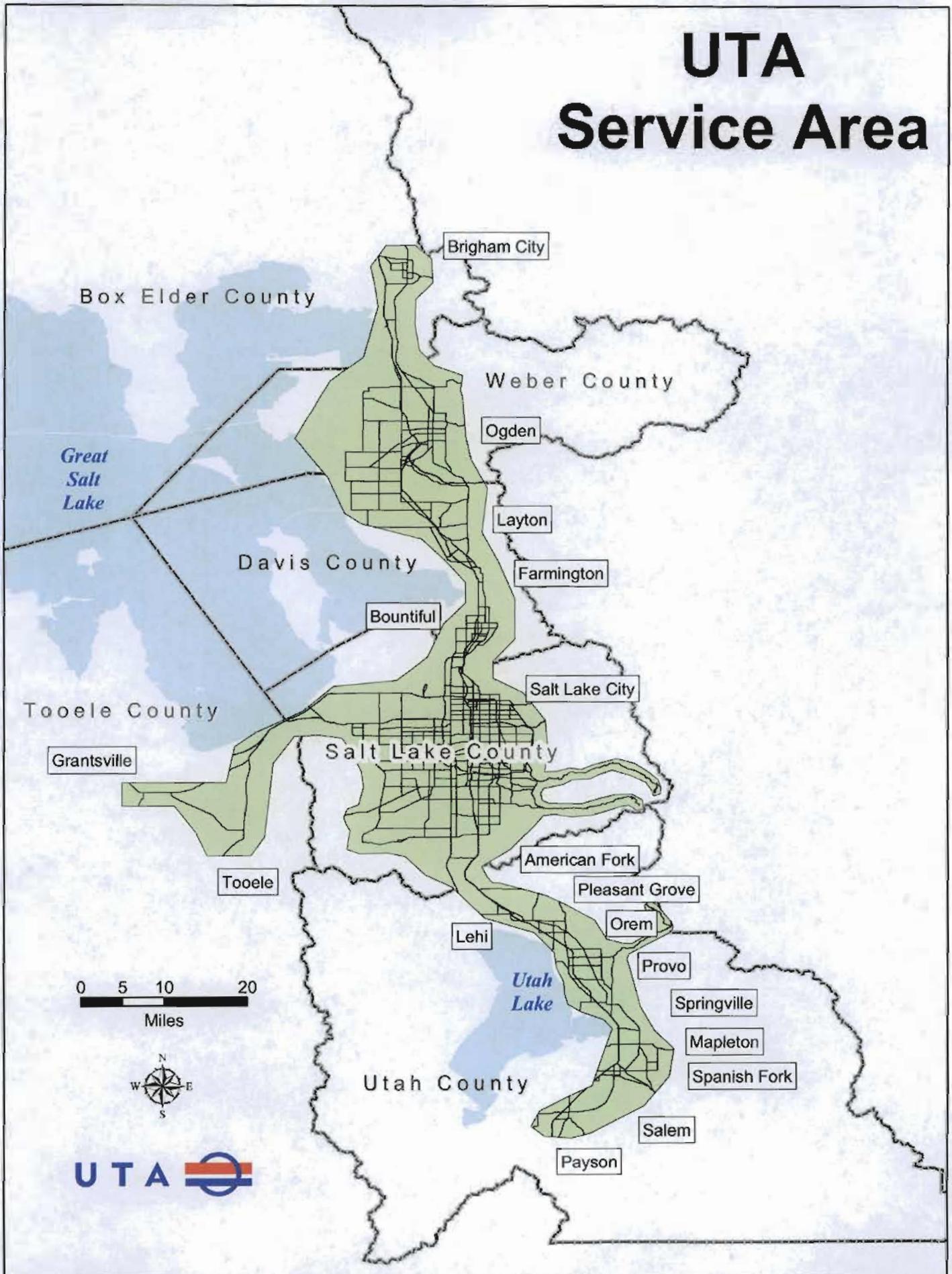


2010 Budget and Strategic Plan Document



UTA Service Area



UTAH TRANSIT AUTHORITY BUDGET DOCUMENT

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FOREWORD

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

DOCUMENT ORGANIZATION

The 2010 Utah Transit Authority Budget has four major areas: Introduction, Functional Financial Plan, Department Guide, the Appendix and Glossary Section.

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

The **Functional Financial Plan** (Section 2) begins with a summary of overall Authority revenues and expenditures, followed by a description of revenue sources. Expenditure summaries for the operating of functional areas within UTA is presented next with a comparison between 2008 actual, 2009 budget, 2009 year end projected, and 2010 budget totals. This section also includes projected fund balances, projected reserves, 2010 capital expenditures and projects, and current debt obligations.

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

- The Business Unit name and Director.
- Department function
- Department organization chart including the number of 2010 budgeted positions.

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

DISTINGUISHED BUDGET PRESENTATION AWARD

The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the Utah Transit Authority for its annual budget for the fiscal year beginning January 1, 2009. 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

For the Fiscal Year Beginning

January 1, 2009

President

Executive Director

QUICK REFERENCE GUIDE

The following should assist the reader in locating key information contained in the 2010 Utah Transit Authority budget.

To find:	Refer to:	Section	Page
- Strategic Plan and Performance Goals	Introduction	1.3	1-10
- The overall policies which guide the 2010 budget	Introduction	1.5	1-38
- Organization chart	Introduction	1.2	1-5
- UTA major expenditures and revenue sources	Summary of Major Revenues, Expenditures and fund balances	2.1	2-2
- Analysis of Revenue Sources	Summary of Major Revenue Sources	2.2	2-4
- Comparison of 2008 actual, 2009 year-end and 2010 budget expenditures	Summaries of Expenditures	2.3	2-9
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- Primary responsibilities of the department	Department Guide	3	By Dept. See Table of Contents



**SECTION 1
INTRODUCTION**



1.1 BUDGET MESSAGE

UTAH TRANSIT AUTHORITY 2010 BUDGET MESSAGE

The Utah Transit Authority's budget for fiscal year ending December 31, 2010 has been prepared following policies established by the UTA Board of Trustees. This budget will allow UTA to continue to provide safe, reliable, and user-friendly transportation. Major issues that affect this budget are the national and local economy, sales tax, ridership and fare box revenues, cost of fuel and utilities, employee wages and benefits, and the availability of federal funding.

During the past year the country has faced the deepest economic downturn in decades. Since mid-2008, when fuel was at record prices and the economy started to falter, UTA has pro-actively responded by reducing department budgets across the board, making strategic service adjustments, maximizing opportunities for fare and other revenue and increasing efficiency. UTA has worked diligently to weather the recession and avoid layoffs, major service cuts or delays to the FrontLines 2015 program.

Taking early action has prevented UTA from taking the more extreme cost-cutting measures being experienced by local and state governments and agencies. As UTA goes into the 2010 budget year, sales tax revenues are projected to be down \$35 million from just two years ago. With sales taxes providing the majority of UTA's annual revenues, this is a significant loss that impacts short-term and long-term budget planning.

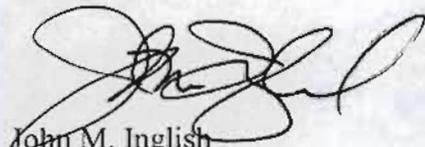
To effectively manage the current economic condition UTA has looked at reducing budgets in three primary areas: Increased efficiencies, including implementation of a "smart" hiring freeze, reduced travel, and having managers find ways to save an additional \$1.5 million; Service adjustments, including reducing non peak, low ridership service on select bus routes and rail, reducing redundant service, and adding two holidays without service; and labor cost adjustments, including keeping wages at 2009 levels, making adjustments to fringe benefits and reducing the performance incentive pool.

Even with the reduction of budget, UTA's goal is to maintain a positive ridership growth trend based on the five year moving average of annual ridership. In addition, UTA is dedicated to still offering its riders the best service possible.

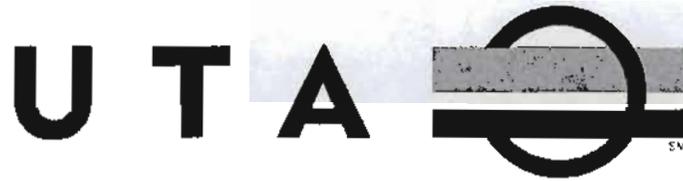
Regardless of the changes that have been made internally to improve the budget situation there are still a number of financial unknowns. Sales tax revenue continues to be unpredictable and the economy may get worse before it gets better. UTA has received some limited Federal stimulus funds but it is unknown if more will be received and what the requirements will be for spending it. Fuel costs also continue to fluctuate and be unpredictable. Given that fuel dropped from \$4 to \$1.50 in two months it is hard to determine if this will ultimately benefit or hurt UTA. If fuel prices rise above \$3 per gallon UTA will again institute the first level fuel surcharge to help offset those costs.

Moving forward it is important that UTA manages all of its expenses and scrutinizes all expenditures. UTA's employees will also be called upon to improve their performance and look for opportunities to increase efficiencies and improve processes. It was by getting ahead of these efforts that UTA was able to keep its current budget situation from growing worse and with a continuous effort to improve UTA will be able to keep offering a good transportation value to its employees, riders and the taxpaying public.

Best Regards,

A handwritten signature in black ink, appearing to read 'John M. English', written in a cursive style.

John M. English
General Manager/CEO

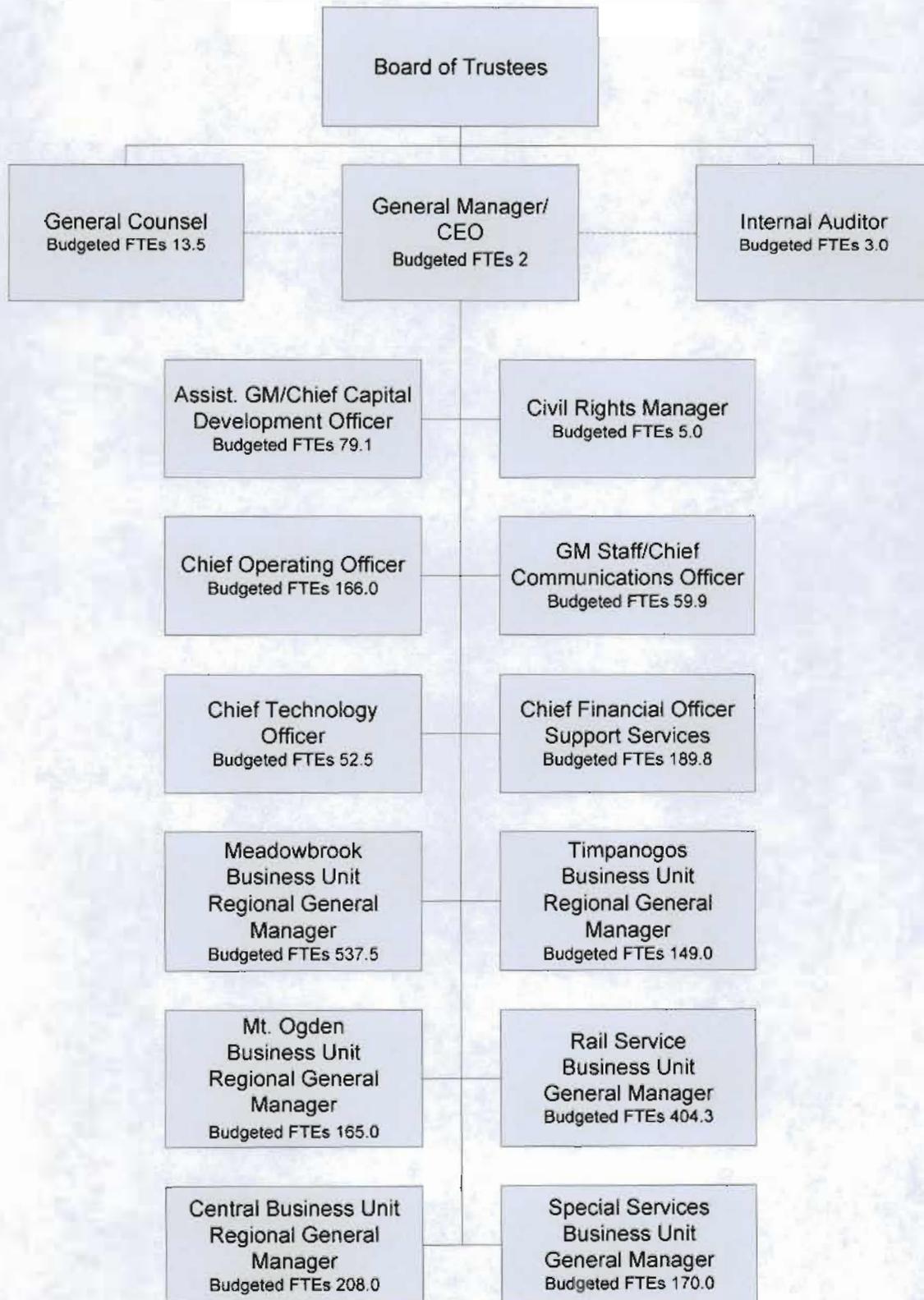


1.2 ORGANIZATIONAL CHART



Utah Transit Authority

January 2010



UTAH TRANSIT AUTHORITY
 APPROVED FULL-TIME EQUIVALENT (FTE) BY ORGANIZATIONAL RELATIONSHIP
 OPERATIONS, OPERATIONS SUPPORT AND GENERAL AND ADMINISTRATION

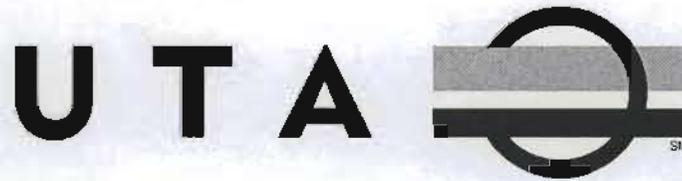
	Actual 2008	Actual 2009	Budget 2010
OPERATIONS:			
Bus			
Meadowbrook			
Administration	8.0	6.0	7.0
Operations	344.0	409.0	419.5
Maintenance	102.0	97.0	111.0
Meadowbrook	<u>454.0</u>	<u>512.0</u>	<u>537.5</u>
Central			
Administration	5.0	5.0	5.0
Operations	158.0	136.0	155.0
Maintenance	56.0	48.0	48.0
Central	<u>219.0</u>	<u>189.0</u>	<u>208.0</u>
Ogden			
Administration	7.0	7.0	7.0
Operations	122.0	123.5	115.0
Maintenance	43.0	41.0	42.0
Marketing	1.0	1.0	1.0
Ogden	<u>173.0</u>	<u>172.5</u>	<u>165.0</u>
Timpanogos			
Administration	7.0	7.0	7.0
Operations	105.0	105.5	109.0
Maintenance	31.0	30.0	32.0
Marketing	1.0	1.0	1.0
Timpanogos	<u>144.0</u>	<u>143.5</u>	<u>149.0</u>
Rail			
Rail Administration	10.0	11.0	11.0
Light Rail Operations	86.0	89.0	118.0
Light Rail Maintenance	71.0	76.0	102.0
Commuter Rail Operations	41.0	57.0	63.3
Commuter Rail Maintenance	17.0	16.0	25.0
Maintenance of Way	60.0	65.0	85.0
Rail	<u>285.0</u>	<u>314.0</u>	<u>404.3</u>
Special Services			
Special Services Administration	2.0	2.0	2.0
Paratransit Operations	118.0	109.5	128.0
Paratransit Maintenance	30.0	29.0	30.0
Vanpool Administration	7.0	8.0	9.0
Rideshare Administration	1.0	1.0	1.0
Special Services	<u>158.0</u>	<u>149.5</u>	<u>170.0</u>
Operations Subtotal	<u>1,433.0</u>	<u>1,480.5</u>	<u>1,633.8</u>

UTAH TRANSIT AUTHORITY
 APPROVED FULL-TIME EQUIVALENT (FTE) BY ORGANIZATIONAL RELATIONSHIP
 OPERATIONS, OPERATIONS SUPPORT AND GENERAL AND ADMINISTRATION

	Actual 2008	Actual 2009	Budget 2010
OPERATIONS SUPPORT AND GENERAL AND ADMINISTRATION:			
Chief Executive Officer			
Chief Executive Officer	1.0	1.0	1.0
Organization Development	1.0	1.0	1.0
Strategic Think Tank	2.0	1.0	1.0
Civil Rights	4.0	5.0	5.0
Chief Executive Officer	8.0	8.0	8.0
Chief Operating Officer			
Chief Operation Officer	2.0	2.0	2.0
Labor Relations	5.0	5.0	6.0
Bus Radio Room	8.0	8.0	8.0
Support Maintenance	32.0	32.0	33.0
Fleet Engineering	7.0	7.0	7.0
Facilities	51.0	56.0	57.0
Operational Research and Development	6.0	6.0	6.0
Performance Information	13.0	27.8	32.0
Electronic Fare Collection	-	4.0	5.0
Safety and Environmental	7.0	6.0	9.0
Chief Operating Officer	131.0	153.8	165.0
Chief Financial Officer			
Chief Financial Officer and Contract Administration	6.0	6.0	6.0
Accounting	17.0	17.0	18.0
Purchasing	30.0	28.5	30.0
Financial Services	15.6	14.2	15.6
Human Resources	17.5	18.5	19.5
Security	60.5	63.5	64.7
Training	54.0	31.5	36.0
Print Shop	-	-	-
Chief Financial Officer	200.6	179.2	189.8
Chief Capital Development Officer			
Chief Capital Development Officer	3.0	3.0	3.0
Major Program Development	55.0	43.1	55.1
Planning	11.0	12.0	15.0
Real Estate	7.0	6.0	6.0
Chief Capital Development Officer	76.0	64.1	79.1
Chief Technology Officer			
Chief Technology Officer	1.0	1.0	1.0
Technology Development	3.0	2.0	2.0
Technology Deployment	1.0	2.0	2.0
Technology Support	6.0	3.0	3.0
Application Development	9.8	11.5	12.5
Network Support	10.0	12.0	14.0

UTAH TRANSIT AUTHORITY
 APPROVED FULL-TIME EQUIVALENT (FTE) BY ORGANIZATIONAL RELATIONSHIP
 OPERATIONS, OPERATIONS SUPPORT AND GENERAL AND ADMINISTRATION

	Actual 2008	Actual 2009	Budget 2010
Telecommunications	10.0	12.0	18.0
Chief Technology Officer	40.8	43.5	52.5
Chief Communications Officer	2.0	2.0	2.0
Public Relations and Marketing	15.0	14.0	16.0
Board Coordination	2.0	2.0	2.0
Customer Service	38.8	35.0	38.9
Chief Communications Officer	57.8	53.0	58.9
Board of Trustees			
Internal Audit	3.0	3.0	3.0
General Counsel	6.8	7.0	7.0
Risk Management	4.5	5.5	6.5
Board of Trustees	14.3	15.5	16.5
Operations Support and General and Administration Subtotal	528.4	517.1	569.8
UTAH TRANSIT AUTHORITY	1,961.4	1,997.5	2,203.6



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

**The
Strategic Vision
Of
The Utah Transit Authority
For
2015 and Beyond**

Part I

UTA Vision for 2015

UTA Mission

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



UTA Vision

Provide an integrated system of innovative, accessible and efficient public transportation services that contribute to increased access to opportunities and a healthy environment for all people of the Wasatch region.

UTA History

- **Public Transit District: 6 counties**
- **Population: Approximately 2 million**
- **Linear Geographic Area: 130 miles by 20 miles**
- **Currently Employs: More than 2000**
- **Operates more than 700 Buses, 400 vans, 100 LRV and 60 commuter rail vehicles**
- **Carries 38,000,000 Passengers Per Year**
- **TRAX is a great success**
 - **Three lines built in five years**
 - **Completed ahead of schedule and under budget**
- **Ridership is more than double projections**
 - **Projected ridership of 21,000 trips a day**
 - **Carried more than 55,000 trips a day in July 2008**

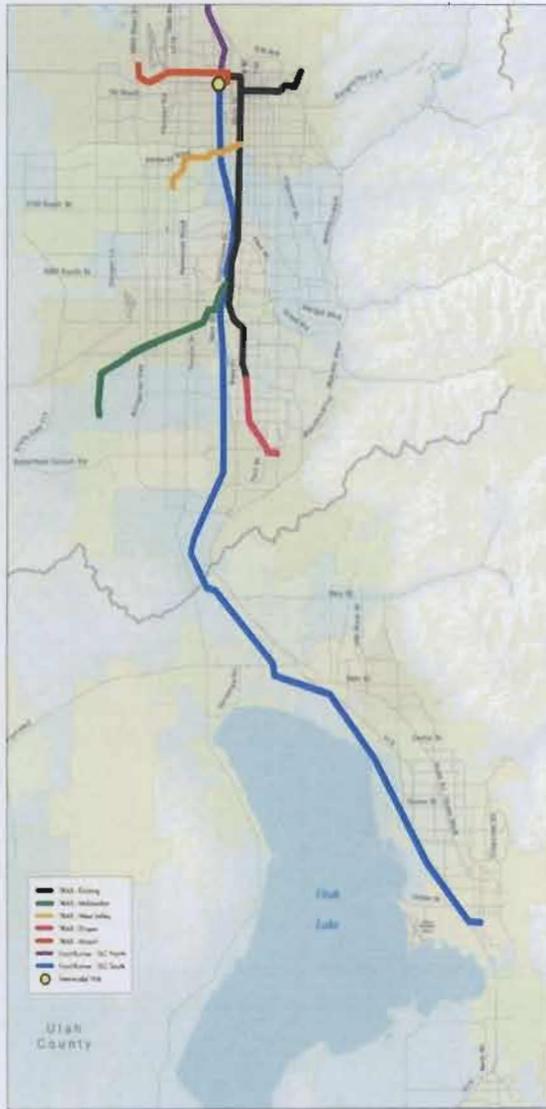
Transportation Need



- **Utah is known as “The Crossroads of the West”.**
- **Transportation is the backbone of our economy**
- **Movement of goods in Utah is a \$100 billion a year industry**
- **Congestion impacts our economic growth:**
 - **Increases cost of business**
 - **Reduces business productivity**
 - **Makes us a less desirable place for business to locate**
 - **Makes us less competitive with other regions**



Making the Vision a Reality



Every resident along the Wasatch Front connected to their destinations through an integrated family of services. The goal is to have a major transit stop within one mile of every resident of the Wasatch Front by 2030.



