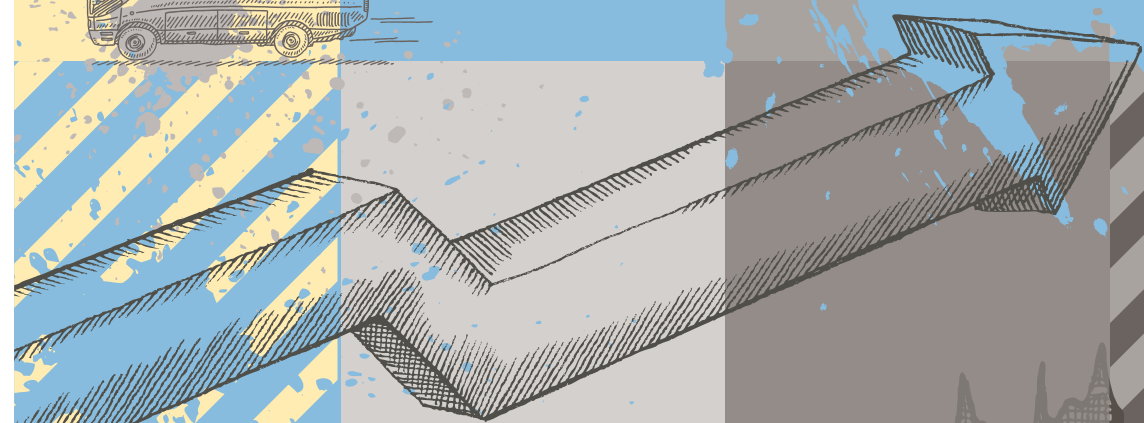
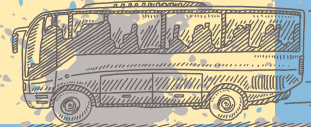
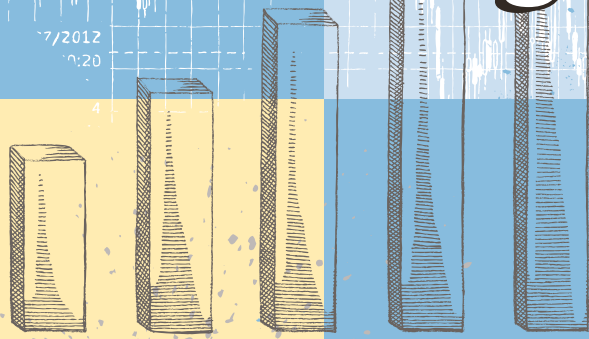
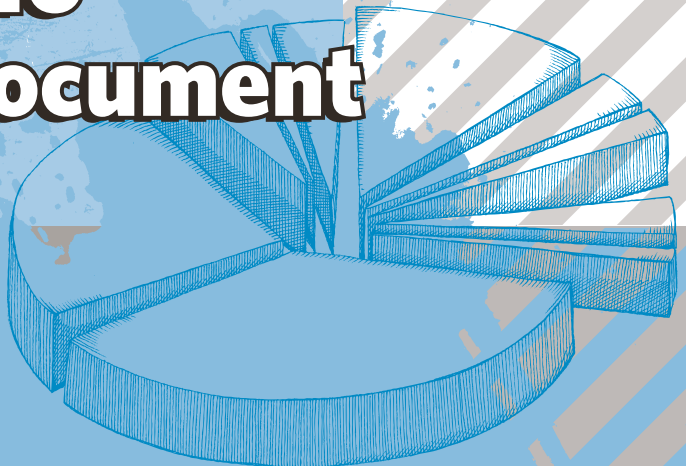


2016 Budget Document



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UTAH TRANSIT AUTHORITY

UTA 2016 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 UTA 2016 Budget Document 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 2014 actual, 2015 budget, 2015 year end projected, and 2016 budget totals. This section also includes projected fund balances, projected reserves, 2016 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 President/CEO's office. Each Director's Business Unit contains the following:

- The Business Unit name and Director.
- Department function
- Department organization chart including the number of 2016 budgeted positions.

The **Appendices** (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 Utah Transit Authority for its annual budget for the fiscal year beginning January 1, 2015. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communication device.

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



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

Utah Transit Authority

Utah

For the Fiscal Year Beginning

January 1, 2015

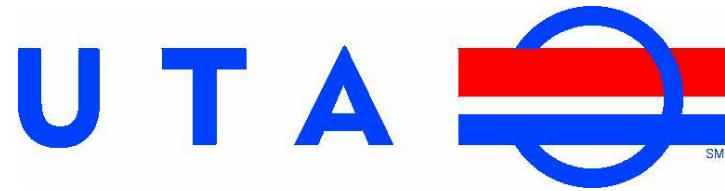
Jeffrey R. Emery

Executive Director

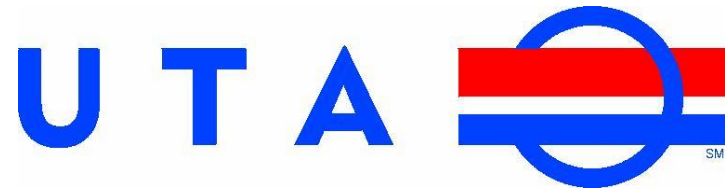
Quick Reference Guide

The following should assist the reader in locating key information
contained in the 2016 Utah Transit Authority Budget

To Find:	Refer to:	Section	Page
-Strategic Plan	Introduction	1.3	1-10
-The overall policies which guide the 2016 budget	Introduction	1.5	1-25
-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 2014 actual, 2015 year-end and 2016 budget expenditures	Summaries of Expenditures	2.3	2-9
-Budget expenditures by major category	Summary of Expenditures	2.3	2-9
-Capital projects planned for 2016	Budget Capital Expenditures	2.5	2-29
-Debt Obligations	Current Debt Obligations	2.6	2-43
-Primary responsibilities of the Department	Department Guide	3	By Dept. (see Table of Contents)



SECTION 1
INTRODUCTION



1.1 BUDGET MESSAGE

Utah Transit Authority

2016 Budget Message

The Utah Transit Authority (UTA) Board of Trustees has developed both core and strategic goals for the fiscal year ending December 31, 2016. Accordingly, the 2016 budget is based on these goals as well as policies and procedures established by the Board of Trustees.

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

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

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

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

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

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

- Core Goal 1: Public Trust and Accountability
 - Provide a better connection between UTA and the community
- Core Goal 2: Ridership
 - Long-term positive growth; increase ridership by 2.5 percent over 2015 actuals
- Core Goal 3: Investment Per Rider (IPR)
 - Maximize ridership, passenger revenue and lower operating costs as measured by a formula of operating expenses minus passenger revenue over ridership totals

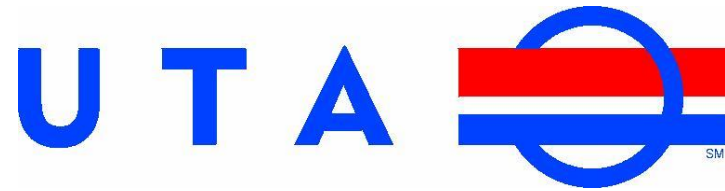
- Core Goal 4: Revenue Development
 - Aggressively pursue non-sales tax revenue
- Strategic Goal 1: Transit Oriented Development (TOD)
 - Help plan for more transit-supported and supportive land use at station areas
- Strategic Goal 2: Leverage advances in fare collection technology
 - Increase use of electronic fare collection and simplify fare structure
- Strategic Goal 3: Improve First and Last Mile access to UTA's system
 - Implement projects identified in 2015 First Mile/Last Mile Report

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

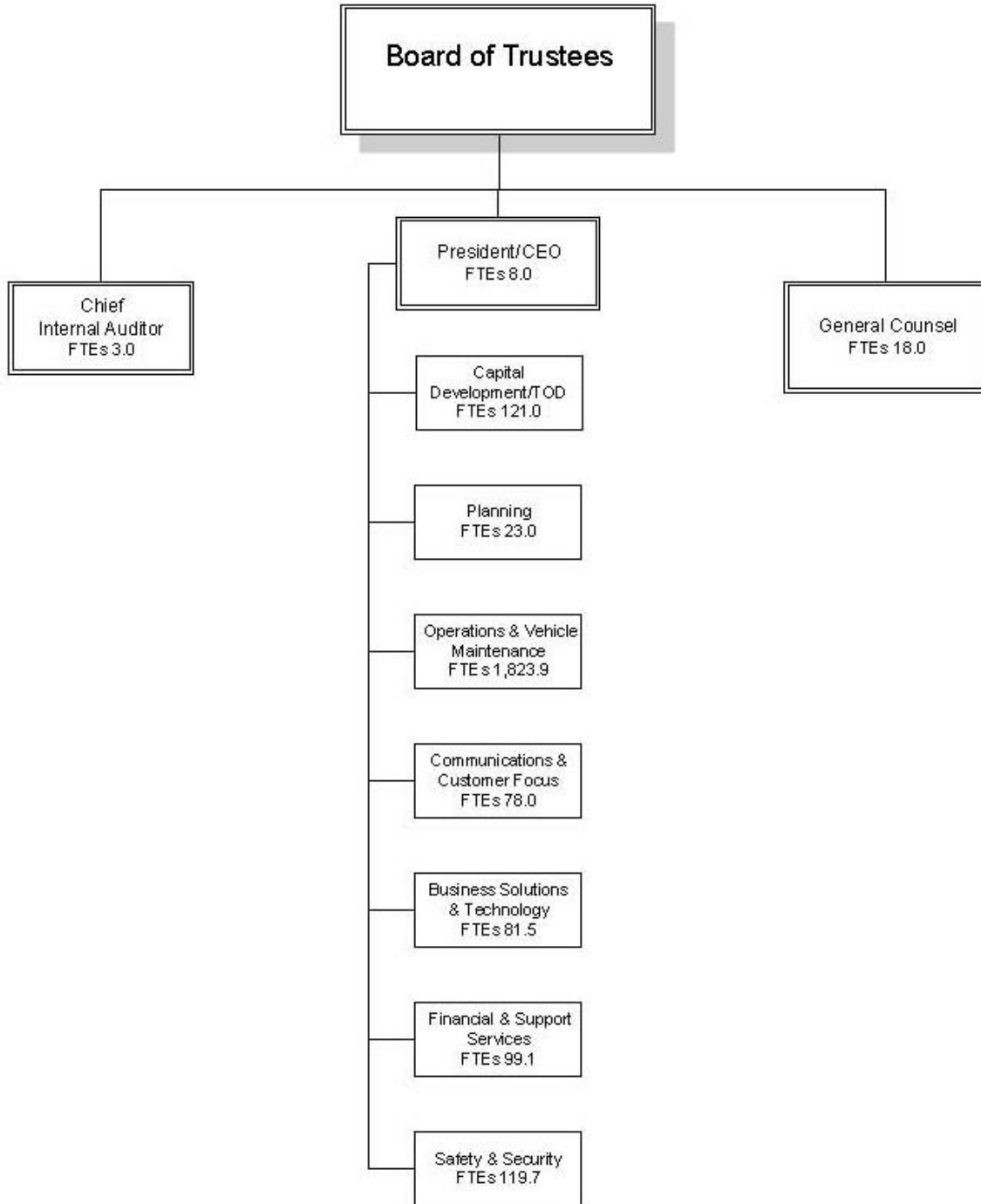
With sincerest regards,



Robert K. Biles
Chief Financial Officer



1.2 ORGANIZATIONAL CHART



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

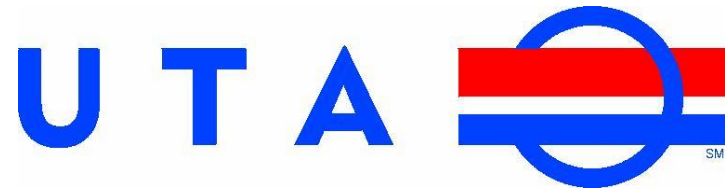
		Actual 2014	Actual 2015	Budget 2016
OPERATIONS:				
Bus				
Salt Lake				
Administration		14.5	7.5	7.0
Operations		454.0	499.0	546.5
Maintenance		131.0	131.0	140.0
	Salt Lake	<u>599.5</u>	<u>637.5</u>	<u>693.5</u>
Ogden				
Administration		3.0	2.0	2.0
Operations		126.5	134.5	158.4
Maintenance		41.0	41.0	42.0
Marketing		1.0	-	-
	Ogden	<u>171.5</u>	<u>177.5</u>	<u>202.4</u>
Timpanogos				
Administration		8.0	6.0	7.0
Operations		100.5	99.5	104.0
Maintenance		31.0	31.0	32.0
Marketing		1.0	-	-
	Timpanogos	<u>140.5</u>	<u>136.5</u>	<u>143.0</u>
Rail				
Light Rail Administration		11.0	15.0	16.0
Light Rail Operations		166.5	177.0	184.0
Light Rail Maintenance		107.0	110.0	122.0
Commuter Rail Administration		2.0	3.0	3.0
Commuter Rail Operations		95.5	104.0	112.0
Commuter Rail Maintenance		31.0	29.0	35.0
Maintenance of Way		113.0	89.0	101.0
	Rail	<u>526.0</u>	<u>527.0</u>	<u>573.0</u>
Special Services				
Special Services Administration		25.0	28.0	28.0
Paratransit Operations		120.0	127.0	136.0
Paratransit Maintenance		31.0	33.0	34.0
Vanpool Administration		8.0	8.0	8.0
Mobility Management			3.0	5.0
Rideshare Administration		2.0	1.0	1.0
	Special Services	<u>186.0</u>	<u>200.0</u>	<u>212.0</u>
	Operations Subtotal	<u>1,623.5</u>	<u>1,678.5</u>	<u>1,823.9</u>