70 Million Riders
in 7 Years!



Eight strategies that will make it happen

- 1. Implement the 2015 rail projects**
- 2. Continue to reinvent transit services to meet today's market – quantum leaps in service**
- 3. Link to powerful movements: air quality, energy, climate change, transportation**
- 4. Use service standards to dramatically improve quality of service**
- 5. Deploy technologies and amenities that add value to the customer experience**
- 6. Maintain infrastructure and rolling stock to sustain peak performance**
- 7. Increase efficiency of operations through improved infrastructure, service design and continuous improvement of processes**
- 8. Attract more investment into transit to enable UTA to add service to meet the current and future demand**

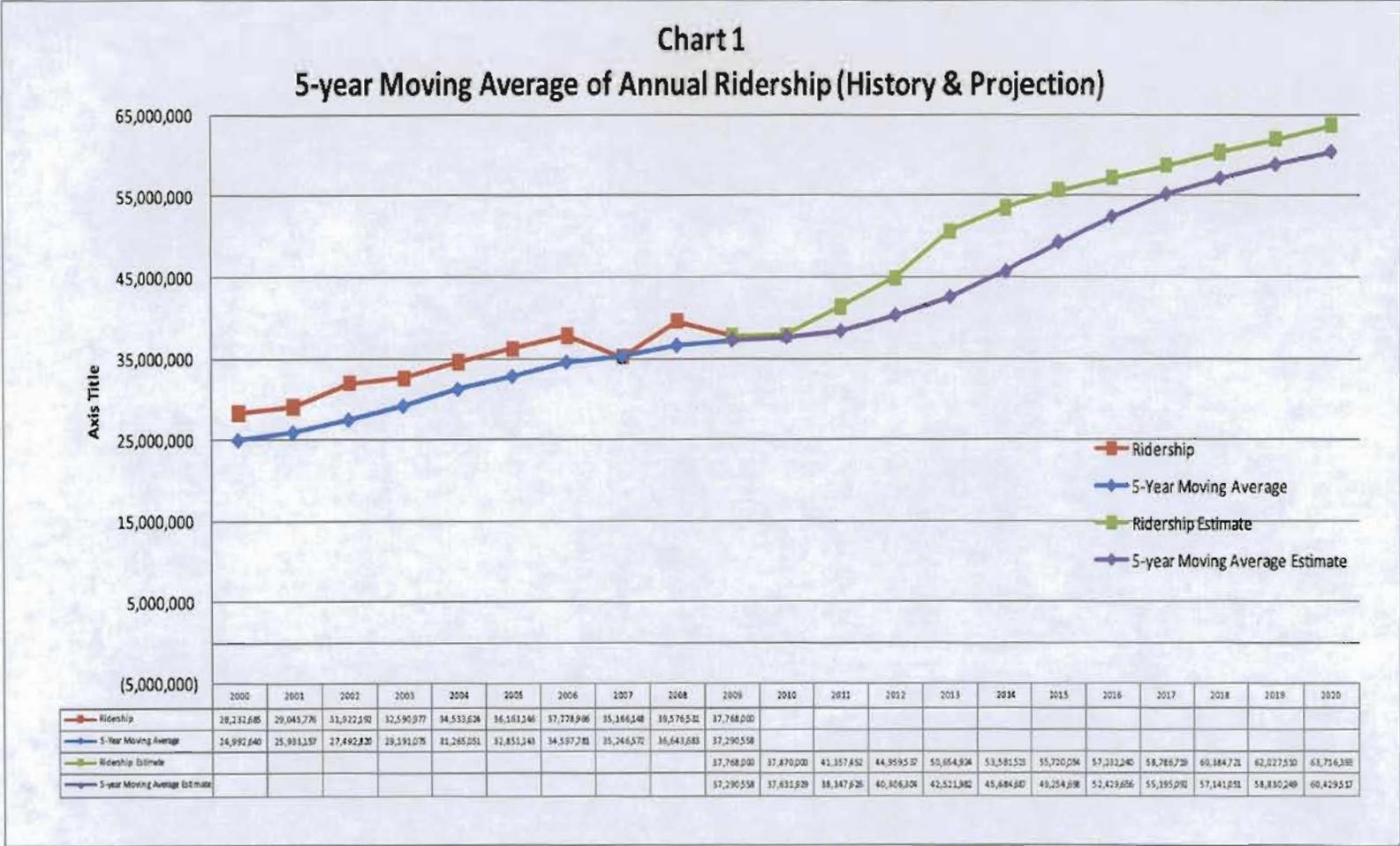


Part II

2010 Utah Transit Authority Board Goal Measures

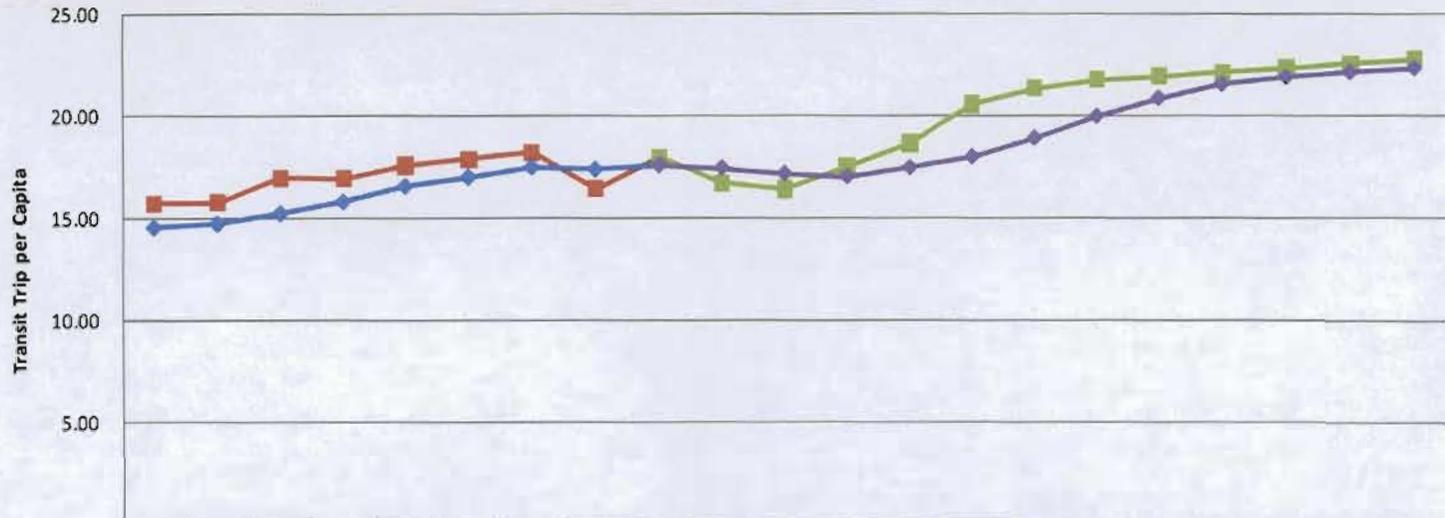
Version 7 – October 14, 2009

Category	2010 Measure	Weight
2015 Projects	Complete the sixty-eight percent (68%) of Transit 2015 Program tasks required to meet the service implementation schedule by December 31, 2010.	0-30%
Strategic Projects	<ol style="list-style-type: none"> 1. Assist MPOs with the development of a regional vision and plan for sustainable transit service to the year 2040. 2. Develop a TOD system plan that identifies opportunities for increasing ridership, revenue and accessibility across the region by developing near transit stations and corridors. 3. Develop a 2020 Strategic Plan that delineates the desired future outcomes associated in the following areas and aligns those outcomes with the financial plan. <ul style="list-style-type: none"> • System Sustainability – economic, environmental, social • Family of services and service strategies • Technology • Facilities • Organizational Structure 4. Structure an asset management process compliant with the ISO 9001:2000 Quality Management Standard for reasonably ensuring that the UTA infrastructure maintains a state of good repair, as defined by the Federal Transit Administration, by December 31, 2010. 	0-20%
Revenue Development	\$225,000,000	0-20%
Investment Per Rider (IPR)	\$3.96	0-20%
Ridership	UTA maintains a positive ridership growth trend based on the 5 year moving average of annual ridership. The 5 year moving average of transit trips per capita will be reported as supporting information.	0-10%



Source: UTA ridership report (Historical ridership); UTA TDP model ridership projection (Future ridership)

Chart 2
5-year Moving Average of Yearly Transit Trips per Capita (History & Projection)



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Transit Trip per Capita	15.71	15.75	16.95	16.93	17.57	17.87	18.21	16.42	17.96													
5-Year Moving Average	14.57	14.74	15.26	15.83	16.58	17.02	17.51	17.40	17.61													
Transit Trip per Capita Projection									17.96	16.72	16.40	17.52	18.65	20.58	21.34	21.76	21.93	22.12	22.32	22.53	22.75	
5-Year Moving Average Projection									17.61	17.44	17.14	17.00	17.45	17.97	18.90	19.97	20.85	21.55	21.89	22.13	22.33	

Source: UTA ridership report (Historical ridership); Utah Governor's Office of Planning and Budgeting: Population by Area and Components of Change - 2008 Baseline Projection (Population History and Projection)

Part III
Corporate Objectives

TBD

Part IV

Major Divisional Goals and Objectives

OFFICE OF THE GENERAL COUNSEL

- Develop expertise in procurement in-house, such that we can handle more procurements ourselves and further reduce outside counsel costs.
- Develop and/or expand in-house legal expertise in eminent domain law to reduce outside counsel costs
- Communicate regularly with UTA department managers and others to convey availability of legal and claims staff for ongoing advice and consultation
- Provide legal advice on state and federal laws, rules, and regulations to assist UTA to accomplish its operational and capital goals
- Increase the level of understanding of the FTA funding process
- Perform training throughout UTA on GRAMA, records retention; public notice requirements and legal notice requirements

TECHNOLOGY OFFICE

- Provide a system for electronic fare collection (EFC) which performs “base functionality” at a level defined by and acceptable to the regional general managers by August 1
- Complete the contract negotiations and complete the rail customer information for the implementation of the rail passenger information system in a manner and schedule which accommodates our budget challenges by June 30

OPERATIONS PERFORMANCE OFFICE

Electronic Fare Collection

- Create, document and track the EFC dashboard continuously for validation accuracy, issue management, enforcement, ridership, bank-issued contactless cards (BICC) and other transactions, as information becomes known and available, by December 31
- Develop and complete the following requirements documents: usage and card data end-to-end accounting, bulk import automation, service level measurements and inspection
- Develop and complete a business plan for contactless card growth by December 31

Facilities Maintenance

- Have 70% of rail station cleaning tasks completed by end of first quarter and 90% by the end of the fourth quarter
- Achieve 65% satisfactory inspections by the end of the first quarter and 85% by the end of the fourth quarter
- Achieve 95% on time performance for UTA facilities preventive maintenance

Fleet Engineering

- Build, deliver and procure 36 diesel buses and 20 hybrid buses by December 31

- Bid, Build, Deliver and Procure (if funds are available) up to 34 Paratransit Vans by December 31

Labor relations

- Develop and implement a UTA labor relations strategy for 2010-2011, including specifics on roles of the business units, labor office, corporate departments, etc.
- Continue activities related to collective bargaining, as necessary, to get an active collective bargaining agreement by December 10, 2011
- Manage the OPO cost savings initiative team to ensure that research, analysis, and recommendations are completed and presented to the policy forum no later than March 31, 2010. Continue to work with the policy forum to identify additional opportunities for improvement that impact corporate goals.
- Work with business unit forum, process owners, and process participants to ensure that SP-27 (Change Day) improvements are ready to implement by December 2010 change day

Maintenance Support

- Continue to supply 80% of rebuilt components below the cost of outside price during the year
- Complete body shop accident repair within 97% of estimated turn-around time during the year

Performance Information Group: maintain the TRAX APC counting system to enable more accurate NTD reporting throughout the year

Operational Research and Development

- Finalize the COO report by April 15 and complete automation by December 31
- Organize and conduct the QPMS management reviews throughout the year
- Conduct assigned technical tasks and project management of the 2040 strategic plan and regional transportation plan (RTP) update
- Update annual customer comment report
- Calculate the 2010 ridership goal and distribute that goal to each business unit by January 30, 2010
- Structure an asset management process compliant with the ISO 9001:2000 quality management standard for reasonably ensuring that the UTA infrastructure maintains a state of good repair, as defined by the Federal Transit Administration, by December 31. Complete preparatory activities (clear definition of what must be completed, who must be involved, information needed) associated with the 2010 Board goal regarding asset management
- Develop, evaluate, and present to the policy forum efficiency strategies related to reducing the operator pay hours to revenue hours by March 1

Radio Control Center—Bus Operations

- Meet the needs of bus operators, as outlined in the 15-question format of the monthly operator survey, 80% of the time
- Continue to respond to all inbound calls within 30 seconds or less 100% of the time

Safety and Environmental Quality

- Prepare and publish the UTA sustainability report by June 30, 2010

- Reduce NO_x and PM emissions of the bus fleet by 8% not later than December 31
- Submit UTA Sustainability report for 2009 to the American Public Transportation Association (APTA) by July 1

CENTRAL BUSINESS UNIT

- Continue to encourage transit use by employees
- Increase service efficiencies by at least \$340,000.00 by December 31, 2010
- Reduce operating costs by 5% in each cost center budget by December 31, 2010
- Maintain revenue generation at 2009 earnings as customers struggle with budget cuts and reduced sales for the year
- Achieve ridership target of 3,532,450 by December 31, 2010
- Increase miles between quality of service road calls to 12,000 or 20% by December 31
- Increase parts availability from 90% in 2009 to 92% by December 31
- Review and revise service delivery plans for SLC to improve efficiency and connectivity.
- Increase promotion of bus service in SLC by December 31
- Install a new and larger passenger loading shelter at SL Central Station by December 31

MEADOWBROOK BUSINESS UNIT

- Increase reliability by 4%
- Achieve 10% improvement in service interruptions through road call campaign, service scheduling, improved reporting and accountability.
- Achieve 7% year end reduction in budget over 2009, while meeting corporate ridership, and IPR goals
- Develop 2020 and 2040 system-wide service plan that propels UTA to reach its long term ridership and revenue goals

MOUNT OGDEN BUSINESS UNIT

- Mt. Ogden Business Unit will achieve an on-time reliability goal of over 90% for 2010 through a continued focus on effective Route goals development, training of operators and supervisors, monthly monitoring and measuring of each route and effectively communicating expectations.
- Develop and implement 5 team teams that will enable the business unit to achieve corporate strategic initiatives by March 31.
 - Business unit leadership team
 - Service design team
 - Service delivery team (operations and maintenance)
 - Continuous improvement team

This design will enable each team to focus on the 3 business unit strategies of customer service, process effectiveness and efficiencies (cost saving opportunities)
- Implement effective continuous improvement initiatives that will focus on cost savings opportunities and reduction by \$100,000 in the following areas throughout 2010:

- Monthly review of the business unit budget to identify cost savings opportunities, and ensures correct charges are assigned.
- Key performance indicators development to monitor and measure business unit effectiveness in each department.
- Improving Customer Service defining, how and when to engage with customers. Effectively monitor and measure trends for opportunities to reduce customer complaints by 10%.
- Develop Strategies to enable business unit to support the 2015 plan.
- Ogden BU service planning will participate in UTA system planning efforts in order to realize the implementation goals of the 2015 bus/rail operating plan.

RAIL SERVICES (TRAX and FrontRunner) BUSINESS UNIT

- Meet all pullouts as scheduled.
- Maintain reliability at 98% or better
- Complete all preventive maintenance on time
- Support the completion and implementation of the Frontlines 2015 program. Staff appropriately in order to begin projects on time
- Transition from two rail Service facilities to three facilities
- Support the budget reductions by evaluating service and producing an operating plan that will meet the budget for 2010 and the transition into the 2015 plan

SPECIAL SERVICES BUSINESS UNIT

- Implement ¾-mile service reductions by April 30, 2010
- Complete negotiations with the Division of Services for People with Disabilities (DSPD) and US Department of Health and Human Services (HHS) with regard to funding not later than December 31, 2010
- Continue to tap partnership opportunities through the mobility management study continuously through December 31, 2010
- Increase vanpool agreements by 25% by December 31, 2010

TIMPANOGOS BUSINESS UNIT

- Create a quality review and improvement committee of administrative and bargaining unit employees who will identify and improve functional processes to create and maintain a bus system more focused on our passengers and our service district communities through better use of available resources by April 30, 2010. Achievement of this objective will be demonstrated by meeting the overall budget allotment for 2010 as well as meeting the investment per rider (IPR) and ridership goals
- Work with Mountainland Association of Governments (MAG) on an ongoing basis to update the integration of the Timpanogos business unit strategic plan into the MAG strategic transportation improvement plan (STIP)
- Show improved quality in the bus service by an increased on-time reliability by 2% over 2009 data through education of operators and by focusing on operator behavior at specific EOLs and time points by December 31, 2010

SUPPORT SERVICES BUSINESS UNIT

- Perform all the work necessary to assist an independent auditing firm in completing an annual financial and receive an unqualified opinion and to have the completed audit presented to the board of trustees at the May board meeting
- Begin a multi-year closed circuit television (CCTV) project covering primarily rail service platforms and parking lots and complete 35% of the project as represented by progress payments for completed work by December 31, 2010
- Design a reporting capability and follow up processes to notify the business units of potential warranty recovery to increase warranty claims by \$63,000 or 5% by December 31, 2010
- Human Resources will drive human capital management by improving employee/management relation and solving simple/complex personnel issues. This will be accomplished by one-on-one and group consultation/training by responding to issues within 8 business hours and proactively providing ongoing strategic consultation and management training through attending business partner meetings on a regular basis and at a minimum quarterly

STATUS OF SIGNIFICANT 2009 GOALS

OPERATIONAL PERFORMANCE OFFICE

Environmental Quality:

- Submitted UTA green house gas (GHG) inventory, including mode shift offset, according to protocols of the climate registry.
- Continuing work on completion of independent audit of GHG inventory with an estimated completion of June 30

Fleet Engineering: Awarded the contract on July 23, 2009 to Gillig for 26 Hybrid Diesel-Electric, 40-foot buses

Labor Relations: Completed negotiations in December of 2009 when the Board of Trustees imposed terms consistent with UTA's last, best, and final offer.

COO and Operational Research and Development: Completed the first iteration of the KPI dashboard related to UTA goals, service standards, and efficiency

CENTRAL BUSINESS UNIT

- Accomplished \$1.12 million, or 8% in savings from reducing operating costs, and improving service efficiencies
- Implemented Route 2, (200 South) from the Salt Lake Central Station to the North Campus Drive and University Hospital on a 15 minute headway. Ridership on the new Route 2 has averaged 1493 customers per day
- Reduced parts and inventory costs by 24% (\$133K) over 2009 with a reduction of fleet and a 142,000 reduction in miles
- Despite significant external challenges, including reduced gasoline prices, increasing unemployment and the opening of the Legacy Parkway, reached 98.5% of its ridership goal, transporting more than 3.5 million riders.
- Increased revenue from commercial and educational instructions customers by \$4.1 million over 2008 or 89.1%
- Reduced Tooele deadhead and operating miles an estimated 100,000 miles, saving \$219,000 after new operating costs.
- Diverted 2.98 tons of solid waste from the landfill to recycling
- Implemented a strict "No Idling" policy at the BU and at the SL Central Station.
- Exceeded our on-time reliability goal of 85%, achieving 86.5%
- Increased employee transit use by allowing flexibility of scheduling in order for employees to ride the bus or train to or from work
- Reduced customer complaints 21% from 8.40 to 6.59 per 100,000 miles driven

MEADOWBROOK BUSINESS UNIT

- Increased reliability by 5.14%; goal was 5%

- Successfully implemented direct mail marketing campaign to 5600 West Circulator, Route 33, and Saturday Service for Routes 218 and 201
- Eliminated roughly \$1,300,000 in least efficient services
- Came in under budget by approximately \$3,000,000
- Exceeded ridership goal of 11,246,000 by reaching 11,323,763
- Exceeded IPR goal of \$4.43 by obtaining an IPR of \$3.82
- Achieved a 24% reduction in service interruptions (Goal 7,191; Actual 8,372)

MOUNT OGDEN BUSINESS UNIT

- Achieved an outstanding performance Goal of On-Time Reliability of 88.9% for 2009, an increase of 5.3% over 2008
- Achieved a 15% reduction in overall Customer Complaints in 2009 vs. 2008
- Achieved a 3.78% reduction in ridership vs. a 10% projection for 2009. An IPR rate of \$3.52 in 2009 was increased from \$3.40 in 2008 due to decreased ridership. The anticipated IPR, based on the 10% goal would have been \$3.71, a 5% improvement over goal

RAIL SERVICES BUSINESS UNIT

- Met 100% pullouts for TRAX as scheduled
- Maintained reliability at 98% or better for TRAX for the year
- Completed 92% all preventive maintenance on time for TRAX
- Met 100% of pullouts as scheduled for FrontRunner
- Maintained 99.2% reliability for the year for FrontRunner
- Completed 100% of scheduled preventive maintenance on time

TIMPANOGOS BUSINESS UNIT

- Successfully developed a long range service plan with several options, for future implementation, that includes integration of bus and rail services, possible Bus Rapid Transit, and realignment of local bus service for a seamless network
- Increased the value of EdPass contracts by 20% to better align the value of the contract with the service provided. (The overall philosophy of the EdPass program was improved company-wide to achieve that same goal)
- Improved Service adjustments due to budgetary considerations. We were not successful increasing the number of EcoPass contracts and few marketing initiatives were implemented

Part V

Corporate Service Standards 2009

Utah Transit Authority Corporate Policy No. 1.1.19 (Corporate Service Standards)

Purpose: This policy establishes the values that guide the Utah Transit Authority staff actions related to attaining the Board of Trustee performance goals and continually improving the customers' experience.

Definitions: As used in this Policy:

Service standards are grouped into three categories: *Policy service standards*, the standards based on community expectations or regulatory requirements; *Quality service standards*, the standards reflecting consumers' expectations; and *Effectiveness service standards*, which reflect desired returns for the public investment. The Utah Transit Authority is referred to hereafter as UTA.

Policy:

A. *Policy Service Standards.*

1. Equity: UTA annually compares the operating, capital, and administrative expenditures associated with transit service within each county with the revenue generated within that county according to an approved procedure. The objective is for the projected revenues and expenditures to balance in the UTA long range financial plan. The long range perspective is required because implementation of major capital projects can result in significant year to year variations. Program adjustments are implemented as needed.
2. Regional Transportation Plan: UTA continually participates in the development and execution of the Wasatch Front Regional Council and Mountainland Association of Governments long range regional transportation plans. Projects defined in the long range regional transportation plan and executed by UTA are managed as annual corporate performance measures.
3. Federal Regulations: UTA complies with transit service non-discriminatory regulations associated with Title VI of the Civil Rights Act of 1964 and the service provisions delineated in the Americans with Disabilities Act of 1990.

B. *Quality Service Standards.*

1. On-time Service: Customers want punctual service.

For fixed-route bus service, the Business Unit Forum shall establish an annual on-time reliability standard which results in continual progress towards a long-term goal of at least 95% of time point crossings being 0 seconds early and no more than 4 minutes and 59 seconds late.

Light rail service shall depart stations 0 seconds early and no more than 4 minutes 59 seconds later than scheduled, 98% of the time.

Commuter rail service shall depart stations 0 seconds early and no more than 4 minutes 59 seconds later than scheduled, 95% of the time.

Paratransit service shall pick up at least 90% of customers within 10 minutes before to 20 minutes after the stated pick-up time and drop off at least 90% of customers within 30 minutes of any stated appointment time. Patterns of repetitive occurrences of a customer being picked up or dropped off late require immediate corrective action.

2. Seat Availability: When traveling for an extended period of time on UTA services, customers wish to use their time productively which requires the availability of a seat.

For non-ski fixed-route bus service with an average customer trip length less than 20 miles, corrective action shall be taken, as resources permit, when the number of customers onboard exceeds 150% of the available seats for at least 3 consecutive miles on more than 33% of the times a trip operates over three consecutive months.

For fixed route bus service with an average customer trip length more than 20 miles, corrective action shall be taken, as resources permit, when the maximum number of customers onboard exceeds 100% of the available seats on more than 25% of the times a trip operates over two consecutive months.

For light rail service, corrective action shall be taken, as resources permit, when the maximum number of customers onboard a train trip repeatedly exceeds 175% of the available seats on more than 33% of the times a regularly scheduled trip operates over 90 consecutive days. At least 90% of all light rail train trips operated each month shall consist of the number of rail cars recorded on the yard and tail tracks moves document.

For commuter rail service, corrective action shall be taken, as resources permit, when the maximum number of customers travel north of the Woods Cross Station exceeds 90% of the available seats on more than 25% of the times a train trip operates over two consecutive months.

Paratransit service shall provide a seat or wheelchair location, as appropriate, for 100% of all registered riders.

3. Frequency of Service: Customers want frequent opportunities to travel when using UTA services.

The system-wide average number of minutes between buses on scheduled weekday fixed-route bus service shall not exceed 28 minutes (actual for August 2007) for the service plans implemented prior to August 2015 and 25 minutes for the August 2015 service plan.

The system-wide average number of minutes between light rail trains on weekdays shall not exceed 20 minutes.

The average number of minutes between regional commuter rail trains shall not exceed 30 minutes in the period commencing at the start of revenue service through 7:00 PM on weekdays.

Paratransit service shall have no trip denials based on capacity.

4. Vehicle Type: The type of vehicle used in operating a service can significantly impact the customers' experience.

Each month, over-the-road coaches shall operate on a minimum of 70% of express trips (excluding FastBus) between Utah County, north Davis County, Weber County, Tooele County and the downtown Salt Lake City/University of Utah corridor.

5. Vehicle Age: Vehicle age impacts service on-time reliability and operating cost.

Replacement of fixed-route buses and vans shall occur based on the following vehicle age and mileage schedule:

- Twelve-year transit buses shall be replaced before completing the 13th year. (Note: mileage is only relevant when replacing a vehicle prior to attaining the FTA minimum years of service standard).
- Ten-year transit buses shall be replaced before completing the 11th year.
- Seven-year transit bus shall be replaced before completing the 8th year.
- Five-year, 150,000 mile transit and Paratransit vans, shall be kept in service until they log between 180,000 and 210,000 miles. Vans shall be replaced before the odometer turns 210,001 miles.
- Four-year, 100,000-mile, 15-passenger vans shall be replaced following completion of the fourth year of revenue service or having logged 125,001 miles, whichever occurs first. Vehicles exceeding the above standard may be retained until such time as the cost of maintaining the vehicle exceeds the value of the vehicle.

Light rail vehicles shall be replaced no later than the 30th year. Regional commuter rail locomotives shall be replaced no later than the 20th year. Regional commuter rail cab cars shall be replaced no later than the 30th year. Regional commuter rail coaches shall be replaced no later than the 50th year.

6. Customer Amenities: Customer amenities contribute to a positive experience while traveling on UTA services.

In even-numbered calendar years, each bus business unit shall evaluate the need for customer amenities (e.g. hard surface pad, bench, shelter, lighting, and information) at bus stops meeting at least one of the following criteria:

- The bus stop is one of the top 5% of weekday boarding locations within the business unit jurisdiction.
- The bus stop serves senior citizen activity center, disabled citizen activity center, a medical activity center, or a key ridership location.
- The bus stop is frequently used to transfer between services.
- The bus stop is identified as requiring accessibility enhancements.

Business units shall define the appropriate customer amenity at each location and develop a deployment strategy. The customer amenity deployment strategy shall consider capital cost, operating and maintenance cost, and opportunities to have a non-UTA party assume responsibility for the customer amenities.

The business units shall encourage local governments and private sector to provide customer amenities at bus stops serving their jurisdiction or facility. Actions taken by these parties reflect on the public image of UTA; therefore if a non-UTA party assumes responsibility for any bus stop customer amenity, the business unit is responsible for ensuring the outside entity understands the business unit deployment strategy, UTA operating and maintenance expectations, and any design or location regulations. Additionally, the business unit shall maintain a contingency plan if the non-UTA party fails to attain the stated UTA expectations.

The customer amenity deployment strategy shall be incorporated into the annual update of the business unit strategic plan. An annual corporate customer amenity plan, including resource allocation, shall be developed from the business unit strategic plans.

7. Transfer Coordination: Customers are able to reach more locations by transferring between transit services, and want to minimize the time spent transferring.

UTA shall coordinate transfers at strategic locations as determined and documented by the business units each service change period. A transfer is considered coordinated when the customer's out-of-vehicle time is more than 2 minutes plus the walk time and less than 7 minutes (standard for on-time reliability and walk time contingency) plus the walk time.