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

	Actual 2014	Actual 2015	Budget 2016
OPERATIONS SUPPORT AND GENERAL AND ADMINISTRATION:			
Chief Executive Officer			
Chief Executive Officer	1.0	1.0	1.0
Board Coordination	1.0	1.0	1.0
Corp & Board Support	4.0	5.5	7.0
Chief Executive Officer	6.0	7.5	9.0
Chief Operating Officer			
Chief Operation Officer	2.0	1.0	2.0
Support Maintenance	27.0	27.0	28.0
Fleet Engineering	16.0	13.0	13.0
Training	21.5	24.0	28.2
Chief Operating Officer	66.5	65.0	71.2
Chief Financial Officer			
Chief Financial Officer and Contract Administration	2.0	2.0	2.0
Accounting	10.0	11.0	15.0
Supply Chain Mgt & Contract Admin	29.0	44.0	45.0
Financial Services	13.2	12.7	12.6
Human Resources	20.5	22.5	22.5
Financial Planning & Analysis	1.0	2.0	2.0
Chief Financial Officer	75.7	94.2	99.1
Chief Capital Development Officer			
Major Program Development	27.0	19.0	20.0
Facilities	69.0	83.0	87.0
Transit Oriented Development	2.0	7.0	3.0
Real Estate	10.0	5.5	11.0
Chief Capital Development Officer	108.0	114.5	121.0
Chief Technology Officer			
Chief Technology Officer	1.0	1.0	1.0
Technology Development	6.0	5.0	5.0
Technology Deployment	3.0	4.0	4.0
Technology Support	3.0	4.0	4.0
Application Development	8.5	12.0	15.0
Network Support	12.0	13.0	15.0
Telecommunications	4.0	4.0	8.0
Operational Research and Development	23.5	15.0	17.5
Technology Support Facility	11.0	11.0	12.0
Chief Technology Officer	72.0	69.0	81.5

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

	Actual 2014	Actual 2015	Budget 2016
Chief Communications Officer			
Chief Communications Officer	2.0	2.0	2.0
Labor Relations	5.0	7.5	10.0
Public Relations and Marketing	11.0	10.0	10.0
Electronic Fare Collection	6.0	6.0	6.0
Product Development & Sales		6.0	6.0
Customer Service	41.4	36.5	44.0
Chief Communications Officer	65.4	68.0	78.0
Chief Planning Officer			
Planning	17.0	20.5	23.0
Chief Planning Officer	17.0	20.5	23.0
Chief Safety Officer			
Safety	9.0	22.7	26.5
Transit Comms Center	16.0	19.0	19.0
Security	73.8	63.2	74.2
Chief Safety Officer	98.8	104.9	119.7
Board of Trustees			
Internal Audit	3.0	1.0	3.0
General Counsel	8.0	7.5	9.0
Civil Rights	4.0	1.0	3.0
Risk Management	5.5	5.5	6.0
Board of Trustees	20.5	15.0	21.0
Operations Support and General and Administration Subtotal	529.8	558.6	623.5
UTAH TRANSIT AUTHORITY	2,153.2	2,237.0	2,447.3



1.3 STRATEGIC PLAN

UTA TODAY

Since its beginnings in 1970, UTA has expanded from a small company operating 90 buses and traveling 3,000,000 annual service miles, to the current system of just over 600 active and reserve regular service transit vehicles (including CNG, hybrid-electric, ski, and over-the-road coaches) that provide 26 million annual revenue miles of service.

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

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

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

ACCOMPLISHMENTS IN 2015



- Added service to twelve bus routes, TRAX and the S-Line Streetcar.
- Initiated the USDOT TIGER-grant funded Pioneer Corridor (I-15/FrontRunner) with stakeholders partners
- Developed individual route level forecasting methodology
- Established partnership and working relationship with peer-to-peer shared ride orgs like UBER, Lyft, etc.
- Held 3rd Annual Active Transportation and Health Summit with agency partners
- Successfully completed ten First and Last Mile projects to address the issues people face when trying to either access or exit access the transit network via cycling or walking
- Reduced the price for Fare Pay users to \$1.50
- Expanded the availability of the Municipal Co-Op Pass program to all cities and towns; extended the Salt Lake City Hive Pass beyond pilot phase and expanded the payment options
- Extensively utilized Open UTA, a new forum to obtain online customer feedback
- Issued \$860 million of refunding debt achieving \$77.7 million of net present value savings.
- Partnered with Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), and other Regional partners to complete:

- The Statewide 2015-2040 Unified Transportation Plan.
- The 2015-2014 Regional Transportation Plan (WFRC & MAG)
- Station Area Plans (South Salt Lake, American Fork)
- Several Transportation-Land Use Connection (TLC) Projects
- Finalized the construction of an on-site CNG fueling facility
- Partnered to research UTA's impact on Air Quality and Mobility
- Closed the FTA Alternatives Analysis grant for the Downtown Salt Lake City Streetcar
- Submitted a Low or No Emission Bus Deployment Grant application for six electric buses with University of Utah, Utah State University, Caltrans, New Flyer, and Rocky Mountain Power as partners
- Successful passage of Proposition 1 in Weber, Davis and Tooele Counties
- Transit-Oriented Development (TOD) Accomplishments:
 - Facilitated over \$100M investment at and around UTA stations.
 - Supported Sandy City's "The Cairns" vision by:
 - Continuing work on over 270 residential units at Sandy Civic Center TOD ("The East Village")
 - Completing construction of 60,000 sf office building, preleased to Utah State Division of Child and Family Services
 - Breaking ground on over \$3M in infrastructure improvements for the third phase of The East Village
 - Began construction on 270 residential units at Jordan Valley Station, including a mix of live/work units, and completed extensive infrastructure improvements, including over a mile of sewer line
 - Completed reconfiguration of bus facilities, funded by a Federal Bus Livability Grant, at 3900 South Meadowbrook Station to accommodate future development
 - Executed Letter of Intent with The Columbus Foundation for a development at Meadowbrook Station that would include 140 mixed-income residential units, retail space, professional office, and training facilities
 - Finalized plans and agreements for two class-A office buildings and a full-service hotel at South Jordan Frontrunner Station



The following chart shows UTA's 2014 Board Goals and Results

UTAH TRANSIT AUTHORITY BOARD GOALS 2015



OPERATIONS

RIDERSHIP	<i>Board Goal</i>	
	INCREASE RIDERSHIP BY 3.3% OVER 2014 ACTUAL	
	<i>Current Issues</i>	<i>Rating</i>
	December YTD Ridership is down 0.05% compared to the same period in 2014	
INVESTMENT PER RIDER	<i>Board Goal</i>	
	INVESTMENT PER RIDER (IPR) OF \$4.01	
	<i>Current Issues</i>	<i>Rating</i>
	YTD IPR as of December 31, 2015 is \$3.79. Without fuel savings IPR is \$4.01	



FINANCE

REVENUE DEVELOPMENT	<i>Board Goal</i>	
	\$13.5 MILLION IN NON-SMALL STARTS REVENUE DEVELOPMENT	
	<i>Current Issues</i>	<i>Rating</i>
	Local Goal = \$13,500,000 Revenue to date = \$21,239,901 Percent Complete = 157.3%	
	<i>Board Goal</i>	
	\$75 MILLION IN SMALL STARTS (FEDERAL) REVENUE DEVELOPMENT	
	<i>Current Issues</i>	<i>Rating</i>
	Federal Goal = \$75,000,000 Revenue to date = \$4,018,000 Percent Complete = 5.36%	

PLANNING & DEVELOPMENT

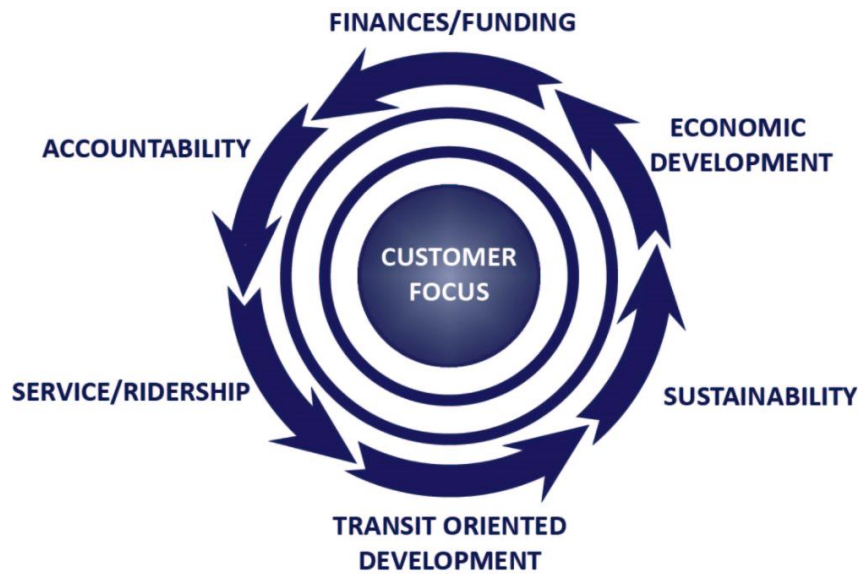
STATE OF GOOD REPAIR	<i>Board Goal</i>	
	DEVELOP DASHBOARD FOR STATE OF GOOD REPAIR AND DEMONSTRATE ADHERENCE	
	<i>Current Issues</i>	<i>Rating</i>
	Dashboard approved by the P&D committee	
TRANSIT ORIENTED DEVELOPMENT	<i>Board Goal</i>	
	COMPLETE THREE (3) NEW GROUNDBREAKINGS AT UTA TOD SITES	
	<i>Current Issues</i>	<i>Rating</i>
	Groundbreaking complete on Sandy Phase 2. Sandy Phase 3 infrastructure construction underway. South Jordan Phase 1 and 2 groundbreaking has been delayed and is now expected in 2Q of 2016	

STAKEHOLDER RELATIONS

STAKEHOLDER AND CUSTOMER SATISFACTION	<i>Board Goal</i>	
	DEVELOP, TRACK AND SHOW IMPROVEMENT WITH THREE (3) CUSTOMER SATISFACTION INDICATORS	
	<i>Current Issues</i>	<i>Rating</i>
	Staff identified recommendations for the three customer satisfaction indicators: NPS & Satisfaction Survey, Reliability, and Real Time Information. They were presented to the P&D Committee and approved by the Board in April. The three indicators are:	
DISTANCE-BASED FARE	<i>Board Goal</i>	
	MAKE GO/NO-GO DECISION ON DISTANCE-BASED FARE BY OCTOBER 31, 2015, AND IF DECISION IS "GO", LAUNCH IN JANUARY, 2016	
	<i>Current Issues</i>	<i>Rating</i>
	Based on the information gathered through research and the pilot, staff provided a “no-go” recommendation regarding the implementation of distance-based fares. Staff is continuing work on future fare policy and evaluating alternative fare structure scenarios, with a plan to develop and present a comprehensive fare proposal in 2016 for public comment and board approval.	

UTA'S 2020 STRATEGIC PLAN

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



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

2016 UTA BOARD GOALS

*Establish, publish and track performance metrics in a simple and clear way
that address the following topics and goals:*

2016 CORE GOALS

Core Goal 1: Public Trust & Accountability

Objective : Provide a better connection between UTA & the community

Measure : Create and conduct a state-of-the-art survey process, combining qualitative and quantitative components designed to gauge sentiment regarding trust, accountability and confidence in UTA. Conduct the survey among riders, public/non-riders, and policymakers. Develop an action plan based on results and re-survey annually to demonstrate improvement.

Core Goal 2: Ridership

Objective : Grow ridership in both the short and long term

Measure : Long-term positive growth using a 60 month moving average, and
Increase ridership to 47,765,230, 2.5% over 2015 Actual.

Core Goal 3: Investment per Rider (IPR)

Objective : Maximize ridership, maximize passenger revenue, lower operating costs

Operating Expense \$250.8 million – Passenger Revenue \$51.2 million
Ridership 47.74 million

Measure : Investment per Rider (IPR) of \$ 4.18

Core Goal 4: Revenue Development

Objective : Aggressively pursue outside revenue opportunities beyond the standard sales tax, formula, and advertising monies

Measure : \$15.2 million in non-Small Starts Revenue Development

2016 STRATEGIC GOALS

Strategic Goal 1: TOD - Thinking beyond UTA Property

Objective : Help plan for more transit supportive land use at station areas

Measure: Completion of two (2) station area plans in coordination with the Metropolitan Planning Organizations

Strategic Goal 2: Leverage Technology in Fares

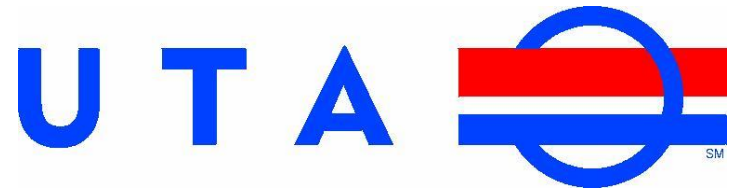
Objective : Increase Electronic Fare Collection use and simplify fare structure

Measure : Develop and implement a blueprint for a comprehensive fare policy and products focused on Electronic Fare Collection.

Strategic Goal 3: Improve First Mile/Last Mile Access to UTA's System

Objective : Implement projects identified in UTA's First and Last Mile Study (completed April 2015)

Measure : Complete three (3) projects



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 2016 is included at the end of this section.

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

The yearly process starts in June with an initial development of short-term strategies for the upcoming year by the Board Planning and Development Committee and Staff Directors. By August the Planning Committee is presented with a draft 2016 Goals Categories. During this time the Financial Planning Managers are assessing federal funding, economics, taxes, labor and political trends and developing a revenue projection based on this information.

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

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

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

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

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

Please refer to the 2016 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.

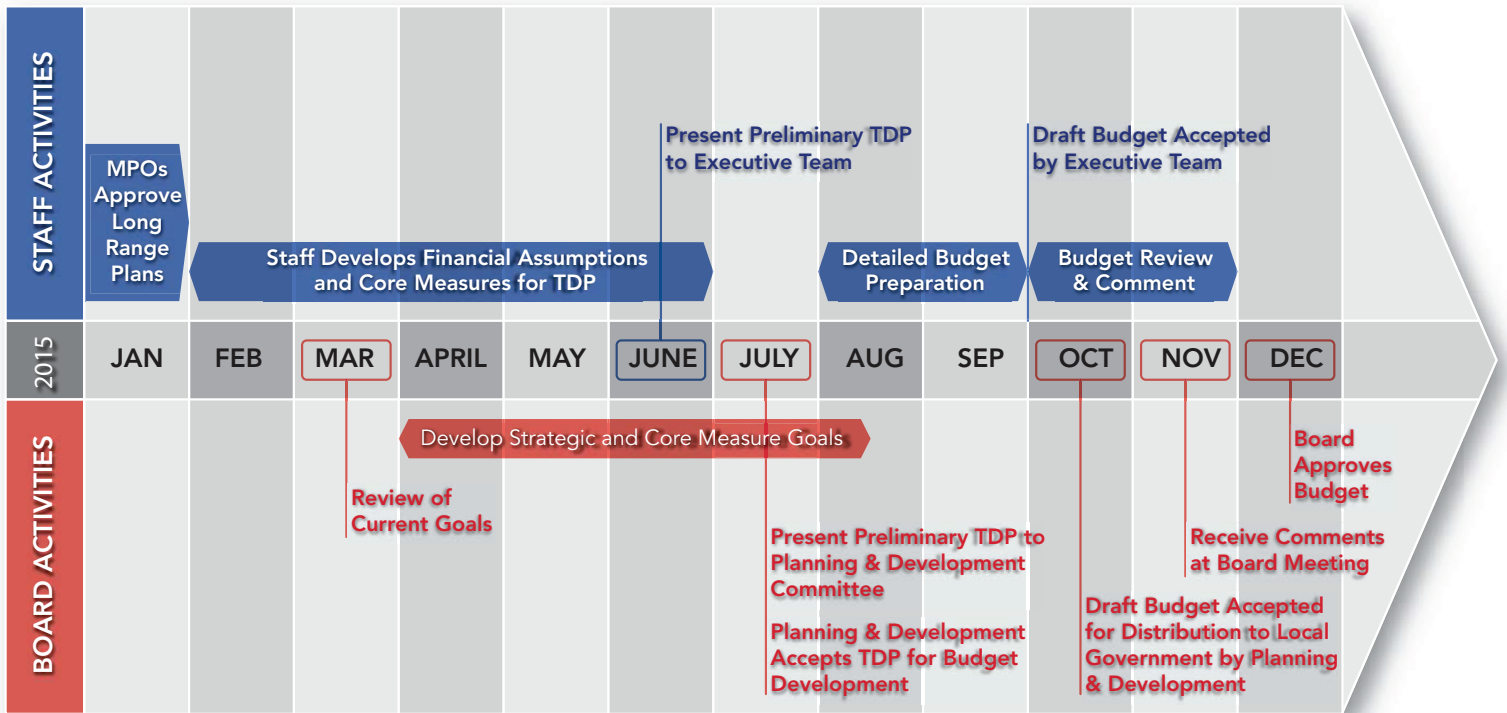
Accounting and Budget Basis: Every preliminary budget shall set forth a statement of the sources of funds and estimated revenues available to defray expenditures. The basis of the budget will be cash, while the basis of accounting, is the based on the accrual method.

Note:

1. The Authority reports 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.

Goal Setting & Budget Process

- The process relies on a five-year Transit Development Plan (TDP).
- The annual goals are the driving force in planning and budget preparation.



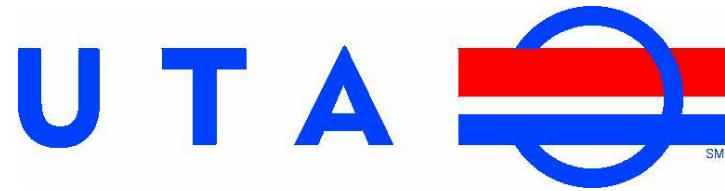
2016 UTAH TRANSIT AUTHORITY BUDGET PREPARATION SCHEDULE

12/16/15

<u>Task</u>	<u>Completion Date</u>
Corporate Staff approves Budget Calendar and determines criteria and weighting for Operating and Capital Projects to be used in Decision Lens SW Tool. Finalize Budget Process Schedule	16 June 2015
Short Term Projections of Capital, Operating Expenses and Tax Revenue for TDP.	18 June 2015
<i>Board of Trustees and Executive Staff sets the draft 2016 Strategic Goals. <u>All Board of Trustee members invited. Planning Department to facilitate.</u></i>	26 June 2015
Present Updated Preliminary TDP model to ET & RGMs. Staff reviews, modifies, and approves TDP assumptions. <i>(This meeting to take place between Corp. Staff and ET Meetings)</i>	14 July 2015
<i>Access to new Chameleon PowerBudget system available to allow start of work on departmental Operating Budgets. Decision Lens Capital Submittal tool training</i>	<i>Mid-July</i>
Determine Capital criteria and weighting for Decision Lens Model. Review TDP allocation of Capital expenses for 2016. Selected Executive Team members.	15 July 2015
Targets on 2015 Operating and Capital Budgets Determined	4 Aug 2015
Capital Cash Flow Prepared with Expenditure to date, Project Managers submit forecast of expenditures through end of year for 2015 capital projects and 2014 capital carry forward projects. Adjust 2016 capital target.	6 Aug 2015
<i>Present Preliminary TDP Model Assumptions and Economic Factors to Planning and Development Committee. <u>All Board of Trustee members invited</u></i>	12 Aug 2015
CFO 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. 2015 Project Carryover Instructions given.	10-14 Aug 2015

<u>Task</u>	<u>Completion Date</u>
Decision Lens process on Capital Pool items to be completed (TAG, SGR, Capital, others using model)	21 Aug 2015
Capital and Carryover budget request by category with justification, criteria, statement of project outcomes, and identification of project manager due to Budget Staff. Submittal at or below target.	24 Aug 2015
Operating budget by department by account, description of Department Function and red lined organization chart are due to Budget Staff. Submittal at or below target.	31 Aug 2015
Chief Officer review of Capital and Carryover Budget Request 2015 Carryover project reviewed; projects which should be discontinued are identified and stopped	8 Sept 2015
Additional budget request reviewed by Executive Team and RGMs. Executive team reviews updated 2016 revenue assumptions and budget submittals. GM determines 2016 budget modification amounts – operating and capital. New targets given to Chief Officers.	16 Sept 2015
Internal Audit budget review at Audit Committee Meeting, presented by Chief of Internal Audit	14 Sept 2015
Executive Team and RGMs evaluate proposed 2016 Budget. Effects on the TDP.	18 Sept 2015
Final changes to 2016 budget, reviewed by Executives and RGMs (Special Monday Budget Meeting)	28 Sept 2015
Staff prepares tentative budget document and mails to Board of Trustees	7 Oct 2015
Review of 2016 Tentative Budget in Planning & Development Committee. Board of Trustee members invited.	14 Oct 2015
Board approves Tentative Budget at Board meeting. Time is set for public hearing in November Board meeting. After approval, 2016 Tentative Budget is sent to local governments, State Legislature, and Governor’s office of Planning and Budget. Budget is posted on UTA web site inviting public comments Note: “If any constituent entity or customer agency that received the tentative budget has not returned the signature sheet to the local district within 15 calendar days after the tentative budget was mailed, the local district shall send a written notice of the budget hearing to each constituent entity or	28 Oct 2015

<u>Task</u>	<u>Completion Date</u>
customer agency that did not return a signature sheet and invite them to attend that hearing.”	
Budget Review and Comment Period	28 Oct - 27 Nov
Board holds public hearing on 2016 Budget	18 Nov.2015
Email Final Budget Document to Board Planning Committee	25 Nov 2015
Board Planning & Development Committee reviews public comments and recommends 2016 budget to Board	
Incorporate any changes per Planning Committee and mail to Board of Trustees	9 Dec 2015
Presentation of the Proposed Final Budget Document to Board of Trustees for final approval	16 Dec 2015
Submit Final Budget to State Auditor	15 Jan 2016
Prepare, print and distribute Budget Document and Strategic Plan to Policy Forum, Board and Operating Departments	March 2016



1.5 FINANCIAL POLICIES

Financial Information and Policies

A. Basis of Accounting

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

B. Standards for Reporting Purposes

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

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

C. Federal Planning Assistance and Preventative Maintenance Grants

Federal planning assistance grants received from the Federal Transit Administration (FTA) and preventative maintenance grants are recognized as revenue and receivable during the period in which the related expenses are incurred and eligibility requirements are met. The Moving Ahead for Progress Act for the twenty-first century (MAP21) and the current reauthorizations act, Fixing Americas Surface Transportation (FAST) acts allows for the replacement and repair of aging infrastructure.