C. *Effectiveness Service Standards*

1. Ridership: The UTA Board of Trustees establishes an annual minimum goal for the number of boardings on UTA services. Business units shall develop service and operating plans that have a high probability of attaining the goal and are based on the approved budget, identified market expectations and opportunities, and rectifying inefficiencies in the current service and operating plans.

2. Continual Improvement of the Investment per Rider (IPR) / Investment per Passenger Mile (IPPM):

The UTA Board of Trustees establishes an annual goal for IPR which is distributed to each operating business unit. IPR measures the average subsidy for each time a customer boards a transit service, whereas the IPPM measures the average subsidy incurred for each mile a customer travels. The annual IPR and IPPM shall be calculated for each UTA fixed-route bus service. Performance improvement plans shall be developed and implemented for bus routes where both the IPR and IPPM are more than 1 standard deviation greater than the average by service type and business unit. A performance improvement plan is waived with concurrence from the General Manager when overriding community concerns justify the continuation of the current service. The waiver shall remain in force for no more than 3 years.

Light rail and commuter rail services are evaluated on ridership relative to seating capacity. If a multi-car train is operating a trip and the maximum number of customers on board during the trip is less than 10% of the seating capacity for more than 30 consecutive days, consideration shall be given to reducing the number of rail cars comprising that train. If a single car train is operating a trip and the number of customers boarding the train during the trip is less than 10% of the seating capacity for more than 30 consecutive days, consideration shall be given to eliminating the trip. If operational, customer or community concerns justify not making changes according to this standard, the situation shall be documented and no further consideration is required for 18 months. Trips that originate or terminate at the yard are exempted from this requirement.

3. Land Use and Urban Design: The most significant factor influencing the amount of transit ridership is the number of trips beginning and ending within walking distance of transit service.

Prior to the implementation of new bus service or alignment changes requiring a public hearing, the business unit shall evaluate the degree to which the land use and urban design support the proposed service change. The land use/urban design factors evaluated shall include the number of trips originating or ending adjacent to the proposed route alignment, the type of land use, the density of pathways intersecting the route, and the availability of sidewalks and park and ride facilities. Land use/urban design is one of many factors considered while planning a bus route change. Other factors considered include but are not limited to market segmentation, demographics, and community

concerns. The land use/urban design evaluation results shall be documented on the UTA change day tool.

Corridors where local jurisdictions have implemented policies (i.e. land use plan, zoning, pedestrian circulation requirements, etc.) that support and encourage pro-transit land use/urban design shall receive preferential treatment over corridors with similar existing land use/urban design but no supporting policies.

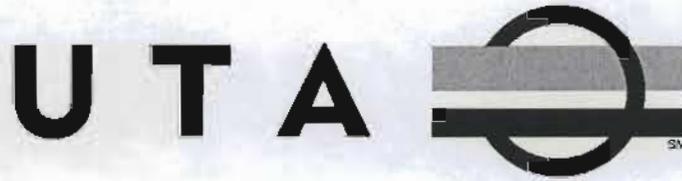
The regional transportation planning and Federal major investment planning processes incorporate land use and urban design in the evaluation of major capital projects (i.e. light rail, commuter rail, etc).

Each operating business unit is required to include in their annual performance plan at least one strategic objective focused on educating the public, developers, local jurisdiction, or others regarding the important link between land use/urban development and the success of their transit investment.

D. Administering and Revising Service Standards

UTA service standards are administered through the UTA Quality and Performance Management System. Annually the Policy Forum shall review actual performance relative to service standards. Corrective or preventive action shall be defined and implemented if current performance is found to be deficient or forecasted to become deficient in the next 12 months. The Policy Forum shall determine whether any service standard requires modification on an annual basis.

- III Cross-References: Board of Trustees Ends Policy 1.3.4.
 Board of Trustees Executive Limitations Policy 2.4.1
 Board of Trustees Executive Limitations Policy 2.4.4
 Board of Trustees Executive Relationship UTA Corporate Policy
 2.1.5
 Board of trustees executive Relationship



1.4 BUDGET PROCESS

THE BUDGET PROCESS

This section describes the process for preparing, reviewing and adopting the budget for the coming fiscal year. It also includes procedures for amending the budget after adoption and the process used in developing the capital budget. A budget calendar for the budgeted year 2010 is included at the end of this section.

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

The yearly process starts in May with an initial development of short-term strategies for the upcoming year by the Board Planning and Development Committee and Staff Directors. By August the Planning Committee is presented with a draft 2010 Goals Categories. During this time the General Manager's staff is assessing federal funding, economics, taxes, labor and political trends and developing a revenue projection based on this information.

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

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

In September the General Managers staff develops preliminary budgets based on the Board's draft Goals. The General Managers Staff then presents the Operating Budget Preparation Instructions and preliminary budget to the Staff Directors and their managers for reviews and modifications. Each department prepares an operating budget and capital needs request, consistent with and linking to the Board Goals. The Policy Forum then reviews the items. Capital items that are requested will be added to the capital budget based on need (as determined by the Policy Forum) and funding available through the Capital Reserve Fund and any grant funding that may be available.

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

Adoption of Annual Budget: Before the first day of each fiscal year, The Board shall adopt the annual budget by a vote of a quorum of the total Board. If, for any reason, the Board has not adopted the annual budget on or before the first day of January of any fiscal year, the preliminary budget for such year shall be in effect for such fiscal year until the annual budget is adopted.

Please refer to the 2010 UTA Budget Preparation Schedule at the end of this section.

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

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

Note:

1. The Authority report as a single enterprise fund and uses the accrual method of accounting and the capital maintenance measurements focus. Under this method revenues are recognized when they are earned and expenses are recognized when they are incurred.
2. The Authority does not budget depreciation.
3. Board Goals are finalized in January based on actual results of the prior year.

2010 UTAH TRANSIT AUTHORITY BUDGET PREPARATION SCHEDULE

<u>TASK</u>	<u>COMPLETION DATE</u>
OPO conducts Goal discussion at Board Planning & Development Mtg.	8 July 2009
Present Updated Preliminary TDP Model to Policy Forum; discuss Economic Factors, assess federal funding, local economics, taxes, labor and political trends. Create General Strategy / Strategic Plan, Discuss assumptions for revenue and ridership projections for 2010 and Operating. Discuss capital needs and priorities. Finalize Budget Process Schedule.	20 July 2009
Policy Forum Retreat – Develop 2010 strategies	27 July 2009
Policy Forum Sub Committees Strategy Meetings, submit to Gerry Pachucki	27 July – 3 Aug
GM Panel Reviews and finalizes Strategies Policy Forum develop Revenue & Expense Targets for a balanced TDPM	5 -7 August 2009
GM Staff presents <u>Capital and Operating Budget Preparation Instructions</u> to Business Unit Directors and meets with each Group to review guidelines for Capital budget and Operating budget development.	13 –21 August 2009
Present Budget timeline and process the board follows for developing the 2010 Budget. Also discuss Sales Tax trends and outlook for 2010 Budget Preparation at Board Retreat.	26 August 2009
Capital budget request by category with analysis of the appropriate criteria, statement of project outcomes, identification of project manager. Operating budget by department by account , description of Department Function and red lined organization chart are returned to GM Staff for evaluation & justification analysis	2 September 2009
Present Preliminary TDP Model, Economic Factors, Financial Plan at P&D Committee. Planning & Development Committee accepts TDPM as starting point of the Budget Process. Review prior year and establish current year goals.	9 September 2009
Budget Request reviewed by GM and Panel, Budget Request reconfigured for outcome prior to Policy Forum meeting.	25 September 2009

Policy Forum evaluates capital programs and projects, refines allocation across capital categories (if necessary) and assigns allocation and project responsibility to Business Unit. Review of Operating budget request and makes any required revisions.	28 - 29Sept 2009
Draft Budget accepted by Policy Forum (To be emailed)	2 October 2009
GM Staff prepares pre-approved tentative budget document and mails to Board of Trustees.	7 October 2009
Review of 2010 Tentative Budget and Goals by Board Planning Committee. After approval 2010 Tentative Budget sent to Local Governments, State Legislature and Governor's office of Planning and Budget. Post budget on UTA Web site inviting public comments Confirmation of Goals and TDP at Board meeting. All Board of Trustee members invited.	14 October 2009
Budget Review and Comment Period.	14 October thru 13 November 2009
Email Tentative Budget to Board of Trustees.	21 October 2009
Review Tentative Budget Comments at Board of Trustees meeting	18 November 2009
GM Staff makes recommend changes based on comments, as directed by Board of Trustees, prepares final Budget Document. Emails Final Budget Document to Policy Forum for Review	20 November 2009
Email Final Budget Document to Board Planning Committee.	24 November 2009
Review of Final Budget Document by Board Planning Committee. Review comments from Comment Period	2 December 2009
Incorporate any changes per Planning Committee and mail to Board of Trustee.	9 December 2009
Presentation of the Proposed Final Budget Document and Goals to Board of Trustees.	16 December 2009
Prepare, print and distribute Budget Document and Strategic Plan to Policy Forum, Board and Operating departments.	March 2010



1.5 FINANCIAL POLICIES

Financial Information and Policies

Internal Control

Organization

The Authority is governed by a 19 member Board of Trustees which is the legislative body of the Authority and determines Authority policy. The members of the Board of Trustees are appointed by each county municipality or combination of municipalities annexed to the Authority. In addition one Trustee each is appointed by the State of Utah Governor, President of the Senate, Speaker of the House and the State Transportation Commission.

Reporting Entity

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

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

Summary of Significant Accounting Policies

Basis of Accounting

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

Classification of Revenue

Operating revenues

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

Non-operating revenues: Non-operating revenues include activities that have the characteristics of non-exchange transactions and other revenue sources that are defined as non-operating revenues by GASB Statement No. 9, "Reporting Cash Flows of Proprietary and Nonexpendable Trust Funds and Governmental Entities that use

Proprietary Fund Accounting,” and GASB Statement No. 34. Examples of non-operating revenues would be sales tax revenues, federal grants and investment income.

Sales Tax Revenues

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

Cash and Cash Equivalents

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

Receivables

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

Parts and Supplies Inventories

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

Property, Facilities, and Equipment

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

Compensated Absences

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

Risk Management

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

The Authority is self-insured for public liability and property damage claims. The Authority also operates a self-insurance program for workers’ compensation claims. The Authority maintains a staff of qualified and licensed claims adjusters to carry out its

program. Claims are paid with general operating revenues of the Authority and are reported as an administrative expense. The Authority has established a Risk Contingency Fund that is Funded at \$6.1 million as of December 31, 2005.

Budgetary and Accounting Controls

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

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

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

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

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

Investments

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

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

Employee Pension Plans

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

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

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

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

Article VI
Section 3 Adoption of Annual Budget

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

Article VI
Section 4 Amendment of Annual Budget

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

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

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

Article VI
Section 6 No Contract to Exceed Appropriation

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

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

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

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

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

Executive Limitations Policy No. 2.3.2 Financial Conditions and Activities

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

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

Executive Limitations Policy No. 2.3.3 Budgeting

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

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

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

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

Executive Limitations Policy No. 2.1.8

Service Stabilization Reserve Fund

The General Manager 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 General Manager 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 by December 31, 2013.
2. Report to the Board of Trustees' Planning and Development Committee 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.
3. 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.
4. Transfer funds or use the Reserve Fund as he deems appropriate and necessary and do so without prior authorization of the Board of Trustees.
5. Replenish the Reserve Fund when it is used as provided for by this Policy.

History	
Effective Date:	October 22, 2008
Adopted by:	R2008-10-05



SECTION 2
FUNCTIONAL FINANCIAL PLANS



2.1 SUMMARY OF MAJOR REVENUE AND EXPENDITURES

**UTAH TRANSIT AUTHORITY
2010 OPERATING BUDGET
12/17/2009**

	<u>ACTUAL 2008</u>	<u>PROJECTED 2009</u>	<u>BUDGET 2010</u>
REVENUE			
PASSENGER REVENUE	33,439,374	33,399,000	34,883,000
ADVERTISING REVENUE	1,466,669	1,775,000	1,828,000
INVESTMENT INCOME	16,070,989	9,407,241	1,046,000
SALES TAX REVENUE	188,547,380	170,493,000	174,470,000
OTHER REVENUE	1,193,075	1,839,000	2,924,000
FEDERAL OPER./PREVENT. MAINT.*	32,908,557	44,977,000	51,775,000
TOTAL REVENUE	<u>273,626,044</u>	<u>261,890,241</u>	<u>266,926,000</u>
EXPENSE			
BUS SERVICE	81,905,192	79,037,669	80,399,854
RAIL SERVICE	29,938,257	34,547,629	33,851,340
PARATRANSIT SERVICE	14,879,263	16,356,245	16,814,179
RIDESHARE/VANPOOL SERVICE**	552,785	(20,173)	164,747
OPERATIONS SUPPORT	23,561,836	25,821,031	27,665,811
GENERAL & ADMINISTRATIVE	21,326,199	24,069,135	25,931,560
UNIDENTIFIED EXPENSE REDUCTIONS			(3,000,000)
NET OPERATING EXPENSE	<u>172,163,532</u>	<u>179,811,536</u>	<u>181,827,491</u>
MAJOR INVESTMENT STUDIES			
EXPENSE	888,891	1,201,000	2,910,000
OFFSETTING PROJECT FUND	(688,660)	(800,000)	(2,088,000)
NET INVESTMENT EXPENSE	<u>200,231</u>	<u>401,000</u>	<u>822,000</u>
NET EXPENSE	<u>172,363,763</u>	<u>180,212,536</u>	<u>182,649,491</u>
AVAILABLE - REVENUE LESS OPERATING EXPENSE	<u>101,262,281</u>	<u>81,677,705</u>	<u>84,276,509</u>
BOND DEBT SERVICE			
BOND DEBT SERVICE	50,166,366	66,209,000	77,777,180
OFFSETTING FUND	(25,495,471)	(36,477,000)	(55,000,000)
NET BOND EXPENSE	<u>24,670,895</u>	<u>29,732,000</u>	<u>22,777,180</u>
INTERLOCAL AGREEMENTS			
SALT LAKE COUNTY UDOT	15,000,000	15,000,000	-
UTAH COUNTY UDOT	26,032,186	13,500,000	13,797,000
NET INTERLOCAL AGREEMENTS EXPENSE	<u>41,032,186</u>	<u>28,500,000</u>	<u>13,797,000</u>
CONTRIBUTION TO CAPITAL RESERVES	<u>35,559,200</u>	<u>23,445,705</u>	<u>47,702,329</u>
DEBT RETIREMENT			
DEBT RETIREMENT	(6,395,000)	(6,665,000)	(6,960,000)
NEW DEBT ISSUED	<u>700,000,000</u>	<u>306,000,000</u>	<u>100,000,000</u>

* In 2009 Rail Modernization 5309 funds and \$15mm Federal Stimulus PM included

** In 2009 Ogden and Timpanogos marketing departments moved to Bus Operations

*** The current balance of the Service Stabilization Fund is \$10,069,969



2.2 SUMMARY OF MAJOR REVENUE SOURCES

Revenue Summary

Analysis of Revenue Sources

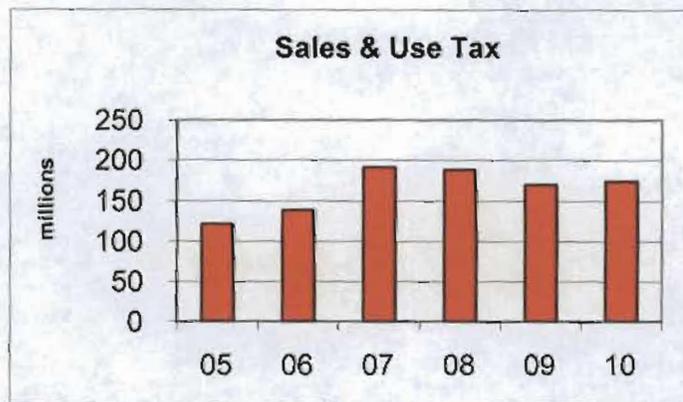
Source: Sales and Use Tax

The largest operating source of revenue for the Authority is a local option sales tax, which is imposed by the service area of the Authority. In November 2006 the voters in Utah and Salt Lake Counties approved a ballot measure increasing the rate of Tax. Then in February the Legislature reduced sales tax on food, but so as not to affect the sales tax of Special District (of which UTA is) the Municipalities of the Wasatch Front increased sales tax on hard goods enough to make the Special Districts whole. The sales tax rate is .55% for Weber and Davis Counties. A rate of .6825% for Salt Lake County, .526% for Utah, and 0.3% Tooele and Box Elder Counties. This revenue is projected to generate \$195.7 million in 2009.

The growth rate for Sales and Use Tax from 1970 to 2006 is 6.21%. UTA experienced a 9.4% increase in collections thorough September 2007 over the same time period in 2006. For 2009, the State of Utah Revenue Assumption Committee estimates retail sales, which sales tax is based on, to have a -8.1% decrease (last meeting in November 09) over 2008 receipts due to the poor economy, then with a small recovery of 2.2% increase in 2010. The Authority estimated 2010 Sales Tax revenue is based on a 2.2% increase over projected 2009 Sales Tax. In the past UTA collections along the Wasatch Front run at a historically higher rate than retail sales for the whole State of Utah, but with the economic downturn UTA will use the states estimate.

Year	Sales Tax
2005	121,832,629
2006	138,546,093
2007	191,688,539
2008	188,547,380
2009*	170,493,000
2010*	174,470,000

* Projected

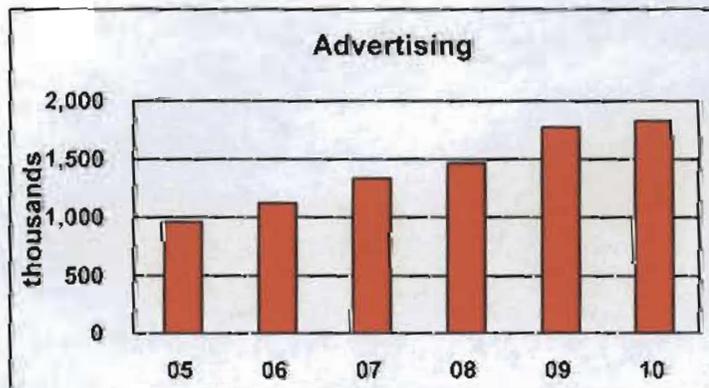


Source: Advertising

Advertising revenues for the Authority comes from the lease of exterior space on the sides and rear of the bus and light rail vehicles. The compound annual growth rate for advertising over the last 4 years has been somewhat flat. For 2010 advertising is projected to produce \$1.828 million based on contracted guarantees.

Year	Advertising
2005	957,184
2006	1,120,687
2007	1,120,687
2008	1,466,669
2009*	1,775,000
2010*	1,828,000

* Projected

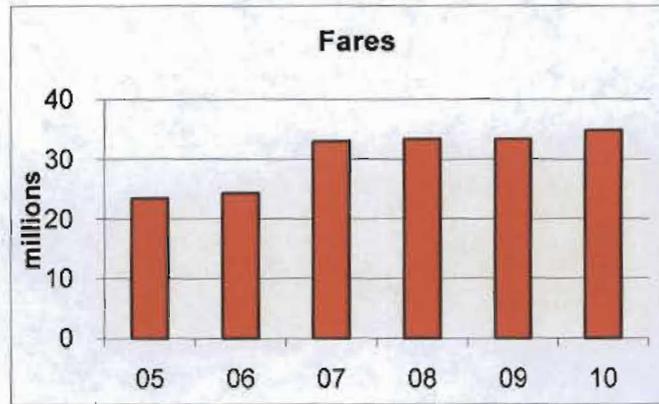


Source: Passenger Revenue

The Authority base fare is \$2.00, fares range from \$1.00 for senior citizens to \$4.25 for premium express service. A change in counting methodology accounts for the decrease ridership in 2007. In addition to ridership and fares, which are expected to increase at a nominal rate to keep pace with population and employment growth, UTA projects \$34.9M in Fare Box revenue in 2010.

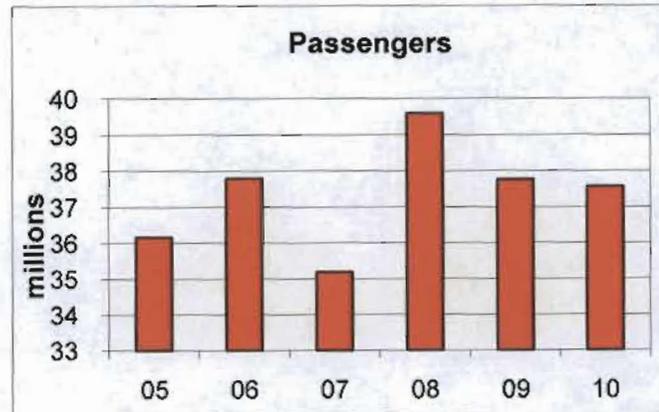
Year	Fares
2005	21,282,499
2006	23,506,417
2007	24,308,177
2008	33,439,374
2009*	33,399,000
2010*	34,883,000

* Projected



Year	Passengers
2005	36,163,146
2006	37,778,996
2007	35,166,148
2008	39,576,531
2009*	37,969,000
2010*	37,572,000

* Projected



Source: Federal Operating and Preventative Maintenance Revenue Grants

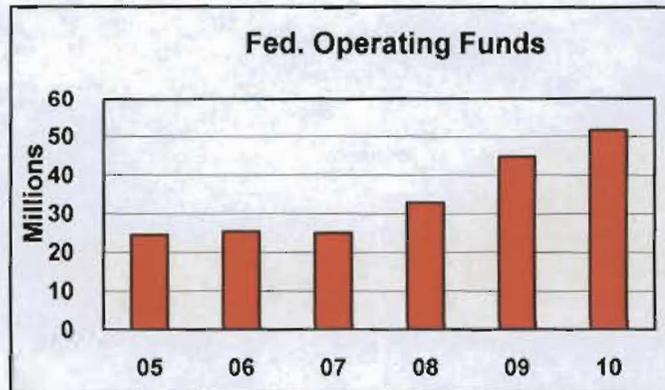
In 1998 the Transportation Efficiency Act for the 21st century, known as TEA 21, was approved by Congress. TEA 21 allows the Authority to use formula funds for preventive maintenance as defined by the National Transit Database. The use of these funds for preventive maintenance is a direct reduction of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

Projections for 2010 are based on a slight increase of Preventative Maintenance expenses that will qualify for the 5307 formula funds allocated in 2010 for preventive maintenance costs and for newly qualifying TRAX maintenance cost with funding carried over due to Stimulus Grants awarded in 2009.

Year Federal Operating/Preventative Maintenance Grants

2005	25,349,419
2006	25,013,649
2007	26,772,123
2008	32,908,557
2009*	44,977,000
2010*	51,775,000

* Projected



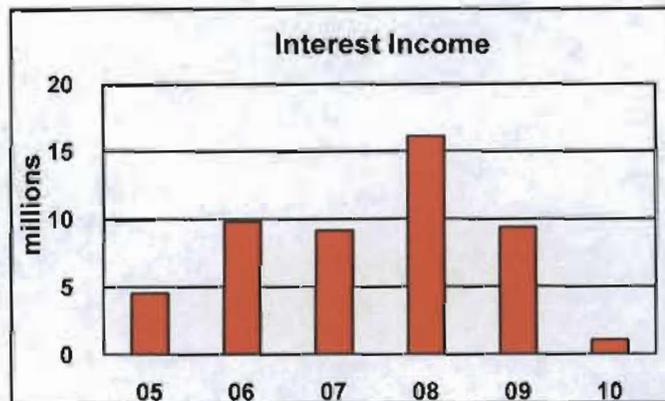
Source: Investment Income

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

A rate of 0.5% (estimated earnings from the investment fund) is applied to projected funds in the capital reserve accounts in 2010 in the Transit Development Plan model.

Year	Interest
2005	4,533,914
2006	9,827,487
2007	9,149,060
2008	16,070,989
2009*	9,407,000
2010*	1,046,000

* Projected

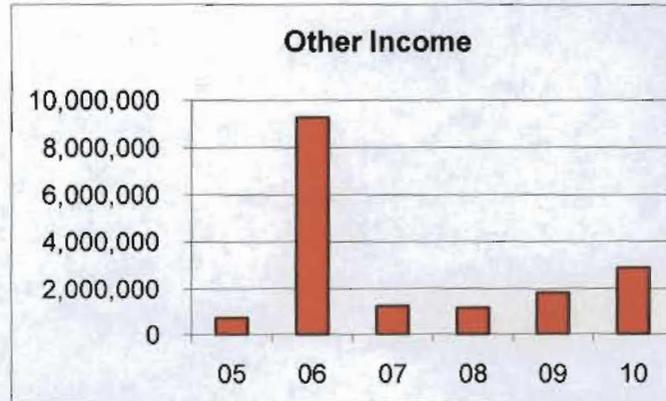


Source: Other Income

Other income consists of income from rents and leases on the right-of-way and discounts taken. Vanpool revenue is now accounted for with passenger revenue. The increase in 2006 is due to the sale of surplus real estate. Other income projected 2009 is based on year-to-date YTD data and annualized. 2010 estimate is based on a 3% increase over 2009 plus new Rideshare Van rental contract, Intermodal space rental and Rail Car rentals to other Transit agencies.