D. Federal Grants for Capital Expenditures

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

E. Classification of Revenues and Expenses

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

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

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

Non-operating expenses: Non-operating expenses include payments that result from transactions defined as capital and related financing, non-capital financing or investing activities

F. Contributions from Other Governments (Sales Tax)

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

Approved Local Option Sales Tax:

Salt Lake County	0.6875%
Davis County	0.5500%
Weber County	0.5500%
Box Elder County	0.5500%
Utah County	0.5260%
Tooele County	0.3000%

G. Cash and Cash Equivalents

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

H. Receivables

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

I. Parts and Supplies Inventories

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

J. Property, Facilities and Equipment

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

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

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

Land and Rights of Way	Not depreciated
Facilities and Land Improvements	10-50 years
Revenue Vehicles	7-25 years
Other Property and Equipment	3-10 years

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

K. Amount Recoverable – Interlocal Agreement

In 2008, the Authority entered into an agreement with the Utah Department of Transportation (UDOT) which required the Authority to pay UDOT \$15 million in 2008 and \$15 million in 2009 for the rights to Salt Lake County's 2% of the 0.25% part 17 sales tax through the years 2045.

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

L. Compensated Absences

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

M. Risk Management

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

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

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

N. Net Position

The Authority's net position is classified as follows:

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

O. Budgetary and Accounting Controls

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

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

The first step in developing the Authority's budget is a review of the Transit Development Program and Long Range Financial Plan. This plan then acts as a focus for the development of programs and objectives. Concurrent with the development of programs and objectives, revenues for the coming year are estimated. The estimates of the coming year's revenues are then used as a guide for the Authority to determine the amount of change in service to be provided in the following year. Once the level of service for the coming year is determined, each manager develops a departmental budget.

UTA BOARD OF TRUSTEES BYLAWS
ARTICLE VII - BUSINESS ADMINISTRATION

Section 1. Fiscal Year.

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

Section 2. Principal Place of Business.

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

Section 3. Tentative Budget.

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

B. Within 30 days after it is approved by the Board and at least 30 days before the Board adopts its final budget, the Board shall send a copy of the tentative budget to the governor and the Legislature for examination and comment.

Section 4. Final Budget.

A. Before the first day of each fiscal year, the Board shall adopt the final budget by an affirmative vote of a majority of all trustees. Copies of the final budget shall be filed in the office of the Authority. If for any reason the Board shall not have adopted the final budget on or before the first day of any fiscal year, the tentative budget for such year, if approved by formal action of the Board, shall be deemed to be in effect for such fiscal year until the final budget for such fiscal year is adopted.

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

Section 5. Annual Audit Report.

A. The Board shall cause an annual audit of the Authority's financial statements to be conducted in accordance with generally accepted auditing standards following the end of each fiscal year. The audit shall be performed by an independent certified public accounting firm selected by the 16

Board. The auditor shall provide a signed auditor's opinion as to the fair presentation of the financial position of the Authority and the results of Authority operations and changes in its financial position for the fiscal year ended. The Board may cause other audits to be made by the Chief Internal Auditor or an independent auditor.

B. As soon as practicable, but no later than 30 days after its presentation to the Board, the Board shall submit to the chief administrative officers and legislative bodies of each municipality and unincorporated county area within the district of the Authority a copy of its annual audit report.

Utah Transit Authority budget for 2016 having met and not exceeded the above conditions is therefore considered to have a balanced budget.

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

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

Executive Limitations Policy No. 2.1.8

Service Sustainability Reserve Fund

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

1. Create a Reserve Fund in a separate account from a portion of the Capital Reserve that is available in excess of the amount anticipated in the annual budget each year until the reserve is fully funded. The amount to be contributed will be determined after review of the annual budget results with the Board of Trustees with the goal of the Reserve Fund being fully funded. Report to the Board of Trustees' Finance & Operations and Planning and Development Committees information as to the use of the Reserve Fund that will include the details concerning the extraordinary circumstances causing the revenue shortfall or cost overrun and indicating the amount and the budget year against which the funds are to be applied.
2. Use the Reserve Fund to preserve service levels when the Authority is facing a revenue shortfall or cost overrun due to extraordinary circumstances, such as an economic downturn or rapid rise in fuel prices or any combination of such events.
3. Transfer funds or use the Reserve Fund as he deems appropriate and necessary and do so without prior authorization of the Board of Trustees.
4. Replenish the Reserve Fund when it is used as provided for by this Policy.

Effective Date: October 22, 2008

Adopted by: R2008-10-05

Revised: April 22, 2015

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

Effective Date: June 25, 2003

Executive Limitations Policy No. 2.3.3 Budgeting

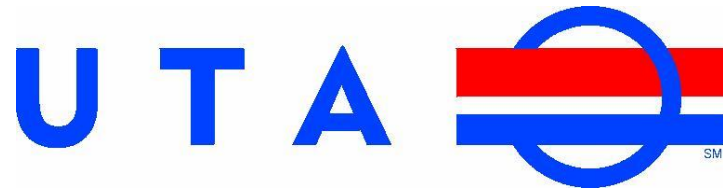
Budgeting for any fiscal year or the remaining part of any fiscal year shall not deviate materially from the Board’s Ends priorities, risk fiscal jeopardy, or fail to be derived from the five year plan. In addition, the General Manager shall not:

1. Fail to budget funds as are necessary for the successful, efficient, and prudent operation of the Utah Transit Authority.
2. Fail to include credible projections of revenues and expenses, separation of capital and operational items, beginning and ending balances, and disclosure of planning assumptions.
3. Fail to budget to meet all bond covenants and debt obligations.

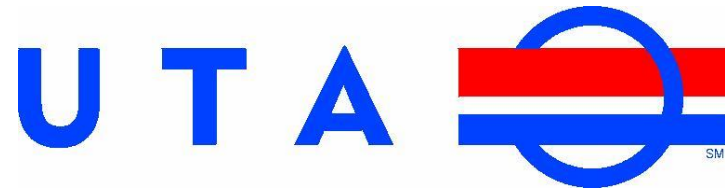
4. Fail to expend in any one fiscal year only such funds as are reasonably projected to be available in that period.
5. Fail to maintain a working capital reserve of at least 9.33% (one month expense plus 1%) of annual budgeted operating expenses.
6. Fail to establish adequate cash reserves for: debt service reserve funds, debt service funds, risk contingency funds for the Authority's self-insurance program, reserve funds as may be required by law or by contract, or other specific purpose funds as directed by the Board.

Effective Date: July 30, 2003

Utah Transit Authority budget for 2015 having met and not exceeded the above conditions is therefore considered to have a balanced budget.



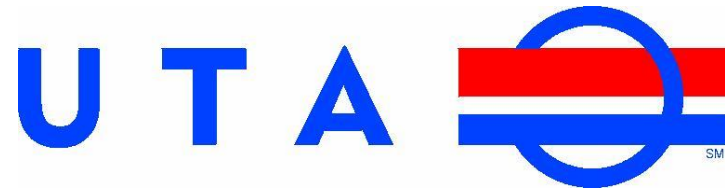
SECTION 2
FUNCTIONAL FINANCIAL PLANS



2.1 SUMMARY OF MAJOR REVENUE AND EXPENDITURES

**UTAH TRANSIT AUTHORITY
2016 OPERATING BUDGET
December 2, 2015**

	Actual 2014	Budget 2015	Projected 2015	Final Budget 2016
Revenue				
1 Sales Tax	\$ 214,683,276	\$ 221,285,569	\$ 227,498,000	\$ 235,631,000
2 Federal Prevent. Maint	47,760,737	52,517,121	51,065,000	53,724,000
3 Passenger Revenue	48,976,890	51,061,000	49,668,000	51,175,000
4 Advertising	2,300,000	2,233,333	2,233,000	2,283,000
5 Investment Income	4,313,024	2,300,000	1,699,000	2,237,000
6 Other Revenues	3,601,268	3,802,000	7,613,000	2,614,000
7 Motor Vehicle Registration		1,742,000	1,742,000	1,782,000
8 2014 Operating Carryover		2,132,713	-	-
9 Service Sustainability		9,859,977	-	10,437,925
10 Total Revenue	<u>\$ 321,635,195</u>	<u>\$ 346,933,713</u>	<u>\$ 341,518,000</u>	<u>\$ 359,883,925</u>
Operating Expense				
11 Bus	\$ 79,107,046	\$ 82,813,407	\$ 77,816,000	\$ 86,372,479
12 Commuter Rail	37,375,986	32,540,493	28,666,000	32,120,033
13 Light Rail	33,031,778	42,188,094	38,943,000	43,705,756
14 Paratransit Service	18,764,598	19,672,410	18,657,000	20,756,000
15 Rideshare/Vanpool	736,230	252,492	(368,000)	112,000
16 Operations Support	28,063,360	36,629,095	34,883,000	38,946,318
17 General & Administrative	32,924,174	27,602,313	27,598,000	28,852,339
18 Total Operating Expense	<u>\$ 230,003,172</u>	<u>\$ 241,698,304</u>	<u>\$ 226,195,000</u>	<u>\$ 250,864,925</u>
Non-Operating Expense				
19 Major Investment Studies (net)	\$ (545,960)	\$ 458,000	\$ 382,000	\$ 850,000
20 Planning/Real Estate/TOD/Major Program Development		4,262,790	4,338,000	\$ 4,569,000
21 Total Non-operating Expense	<u>\$ (545,960)</u>	<u>\$ 4,720,790</u>	<u>\$ 4,720,000</u>	<u>\$ 5,419,000</u>
Debt Service				
22 Principal and Interest	\$ 93,548,000	\$ 98,381,906	\$ 93,087,000	\$ 99,277,000
23 Required Reserves	-			-
24 Contribution to Early Debt Retirement Reserve	-	2,132,713		4,323,000
25 Total Debt Service	<u>\$ 93,548,000</u>	<u>\$ 100,514,619</u>	<u>\$ 93,087,000</u>	<u>\$ 103,600,000</u>
26 Total Expense	<u>\$ 323,005,212</u>	<u>\$ 346,933,713</u>	<u>\$ 324,002,000</u>	<u>\$ 359,883,925</u>



2.2 SUMMARY OF MAJOR REVENUE SOURCES

Revenue Summary

Analysis of Revenue Sources

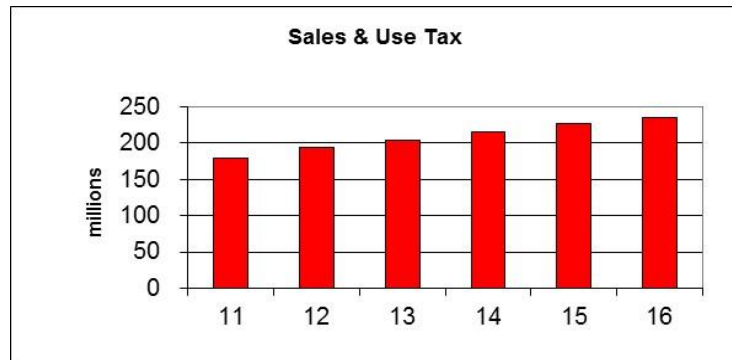
Source: Sales and Use Tax

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. 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 Box Elder, Weber and Davis Counties. A rate of 0.6825% for Salt Lake County, 0.526% for Utah, and 0.3% Tooele Counties. This revenue is projected to generate \$235.6 million in 2016.

The UTAs growth rate for Sales and Use Tax from 1989 to 2014 is 5.5%. For 2015, the State of Utah Revenue Assumption Committee estimates retail sales, which sales tax is based on, to have a 5.1% increase (last meeting in October 2015) over 2014 receipts, then a 4.7% increase in 2016. The Authority estimated 2016 Sales Tax revenue is based on a 4.75% increase over projected 2015 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 slowly improving economic conditions UTA will use a more conservative estimate than the state's forecast.

Year	Sales Tax
2011	183,091,518
2012	196,693,541
2013	203,806,328
2014	214,683,276
2015*	227,498,000
2016*	235,631,000

* Projected

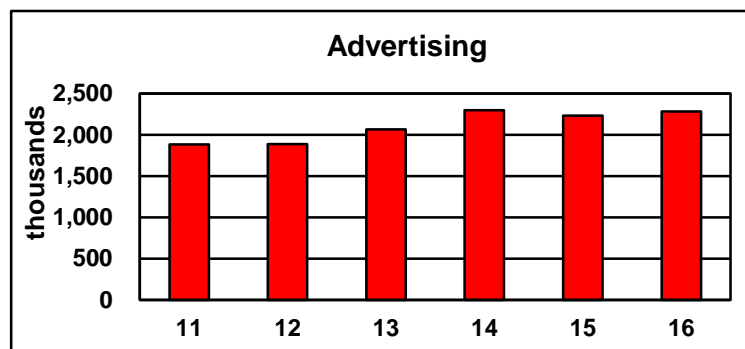


Source: Advertising

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 2016 advertising is projected to produce \$2.283 million, a slight increase due to opening of new routes and based and on new contract guarantees.

Year	Advertising
2011	1,833,334
2012	1,839,000
2013	2,066,667
2014	2,300,000
2015*	2,233,333
2016*	2,283,000

*Projected

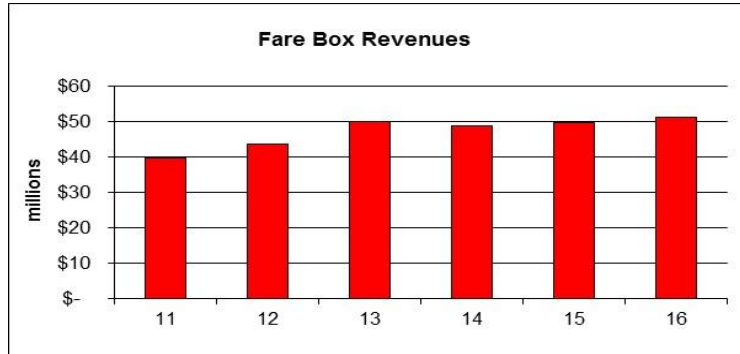


Source: Passenger Revenue

The Authority base Fare is \$2.50, fares range from \$1.25 for senior citizens to \$5.50 for premium express service. Due to additional new rail lines and increased bus service along with population and employment growth, ridership and fares, are expected to increase. UTA projects \$51 million in Fare Box revenue in 2016.

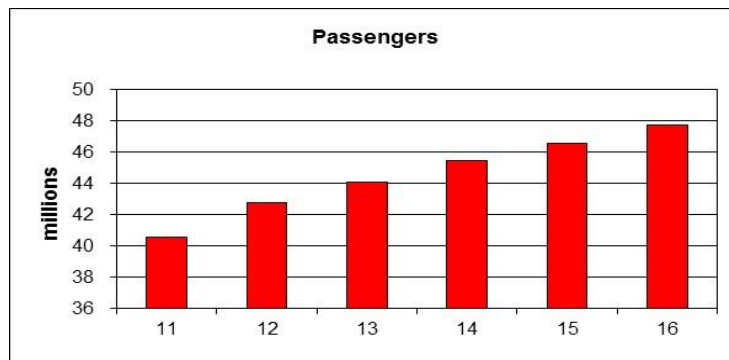
Year	Fares
2010	35,160,063
2011	39,693,756
2012	43,736,000
2013	49,977,533
2014	48,976,890
2015*	49,668,000
2016*	51,175,000

* Projected



Year	Passengers
2011	40,605,141
2012	42,806,077
2013	44,120,284
2014	45,444,000
2015	46,577,166
2016*	47,741,595

* Projected



Source: Federal Operating and Preventative Maintenance Revenue Grants

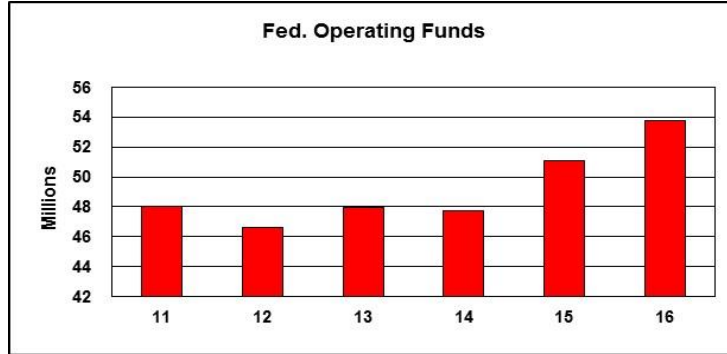
In 2016 the Transportation Bill, Fixing Americas’ Surface Transportation (FAST) was approved by Congress. FAST allows the Authority to use formula funds for preventive maintenance as defined by the National Transit Database. The use of these funds for preventive maintenance is a direct reduction of funds available for capital projects. These formula funds may be used to cover up to 80% of preventive maintenance costs with the balance being used for other capital projects.

The Amounts for 2015 and 2016 are based on a slight increase of funding due to additional qualifying Rail Lines and new apportionments from the FAST act.

Year Federal Operating/Preventative Maintenance Grants

2011	48,082,370
2012	46,612,000
2013	47,986,240
2014	51,648,000
2015*	51,065,000
2016*	53,724,000

* Projected



Source: Investment Income

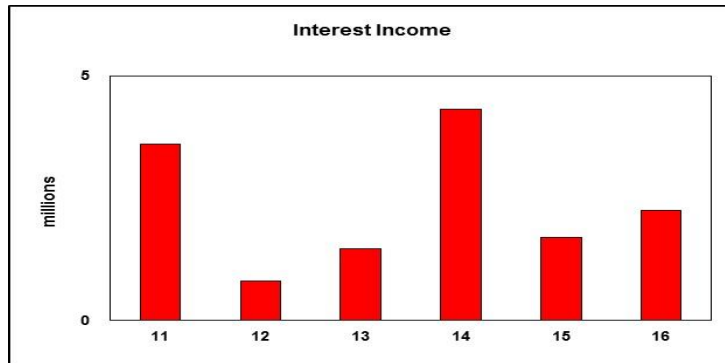
Interest income consists of interest earned on invested operating funds not yet expended and funds held for future capital expenditures. Some of the Authority’s funds are invested with the Public Treasurers Investment Fund managed by the State Treasurer’s office; others are invested in funds that can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

An approximate rate of .9% (estimated earnings from the investment fund) is applied to projected funds in the capital reserve accounts in 2016 in the Transit Development Plan model. Note that the higher interest income years are mainly from holding bond proceeds to be used in following years’ capital projects.

Year Interest

2011	3,670,949
2012	1,892,548
2013	1,455,039
2014	4,313,024
2015*	1,699,000
2016*	2,237,000

* Projected

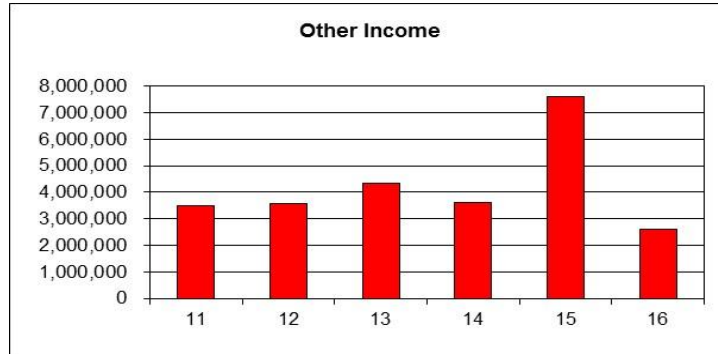


Source: Other Income

Other income consists of income from rents and leases on the right-of-way and discounts taken. Vanpool revenue is now accounted for with passenger revenue. Other income projected for 2015 is based on year-to-date YTD data and annualized. The large increase in 2015 is due to a real estate sell for \$5.8 Million. The 2016 estimate is based on estimated revenue including new, Intermodal space.

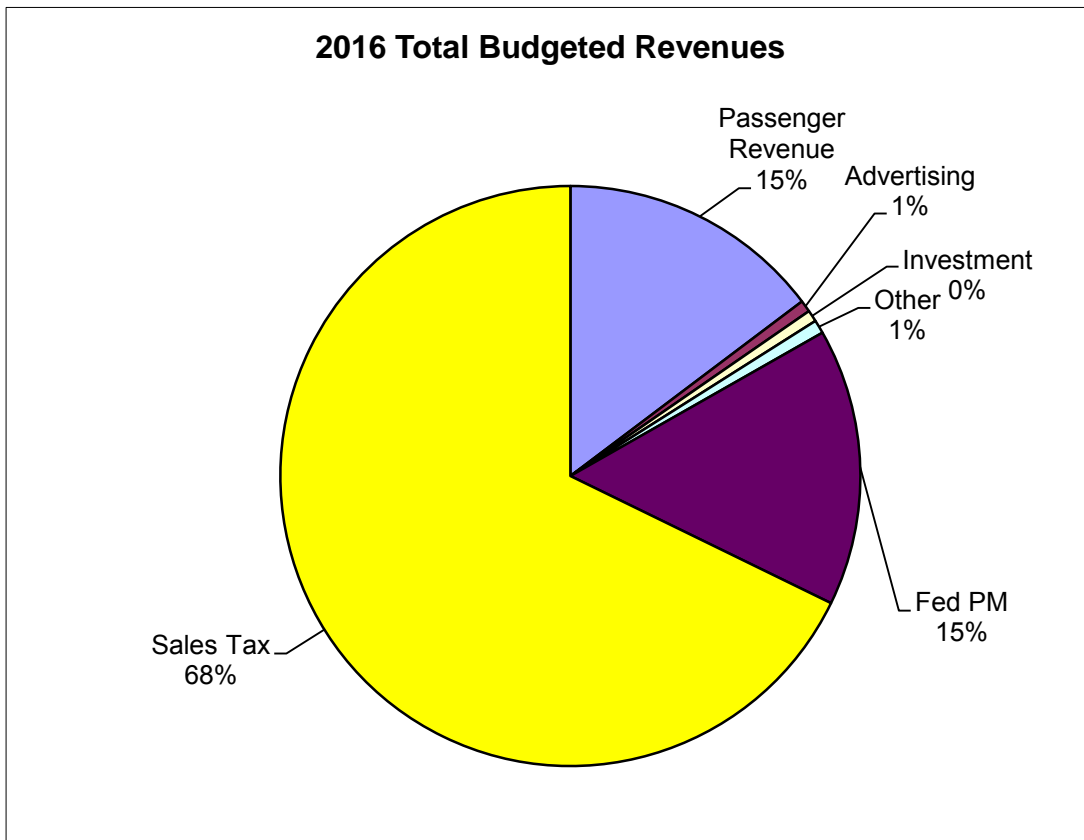
Year	Other
2011	3,483,140
2012	3,574,000
2013	4,347,724
2014	3,601,268
2015*	7,613,000
2016*	2,614,000

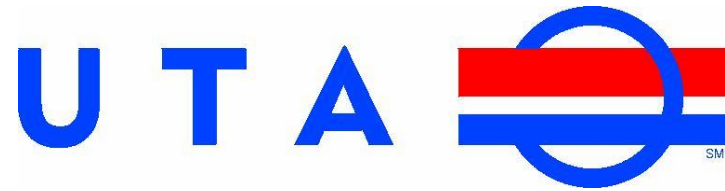
* Projected



Note: Balanced Sheet Items not addressed in this Document:

Motor Vehicle Registration Fees, used for a specific capital project \$1,782,000, and Service Sustainability \$10,437,925.