Year	Other
2005	744,290
2006	9,268,901
2007	1,287,668
2008	1,193,075
2009*	1,839,000
2010*	2,924,000

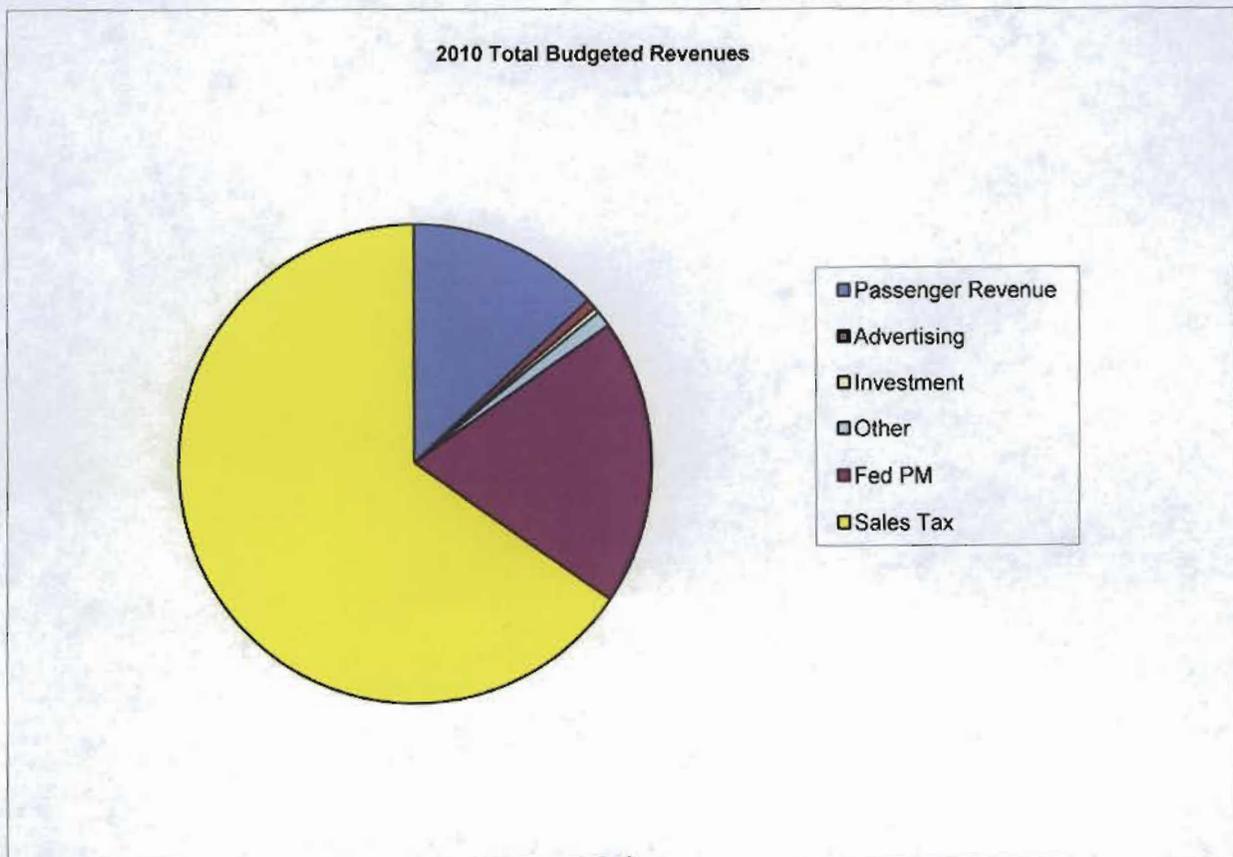
* Projected



**Note: A Gain on Sale of Property is not included in 2006 actual.

Source: Federal Funds

The Authority may elect to receive some Federal Transit Administration formula grants under Section 5307 for major planning activities. The Authority is projected to receive \$2,088,000 in 2010, compared to projected funds in 2009 of \$800,000. These funds are shown as offsetting project funds in the Operating Budget Summary.





2.3 SUMMARY OF EXPENDITURES

UTAH TRANSIT AUTHORITY OPERATING BUDGET 2010

The following pages contain a detailed breakdown of the 2010 Expense Budget. At the bottom of the next 7 pages the heading “Net UTA Bus”, then “Net Rail Service”, “Net Paratransit”, “Net Rideshare Service”, “Net Operations Support Expense” and “Net Administration Expense” represents the total from that pages detail budget for the type of UTA mode of transportation or support type it represents. This amount is carried forward to the 2010 Budget page and can be found in the “Expense” portion of the page under the “Final 2010 Budget” column.

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

**UTAH TRANSIT AUTHORITY
2010 OPERATING BUDGET
12/17/2009**

	<u>ACTUAL 2008</u>	<u>PROJECTED 2009</u>	<u>BUDGET 2010</u>
REVENUE			
PASSENGER REVENUE	33,439,374	33,399,000	34,883,000
ADVERTISING REVENUE	1,466,669	1,775,000	1,828,000
INVESTMENT INCOME	16,070,989	9,407,241	1,046,000
SALES TAX REVENUE	188,547,380	170,493,000	174,470,000
OTHER REVENUE	1,193,075	1,839,000	2,924,000
FEDERAL OPER./PREVENT. MAINT.*	32,908,557	44,977,000	51,775,000
TOTAL REVENUE	<u>273,626,044</u>	<u>261,890,241</u>	<u>266,926,000</u>
EXPENSE			
BUS SERVICE	81,905,192	79,037,669	80,399,854
RAIL SERVICE	29,938,257	34,547,629	33,851,340
PARATRANSIT SERVICE	14,879,263	16,356,245	16,814,179
RIDESHARE/VANPOOL SERVICE**	552,785	(20,173)	164,747
OPERATIONS SUPPORT	23,561,836	25,821,031	27,665,811
GENERAL & ADMINISTRATIVE	21,326,199	24,069,135	25,931,560
UNIDENTIFIED EXPENSE REDUCTIONS			(3,000,000)
NET OPERATING EXPENSE	<u>172,163,532</u>	<u>179,811,536</u>	<u>181,827,491</u>
MAJOR INVESTMENT STUDIES			
EXPENSE	888,891	1,201,000	2,910,000
OFFSETTING PROJECT FUND	(688,660)	(800,000)	(2,088,000)
NET INVESTMENT EXPENSE	<u>200,231</u>	<u>401,000</u>	<u>822,000</u>
NET EXPENSE	<u>172,363,763</u>	<u>180,212,536</u>	<u>182,649,491</u>
AVAILABLE - REVENUE LESS OPERATING EXPENSE	<u>101,262,281</u>	<u>81,677,705</u>	<u>84,276,509</u>
BOND DEBT SERVICE	50,166,366	66,209,000	77,777,180
OFFSETTING FUND	(25,495,471)	(36,477,000)	(55,000,000)
NET BOND EXPENSE	<u>24,670,895</u>	<u>29,732,000</u>	<u>22,777,180</u>
INTERLOCAL AGREEMENTS			
SALT LAKE COUNTY UDOT	15,000,000	15,000,000	-
UTAH COUNTY UDOT	26,032,186	13,500,000	13,797,000
NET INTERLOCAL AGREEMENTS EXPENSE	<u>41,032,186</u>	<u>28,500,000</u>	<u>13,797,000</u>
CONTRIBUTION TO CAPITAL RESERVES	<u>35,559,200</u>	<u>23,445,705</u>	<u>47,702,329</u>
DEBT RETIREMENT	(6,395,000)	(6,665,000)	(6,960,000)
NEW DEBT ISSUED	700,000,000	306,000,000	100,000,000

* In 2009 Rail Modernization 5309 funds and \$15mm Federal Stimulus PM included

** In 2009 Ogden and Timpanogos marketing departments moved to Bus Operations

*** The current balance of the Service Stabilization Fund is \$10,069,969

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2010**

	Actual 2008	Actual 2009	Budgeted 2010
*** UTA BUS DETAIL ***			
*** BUS OPERATIONS ***			
LABOR	30,053,766	31,102,454	30,388,799
FRINGES	14,284,592	15,688,025	16,313,665
SERVICES	84,079	125,292	(78,463)
FUEL AND LUBRICANTS	61,780	34,114	48,712
SUPPLIES	133,750	156,387	140,355
UTILITIES	47,299	53,598	59,412
TRAVEL & MEETINGS	28,873	32,611	28,161
OTHER	177,690	184,166	136,457
* TOTAL BUS OPERATIONS *	<u>44,871,829</u>	<u>47,376,647</u>	<u>47,037,098</u>
*** BUS MAINTENANCE ***			
LABOR	9,807,805	9,992,277	10,023,076
FRINGES	4,333,019	4,612,381	4,915,941
SERVICES	196,163	173,307	73,972
FUEL AND LUBRICANTS	14,912,695	8,603,716	9,851,089
TIRES AND TUBES	1,186,739	1,259,117	1,452,393
PARTS	3,604,107	3,671,163	3,618,473
SUPPLIES	435,510	496,532	440,379
TOOLS	41,492	24,455	33,700
UTILITIES	5,031	8,029	6,275
TRAVEL & MEETINGS	8,741	14,918	14,200
WARRANTY SCRAP RECOVERIES	(245,916)	(204,359)	(116,000)
OTHER	(8,274)	(10,203)	251,666
* TOTAL BUS MAINTENANCE *	<u>34,277,110</u>	<u>28,641,333</u>	<u>30,565,164</u>
*** TOTAL BUS SERVICE***	79,148,939	76,017,981	77,602,262
EXPENSES CAPITALIZED	(598)	0	0
FEDERAL PLANNING FUNDS	0	(186,460)	(186,468)
TOTAL OFFSETTING FUNDS	<u>(598)</u>	<u>(186,460)</u>	<u>(186,468)</u>
*** NET BUS SERVICE ***	<u>79,148,341</u>	<u>75,831,521</u>	<u>77,415,794</u>
*** ADMINISTRATIVE SUPPORT***			
LABOR	1,761,965	2,009,624	1,858,708
FRINGES	654,950	750,249	723,777
SERVICES	34,340	25,582	116,761
FUEL AND LUBRICANTS	1,662	1,248	3,650
SUPPLIES	41,409	37,298	84,863
UTILITIES	8,871	12,402	13,350
TRAVEL & MEETINGS	32,545	21,444	25,327
MEDIA	0	6,531	30,000
OTHER	221,109	172,015	198,629
* TOTAL ADMINISTRATIVE SUPPORT	<u>2,756,851</u>	<u>3,036,392</u>	<u>3,055,065</u>
TOTAL UTA BUS	81,905,192	78,867,913	80,470,859
EXPENSES CAPITALIZED	0	0	0
FEDERAL PLANNING FUNDS	(126,106)	(69,419)	(71,005)
TOTAL OFFSETTING FUNDS	<u>(126,106)</u>	<u>(69,419)</u>	<u>(71,005)</u>
*** NET UTA BUS ***	<u>81,779,086</u>	<u>78,798,494</u>	<u>80,399,854</u>

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2010**

	Actual 2008	Actual 2009	Budgeted 2010
*** RAIL SERVICE DETAIL ***			
*** RAIL OPERATIONS ***			
LABOR	6,493,240	7,073,995	7,386,159
FRINGES	2,454,914	2,896,062	3,183,109
SERVICES	548,655	47,996	17,339
FUEL AND LUBRICANTS	53,189	41,847	55,000
SUPPLIES	40,067	66,830	44,500
UTILITIES	42,684	40,366	44,000
TRAVEL & MEETINGS	14,183	20,182	15,500
OTHER	44,720	64,617	33,000
* TOTAL RAIL OPERATIONS *	<u>9,691,652</u>	<u>10,251,894</u>	<u>10,778,607</u>
*** RAIL VEHICLE MAINTENANCE ***			
LABOR	4,194,007	4,580,154	5,046,885
FRINGES	1,551,853	1,818,699	2,186,865
SERVICES	1,113,549	1,425,130	1,358,015
FUEL AND LUBRICANTS	3,314,524	2,815,193	2,989,794
PARTS	2,676,045	3,706,171	2,988,342
SUPPLIES	345,250	429,181	329,732
TOOLS	57,018	137,430	72,000
UTILITIES	15,985	20,912	20,000
TRAVEL & MEETINGS	17,546	13,284	25,000
WARRANTY SCRAP RECOVERIES	(390,766)	(604,871)	(260,000)
OTHER	(7,421)	(26,164)	(17,500)
* TOTAL RAIL MAINTENANCE *	<u>12,887,591</u>	<u>14,315,120</u>	<u>14,739,133</u>
*** MAINTENANCE OF WAY ***			
LABOR	2,815,962	3,302,193	3,857,818
FRINGES	1,071,178	1,311,478	1,673,898
SERVICES	1,090,147	1,156,262	649,626
FUEL AND LUBRICANTS	165,827	118,123	140,000
PARTS	480,174	460,103	320,000
SUPPLIES	289,679	426,868	240,500
TOOLS	25,602	31,039	20,000
UTILITIES	2,948,210	3,054,296	3,596,202
TRAVEL & MEETINGS	46,936	84,724	31,000
WARRANTY SCRAP RECOVERIES	0	0	0
OTHER	(7,947)	(37,979)	(9,500)
* TOTAL MAINTENANCE OF WAY *	<u>8,925,766</u>	<u>9,907,107</u>	<u>10,519,544</u>
*** TOTAL RAIL SERVICE***	31,505,009	34,474,121	36,037,284
EXPENSES CAPITALIZED	(2,542,347)	(1,071,025)	(3,336,320)
FEDERAL PLANNING FUNDS	0	0	0
TOTAL OFFSETTING FUNDS	<u>(2,542,347)</u>	<u>(1,071,025)</u>	<u>(3,336,320)</u>
*** NET RAIL SERVICE ***	28,962,662	33,403,096	32,700,964
*** ADMINISTRATIVE SUPPORT***			
LABOR	587,843	723,659	706,838
FRINGES	238,109	275,117	297,038
SERVICES	70,027	85,843	175,000
FUEL AND LUBRICANTS	4,890	715	3,000
SUPPLIES	63,615	56,763	25,000
UTILITIES	3,917	4,993	3,500
TRAVEL & MEETINGS	49,658	65,572	17,000
OTHER	48,729	109,163	103,000
* TOTAL ADMINISTRATIVE SUPPORT	<u>1,066,788</u>	<u>1,321,826</u>	<u>1,330,376</u>
TOTAL RAIL SERVICES	30,029,450	34,724,922	34,031,340
EXPENSES CAPITALIZED	(91,193)	(43,122)	(180,000)
FEDERAL PLANNING FUNDS	0	0	0
TOTAL OFFSETTING FUNDS	<u>(91,193)</u>	<u>(43,122)</u>	<u>(180,000)</u>
*** NET RAIL SERVICES ***	29,938,257	34,681,799	33,851,340

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2010**

	Actual 2008	Actual 2009	Budgeted 2010
*** PARATRANSIT SERVICE DETAIL ***			
*** PARATRANSIT OPERATIONS ***			
LABOR	4,472,814	4,729,719	5,133,811
FRINGES	2,063,330	2,206,517	2,520,224
SERVICES	193,298	217,120	209,220
FUEL AND LUBRICANTS	1,224	605	1,550
SUPPLIES	73,698	81,383	67,277
UTILITIES	16,857	18,645	20,146
TRAVEL & MEETINGS	10,634	6,145	6,683
OTHER	87,449	4,892	2,555
* TOTAL RAIL OPERATIONS *	<u>6,919,304</u>	<u>7,265,027</u>	<u>7,961,465</u>
*** PARATRANSIT MAINTENANCE ***			
LABOR	1,342,133	1,389,235	1,528,745
FRINGES	602,806	639,001	745,832
SERVICES	23,741	22,169	31,944
FUEL AND LUBRICANTS	1,039,600	561,972	726,162
TIRES/TUBES	51,618	57,057	41,477
PARTS	217,579	184,054	242,176
SUPPLIES	49,379	52,158	49,653
TOOLS	6,791	8,286	6,610
UTILITIES	1,808	2,239	1,836
TRAVEL & MEETINGS	5,806	3,148	9,859
WARRANTY SCRAP RECOVERIES	(17,771)	(8,337)	(7,500)
OTHER	1,131	(964)	2,182
* TOTAL RAIL MAINTENANCE *	<u>3,324,621</u>	<u>2,910,017</u>	<u>3,378,977</u>
*** TOTAL PARATRANSIT SERVICE***	10,243,926	10,175,044	11,340,442
EXPENSES CAPITALIZED	0	0	0
FEDERAL PLANNING FUNDS	0	0	0
TOTAL OFFSETTING FUNDS	<u>0</u>	<u>0</u>	<u>0</u>
*** NET PARATRANSIT SERVICE ***	10,243,926	10,175,044	11,340,442
PURCHASED SERVICES	4,330,129	4,103,691	5,177,099
*** ADMINISTRATIVE SUPPORT***			
LABOR	206,803	226,752	201,868
FRINGES	79,865	84,301	63,544
SERVICES	8,075	1,055	23,148
SUPPLIES	1,408	2,222	4,765
UTILITIES	1,261	231	2,000
TRAVEL & MEETINGS	6,777	552	(922)
OTHER	1,021	1,172	2,235
* TOTAL ADMINISTRATIVE SUPPORT	<u>305,209</u>	<u>316,285</u>	<u>296,638</u>
TOTAL PARATRANSIT	14,879,263	14,595,020	16,814,179
EXPENSES CAPITALIZED	0	0	0
FEDERAL PLANNING FUNDS	0	0	0
TOTAL OFFSETTING FUNDS	<u>0</u>	<u>0</u>	<u>0</u>
*** NET PARATRANSIT ***	14,879,263	14,595,020	16,814,179

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2010**

	Actual 2008	Actual 2009	Budgeted 2010
*** VANPOOL/RIDESHARE SERVICE DETAIL ***			
*** VANPOOL OPERATIONS ***			
LABOR	447,709	353,135	436,046
FRINGES	193,027	163,641	208,230
SERVICES	588,326	634,992	594,815
FUEL	1,642,279	875,659	797,990
SUPPLIES	39,336	22,111	25,231
UTILITIES	8,148	3,623	8,071
INSURANCE	410,486	389,120	381,851
TRAVEL & MEETINGS	11,499	2,230	12,636
FEES	(2,839,861)	(1,942,086)	(1,792,397)
OTHER	51,836	15,146	24,024
* TOTAL VANPOOL/RDSHR OPERATIONS *	552,785	517,571	696,697
EXPENSES CAPITALIZED	0	0	0
FEDERAL PLANNING FUNDS	(492,491)	(547,633)	(531,950)
TOTAL OFFSETTING FUNDS	(492,491)	(547,633)	(531,950)
*** NET VANPOOL/RIDESHARE SERVICE ***	60,294	(30,062)	164,747

UTAH TRANSIT AUTHORITY OPERATING BUDGET 2010

	Actual 2008	Actual 2009	Budgeted 2010
*** OPERATIONS SUPPORT DETAIL ***			
LABOR	12,475,379	13,626,343	14,587,318
FRINGES	4,622,235	5,498,303	6,184,265
SERVICES	2,621,110	2,588,786	2,971,411
FUEL AND LUBRICANTS	223,665	155,078	180,633
TIRES AND TUBES	0	0	500
PARTS	1,344,655	1,158,175	1,337,788
SUPPLIES	746,281	1,006,144	696,927
TOOLS	94,540	88,909	71,800
REPAIRS	308,484	281,486	225,000
UTILITIES	1,440,822	1,989,056	1,775,085
TRAVEL & MEETINGS	170,919	136,676	157,464
WARRANTY SCRAP RECOVERIES	(5,626)	(24,411)	(15,000)
OTHER	(39,392)	(78,613)	11,160
*** TOTAL OPERATIONS SUPPORT ***	24,003,071	26,425,931	28,184,352
EXPENSES CAPITALIZED	(441,236)	(267,418)	(518,541)
NON-FEDERAL PLANNING FUNDS	0	0	0
FEDERAL PLANNING FUNDS	(2,593)	0	0
TOTAL OFFSETTING FUNDS	(443,829)	(267,418)	(518,541)
	23,559,243	26,158,514	27,665,811

Operations Support includes:

Customer Service, Telecommunications, OPO, EFC, Perf Info
Financial Services, Facilities, Fleet Engineering, Support Maint
Training, Safety & Environmental Management

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2010**

	Actual 2008	Actual 2009	Budgeted 2010
*** GENERAL & ADMINISTRATION DETAIL ***			
LABOR	12,742,252	14,078,550	15,245,032
FRINGES	4,006,539	4,705,786	5,626,957
SERVICES	4,087,924	5,974,670	7,383,366
FUEL AND LUBRICANTS	42,890	31,453	30,678
SUPPLIES	767,386	721,820	698,421
UTILITIES	418,038	699,060	746,368
INSURANCE	2,640,513	2,829,251	3,087,500
TRAVEL & MEETINGS	885,498	680,065	325,958
MEDIA COSTS	611,889	710,047	905,000
CONTINGENCY			931,985
OTHER	247,055	190,305	392,798
*** TOTAL ADMINISTRATION ***	26,449,985	30,621,007	35,374,063
EXPENSES CAPITALIZED	(5,123,787)	(5,240,670)	(7,614,617)
OFFSETTING NON FEDERAL FL	0	(469,920)	(790,000)
FEDERAL PLANNING FUNDS	(673,734)	(1,439,019)	(1,037,885)
TOTAL OFFSETTING FUNDS	(5,797,521)	(7,149,609)	(9,442,502)
*** NET ADMINISTRATION EXPENSE ***	20,652,464	23,471,398	25,931,560

Administration includes:

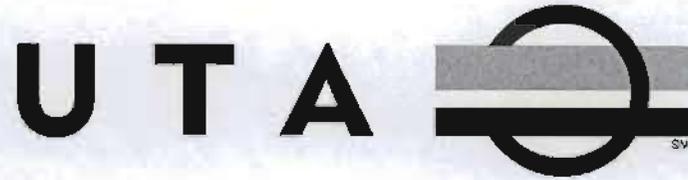
Internal Audit, General Manager, Civil Rights, Board Coordinat
Information Services, General Counsel, Risk Mgt, Accounting,
Purchasing, Major Program Devlpmt, Org Development
Central Support Administration, Chief Performance Officer, Lat
Human Resources, General Manager., Chief Communications
Chief Capital Development Officer and Public Relations/Marke

UTAH TRANSIT AUTHORITY
PRIMARY TRANSIT DEVELOPMENT PLAN - OPERATING BUDGET SUMMARY
2010 - 2015
(\$000)

	BUDGET 2010	TDP ESTIMATED 2011	TDP ESTIMATED 2012	TDP ESTIMATED 2013	TDP ESTIMATED 2014	TDP ESTIMATED 2015
REVENUE						
PASSENGER REVENUE	34,883	38,308	49,215	56,742	66,131	74,329
ADVERTISING REVENUE	1,733	1,785	1,839	1,894	1,951	2,009
INVESTMENT REVENUE	1,043	621	1,002	1,577	2,784	2,903
SALES TAX REVENUE	174,470	180,202	187,327	196,715	207,547	218,962
OTHER REVENUE	2,603	2,668	2,735	2,357	2,428	2,501
JOINT DEVELOPMENT	320	333	346	360	374	589
FEDERAL OPER./PREVENT. MAINT.	51,775	52,707	54,460	57,793	59,346	63,434
TOTAL REVENUES	266,828	276,624	296,922	317,438	340,561	364,727
EXPENSES						
BUS SERVICE	78,390	78,052	78,822	77,419	80,516	83,928
RAIL SERVICE	33,005	35,404	45,812	60,350	81,973	88,125
PARATRANSIT SERVICE	16,394	16,394	16,558	17,314	18,007	18,727
RIDESHARE/VANPOOL SERVICES	161	0	0	0	0	0
OPERATIONS SUPPORT	26,974	26,974	27,244	28,657	29,803	30,995
GENERAL & ADMINISTRATIVE	25,283	25,283	25,536	26,708	27,776	28,887
NET OPERATING EXPENSES	180,207	182,108	193,972	210,448	238,075	250,663
	Note: O&M Expenses include \$3M Manager Challenge allocated to Departments					
MAJOR INVESTMENT STUDIES						
EXPENSES	2,910					
OFFSETTING FUNDS*	(2,088)					
NET INVESTMENT EXPENSE	822	0	0	0	0	0
	Included in Capital Budget of TDP after Budgeted Year					
NET EXPENSE	181,029	182,108	193,972	210,448	238,075	250,663
AVAILABLE	85,799	94,516	102,950	106,990	102,486	114,064
BOND DEBT SERVICE	(77,777)	(86,414)	(89,604)	(92,114)	(95,994)	(96,878)
OFFSETTING FUNDS*						
	Included in Capital Budget of TDP					
CONTRIBUTION TO CAPITAL	8,023	8,104	13,347	14,877	6,493	17,186
DEBT						
NEW DEBT ISSUED	100,000	175,000	160,000	120,000	35,000	0
DEBT RETIREMENT	-	-	-	-	-	-

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

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



2.4 PROJECTED FUND BALANCES

**FUND BALANCE REPORT
2010 FORECASTED**

	General Fund	Rail Construction Fund	Bond Fund	Risk Contingency Fund	PROJECTED All Funds 2010
BEGINNING FUND BALANCE - 1/01/10	173,646,858	164,514,222	22,857,035	7,105,879	368,123,994
Revenue:					
Passenger	34,883,000				34,883,000
Advertising	1,828,000				1,828,000
Investment Income	690,000	206,000	114,500	35,500	1,046,000
Sales Tax	174,470,000				174,470,000
Other Revenue	2,924,000				2,924,000
Federal Operating Funds/ Prevent. Maintenance	51,775,000				51,775,000
Offsetting Project Fund	2,088,000				2,088,000
Capital Grants	245,193,440				245,193,440
Debt Issue		100,000,000			100,000,000
Contributed Capital	13,000,000				13,000,000
TOTAL RESOURCES	526,851,440	100,206,000	114,500	35,500	627,207,440
Transfers To (+) / From (-)	-390,000,000	305,000,000	85,000,000		0
TOTAL AVAILABLE RESOURCES	310,498,298	569,720,222	107,971,535	7,141,379	995,331,434
Expenditures					
Operating Expenses	184,737,491				184,737,491
Debt Service			77,777,180		77,777,180
Debt Retirement			6,960,000		6,960,000
Debt Reserve					0
Capital Projects *	102,311,069				102,311,069
Capital - Rail Construction *		568,815,162			568,815,162
Interlocal Agreements Expense	13,797,000				13,797,000
TOTAL EXPENDITURES	300,845,560	568,815,162	84,737,180	0	954,397,902
ENDING FUND BALANCE -12/31/10	9,652,738	905,060	23,234,355	7,141,379	40,933,532

Notes:

* Capital items can be found in Section 2.5 Capital Expenditure, Exhibit B, \$102,311,069 (Capital Projects) + \$568,815,162 (2015 Trax & Commuter Rail Projects) = \$671,126,231 (Total Capital).