2.3 SUMMARY OF EXPENDITURES

2016 Final Operating Budget Key Assumptions

	<u>2015 Projected</u>	<u>2016 Budget</u>
Operating Expense Budget:	\$226.2 million	\$250.9 million

Key Assumptions:

- Sales Tax Revenues: 6.5% increase over 2015 budget. Based upon:
 - State RAC current projections of growth in retail sales taxes
 - State RAC current projection of growth in new car sales

- Diesel Fuel: average of \$3.00 per gallon
 - Reflects UTA long term pricing expectations, with conservative assumptions due to impacts on fares if amount underestimated.
 - See Diesel Price History Graph

- Energy & Utilities: a 2.5% increase
 - Based on Rocky Mountain Power rate increase requests

- Service Changes:
 - Net increase of \$5.6 million to total bus/rail/paratransit service
 - No new rail service additions in 2016

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

- Benefits
 - Medical insurance costs projected to increase 6.0% bargaining unit and 6.5% administrative in May of 2016

2016 Final Budget Overview

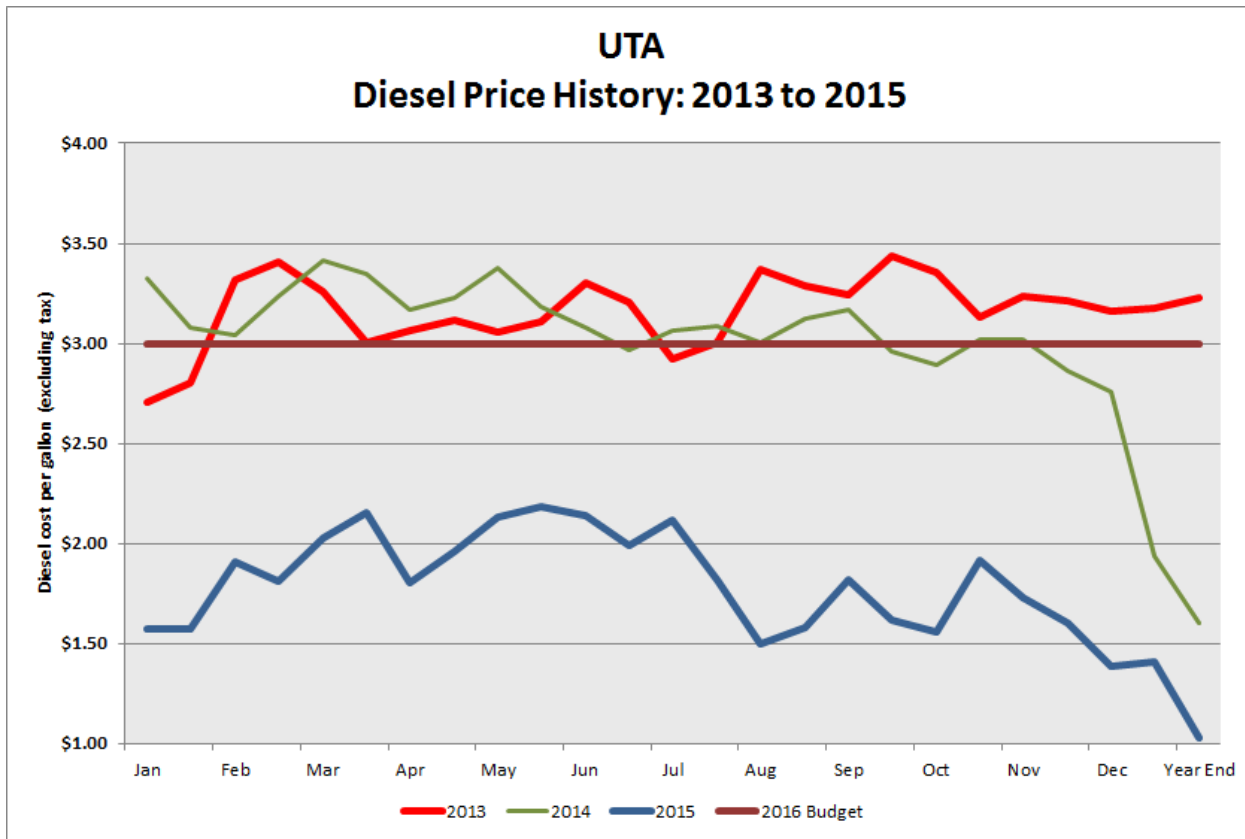
- **Economic Outlook**
 - Continued improving growth in employment and retail sales for Utah and the U.S.
 - Expected stable prices in energy costs in 2016

- **Revenue Projections**
 - Sales tax growth trends moving upward
 - Increases in Farebox revenue due to increases in ridership

- **Service Changes**
 - No major changes in service

- **Operating Expense Projections**
 - Rail service expense increased to reflect parts costs increases and baseline labor cost increases
 - Bus service expense increases as service increases slightly and baseline labor costs increases
 - Operating Support expenses increasing to support overall increase in transit services
 - Operating expenses include increased benefit costs

- **Capital Expenditures**
 - Impact of borrowing for completion of projects results in higher bond debt service expense



The “Fuel Price History: 2013 to 2015” chart shown above illustrates the monthly changes in UTA diesel prices from 2013 to 2015.

The blue line represents the actual 2015 UTA diesel price. For most of 2015 the price per gallon of diesel moved within the \$1.50 to \$2.25 per gallon range. However, fuel prices have dramatically dropped at year end (these prices appeared after final 2016 budget preparation). UTA has reduced our budgeted fuel price from \$3.30 in 2015 to \$3.00 in 2016, but prices may persist at lower levels and are being closely monitored.

UTA is using conservative estimates for fuel prices in 2016, due to our use of long-term price expectations and recognizing the adverse impact on our fare structure if fuel prices are underestimated.

Budgeted 2016 diesel price is \$3.00 per gallon, as represented by the maroon line.

2016 Final Operations Budget: Expense Projections

	2015 Projected	2016 Budget
Bus Service	\$77,816,000	\$86,372,479
Rail Service	67,609,000	75,825,789
Paratransit	18,657,000	20,756,000
Rideshare/Vanpool	(368,000)	112,000
Operations Support	34,883,000	38,946,318
General & Administrative	27,598,000	28,852,339
Total Net Operating Expense	\$226,195,000	\$250,864,925

Key Elements:

- **Service Increase:** includes total net service increase of \$5.6 million
 - Rail Service: net increase of \$1.1 million
 - Bus Service: net increase of \$3.7 million
 - Paratransit & Vanpool: net increase of \$0.8 million

- **Operations Support & Administration**
 - Net increase of \$2.3 million: primarily impacts of support needed for new services and wage increase

- **Headcount Changes:** 120 headcount increase
 - Rail: Increase 18 headcount
 - Bus: Increase 54 headcount
 - Paratransit: Increase 4 headcount
 - Admin and Ops Support: Increase 44 headcount

Bus Service

• Salt Lake	\$ 55,048,904
• Mt. Ogden	16,557,945
• Timpanogos	12,657,703
• Operations Planning	738,061
• Transit Dispatch	1,369,866

Total in 2016 Final Budget: \$86,372,479

Rail Service

• Commuter Rail, TRAX – operations	\$22,248,903
• Commuter Rail, TRAX – maintenance	33,017,146
• Commuter Rail, TRAX – administration	2,641,559
• Maintenance of Way	17,918,181

Total in 2016 Final Budget: \$75,825,789

Paratransit Service

• Operations, maintenance & administration	\$20,756,000
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Rideshare / Vanpool Service

• Vanpool and Rideshare administration	\$112,000
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Operations Support

• Administrative Services	\$3,951,278
• Financial Services	
• Supply Chain Management	
• Customer Service	3,208,765
• COO Office	6,331,555
• Support Maintenance, Fleet Engineering, Facilities, Training	
• Business Solutions	3,307,466
• Technology Support, Telecommunications, Ops Research	
• Facilities	13,173,257
• Safety (incl. Police)	8,973,997

Total Operations Support in 2016 Final Budget: \$38,946,318

Administration

• Administrative Services	\$4,811,132
• Accounting, CFO, Human Resources	
• Capital Development	205,100
• Customer Focus	4,765,989
• Chief Communications Officer, Labor Relations Public Relations & Marketing	
• Chief Operations Officer	346,661
• Chief Operations Officer	
• President/ CEO	4,224,255
• President, Board Support, Board Coord.	
• Internal Audit	476,141
• Legal	5,066,131
• General Counsel, Civil Rights, Risk Management,	
• Technology	8,956,930
• Chief Technology Officer, Technology Deployment Support, Application Development and Network Support	

Total Administration in 2016 Final Budget: \$28,852,339

Total Operating Expenses in 2016 Final Budget: \$250,864,925

2016 Final Budget:

Planning/Real Estate/TOD/Major Program Development

	2015 Projected	2016 Budget
Planning	\$1,237,692	\$1,126,715
Real Estate/TOD	1,478,704	1,980,454
Major Program Dev	1,618,604	1,461,831
Total Net Investment Expense:	\$4,338,006	\$4,569,000

Major Investment Studies

	2015 Projected	2016 Budget
Expense	\$662,468	\$3,475,000
Offsetting Project Fund	(280,279)	(2,625,000)
Total Net Investment Expense:	\$ 382,189	\$ 850,000

- Expenses of \$3.5 million include:
 - Taylorsville/Murray, Bus Rapid Transit, Redwood Road, Salt Lake Operating Plan, Central Bus Garage, Mountain Accord transit studies.
- Offsetting project funds of \$2.6 million include:
 - Grants and futures grants
 - Contributed capital
- Studies are dependent on receiving future grants and contributed capital funds

Utah transit authority Operating budget 2016

The following pages contain a detailed breakdown of the 2016 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 page’s detail budget for the type of UTA mode of transportation or support type it represents. This amount is carried forward to the 2016 Budget page and can be found in the “Expense” portion of the page under the “Final 2016 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
2016 OPERATING BUDGET
December 2, 2015**

	Actual 2014	Budget 2015	Projected 2015	Final Budget 2016
Revenue				
1 Sales Tax	\$ 214,683,276	\$ 221,285,569	\$ 227,498,000	\$ 235,631,000
2 Federal Prevent. Maint	47,760,737	52,517,121	51,065,000	53,724,000
3 Passenger Revenue	48,976,890	51,061,000	49,668,000	51,175,000
4 Advertising	2,300,000	2,233,333	2,233,000	2,283,000
5 Investment Income	4,313,024	2,300,000	1,699,000	2,237,000
6 Other Revenues	3,601,268	3,802,000	7,613,000	2,614,000
7 Motor Vehicle Registration		1,742,000	1,742,000	1,782,000
8 2014 Operating Carryover		2,132,713	-	-
9 Service Sustainability		9,859,977	-	10,437,925
10 Total Revenue	<u>\$ 321,635,195</u>	<u>\$ 346,933,713</u>	<u>\$ 341,518,000</u>	<u>\$ 359,883,925</u>
Operating Expense				
11 Bus	\$ 79,107,046	\$ 82,813,407	\$ 77,816,000	\$ 86,372,479
12 Commuter Rail	37,375,986	32,540,493	28,666,000	32,120,033
13 Light Rail	33,031,778	42,188,094	38,943,000	43,705,756
14 Paratransit Service	18,764,598	19,672,410	18,657,000	20,756,000
15 Rideshare/Vanpool	736,230	252,492	(368,000)	112,000
16 Operations Support	28,063,360	36,629,095	34,883,000	38,946,318
17 General & Administrative	32,924,174	27,602,313	27,598,000	28,852,339
18 Total Operating Expense	<u>\$ 230,003,172</u>	<u>\$ 241,698,304</u>	<u>\$ 226,195,000</u>	<u>\$ 250,864,925</u>
Non-Operating Expense				
19 Major Investment Studies (net)	\$ (545,960)	\$ 458,000	\$ 382,000	\$ 850,000
20 Planning/Real Estate/TOD/Major Program Development		4,262,790	4,338,000	\$ 4,569,000
21 Total Non-operating Expense	<u>\$ (545,960)</u>	<u>\$ 4,720,790</u>	<u>\$ 4,720,000</u>	<u>\$ 5,419,000</u>
Debt Service				
22 Principal and Interest	\$ 93,548,000	\$ 98,381,906	\$ 93,087,000	\$ 99,277,000
23 Required Reserves	-			-
24 Contribution to Early Debt Retirement Reserve	-	2,132,713		4,323,000
25 Total Debt Service	<u>\$ 93,548,000</u>	<u>\$ 100,514,619</u>	<u>\$ 93,087,000</u>	<u>\$ 103,600,000</u>
26 Total Expense	<u>\$ 323,005,212</u>	<u>\$ 346,933,713</u>	<u>\$ 324,002,000</u>	<u>\$ 359,883,925</u>