Description of Fund Structure

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

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

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

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



2.5 BUDGETED CAPITAL EXPENDITURES

CAPITAL PROJECTS SUMMARY

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CAPITAL PROJECTS SUMMARY

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

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

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

Replacement buses, Paratransit vans, Rideshare vans with expansion Rideshare vans and Security Vehicles will arrive in 2010 to update current equipment inventories, expand increasing growth in the Rideshare areas and to 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. Rail Services projects will add increased capacity.

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

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

Exhibit B shows the major categories of Capital Projects in total and the year these projects will require funding. The table also shows how much will come from current grants, what will be required in future grants and how much local match will come from UTA reserves by fiscal year. Projects in 2010 through 2011 have been included on the request for approval so planning and procurement requirements can begin. Board approval is given only for the 2010 projects. Each year the new Budget cycle requires all projects that have not been completed during the calendar

year to be resubmitted and approved for the next calendar year. Figure 2.5.1 graphically shows the breakdown of the capital budget by major areas and compares the 2010 capital budget with the budgeted amounts from 2009.

Figure 2.5.2 represents a 5 year projected planning summary of capital revenues and expenses. This 5 Year Capital Project Summary is based on the Primary Transit Development Plan (TDP) and projects the capital equipment and project needs of UTA for the next 5 years. Updating this plan in July 2010 will be the first step in the planning process for the 2011 budget. There is also an equivalent operating five year plan that can be found in section 2.3; Summary of Expenditures. Many of the factors relating to this plan are explained in the Budget Message in Section 1.1 under the heading Strategic and Financial Planning Priorities and Issues.

CAPITAL PROJECTS DESCRIPTION

Revenue Service

In 2010 the revenue vehicle purchases consist of 34 - 40ft. replacement buses, 26 Hybrid buses, 34 Paratransit vehicles and 56 Rideshare vans. These buses will help keep UTA's fleet updated. Funding requirements will be met with a local match, as well as current and future grants. These vehicles will be part of an expansion and replacement program for our fleet. Included in the cost are support and inspection services. Future costs in 2011 are estimated and given for replacement and expansion vehicles for planning purposes. This area also includes funding for replacement of Support Vehicles of \$500,000 which included 2 Transit Police Cars and Revenue Service Vehicle Repair Components (such as replacement engines and transmission) of \$1,080,000. These two areas are based on a budgeted 5 year plan and purchases are determined by priorities during the year but must stay within budget.

Impact on Operating Budget

The replacement Buses purchased in 2010 will save UTA an estimated 15% in fuel consumption or about \$150,000 which help maintain older buses until they are replaced. Paratransit vans will have little if any impact on the operating budget for 2009, because they are replacing older vehicles but are not increasing operating miles and hours, which are factors in the operating budget. In addition the Capital budget will not need to allocate as much funding for bus and van repair parts during the vehicles warranty period. Expansion vans operating cost in vanpool is offset by the lease payments received for those expansion vans.

Technology Office – Information/Communications and ITS

Rail Customer Information

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

Impact on Operating Budget

As this is a project development and implementation year all staff costs associated with this project will be incorporated in the project costs. However, in future years there may be an associated increase in support requirements to keep system components operating properly. Additionally, although unspecified at this time, there may be costs for licensing and software support of the selected system.

Electronic Fare Collection

Deployment of phase 1 of the Electronic Fare Collection system occurred 12/30/2008. During 2010 the system will undergo refinement to enhance reliability. Additional functionality will be developed throughout the year to provide more fare options to our customers.

Impact on Operating Budget

Much of the operational costs for 2010 and forward are to be handled within a newly created EFC Operations office reporting to OPO. Maintenance and support of the hardware will be handled within the Technology Office.

Technology Strategic Plan (TSP)

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

Impact on Operating Budget

The Operational budget will increase in 2010 as support for installed technology devices increases. Increased reliance on these technology systems also means an associated increases in operating expenses, some for communication requirements and some for ongoing maintenance and operation of the systems

Upgrades and Replacement of Current Network System

This represents an allocation of capital funds towards a list of technology capital projects submitted by all departments. The list will be prioritized by the Policy Forum and projects accomplished until the funds allocated are fully utilized. In 2010 there was \$3M in requests and \$500,000 allocated to accomplish as much as possible.

Facilities & Bus Maintenance and Office Equipment

Three categories are included in this capital project area:

1. Facilities Expansion which can include both Grant and Non-Grant items. Included in the 2010 budget is funding for the Facilities Storage, Emergency Repairs, Lift Replacement, an Overhead Crane and other Expansion projects.
2. Facilities Repair and Replace projects. This area works within a 5 year budget guideline. Repair projects such as overhead doors, concrete repair, and various facility maintenance projects are programmed to be accomplished over a 5 year period.
3. Office Capital Equipment, which include printing and copy machines also Safety and Security Equipment and a pool for office equipment that may wear out through out the year.

Impact on Operating Budget

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

Major Strategic Projects

In 2010 the funding source will be from current grants, local match and contributed capital funds from communities benefiting from the projects.

Transit Enhancements and Security Equipment Projects

Transit Enhancements provides UTA's passenger amenities with a \$1.2 million budgeted to be spent on Transit amenities. UTA is dedicated to upgrading facilities for customers and employees.

Facility Projects

Included is the 5600 West and Provo / Orem Bus Rapid Transit developments including and Intermodal center in Orem. Included in the budget is funding for Right of Way and property purchases. Also included are other smaller facilities remodeling and expansions projects that will take place in 2010.

Impact on Operating Budget

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

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

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

2015 Rail – TRAX & FrontRunner Projects

TRAX and FrontRunner Commuter Rail Projects

The majority of the capital budget over \$565 million will go towards the Commuter Rail South Project, which includes the planning, engineering, design and construction. This rail line will run from Salt Lake City to the Provo Area. Rail projects include track extensions to the Gateway Intermodal Hub and 2015 Projects with construction for Mid Jordan, West Valley, Draper, Airport TRAX lines which began in 2008.

Impact on Operating Budget

By 2015 UTA will increase operations cost to \$45million per year for operating the 2015 Projects mentioned above. This expense will be offset by farebox revenues and the 2006 Sales Tax Referendum that was approved for these projects.

Rail Projects

Vehicle and Equipment Maintenance

These funds will be used to maintain LRT vehicles, ticket vending machines, trackage repair, update rail operations infrastructure and purchase a rail maintenance vehicles.

Impact on Operating Budget

The projects will be absorbed as part of the routine maintenance budget. The Ticket Vending Machines (TVMS) replacements will help reduce maintenance that is currently required with the older TVMS.

**UTAH TRANSIT AUTHORITY
2010 CAPITAL PROJECT BUDGET
12/17/2009**

	Capital Budget 2010	Estimated 2011
<i>Revenue Service & Support Vehicles</i>		
30 Replacement Buses - 40ft.	\$ 12,315,000	
26 Replacement Buses - Hybrid	\$ 17,383,000	
4 Replacement Buses - BRT	\$ 2,000,000	
34 Replacement Paratransit Vans	\$ 3,200,000	
56 Rideshare Vans	\$ 1,181,000	
Fareboxes	\$ 300,000	
Replacement Support Vehicles	\$ 500,000	
Engines, Transmissions & Components	\$ 1,080,000	
	\$ 37,959,000	\$ 37,956,000

Information / Communication / ITS

Rail Passenger Information	\$ 1,500,000	
Electronic Fare Collection	\$ 4,986,400	
Technology Strategic Plan including:	\$ 3,035,569	
Bus and Rail Communication Equipment, ITS and upgrades of UTA's Network System	\$ 9,521,969	\$ 6,760,000

Facilities, Maintenance and Office Equipment

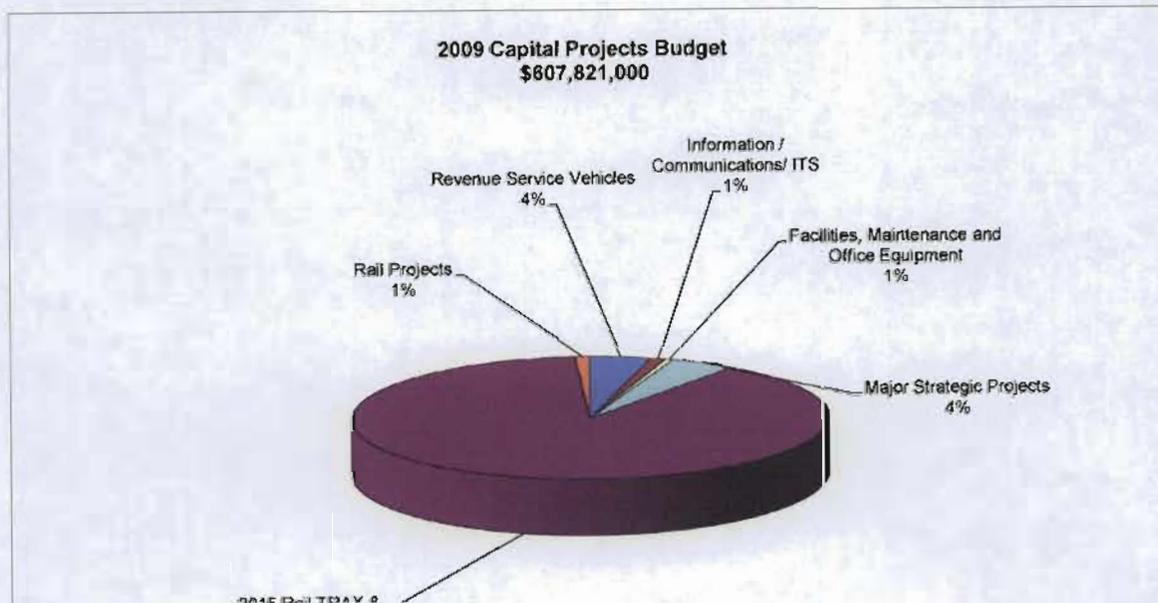
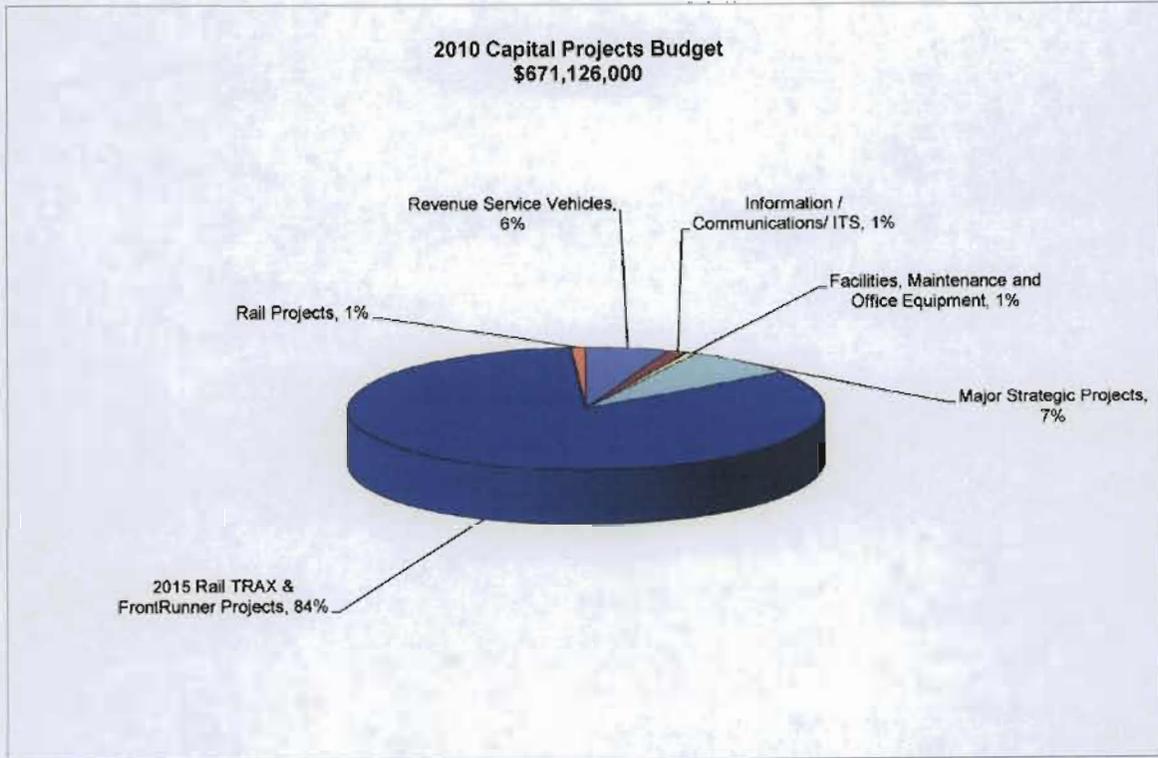
Facilities Expansion including:	\$ 947,000	
Facilities Storage, Emergency Repairs, Lift replacement Energy Conservation Pool and Overhead Crane		
Facilities Repair and Replace	\$ 1,199,900	
Office Capital Equipment	\$ 200,000	
Safety and Security	\$ 2,285,200	
	\$ 4,632,100	\$ 4,416,000

Major Strategic Projects

* 5600 West BRT Development	\$ 21,000,000	
* Provo / Orem Intermodal Center & BRT development	\$ 9,000,000	
West Valley City Intermodal Center & BRT Development	\$ 946,000	
* Next Vehicle System	\$ 850,000	
* Transit Oriented Developments and Property Acquisitions	\$ 15,000,000	
Transit Enhancements	\$ 1,203,000	
Bridges and Property Purchases	\$ 2,199,000	
	\$ 50,198,000	\$ 56,150,000

* These projects are conditional on receiving Grants and Contributed Capital before proceeding

Figure 2.5.1



**UTAH TRANSIT AUTHORITY
2010 CAPITAL PROJECT BUDGET
12/17/2009**

	<u>Capital Budget 2010</u>	<u>Estimated 2011</u>
2015 TRAX & Commuter Rail Projects		
2015 Rail Projects & Jordan River Service Center	\$ 565,000,000	\$ 371,000,000
 Rail Maintenance Projects		
Rail Transit Enhancements	\$ 221,272	
Rail Vehicle Overhauls	\$ 3,100,890	
Rail Service Project Start Up	\$ 150,000	
Rail Infrastructure Repair	\$ 343,000	
	<u>\$ 3,815,162</u>	<u>\$ 4,064,000</u>
	<u>\$ 671,126,231</u>	<u>\$ 480,346,000</u>
 <u>Source of Funds for Capital Items</u>		
Current & Future Grants	\$ 226,796,420	
ARRA Grants	\$ 18,397,020	
Local & Other Contributions	\$ 13,000,000	
UTA Match	\$ 412,932,791	
	<u>\$ 671,126,231</u>	

PRIMARY TRANSIT DEVELOPMENT PLAN - CAPITAL PROJECT SUMMARY
2010 - 2015
(000)

Figure 2.5.2

	Budget 2010	Estimated 2011	Estimated 2012	Estimated 2013	Estimated 2014	Estimated 2015
CAPITAL FUNDING						
REVENUE SERVICE VEHICLES	\$ 12,488	\$ 6,405	\$ 9,336	\$ 8,689	\$ 9,164	\$ 14,494
INFORMATION / COMMUNICATION / ITS	\$ 2,827	\$ 250	\$ -	\$ -	\$ -	\$ -
FACILITIES, MAINTENANCE, AND OFFICE EQUIPMENT	\$ 2,285	\$ 393	\$ 498	\$ 517	\$ 538	\$ 560
MAJOR STRATEGIC PROJECTS	\$ 44,030	\$ 4,660	\$ 2,789	\$ 2,894	\$ 3,003	\$ 3,116
2015 RAIL Trax & FrontRunner Projects	\$ 196,387	\$ 190,059	\$ -	\$ -	\$ -	\$ -
RAIL PROJECTS	\$ 177	\$ -	\$ -	\$ -	\$ -	\$ -
BONDING	\$ 103,079	\$ 180,433	\$ 5,433	\$ 120,433	\$ 6,433	\$ 5,433
BEGINNING CAPITAL RESERVE	\$ 359,099	\$ 62,949	\$ 99,215	\$ 107,681	\$ 175,681	\$ 166,696
NET REVENUES FOR DEBT SERVICE AND CAPITAL	\$ 88,304	\$ 96,233	\$ 157,152	\$ 172,316	\$ 188,412	\$ 207,787
TOTAL SOURCES OF FUNDS FOR CAPITAL ITEMS	\$ 806,675	\$ 641,384	\$ 274,423	\$ 412,430	\$ 382,121	\$ 387,987
CAPITAL EXPENSES						
REVENUE SERVICE VEHICLES	\$ 37,959	\$ 37,956	\$ 18,735	\$ 49,268	\$ 31,171	\$ 65,708
INFORMATION / COMMUNICATION / ITS	\$ 9,522	\$ 6,760	\$ 8,564	\$ 8,896	\$ 9,262	\$ 9,622
FACILITIES, MAINTENANCE AND OFFICE EQUIPMENT	\$ 4,632	\$ 4,416	\$ 5,587	\$ 5,811	\$ 6,043	\$ 6,285
MAJOR STRATEGIC PROJECTS	\$ 50,198	\$ 5,075	\$ 11,383	\$ 11,830	\$ 12,294	\$ 12,777
2015 RAIL Trax & FrontRunner Projects	\$ 566,000	\$ 340,757	\$ 958	\$ 996	\$ 1,036	\$ 1,078
RAIL PROJECTS	\$ 3,815	\$ 4,064	\$ 5,142	\$ 5,348	\$ 5,561	\$ 5,784
Inter Local Agreements	\$ 13,797	\$ 6,671	\$ -	\$ -	\$ -	\$ -
Debt Service and Retirement	\$ 77,777	\$ 86,414	\$ 111,483	\$ 150,022	\$ 155,026	\$ 157,817
Total Expense of Capital Items	\$ 762,701	\$ 492,112	\$ 161,842	\$ 232,171	\$ 220,384	\$ 259,070
Additions to / (Use of Reserves)	\$ 45,975	\$ 49,272	\$ 112,581	\$ 180,259	\$ 161,737	\$ 128,917



2.6 CURRENT DEBT OBLIGATIONS

BONDED DEBT OBLIGATIONS

As of January 1, 2010, Utah Transit Authority had ten bonded debt obligations outstanding. These obligations provided financing for the acquisition of certain rail rights-of-way for corridor preservation purposes, a partial refunding of the 1997A Bonds (which were for construction of the North/South LRT project), initial financing for construction of the Commuter Rail-North project, additional Commuter Rail-North financing, a partial refunding of the 2002A Bonds, initial 2015 financing and partial refunding of the 2005B Bonds, and additional 2015 financing. Outstanding bonded debt obligations are detailed below.

Sales Tax Revenue Bonds, Series 2002A

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

Sales Tax Revenue Refunding Bonds, Series 2005A

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

Sales Tax Revenue Bonds, Series 2005B

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

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

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

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

Sales Tax Revenue Refunding Bonds, Series 2006C

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

Subordinated Sales Tax Revenue and Refunding Bonds, Series 2007A

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

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

Sales Tax Revenue Bonds, Series 2008A

The \$700,000,000 Series 2008A Bonds were issued for continued financing of the construction of the 2015 Projects; including Commuter Rail South, Mid-Jordan LRT, West Valley LRT, Draper, LRT, and Airport LRT. For this bond issue, only some of the maturities have bond insurance. The Insured 2008A Bonds are rated AAA by S&P, Aaa by Moody's, and AAA by Fitch. All other 2008A Bonds are rated AAA by S&P, Aa3 by Moody's, and AA by Fitch. Principal and interest are paid semi-annually on each June 15 and December 15, and are payable thru Zions First National Bank, Corporate Trust Department as paying agent to registered owners. Interest is fixed at rates ranging from 4.75% to 5.25 % depending upon when the bonds are scheduled to mature. The scheduled payment of principal and interest on the Insured 2008A Bonds are guaranteed under an insurance policy by Financial Security Assurance, Inc.

Sales Tax Revenue Bonds, Series 2009A, and Sales Tax Revenue Bonds, Series 2009B (Federally Taxable – Issuer Subsidy – Build America Bonds)

The \$44,550,000 Series 2009A Bonds (Tax Exempt Municipal Bonds) and \$261,450,000 Series 2009B Bonds (Federally Taxable – Issuer Subsidy – Build America Bonds), totaling \$306,000,000, were issued for continued financing of the construction of the 2015 Projects; including the Commuter Rail South, Mid-Jordan LRT, West Valley LRT, Draper LRT, and Airport LRT projects. Given the strength of UTA's underlying ratings and the financial problems experienced by bond insurers at the time of issuance, UTA elected not to purchase bond insurance for this issue, instead choosing to establish a debt service reserve account and pricing the bonds without bond insurance. The 2009 A & B Bonds are rated AAA by S&P, Aa3 by Moody's, and AA by Fitch. Principal and interest are paid semi-annually on each June 15 and December 15, and are payable thru Zions First National Bank, Corporate Trust Department as paying agent to registered owners. Interest is fixed at rates ranging from 4.0% to 5.0 % for the Series 2009 A bonds, depending upon when the bonds are scheduled to mature. Interest is fixed at 5.937%, before federal subsidy of 35%, for the Series 2009 B bonds. The All-In True Interest Cost of the two issues, after federal subsidy on the 2009 B bonds, is 3.99%.

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

SCHEDULE OF SALES TAX AND TRANSPORTATION REVENUE BONDS OUTSTANDING (as of 1/1/10)

<u>Description</u>	<u>Date of Maturity</u>	<u>Coupon Interest Rates</u>	<u>Principal Amount Payable</u>
Senior Debt:			
<u>Series 2002 A, Sales Tax Revenue Bonds*</u>			
(Acquisition of Rail Rights-of -Way)			
	June 15, 2010	5.00%	\$ 3,850,000
	June 15, 2011	5.00%	\$ 4,025,000
	June 15, 2012	4.00%	\$ 4,225,000
			<u>\$ 12,100,000</u>

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

<u>Series 2005 A, Sales Tax Revenue Refunding Bonds</u>			
(Advanced Refunding of a Portion of the 1997 A Bonds)			
	June 15, 2010	5.00%	\$ 245,000
	June 15, 2010	3.50%	\$ 815,000
	June 15, 2011	5.00%	\$ 1,100,000
	June 15, 2012	5.00%	\$ 1,165,000
	June 15, 2013	3.75%	\$ 1,215,000
	June 15, 2014	5.00%	\$ 1,270,000
	June 15, 2015	5.00%	\$ 1,330,000
	June 15, 2016	5.25%	\$ 1,400,000
	June 15, 2017	5.25%	\$ 1,470,000
	June 15, 2018	5.25%	\$ 1,550,000
	June 15, 2019	5.25%	\$ 1,635,000
	June 15, 2020	5.25%	\$ 1,720,000
	June 15, 2021	5.25%	\$ 1,815,000
	June 15, 2022	5.25%	\$ 1,915,000
			<u>\$ 18,645,000</u>

<u>Series 2005 B, Sales Tax Revenue Bonds**</u>			
(Commuter Rail North Project)			
	June 15, 2010	3.50%	\$ 2,050,000
	June 15, 2011	3.50%	\$ 2,175,000
	June 15, 2012	4.00%	\$ 2,225,000
	June 15, 2013	4.00%	\$ 2,300,000
	June 15, 2014	4.00%	\$ 2,400,000
	June 15, 2015	4.00%	\$ 2,525,000
	June 15, 2021	4.125%	\$ 3,300,000
	June 15, 2022	4.125%	\$ 3,450,000
	June 15, 2025	4.25%	\$ 6,175,000
			<u>\$ 26,600,000</u>

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

<u>Series 2006 C, Sales Tax Revenue Refunding Bonds</u>			
(Advanced Refunding of a Portion of the 2002 A Bonds)			
	June 15, 2013	5.00%	\$ 3,935,000
	June 15, 2014	5.00%	\$ 4,135,000
	June 15, 2015	5.25%	\$ 4,340,000
	June 15, 2016	5.00%	\$ 4,570,000
	June 15, 2017	5.25%	\$ 4,825,000
	June 15, 2018	5.25%	\$ 5,085,000
	June 15, 2019	5.25%	\$ 5,350,000
	June 15, 2020	5.25%	\$ 5,635,000
	June 15, 2021	5.25%	\$ 5,950,000
	June 15, 2022	5.25%	\$ 6,265,000
	June 15, 2023	5.25%	\$ 6,605,000
	June 15, 2025	5.25%	\$ 14,305,000
	June 15, 2027	5.25%	\$ 15,865,000

June 15, 2029	5.25%	\$	17,630,000
June 15, 2032	5.25%	\$	30,155,000
		\$	134,650,000

Series 2008 A, Sales Tax Revenue Bonds
(2015 Construction Projects)

June 15, 2018	5.00%	\$	19,225,000
June 15, 2019	5.25%	\$	20,235,000
June 15, 2020	5.00%	\$	21,300,000
June 15, 2021	5.00%	\$	22,390,000
June 15, 2022	5.25%	\$	23,570,000
June 15, 2023	5.25%	\$	24,840,000
June 15, 2024	5.00%	\$	26,145,000
June 15, 2025	5.00%	\$	27,485,000
June 15, 2026	5.00%	\$	28,895,000
June 15, 2027	5.00%	\$	30,380,000
June 15, 2028	5.00%	\$	31,935,000
June 15, 2032	4.75%	\$	60,000,000
June 15, 2032	5.00%	\$	84,660,000
June 15, 2036	5.00%	\$	176,355,000
June 15, 2038	5.25%	\$	102,585,000
		\$	700,000,000

Series 2009 A, Sales Tax Revenue Bonds
(2015 Construction Projects)

June 15, 2020	5.00%	\$	3,090,000
June 15, 2021	4.00%	\$	1,000,000
June 15, 2022	4.00%	\$	1,000,000
June 15, 2023	5.00%	\$	5,625,000
June 15, 2024	5.00%	\$	5,905,000
June 15, 2026	4.20%	\$	500,000
June 15, 2026	5.00%	\$	5,980,000
June 15, 2027	5.00%	\$	6,800,000
June 15, 2028	5.00%	\$	7,150,000
June 15, 2029	4.375%	\$	1,520,000
June 15, 2029	5.00%	\$	5,980,000
		\$	44,550,000

Series 2009 B, Sales Tax Revenue Bonds (Build America Bonds)
(2015 Construction Projects)

June 15, 2039	5.937%	\$	261,450,000
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Total Outstanding Senior Debt

\$ 1,197,995,000

Subordinate Debt

Series 2006 A, Subordinated Sales Tax Revenue Bonds
(Commuter Rail North Project)

June 15, 2036	Variable Rate, Daily Reset	\$	87,500,000
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Series 2006 B, Subordinated Sales Tax Revenue Bonds
(Commuter Rail North Project)

June 15, 2036	Variable Rate, Daily Reset	\$	87,500,000
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Series 2007 A, Subordinated Sales Tax Revenue and Refunding Bonds
(Commuter Rail North and 2015 Projects and Advanced Refunding of
a Portion of the 2005 B Bonds)

June 15, 2016	5.00%	\$	2,320,000
June 15, 2017	5.00%	\$	2,455,000
June 15, 2018	5.00%	\$	2,565,000
June 15, 2018 ***	4.55%	\$	10,329,334
June 15, 2019	5.00%	\$	2,710,000
June 15, 2019 ***	4.64%	\$	9,771,326

June 15, 2020	5.00%	\$	2,850,000
June 15, 2020 ***	4.70%	\$	9,259,694
June 15, 2021 ***	4.770%	\$	8,755,180
June 15, 2022 ***	4.830%	\$	8,278,939
June 15, 2023 ***	4.88%	\$	7,831,818
June 15, 2024	5.00%	\$	10,860,000
June 15, 2024 ***	4.90%	\$	7,436,365
June 15, 2025 ***	4.92%	\$	7,062,011
June 15, 2026 ***	4.950%	\$	6,689,720
June 15, 2027 ***	4.970%	\$	6,345,703
June 15, 2028	5.000%	\$	19,310,000
June 15, 2028 ***	4.990%	\$	6,016,922
June 15, 2029 ***	5.000%	\$	5,715,229
June 15, 2030 ***	5.01%	\$	5,427,758
June 15, 2031	5.00%	\$	22,455,000
June 15, 2031 ***	5.02%	\$	5,153,661
June 15, 2032 ***	5.03%	\$	7,225,945
June 15, 2033 ***	5.04%	\$	4,643,391
June 15, 2034 ***	5.05%	\$	4,407,672
June 15, 2035	5.000%	\$	63,270,000
June 15, 2035 ***	5.050%	\$	4,193,273
June 15, 2036 ***	5.050%	\$	3,988,031
June 15, 2037 ***	5.050%	\$	3,795,134
		\$	<u>261,124,109</u>

***These are capital appreciation bonds.

Total Outstanding Subordinate Debt

\$ 436,124,109

Total Outstanding Sales Tax and Transportation Revenue Debt

\$ 1,634,119,109

LEGAL DEBT LIMIT (as of 1/1/10)

Utah Transit Authority has a legal debt limitation not to exceed 3% aggregate of the fair market value of all real and personal property in the District. This means that the total amount of bonds, notes, warrants or any other type of obligations issued or outstanding will not be greater than 3% of property in the District. The fair market value below is based on 2008 assessed values in the areas the Authority serves.

Total Legal Debt Limit

Fair Market Value (2009 estimate)		\$203,997,243,538
		<u>@ 3%</u>
Debt Limit: 3% of assessed value		6,119,917,306
Debt applicable to limitation		
Total applicable debt	\$1,634,119,109	
Less amount available in Debt Service Fund for repayment of debt	<u>\$ -</u>	
Total debt applicable to limitation		<u>\$ 1,634,119,109</u>
Unused Legal Debt Limit		<u>\$ 4,485,798,198</u>

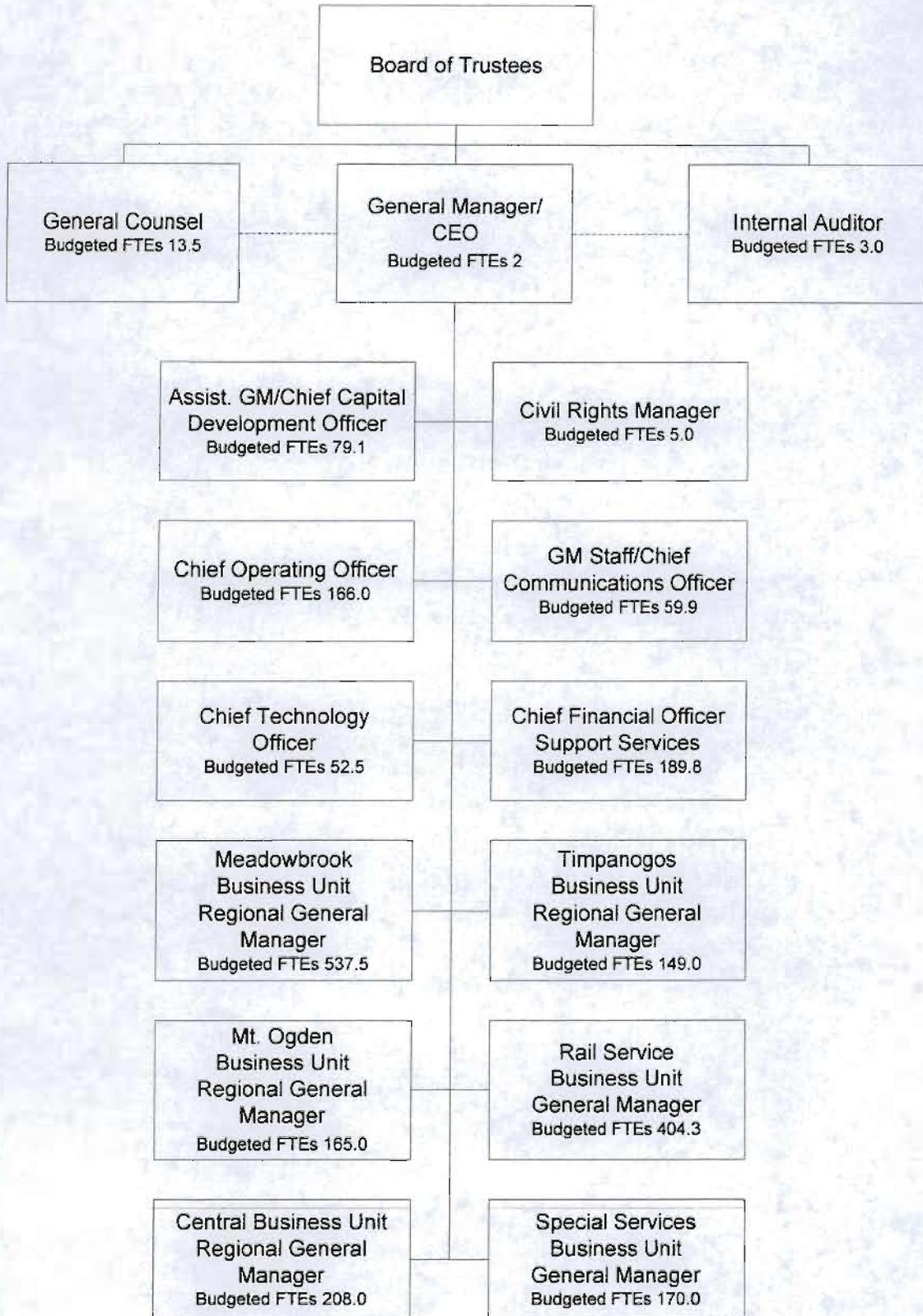


**SECTION 3
DEPARTMENTAL GUIDE**



Utah Transit Authority

January 2010





**OFFICE OF GENERAL COUNSEL
AND LEGAL SERVICES**

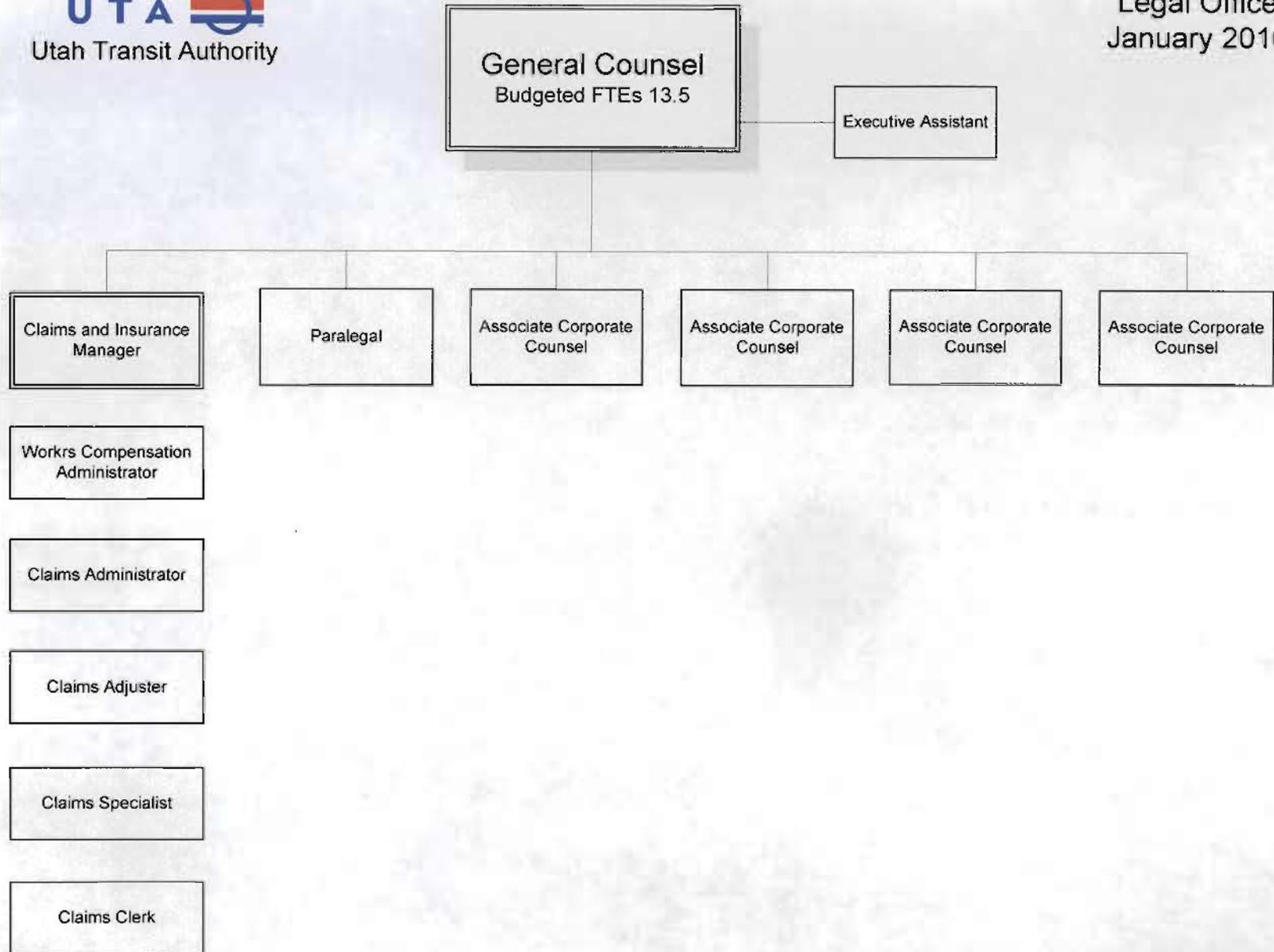
Department Name:
Director:

Office of General Counsel
Bruce T. Jones

Department Function:

The Office of General Counsel is responsible to manage the legal affairs of the Utah Transit Authority (the "Authority"). This includes, among other duties, rendering independent legal advice to the Board of Trustees as requested. The Office also provides routine and general legal consultation to the Authority's management, executives and staff on issues that affect the operations of the Authority. The Office coordinates requests for legal services from Authority departments that require outside expertise in particular areas of law and provides general coordination and oversight of outside counsel. The Office processes all claims for personal injury, property damage and workers' compensation and pursues recovery claims on behalf of the Authority. The Office is also responsible for overseeing the insurance portfolio of the Authority. 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.







INTERNAL AUDIT

Department Name:
Director:

Internal Audit
Alan Maughan

Department Function:

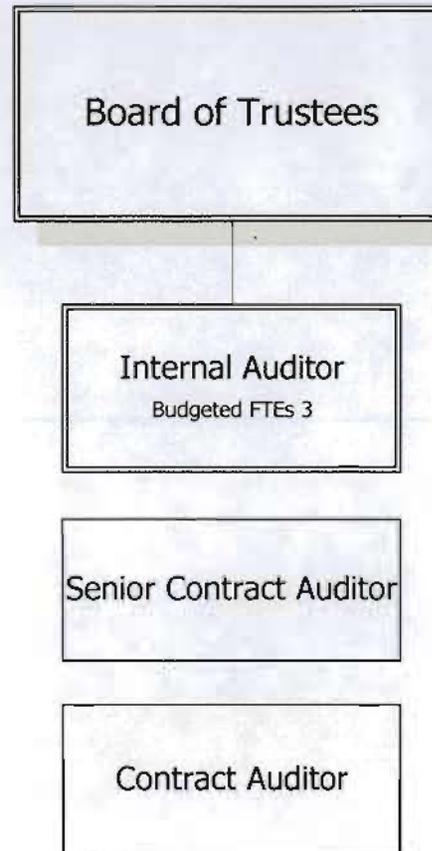
The primary responsibility of the Internal Audit department is to assist the Board of Trustees, Pension Committee, standing committees, and management in effectively discharging their responsibilities by furnishing to them objective analyses of reviews of financial and operational policies and procedures, appraisals, and recommendations.

The specific objectives of the internal audit program are as follows:

- Determine the adequacy of the system of internal control.
 1. The plan of organization and the procedures and records related to the decision process leading to management's authorization of transactions.
 2. The plan of organization and the procedures and records to ensure that:
 - a. Assets are safeguarded.
 - b. Transactions are recorded as authorized in conformance to Generally Accepted Accounting Principles, (GAAP) or applicable regulation.
 - c. Transactions are recorded in accordance with OMB A-133: Audits of States, Local Governments and Non-Profit Organizations, Government Auditing Standards, (Yellow Book), and Governmental GAAP.
 - d. Assets are periodically compared to records of accountability.
- Review all organizational units for policy compliance.
- Determine compliance with local, state and federal laws and regulations.
- Test the financial reports for accuracy.
- Check the reliability of the accounting reporting system.
- Analyze for improvements in controls, procedures and utilization of assets, personnel and resources.
- Coordinate the work of the outside auditors and act as liaison.
- Provide a psychological deterrent to fraud and staff a fraud hotline.
- Report findings and recommend corrective action to the Board of Trustees and management.



Internal Auditor
January 2010





GENERAL MANAGER'S STAFF

Department Name: *General Manager's Staff - Communications*
Director: *Andrea Packer, Chief Communications Officer*

Department Function:

The General Manager's staff is comprised of five departments including Public Relations and Marketing, Board Coordination, Customer Service and two self-directed groups, Strategic Think-tank and Organizational Development. The General Manager's staff is charged with leading the Authority's overall corporate communications activities, facilitate community and government relations efforts, assist the Authority's customers in obtaining information on transit services, oversee media and publicity activities, support internal communications and coordinate 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.

In 2010, the Public Relations and Marketing Group will continue to be responsible for establishing and maintaining a consistent brand for UTA. The group will coordinate major marketing campaigns, facilitate public outreach and involvement programs for the Authority's major capital projects, coordinate various public relations efforts with elected officials and stakeholders, lead marketing initiatives for individual business units and communicate with agency employees. This group will also create and implement major public events that celebrate agency milestones, provide messaging expertise for Authority initiatives, continue to 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 Web site development and content management, as well as graphic arts and video production services.

The Customer Service Department will continue to provide critical information to customers regarding route information and trip planning. The group will also maintain its role in receiving, logging and tracking customer comments, which will be used to provide regular reports to the executive team so that trends can be identified and acted upon.

The Board Coordination group will keep working to provide 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.

During 2010, the Strategic Think Tank will maintain its involvement in UTA budgeting and economic forecasting functions, and Organizational Development will continue to facilitate internal communication regarding agency and staffing issues and serve as personnel and organizational development resource for UTA and its business units.

General Manager's Staff/
Communications
January 2010



General Manager/CEO

Assistant to the
GM/CCO

Chief Communications
Officer
Budgeted FTE 59.9

Manager of
Customer Service

Manager of
Finance Analysis

Board of Trustees
Administrator

Organizational
Development
Consultant

Manager of Public
Relations and
Marketing

- Customer Service Office Coordinator
- Customer Service Supervisors
- CS Outreach Representative
- Customer Service QA Supervisor
- CS Data Specialist
- Customer Care Coordinator
- Customer Relations Specialists
- Telephone Information Operator (CSR 1)

Board
Administration
Assistant

- Internet Marketing Specialist
- PR/Marketing Office Specialist
- Video Producer
- Public Relations Specialists
- Communications Associate
- Community Relations Specialist
- Graphic Artist
- Senior Media Relations Specialist
- Marketing Information Specialist
- Community Involvement Specialist

3-11



CIVIL RIGHTS

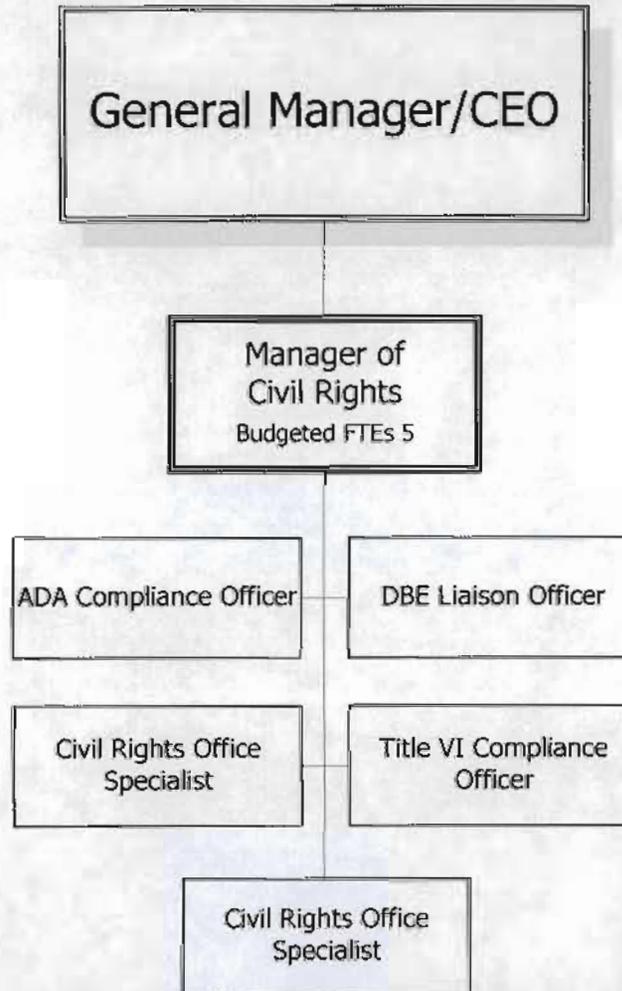
Department Name:
Manager:

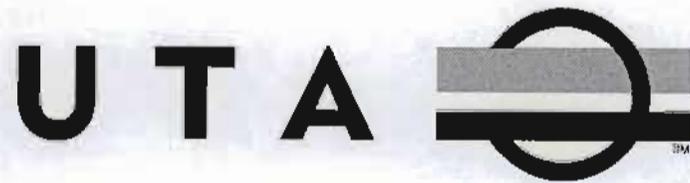
Civil Rights
Toby Alires

Department Function:

The function of the Civil Rights Department is to ensure that the Utah Transit Authority (UTA) remains in compliance with federal laws and regulations regarding (EEO) Equal Employment Opportunity, the Title VI nondiscrimination in federally-assisted programs (transportation) the (DBE) Disadvantage Business Enterprise and the (ADA) Americans with Disabilities Act. We act as an advocate for our internal and external customers in matters involving services provided and also provide training as needed. By doing so, we assure UTA's continued (FTA) Federal Transit Administration funding 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.





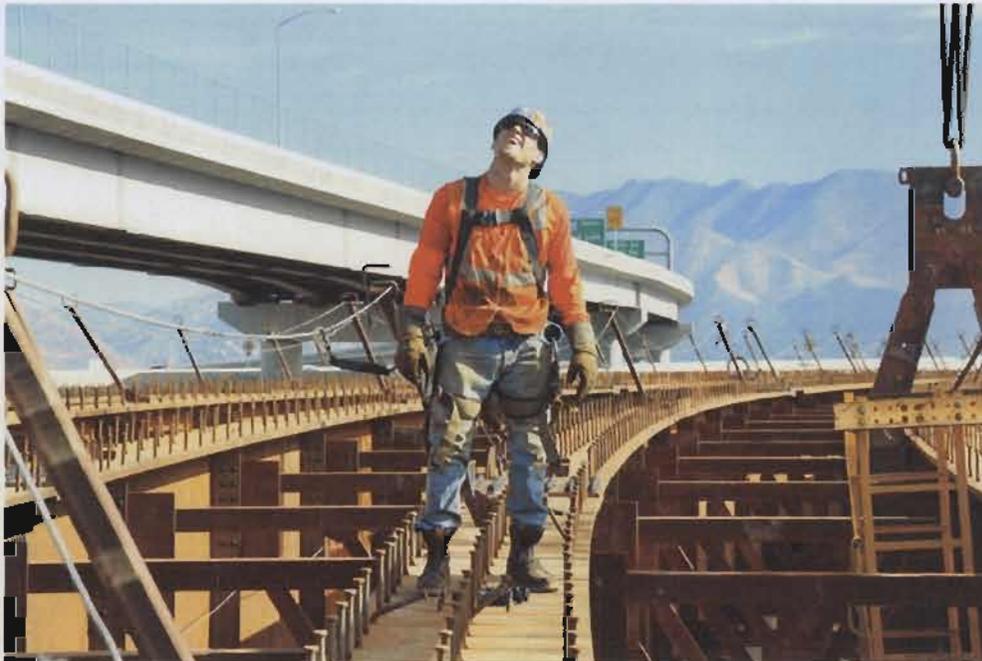


CAPITAL DEVELOPMENT

Department Name: *Capital Development*
Chief Capital Development Officer: *Michael Allegra*

Department Function:

The Capital Development Department is comprised of engineering and construction, geographic information systems, long-range and short-range planning and programming, real estate acquisition and management and Transit Oriented Development (TOD) activities. The Capital Development Department is responsible for short and long-range planning and programming, development of UTA transit and facilities projects, engineering and construction, environmental analysis/documentation, geographic information system, real estate acquisition and management, and transit oriented development. The department works innovatively to generate revenue on the federal, state and local levels and to utilize creative funding measures as well as resourceful cost saving techniques. Capital Development is also responsible for the development, engineering, design, construction and oversight of bus rapid transit, light rail lines, commuter rail, park and ride lots and other major transportation facilities.





Utah Transit Authority

Capital Development

January 2010

Assist. General Manager/
Chief Capital Development
Officer
Budgeted FTEs 79.1

Executive
Assistant

Manager of
Government
Relations

Deputy Chief
Planning & Programming

Deputy Chief
Major Program Development

Director of
Real Estate

Special Projects
Manager

Sr. Project
Manager, System
Engineering

Manager of
Commuter Rail
Eng/Constr.