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2016**

	Actual 2014	Projected 2015	Budgeted 2016
*** UTA BUS DETAIL ***			
*** BUS OPERATIONS ***			
LABOR	29,743,176	31,422,636	32,495,534
FRINGES	13,737,696	14,614,238	16,168,178
SERVICES	85,491	81,610	62,037
FUEL AND LUBRICANTS	54,436	38,198	50,850
SUPPLIES	134,010	144,166	133,439
UTILITIES	40,270	41,968	43,280
TRAVEL & MEETINGS	48,002	50,884	7,500
OTHER	7,887	6,186	24,700
* TOTAL BUS OPERATIONS *	<u>43,850,967</u>	<u>46,399,887</u>	<u>48,985,518</u>
*** BUS MAINTENANCE ***			
LABOR	10,078,508	10,373,884	11,033,136
FRINGES	4,789,717	4,879,679	5,387,199
SERVICES	241,858	193,482	201,670
FUEL AND LUBRICANTS	11,269,018	7,137,313	11,296,928
TIRES AND TUBES	1,234,810	1,312,639	1,478,960
PARTS	2,881,939	3,060,637	3,267,615
SUPPLIES	599,997	390,836	453,584
TOOLS	103,769	59,077	113,224
UTILITIES	8,515	10,666	13,400
TRAVEL & MEETINGS	42,878	32,528	26,528
WARRANTY SCRAP RECOVERIES	(181,297)	(173,479)	(112,860)
OTHER	877	11,345	23,520
* TOTAL BUS MAINTENANCE *	<u>31,070,590</u>	<u>27,288,605</u>	<u>33,182,904</u>
*** TOTAL BUS SERVICE***	74,921,557	73,688,492	82,168,422
EXPENSES CAPITALIZED	0	0	0
FEDERAL PLANNING FUNDS	0	0	0
TOTAL OFFSETTING FUNDS	<u>0</u>	<u>0</u>	<u>0</u>
*** NET BUS SERVICE ***	<u>74,921,557</u>	<u>73,688,492</u>	<u>82,168,422</u>
*** ADMINISTRATIVE SUPPORT***			
LABOR	2,584,531	2,552,943	2,596,070
FRINGES	1,197,371	1,155,181	1,221,071
SERVICES	58,671	97,324	74,784
FUEL AND LUBRICANTS	5,155	4,176	3,050
SUPPLIES	102,764	73,792	77,633
UTILITIES	16,238	18,212	17,150
TRAVEL & MEETINGS	54,847	59,881	24,600
MEDIA	23,338	0	0
OTHER	178,910	166,369	189,700
* TOTAL ADMINISTRATIVE SUPPORT *	<u>4,221,824</u>	<u>4,127,877</u>	<u>4,204,058</u>
TOTAL UTA BUS	79,143,381	77,816,368	86,372,480
EXPENSES CAPITALIZED			
FEDERAL PLANNING FUNDS	(36,335)	0	0
TOTAL OFFSETTING FUNDS	<u>(36,335)</u>	<u>0</u>	<u>0</u>
*** NET UTA BUS ***	<u>79,107,046</u>	<u>77,816,368</u>	<u>86,372,480</u>

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2016**

	Actual	Projected	Budgeted
	2014	2015	2016
*** RAIL SERVICE DETAIL ***			
*** RAIL OPERATIONS ***			
LABOR	13,953,226	14,239,439	15,075,304
FRINGES	5,808,470	6,021,947	6,704,137
SERVICES	91,575	104,606	97,507
FUEL AND LUBRICANTS	119,338	72,871	81,400
SUPPLIES	153,780	168,174	197,800
UTILITIES	107,117	118,427	118,000
TRAVEL & MEETINGS	30,379	32,798	17,100
OTHER	5,362	(659)	(42,346)
* TOTAL RAIL OPERATIONS *	20,269,248	20,757,604	22,248,902
*** RAIL VEHICLE MAINTENANCE ***			
LABOR	7,968,498	8,236,359	9,251,586
FRINGES	3,578,327	3,603,919	3,897,958
SERVICES	3,301,620	3,156,074	3,519,646
FUEL AND LUBRICANTS	8,325,220	4,825,339	8,028,764
PARTS	9,219,339	10,626,306	11,185,662
SUPPLIES	821,706	769,306	913,744
TOOLS	63,193	97,683	97,092
UTILITIES	26,541	27,102	38,461
TRAVEL & MEETINGS	30,083	30,513	11,400
WARRANTY SCRAP RECOVERIES	(3,286,046)	(1,815,886)	(161,010)
OTHER	(12,795)	(51,845)	0
* TOTAL RAIL MAINTENANCE *	30,035,685	29,504,869	36,783,302
*** MAINTENANCE OF WAY ***			
LABOR	6,465,782	5,631,307	6,169,890
FRINGES	2,928,397	2,492,685	2,875,620
SERVICES	690,335	299,631	425,000
FUEL AND LUBRICANTS	256,014	169,204	230,001
PARTS	601,923	330,339	311,000
SUPPLIES	228,815	234,446	188,790
TOOLS	46,010	13,038	17,000
UTILITIES	7,758,632	6,909,788	7,883,301
TRAVEL & MEETINGS	19,524	17,560	4,410
WARRANTY SCRAP RECOVERIES	(8,666)	0	0
OTHER	0	(1,152)	(1,200)
* TOTAL MAINTENANCE OF WAY *	18,986,766	16,096,845	18,103,812
*** TOTAL RAIL SERVICE***	69,291,699	66,359,318	77,136,017
EXPENSES CAPITALIZED	(69,749)	(1,145,920)	(3,951,787)
FEDERAL PLANNING FUNDS	0	0	0
TOTAL OFFSETTING FUNDS	(69,749)	(1,145,920)	(3,951,787)
*** NET RAIL SERVICE ***	69,221,950	65,213,398	73,184,230
*** ADMINISTRATIVE SUPPORT***			
LABOR	1,136,510	1,251,806	1,374,945
FRINGES	548,458	575,273	710,514
SERVICES	40,010	236,371	336,000
FUEL AND LUBRICANTS	1,474	963	6,100
SUPPLIES	53,063	48,179	63,500
UTILITIES	16,091	21,068	26,000
TRAVEL & MEETINGS	54,838	41,346	26,500
OTHER	48,744	222,127	98,000
* TOTAL ADMINISTRATIVE SUPPORT	1,899,188	2,397,133	2,641,559
TOTAL RAIL SERVICES	71,121,138	67,610,530	75,825,789
EXPENSES CAPITALIZED	(713,374)	(1,067)	0
FEDERAL PLANNING FUNDS	0	0	0
TOTAL OFFSETTING FUNDS	(713,374)	(1,067)	0
*** NET RAIL SERVICES ***	70,407,764	67,609,463	75,825,789

**UTAH TRANSIT AUTHORITY
OPERATING BUDGET
2016**

	Actual 2014	Projected 2015	Budgeted 2016
*** PARATRANSIT SERVICE DETAIL ***			
*** PARATRANSIT OPERATIONS ***			
LABOR	5,378,552	5,564,904	5,276,873
FRINGES	2,553,016	2,633,710	803,363
SERVICES	95,330	29,992	2,964,229
FUEL AND LUBRICANTS	2,386	1,985	64,857
SUPPLIES	50,572	57,745	48,536
UTILITIES	6,054	4,158	5,241
TRAVEL & MEETINGS	14,840	20,212	3,100
OTHER	7,352	10,715	33,916
* TOTAL PARATRANSIT OPERATIONS	8,108,101	8,323,421	9,200,115
*** PARATRANSIT MAINTENANCE ***			
LABOR	1,619,861	1,711,921	1,806,371
FRINGES	793,685	794,176	889,051
SERVICES	61,736	62,967	71,446
FUEL AND LUBRICANTS	1,151,607	688,497	1,327,137
TIRES/TUBES	173,460	157,226	187,284
PARTS	351,888	328,957	357,262
SUPPLIES	59,528	52,761	51,390
TOOLS	11,328	5,636	4,006
UTILITIES	2,418	3,254	3,124
TRAVEL & MEETINGS	4,974	7,172	4,000
WARRANTY SCRAP RECOVERIES	(3,050)	(6,563)	0
OTHER	1,856	7,898	11,567
* TOTAL PARA MAINTENANCE *	4,229,291	3,813,903	4,712,638
*** TOTAL PARATRANSIT SERVICE***	12,337,392	12,137,325	13,912,753
EXPENSES CAPITALIZED	0	0	0
FEDERAL PLANNING FUNDS	0	0	0
TOTAL OFFSETTING FUNDS	0	0	0
*** NET PARATRANSIT SERVICE ***	12,337,392	12,137,325	13,912,753
PURCHASED SERVICES	4,540,137	4,491,474	4,653,900
*** ADMINISTRATIVE SUPPORT***			
LABOR	1,216,198	1,375,549	1,416,242
FRINGES	639,670	741,601	830,990
SERVICES	6,188	14,714	491,835
SUPPLIES	28,756	19,591	43,857
UTILITIES	2,798	6,214	7,758
TRAVEL & MEETINGS	9,785	26,107	17,100
OTHER	2,504	6,390	23,370
* TOTAL ADMINISTRATIVE SUPPORT	1,905,899	2,190,166	2,831,152
TOTAL PARATRANSIT	18,783,428	18,818,965	21,397,805
EXPENSES CAPITALIZED	(14,503)	(81,861)	0
FEDERAL PLANNING FUNDS	(4,327)	(79,641)	(641,805)
TOTAL OFFSETTING FUNDS	(18,830)	(161,502)	(641,805)
*** NET PARATRANSIT ***	18,764,598	18,657,463	20,756,000

UTAH TRANSIT AUTHORITY OPERATING BUDGET 2016

	Actual 2014	Projected 2015	Budgeted 2016
*** VANPOOL/RIDESHARE SERVICE DETAIL ***			
*** VANPOOL/RIDESHARE OPERATIONS ***			
LABOR	522,947	499,528	469,141
FRINGES	247,419	239,995	250,008
SERVICES	40,896	50,823	83,466
FUEL	1,269,823	873,733	0
MAINT ITEMS	467,633	518,486	20,500
SUPPLIES	17,623	11,490	10,765
UTILITIES	3,300	3,722	3,157
INSURANCE	630,060	686,676	0
TRAVEL & MEETINGS	9,568	4,880	8,000
FEES	(2,484,333)	(2,123,824)	(184,174)
OTHER	11,294	13,263	62,000
* TOTAL VANPOOL/RDSHR OPERATIONS *	736,230	778,772	722,863
EXPENSES CAPITALIZED	0	0	0
FEDERAL PLANNING FUNDS	0	(1,147,125)	(610,863)
TOTAL OFFSETTING FUNDS	0	(1,147,125)	(610,863)
*** NET VANPOOL/RIDESHARE SERVICE ***	736,230	(368,354)	112,000

UTAH TRANSIT AUTHORITY OPERATING BUDGET 2016

	Actual 2014	Projected 2015	Budgeted 2016
*** OPERATIONS SUPPORT DETAIL ***			
LABOR	14,491,852	18,155,887	20,411,761
FRINGES	6,296,341	7,809,053	9,529,166
SERVICES	2,695,726	3,072,259	3,392,432
FUEL AND LUBRICANTS	375,397	293,442	380,238
TIRES AND TUBES	82	0	551
PARTS	701,276	907,751	858,853
SUPPLIES	563,422	757,359	689,740
TOOLS	68,492	78,306	84,886
REPAIRS	158,287	394,232	150,000
UTILITIES	2,684,345	3,364,105	3,577,980
TRAVEL & MEETINGS	170,743	145,376	71,140
WARRANTY SCRAP RECOVERIES	402	(1,040)	0
OTHER	(9,263)	15,045	(22,863)
*** TOTAL OPERATIONS SUPPORT ***	28,197,102	34,991,774	39,123,884
EXPENSES CAPITALIZED	(133,743)	(62,650)	(103,900)
NON-FEDERAL PLANNING FUNDS			0
FEDERAL PLANNING FUNDS	0	(46,721)	(73,666)
TOTAL OFFSETTING FUNDS	(133,743)	(109,371)	(177,566)
	28,063,360	34,882,404	38,946,318