Environmental
Studies Manager

Project Manager I

Manager Facility
Design
Construction

Manager Transit
Economic
Development

GIS/Admin/Coord

Engineering &
Construction
Planner II

Manager LR
Engineering/
Construction

Environmental
Compliance Const
Specialist

Manager Office
Administration

Signal/System
Project Manager

Manager Property
Acquisition

Strategic Planner
II

Partnering
Development
Specialist

Manager, BRT
Engineering &
Construction

Environmental
Compliance
Planning Specialist

Sr. Project
Manager Rail
Trans/Engineering

Major Program
Development
Office Specialist

Property
Administrator

Strategic Planner
III

Eng/Construction
Planners II

Senior Program
Manager

Project Controls
Specialist

Land Planner
Urban Designer

Interns

Manager Property
Administration

Programs
Administrator

Engineer Office
Clerk

Capital
Development
Office Coordinator

Safety
Administrator
Construction

Technical Writer/
Editor

Technology
Software
Specialist

Transit Oiented
Developer

Manager of
Strategic Planning

Real Estate Office
Specialist

Manager, Civil
Engineers

Construction
Safety Specialist

Manager of Eng/
Constr. Property
Facilities

Project Manager
Vehicle
Procurement &
Commissioning

Financial Planning
Manager

Manager of Cost
Estimating

Technology
Systems Project
Manager

Document
Management
Administrator

Intern Level II

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TECHNOLOGY OFFICE

Department Name:
Chief Technology Officer:

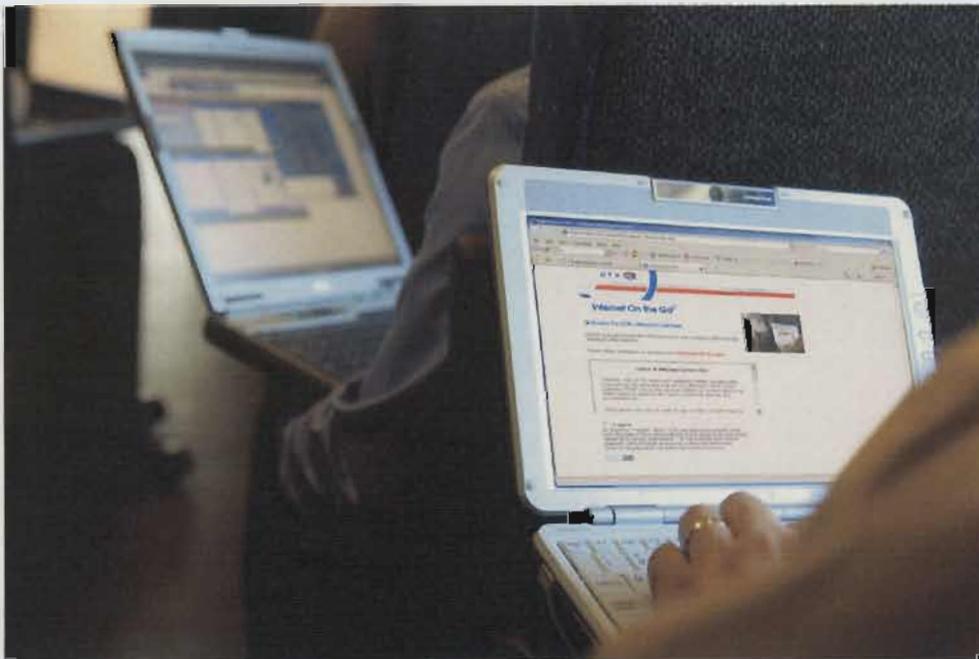
Technology Office
Clair Fiet

Department Function:

The primary focus of the Technology Office is to use appropriate technology deployment to improve Utah Transit Authority's (UTA's) services to its customers, increase operational efficiencies, improve operations and management performance and enhance our image in the eyes of the public as a means to develop ridership. Opportunities for technology application exist in providing customer information, enhancing the riding experience through information, entertainment, reliability and travel time reduction. During 2010, special emphasis will be placed on Electronic Fare Collection (EFC) to achieve a high level of performance, reliability and availability. Technology deployments will serve clearly defined management, performance and customer needs to improve UTA's effectiveness in the community and continue to improve its position in the industry.

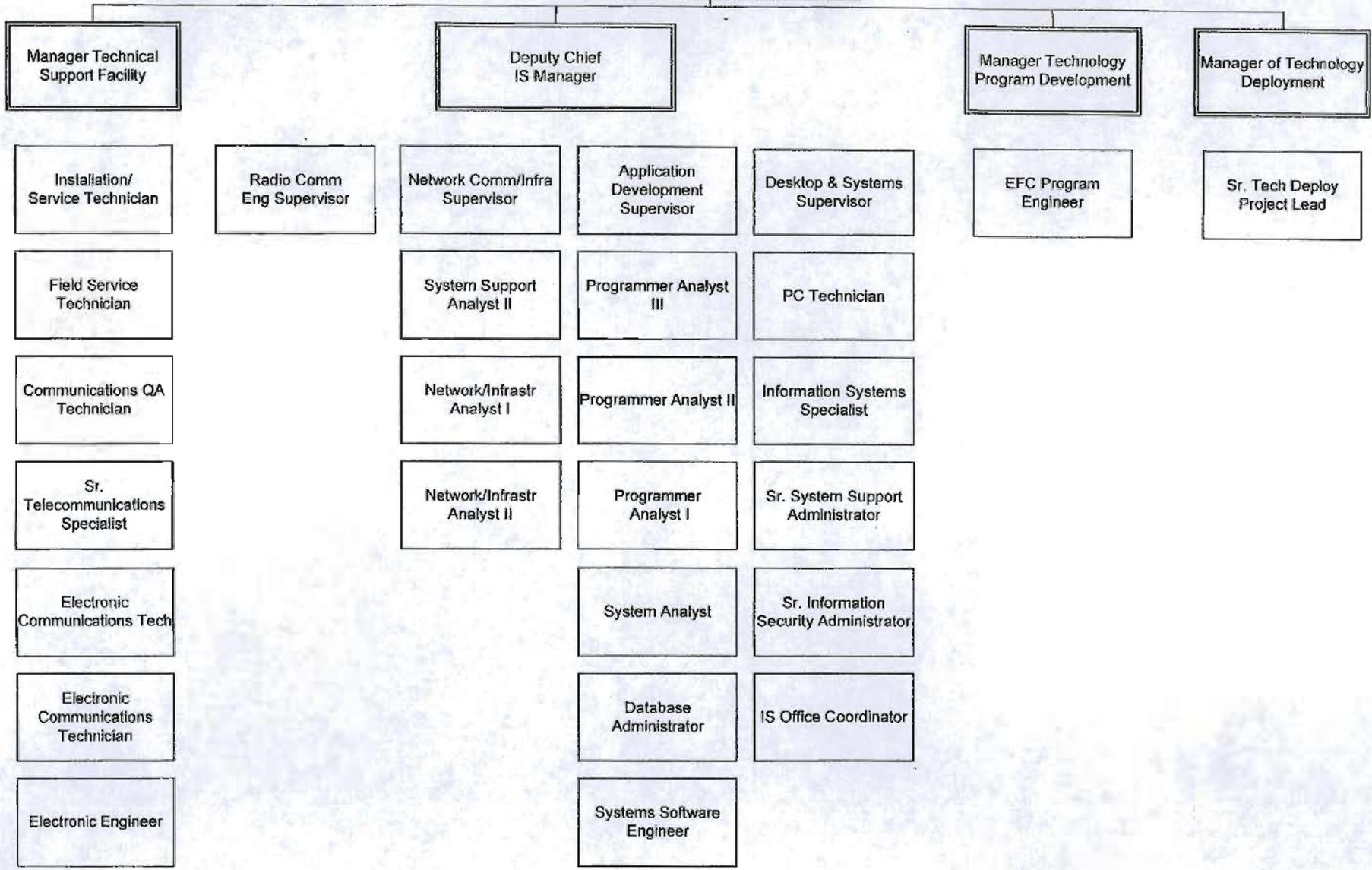
Information Systems, a department within the Technology Office, provides support for computer and data network needs, telephone communication and radio communication. Special attention is given to the security of data and computer network to protect against the ever-growing threat of intrusion and ever-changing offering of cellular and portable devices. Information systems will provide programming and data management services to business units and departments in support of their goals.

Technology Support Facility (TSF) is a newly created department in the Technology Office. This department will focus on the maintenance and support of technology equipment on board UTA's fleet of buses, trains, and fixed installations such as rail platforms. Initially the TSF department, comprised mainly of Field Service Technicians, will maintain the EFC equipment, on-board radio equipment, the Mobile Data Computers and mobile data routers.

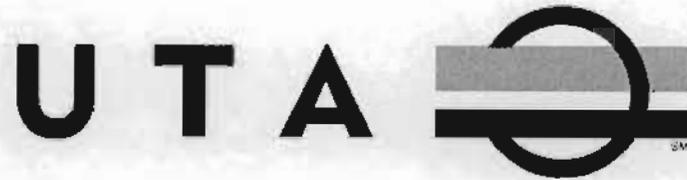


Chief Technology Officer
Budgeted FTEs 52.5

Technology Office
January 2010



3-20



OPERATIONS PERFORMANCE OFFICE

Department Name: *Operations Performance Office*
Chief Operating Officer: *Jerry R. Benson*

Department Function:

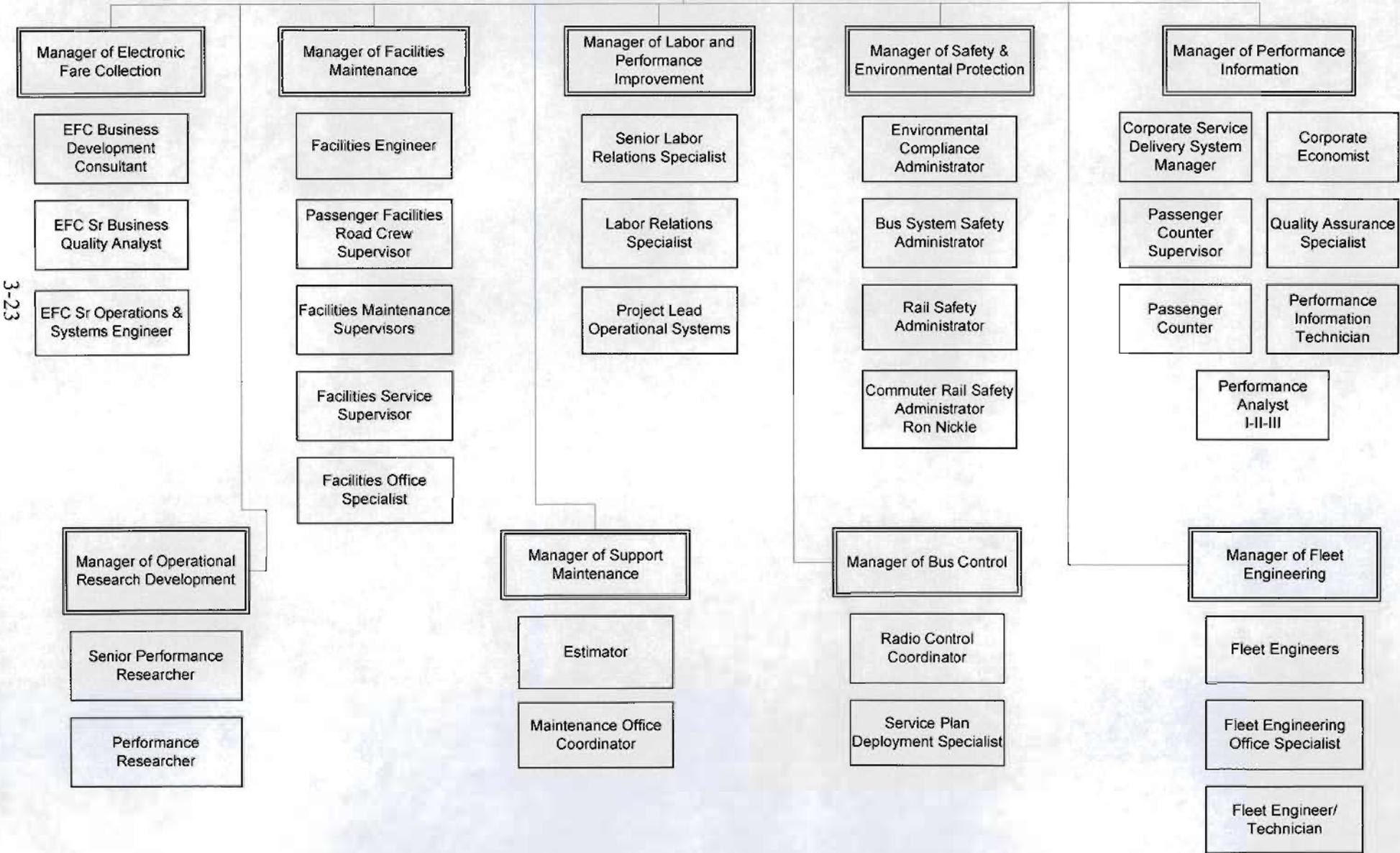
The Operations Performance Office (OPO) works with Regional General Managers to establish performance standards and objectives for business units. The OPO develops systems of monitoring and evaluating business unit performance and assists with improving business units' performance. The OPO provides oversight and technical assistance to business units in safety and environmental compliance, service design, system integration, equipment maintenance, equipment engineering and labor relations. In addition, the OPO provides centralized support for business units in the areas of facilities maintenance, major component rebuilding, body shop and radio dispatching.

The OPO is comprised of nine (9) groups: Operational Research and Development, Performance Information, Labor Relations and Performance Improvement, Radio Control, Facilities Maintenance, Support Maintenance, Fleet Engineering, Electronic Fare Collection, and Safety and Environmental Protection. The OPO facilitates the Policy Forum, Business Unit Forum and a number of technical forums across business units. The OPO identifies and analyzes market and service opportunities for business units and ensures that UTA maintains an integrated transit system. The OPO negotiates and administers labor contracts and oversees labor contract administration.



Chief Operating Officer
 Budgeted FTEs 166.0

Executive Assistant



3-23



**BUS OPERATIONS
MEADOWBROOK BUSINESS UNIT**

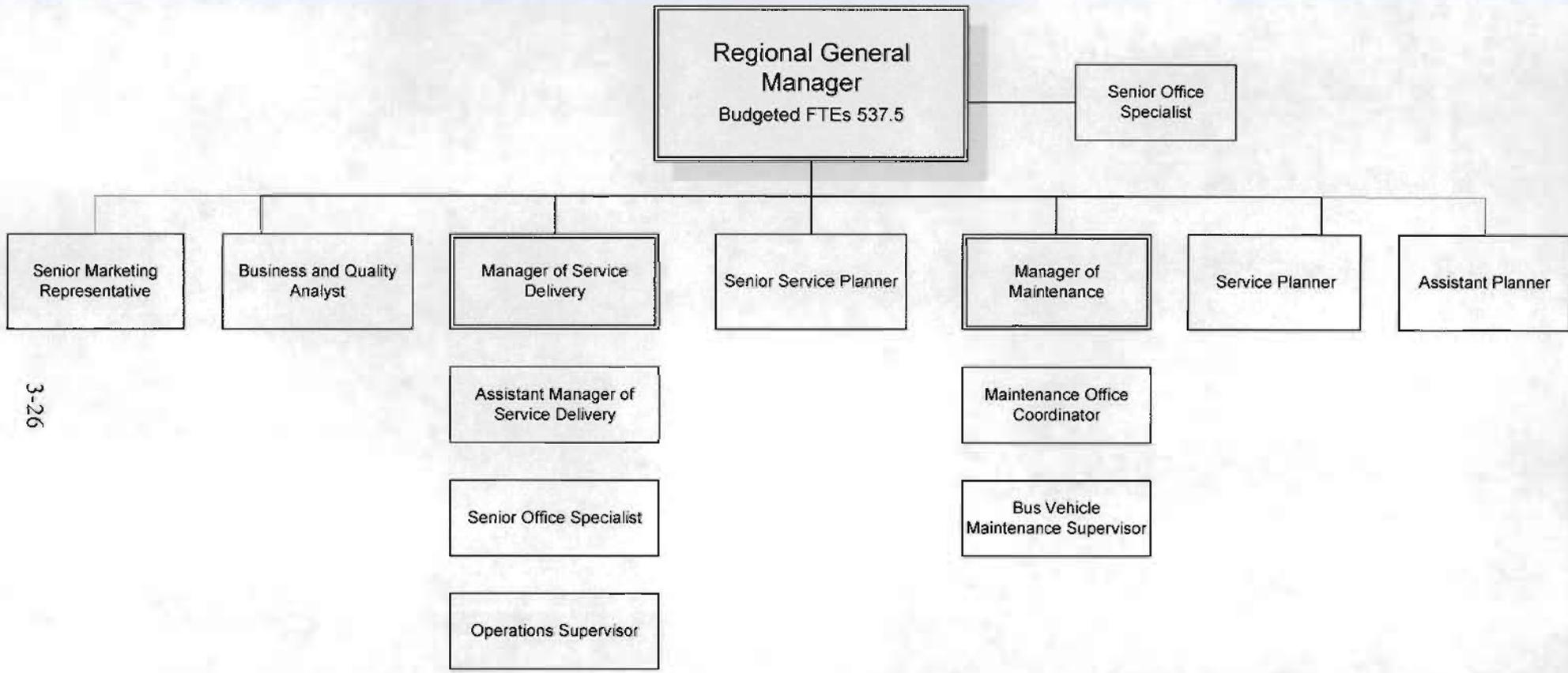
Department Name:
Regional General Manager:

Meadowbrook Business Unit
Lorin Simpson

Department Function:

The Meadowbrook Business Unit is one of three business units that serve the residents of the Salt Lake Valley. Meadowbrook is responsible for the Utah Transit Authority's core fifteen, twenty, and thirty-minute fixed route bus service outside the Downtown Salt Lake City area, Ski Service and Bus Rapid Transit (BRT). Meadowbrook's primary emphasis is to provide effective and reliable connectivity to, and between, transportation services for our patrons.





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**BUS OPERATIONS
CENTRAL BUSINESS UNIT**

Department Name:
Regional General Manager:

Central Business Unit
Grantley Martelly

Department Function:

The Central Business Unit (CBU) is located on the western boundary of Salt Lake City's Central Business District. The CBU focuses on fixed-route bus service that facilitates the mobility of people into and through Downtown Salt Lake City as well as neighborhood bus service in and around Salt Lake City. The CBU is also responsible for Fast Bus service into Salt Lake City from throughout the greater Salt Lake County area. The CBU provides mobility and connectivity choices to our customers in an effort to reduce the number single-person vehicle miles traveled per day, reduce congestion and support the residential growth and economic initiatives of Utah's capital city.

The Administrative group oversees the daily activities and strategic initiatives of the Business Unit and our stakeholders. The Service Delivery staff ensures that our customers receive reliable, on-time, safe and friendly service throughout our service area while the Maintenance group works to ensure that our fleet is in a state of good repair, cleanliness, comfort and performance that underlies a positive customer experience. Each of the business units provide services that end or originate in the downtown area. Therefore, the Central Business Unit provides support to all business units to ensure that our customers' experience while in the UTA system is seamless and uninterrupted, regardless of where their trip originated or which business unit owns the vehicle in which they are traveling.

FY 2010 promises to be a challenging year with severe financial constraints, yet we cannot let our commitment to excellence wane or afford to lose customers. Everyday matters.







**BUS OPERATIONS
SPECIAL SERVICES BUSINESS UNIT**

Department Name: *Special Services Business Unit*
Regional General Manager: *Cherryl Beveridge*

Department Function:

The Special Service Business Unit is responsible for Utah Transit Authority's Paratransit, Flex Route (Route Deviation), Vanpool, Carshare, and promoting alternative modes of transportation through Rideshare programs including bicycle commuting, carpool matching, community vans and alternative work schedules.

Our mission is the reduction of single occupancy vehicle trips by connecting the community through alternative modes of transportation provided by the Special Services Business Unit.

The Special Services Business Unit is responsible for determining Paratransit eligibility for people applying for paratransit service, scheduling transportation appropriate with a rider's conditions of eligibility throughout our service area. Insuring that the equipment necessary to provide transportation represents a positive image of UTA through committed employees who maintain the fleet according to the Preventative Maintenance (PM) schedule, schedule the transportation efficiently, and delivers transportation as scheduled in accordance with federal mandates.

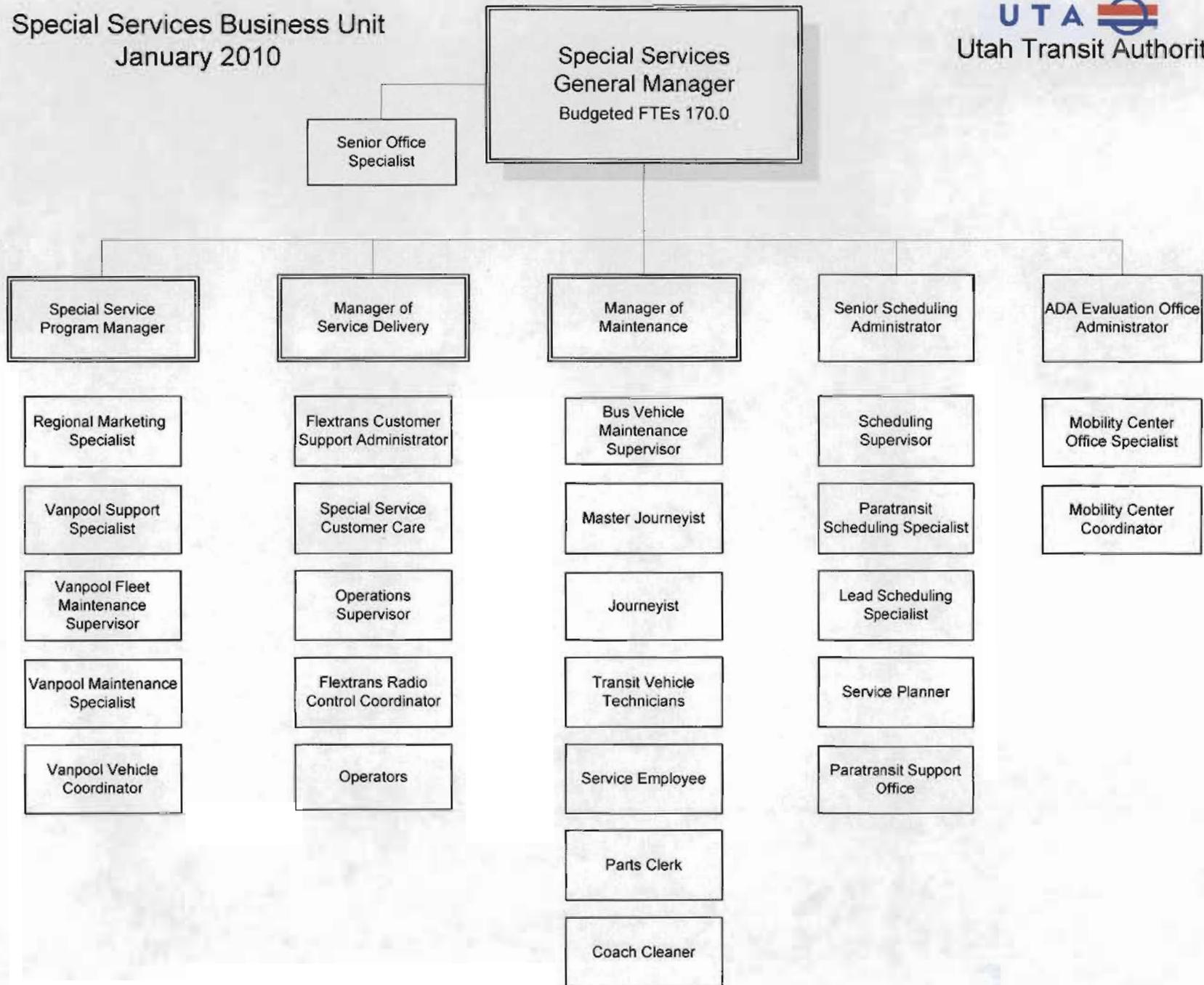
The Special Services Business Unit is also responsible for marketing, development and delivery of all transportation for "The Lift" route deviation requests for all riders in Brigham City, Tooele, Grantsville, Sandy, Draper and Riverton.

Special Services Business Unit Maintenance is responsible for maintaining the fleet and monitoring preventative maintenance inspections of the fleets operated by MV Transit and Utah Valley Paratransit. It is also responsible for the single largest fleet in the organization with the combined services of Paratransit and vanpool which totals almost 700 vehicles (150 Paratransit and 550 Van-pool).

The entire van-pool program has been reevaluated and redesigned. The new pricing on our van-pool services has been designed for the reaffirmed goal of sustainability. The pricing structure includes 100% of the costs (fuel, maintenance, insurance, administrative costs). The maintenance of the fleet is being managed by experts who confirm the appropriate preventative maintenance is completed as scheduled, and the cost of that service is appropriate. New individual agreements requires all rides who make this choice for transportation pay for the services they receive through the pre-established pricing structure.



Special Services Business Unit
January 2010





**BUS OPERATIONS
TIMPANOGOS BUSINESS UNIT**

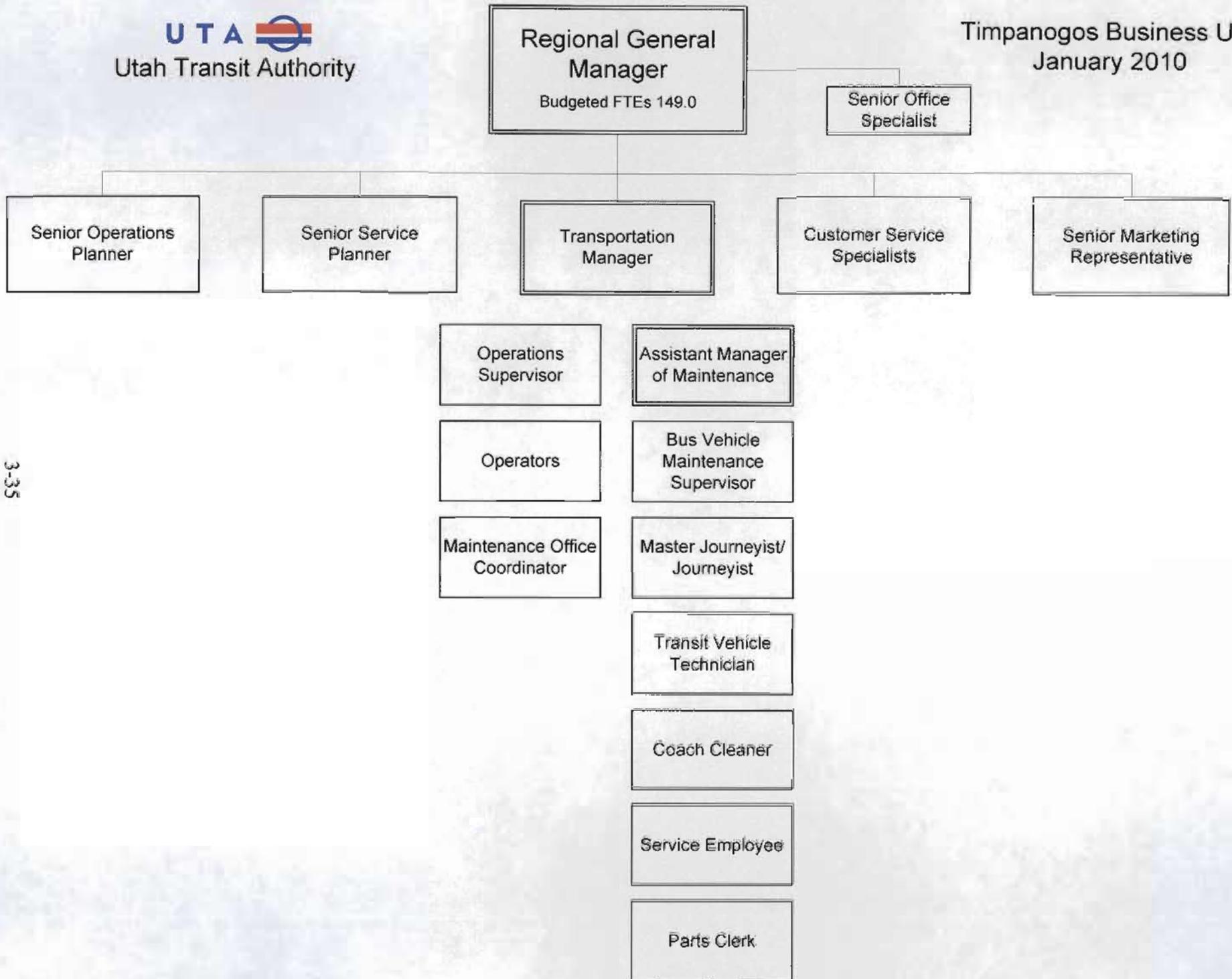
Department Name: *Timpanogos Business Unit*
Regional General Manager: *Hugh Johnson*

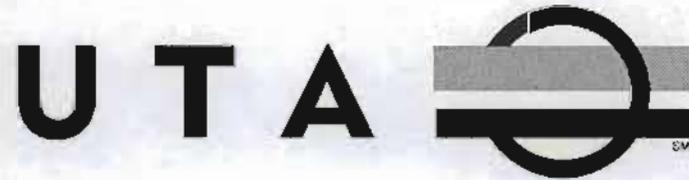
Department Function:

The Timpanogos Business unit continues moving steadily toward our long-range vision of a county-wide transit system providing an effective and efficient way for our customers to connect to community services and to access personal needs. In cooperation with our metropolitan planning organization, Mountainlands Association of Governments, and local elected officials, Timpanogos Business Unit plans and carries out short and long range transit projects and services. Local bus service, express bus service to Salt Lake County, direct connections to UTA's light rail system (TRAX), special services, paratransit service, as well as commuter services such as van pools and carpooling are provided. A significant part of the Timpanogos planning process includes modifications of local service to facilitate the upcoming integration of rail service into Utah County.

The Timpanogos Business Unit staff participates regularly with local planning groups such as the Utah County Regional Planning Committee, the Utah County Council of Governments, and the Mountainlands Association of Governments' Technical Planning Committee. Involvement in transportation open houses, along with other local planning committees and transportation activities, has helped UTA become recognized as a significant partner in solving the unique transportation needs of Utah County.







**BUS OPERATIONS
MT. OGDEN BUSINESS UNIT**

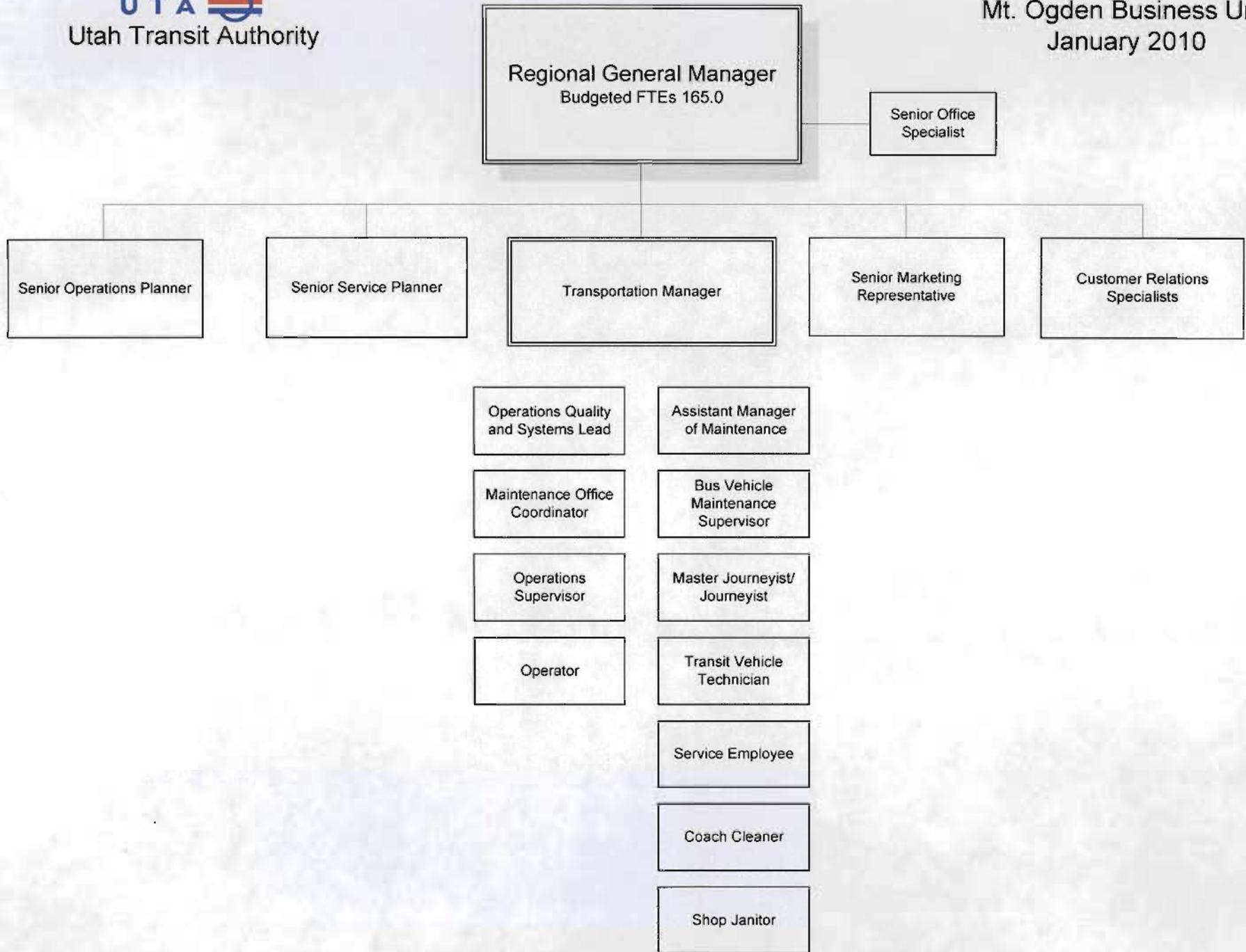
Department Name: *Mt. Ogden Business Unit*
Regional General Manager: *Art Bowen*

Department Function:

The primary responsibility of the Regional General Manager (RGM) in the Mt. Ogden Business Unit is to direct, manage and provide leadership to the 178 business unit employees who are engaged in providing a safe and efficient fixed route and paratransit bus service to the citizens of Brigham, Willard and Perry Cities and Weber and Davis Counties. The RGM and staff provide leadership for 120 operators who drive a fleet of 78 vehicles throughout the described service area. Forty mechanics and maintenance staff are responsible for safe and clean vehicles for all service delivery. An eighteen-member management team supports operational and maintenance activities for optimal service delivery.

Mt. Ogden Business Unit's objective is to provide reliable connectivity to customers in our service area through a family of transportation choices. Connections to FrontRunner Commuter Rail and local major markets help provide the action required for reducing single occupancy vehicle trips. Reporting directly to the Utah Transit Authority General Manager, the RGM and staff are accountable for goals and directives as guided by the Chief Performance Office and staff. Our mission is to support the vision and goals of the Utah Transit Authority as developed by the Board of Trustees.







RAIL SERVICES

Department Name:
Rail Service General Manager:

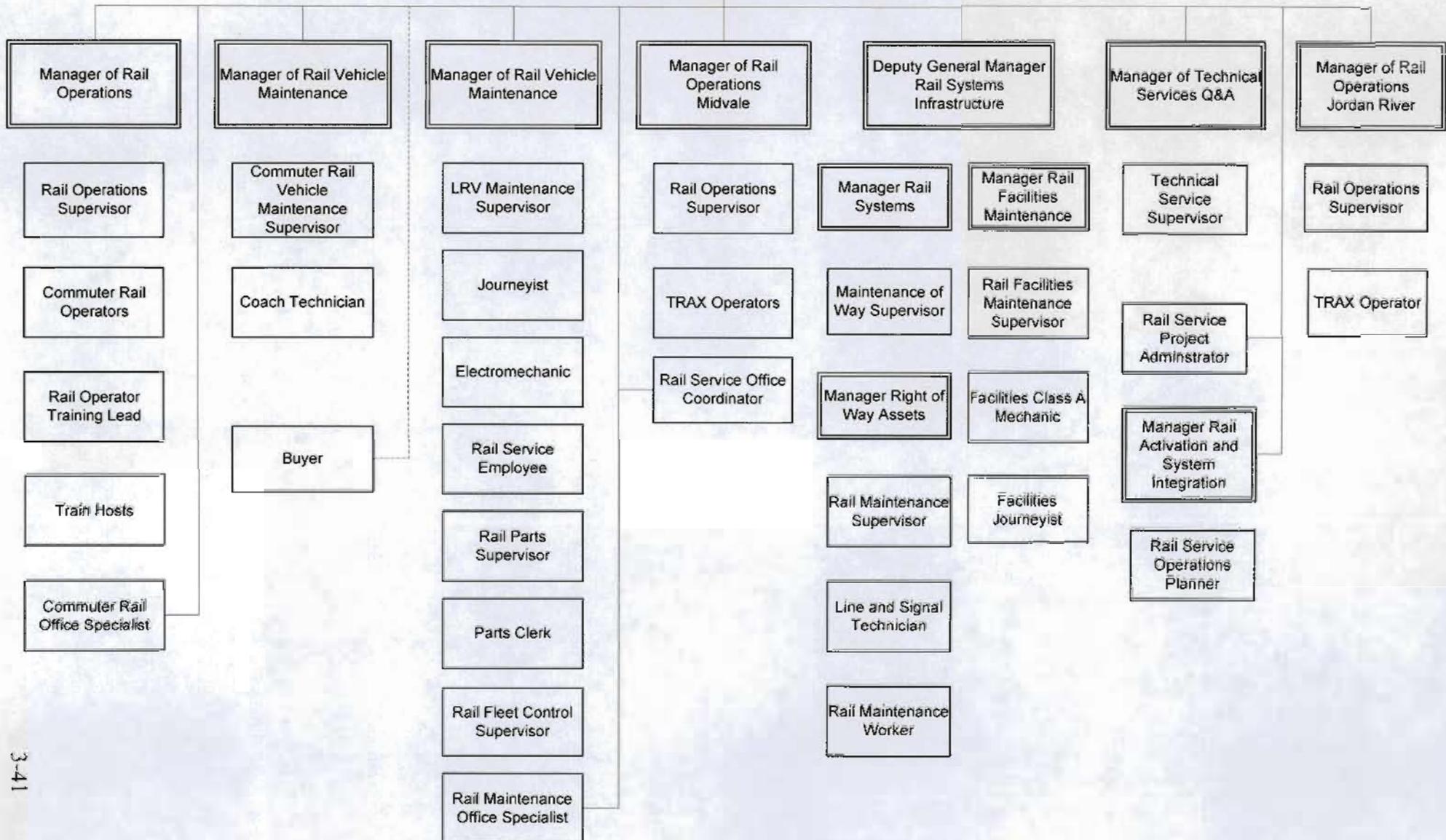
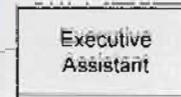
Rail Service
Paul O'Brien

Department Function:

Rail Service is responsible for the operation and maintenance of the Utah Transit Authority's rail services, including FrontRunner, TRAX, and UTA managed railroad service, for providing expertise and technical support to the Capital Development group, and for providing support to other UTA departments and outside agencies on issues relating to rail service. The Rail Operations area (FrontRunner, TRAX) provides scheduled service, operates extra service, controls right-of-way access, and manages railroad activity. The Rail Vehicle Maintenance area (FrontRunner, TRAX) maintains the rail vehicles, provides technical support, both internal and external, manages the introduction of new cars into the fleet, manages the locomotive contractor (FrontRunner), and ensures a smooth flow of parts and supplies. The Rail Infrastructure area maintains all the support components necessary to provide service including track, traction power equipment, signals, grade crossing equipment, fare vending machines, and rail service buildings and related equipment. The buildings include the Midvale Rail Service Center building and equipment, the Warm Springs Rail Service Center building and equipment, the Maintenance of Way Building and equipment, the Midvale Paint and Body Shop, and soon the new Jordan River Rail Service Center. The Rail Infrastructure area also performs vital miscellaneous duties such as dealing with outside agencies, consultants, contractors and supporting the work of the Capital Development group.

All areas work closely with other UTA departments to provide the most effective and efficient rail service possible. Rail Operations closely coordinates with Bus Operations to ensure a high level of response to system abnormalities, major special events or construction projects. Rail Vehicle Maintenance is in constant contact with the Support Services Business Unit and the Regional Bus Business Units to ensure that effective coordination is maintained in hiring and training and levels of parts and supplies are regulated in an efficient manner. Rail Infrastructure assists and supports the Facilities Maintenance and Capital Development areas by providing equipment, backup support and technical support. All areas strive to project a positive, professional image both in providing regularly scheduled and special event services and by working closely with Community Relations to foster support for UTA.







SUPPORT SERVICES

Department Name:
Chief Financial Officer

Support Services
Kenneth D. Montague

Department Function:

The Support Services Department provides support to the organization in managing its financial, human, and materials resources and safeguarding its customers, employees and property. Support Services is 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. Human resources are managed by hiring the best employees, providing competitive salary and benefits, and carrying out the Authority's Positive People Management and leadership development programs. Employee skills are developed and maintained through numerous training programs, both in-house and through outside sources. All service operators complete a comprehensive training course before they begin driving. Goods and services are acquired through competitive processes to get the best value for the Authority. 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 following departments are included in Support Services: Accounting, Financial Services and Fare Collection, Human Resources, Purchasing and Materials Management, Security, and Training.



Chief Financial Officer

 Budgeted FTEs 189.8

Executive Assistant

Contracts & Grants Administrator

Public Safety Manager

Manager of Financial Services

Manager of Purchasing & Materials

Manager of Accounting/Comptroller

Senior Human Resources Officer

Training Manager

Lieutenant

Fare Box Service Supervisor

Buyer

Production Control Specialist

Assistant Comptroller

Manager of Human Resources

Senior HR Generalist

Training Development Office Specialist

Sergeant

Fare Revenue Processor

Contract Buyer

Purchasing Office Specialist

Accountant

HRIS/Technology System Administrator

Human Resource Generalist

Operator Training Specialist

Transit Police Officer

Lead Revenue Maintenance

Materials Inventory Control Analyst

Shipping & Receiving Clerk

Accounts Payable Coordinator

Human Resource Benefit Specialist

Pension Administrator

Training Consultant

Public Safety Dispatch Supervisor

Pass Sales Representative

Materials Supervisor

Warranty Claims Specialist

Accounting Office Coordinator

Human Resource Benefit Assistant

Senior Human Resource Rep.

Training Supervisor

Security Supervisor

JDE Specialist/Buyer

Schedule Outlet Representative

Payroll Administrator

Human Resources Analyst

Human Resource Representative

Operator Trainees

Public Safety Dispatcher

Warehouse Supervisor

Mail/Copy Center Clerk

Payroll Specialist

Human Resource Office Coordinator

Researcher & Project Coordinator

Maint Training Administrator

Security Dispatch Administrator

Parts Courier

Accounting Aide

H R File Clerk

Maintenance Training Office Specialist

Security Guard

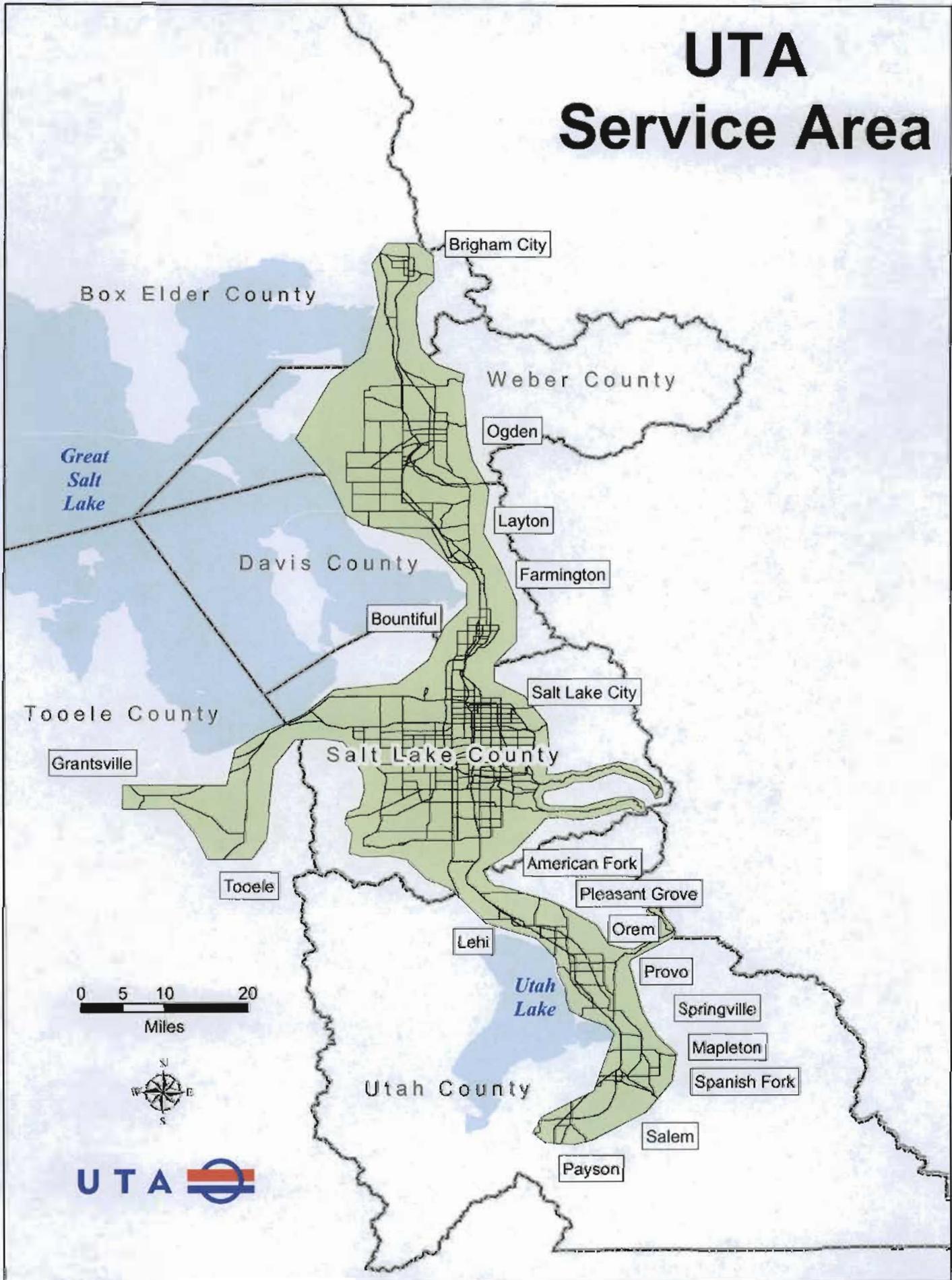
Fines Adjudicator

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**SECTION 4
APPENDIX AND GLOSSARY**

UTA Service Area



APPENDIX

Utah Transit Authority and Community Profile

UTAH TRANSIT AUTHORITY PROFILE

History:

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

Today, UTA operates 550 vehicles, 69 light rail vehicles, 11 commuter rail locomotives and 35 commuter rail passenger cars in a 1400 square mile service area that stretches over six counties from Payson to Brigham City. The Authority serves the largest segment of population in the State of Utah, approximately 1.8 million and operates in one of the largest geographical service areas of any transit agency in the U.S.

Oversight and Governance:

UTA is not a state agency; it is a political subdivision of the State of Utah. Oversight of UTA is exercised by a 19-member Board of Trustees appointed by each municipality or combination of municipalities (or county) that have annexed to UTA and that pay a local sales tax to support its operation. Through UTA's enabling legislation, the Utah State Legislature determines how many and also how board members are appointed. Board members are appointed to serve four-year terms, with a limit of three consecutive terms.

UTA Board representation: There are seven members who represent Salt Lake County; one who represents unincorporated Salt Lake County; one member from Salt Lake City; two members from Utah County; two each from Davis and Weber counties; one member representing the governor; one representing the Utah House of Representatives; one representing the Utah State Senate; and one representing the Utah Transportation Commission.

Administration:

UTA is managed by a General Manager, in accordance with the direction, goals and policies of the Board of Trustees. The General

Manager supervises an executive staff of nine Chiefs and Regional General Managers. The General Counsel and Internal Auditor for the Authority report to the Board of Trustees.

**Metropolitan
Planning
Organizations:**

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

Funding:

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

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

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

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

Appropriations are made by the Congress on an annual basis.

Service/Fleet Info:

- Service area covers 1,400 square miles - Payson to Brigham City
- 6-county area (Salt Lake, Davis, Weber, parts of Box Elder, Tooele and Utah)
- 119 routes – 7,001 bus stops
- 445 active buses, 48 active commuter coaches, 102 active Flextrans buses / vans, and 69 TRAX vehicles, 55 commuter passenger rail vehicles and 11 commuter locomotives
- Bike racks are installed on all UTA buses
- UTA ski service runs from November through Easter seven days a week to four resorts in Big and Little Cottonwood Canyons as well as ski resorts in Provo Canyon

Ridership:

- 141,047 average weekday (2009)
- 37,969,645 total annual passengers (2009)

**UTA Services
and Rider Programs:**

- Fixed route bus service
- TRAX (light rail)
- FrontRunner (commuter rail)
- Paratransit (disabled customer service)
- Rideshare (carpooling and vanpooling)
- Eco-Pass (group discount program)
- Ed Pass (school discount program)
- Ski bus service
- Bike racks
- Monthly passes
- Free fare zone
- UTA web site

Projects:

- TRAX 15-mile North/South light rail line completed December 1999.
- University Stadium Extension (Downtown Salt Lake City to University of Utah) light rail line completed December 2001
- Medical Center Extension (University Stadium to the University Hospital) completed September 2003
- Intermodal Hub Extension (Arena Station to Salt Lake Central) completed April 2008
- Other Pending Light Rail Extensions (Airport, West Valley City, Draper, Mid-Jordan)
- Commuter Rail (Provo to Brigham) Salt Lake North to Ogden completed April 2008
- Bus Rapid Transit: 3500 South (9 miles) completed July 2008, Provo/Orem (10miles) scheduled for 2012.

COMMUNITY PROFILE

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

Box Elder County. The Authority services only a portion of Box Elder County, comprised of the cities of Brigham, Perry and Willard and some unincorporated areas. Box Elder County (the fourth largest county in the State) accounts for approximately 2% of the population and approximately 2% of the nonagricultural employment of the service area of the Authority. The principal city is Brigham City. The county's population increased approximately 17.2% from 1990 to 2000. The largest employment sectors are manufacturing, wholesale and retail trade, and

government. Major employers include Alliant Tech – Thiokol Propulsion Group, AutoLiv ASP, La-Z-Boy, Utah and WalMart Distribution Center.

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

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

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

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

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

2010 BUDGET GLOSSARY

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

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

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

AGC - Associated General Contractors

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

ATU - Amalgamated Transit Union

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Enterprise Fund – 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.

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

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

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

FRA - Federal Railroad Administration.

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

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

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

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

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

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

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

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

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

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

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

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

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

Light Rail - An electric railway with a light volume traffic capacity as3 compared to heavy rail.” Light rail may use shared or exclusive rights-of-way, high or low platform loading, and multi-car trains or single cars. Also known as “streetcar,” “trolley car,” and “tramway”.

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

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

LRT – Light rail transit

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

MIS – Majors Investment Study

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RFP – Request for proposal.

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

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

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

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

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

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

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

TRAX Light Rail – The light rail system running from approximately 100th South, North in Sandy to Salt Lake City.

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

UDOT – Utah Department of Transportation.

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

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

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