Operations Support includes:

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

UTAH TRANSIT AUTHORITY OPERATING BUDGET 2016

	Actual 2014	Projected 2015	Budgeted 2016
*** GENERAL & ADMINISTRATION DETAIL ***			
LABOR	15,990,058	10,351,985	11,367,389
FRINGES	6,525,505	4,101,534	4,799,896
SERVICES	6,057,166	6,363,879	5,965,305
FUEL AND LUBRICANTS	46,841	7,275	7,420
SUPPLIES	543,253	595,957	582,463
UTILITIES	779,209	701,221	644,447
INSURANCE	1,873,959	2,177,894	2,440,842
TRAVEL & MEETINGS	438,055	290,528	316,384
MEDIA COSTS	399,394	780,672	610,000
CONTINGENCY	2,143,934	1,964,732	1,825,051
OTHER	738,209	648,968	471,672
*** TOTAL ADMINISTRATION ***	35,535,582	27,984,644	29,030,869
EXPENSES CAPITALIZED	(2,300,325)	(230,120)	(106,758)
OFFSETTING NON FEDERAL FUNDS			
FEDERAL PLANNING FUNDS	(311,084)	(156,811)	(71,772)
TOTAL OFFSETTING FUNDS	(2,611,409)	(386,931)	(178,530)
*** NET ADMINISTRATION EXPENSE ***	32,924,174	27,597,713	28,852,339

Administration includes:

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

UTAH TRANSIT AUTHORITY OPERATING BUDGET 2016

	Actual 2014	Projected 2015	Budgeted 2016
*** NON-OPERATING EXPENSE DETAIL ***			
LABOR		3,402,245	3,616,361
FRINGES		1,407,775	1,631,179
SERVICES	2,400,923	1,046,953	4,040,000
FUEL AND LUBRICANTS		9,173	21,000
SUPPLIES	70,000	198,048	211,500
UTILITIES		58,592	63,600
TRAVEL & MEETINGS	200	124,648	87,350
LEASES		243,300	250,000
OTHER		93,330	42,300
*** TOTAL NON-OPEX ***	2,471,123	6,584,063	9,963,290
EXPENSES CAPITALIZED		(1,165,837)	(1,602,115)
OFFSETTING NON FEDERAL FUNDS			
FEDERAL PLANNING FUNDS	(1,925,163)	(698,225)	(2,942,175)
TOTAL OFFSETTING FUNDS	(1,925,163)	(1,864,062)	(4,544,290)
*** NET NON-OPERATING EXPENSE ***	545,960	4,720,000	5,419,000

Non-Operating Expense includes:

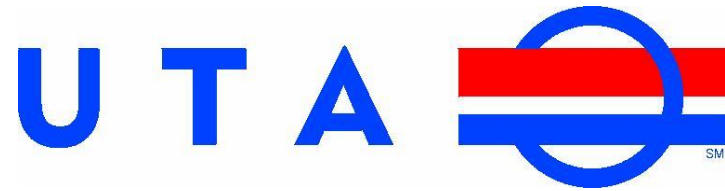
Capital Development, Real Estate, Transit Oriented Development Planning (starting in 2015), Major Investment Studies (all years)

(0)

UTAH TRANSIT AUTHORITY
PRIMARY TRANSIT DEVELOPMENT PLAN - OPERATING BUDGET SUMMARY
2016 - 2020
(\$000)

	TDP BUDGET 2016	TDP ESTIMATED 2017	TDP ESTIMATED 2018	TDP PROJECTION 2017	TDP ESTIMATED 2019	TDP ESTIMATED 2020
REVENUE						
PASSENGER REVENUE	51,175	52,674	57,405	58,824	60,554	62,625
ADVERTISING REVENUE	2,283	2,333	2,383	2,433	2,483	2,533
INVESTMENT REVENUE	2,237	3,717	4,673	4,451	4,411	4,215
SALES TAX REVENUE	235,631	247,413	259,783	272,773	286,411	300,732
UTAH COUNTY O&M BRT SUBSIDY	0	1,250	2,621	2,684	2,748	2,814
OTHER REVENUE	2,614	3,400	3,403	3,092	3,095	2,433
JOINT DEVELOPMENT	0	1,670	729	821	1,050	700
FEDERAL OPER./PM RAIL	46,644	45,351	46,303	47,285	48,287	48,287
FEDERAL OPER./PREVENT. MAINT.	7,080	18,034	18,386	18,745	29,198	40,610
TOTAL REVENUES	347,665	375,842	395,687	411,108	438,237	464,950
EXPENSES						
BUS SERVICE	86,372	88,359	90,391	92,470	94,597	96,773
PROVO OREM BRT SERVICE	0	1,250	2,621	2,684	2,748	2,814
LRT RAIL	43,706	44,711	45,739	46,791	47,868	48,969
COMMUTER RAIL	32,120	32,859	33,615	34,388	35,179	35,988
PARATRANSIT SERVICE	20,756	21,233	21,722	22,221	22,733	23,255
RIDESHARE/VANPOOL SERVICES	112	115	117	120	123	125
OPERATIONS SUPPORT	38,946	39,842	40,758	41,696	42,655	43,636
GENERAL & ADMINISTRATIVE	28,852	34,190	34,976	35,781	36,604	37,446
NET OPERATING EXPENSES	250,865	262,559	269,940	276,151	282,505	289,006
Motor Vehicle Registration Revenue	1,782	1,823	1,865	1,908	1,952	1,996
AVAILABLE	98,582	115,106	127,611	136,864	157,684	177,941

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



2.4 PROJECT BALANCES

**UTA FUND BALANCE REPORT
2016 FORECAST**

	General Fund	Rail Construction Fund	Bond Fund	Risk Contingency Fund	Restricted Revenue Fund	PROJECTED All Funds 2016
BEGINNING FUND BALANCE - 1/01/16	130,078,216	0	49,691,868	7,355,775	4,770,000	191,895,859
Revenue:						
Passenger	51,175,000					51,175,000
Advertising	2,283,000					2,283,000
Investment Income	683,000		1,500,000	54,000		2,237,000
Sales Tax	234,822,500				808,500	235,631,000
Other Revenue	2,614,000					2,614,000
Federal Operating Funds/ Prevent. Maintenance	53,724,000					53,724,000
Motor Vehicle Registration	1,782,000					1,782,000
Capital Grants	45,922,872					45,922,872
Local Contributions	66,139,321					66,139,321
Sale of Assets	6,600,000					6,600,000
Other Capital Sources	11,289,051					11,289,051
TOTAL RESOURCES	477,034,744	0	1,500,000	54,000	808,500	479,397,244
Transfers To (+) / From (-)	-97,777,000		97,777,000			0
TOTAL AVAILABLE RESOURCES	509,335,960	0	148,968,868	7,409,775	5,578,500	671,293,103
Expenditures:						
Operating Expenses	250,864,925					250,864,925
Major Investment Studies (Net)	850,000					850,000
Planning/Real Estate/TOD/Major Program Develop	4,569,000					4,569,000
Debt Service (Principal and Interest)			99,277,000			99,277,000
Contribution to Early Debt Retirement Reserve	4,323,000					4,323,000
State of Good Repair Capital Projects	58,541,896					58,541,896
Provo-Orem BRT Capital Project	106,000,000					106,000,000
Other Capital Projects	11,125,610					11,125,610
TOTAL EXPENDITURES	436,274,431	0	99,277,000	0	0	535,551,431
ENDING FUND BALANCE -12/31/16	73,061,529	0	49,691,868	7,409,775	5,578,500	135,741,672

Notes:

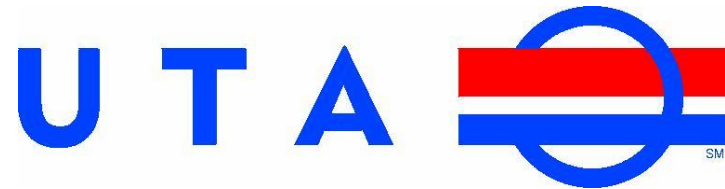
Description of Fund Structure

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 any and all Debt Service Reserve accounts.

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



2.5 BUDGETED CAPITAL EXPENDITURES

CAPITAL PROJECTS SUMMARY

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

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

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

Replacement buses, Paratransit vans, Rideshare vans and Service Vehicles will arrive in 2016 to update current vehicle 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.

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 50% to 93% local match.
- 2) Future grants anticipated from the Federal Government. These grants also require a local match. If future anticipated grants are not received, capital projects and contingent capital projects either may not be purchased or are purchased with local reserves.
- 3) Local Reserves are accumulated as a result of contributions to capital reserves from excess of operating revenues over Operating Expenses.
- 4) Contributed Capital received from outside sources is used to help offset funds required for a capital project.
- 5) Leasing of Bus and other Revenue Service Vehicles.

A list following this narrative shows the major categories of Capital Projects. The table also shows how much will come from current grants, what will be required in future grants and how much local match will come from UTA reserves by fiscal year. Projects in 2015 that were not completed, but approved to be carryover are also included in the Capital Budget. Each year the new Budget cycle requires projects that have not been completed during the calendar year to be resubmitted and approved for the next calendar year. Figure 2.5.1 graphically shows the breakdown of the capital budget by major areas and compares the 2016 capital budget with the

budgeted amounts from 2015.

Updating this plan by July 2016 will be the first step in the planning process for the 2017 budget.

CAPITAL PROJECTS DESCRIPTION

Revenue Service

In 2016 the revenue vehicle purchases consist of 5 Canyon Service 35ft. replacement buses, 33 Paratransit vehicles and 115 Rideshare vans. These buses will help keep UTA's fleet updated. Funding requirements will be met with a leasing program in addition to local match, as well as current and future grants. These vehicles will be part of an expansion and replacement program for our fleet. Included in the cost are support and inspection services. This area also includes funding for Revenue Service Vehicle Repair Components (such as replacement engines and transmission) of \$2,691,445.

Impact on Operating Budget

The replacement Buses purchased in 2016 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 2016, because they are replacing older vehicles but are not increasing operating miles and hours, which are factors in the operating budget. In addition the Operating budget will not need to allocate as much funding for bus and van repair parts during the vehicles warranty period. Expansion Rideshare vans operating cost is offset by the Customer lease payments received for the use of those expansion vans.

Technology Office – Information/Communications and ITS

Electronic Fare Collection

During 2016 EFC will focus on expanding electronic fares by exploring mobile ticketing and other customer improvement. Work will continue on improving and monitoring on-board technology to ensure it provides the level of accuracy necessary to provide the best customer experience possible.

Impact on Operating Budget

As the project is completed there will be additional operating expenses for personnel, maintenance and support services. This operating expense will begin in the 2017 budget year

Front Runner Wi-Fi Enhancements

UTA has procured a new systems integrator to install an off-the-shelf technology that will improve the current Wi-Fi service on Frontrunner. This new system will offer capabilities and capacity to keep up with customers' demand of Wi-Fi as well as better compatibility with newer mobile technologies. This new and improved system could increase the yearly operational support costs in part of 2016 and future years.

Impact on Operating Budget

Operating costs are expected for the support of personnel and licensing and maintenance agreements associated with this vendor-supplied technology. The operating cost in 2016 is minimal, due to the system being on initial warranty period. The operating cost of this system in future years starting in 2017 will be approximately \$451,000 per year.

Real Time Passenger Information (RTPI)

UTA continues to invest in RTPI technologies to provide riders with real time travel information. Continued investment in these technologies also provides UTA Operations with valuable information supporting its decision making and operational analysis process. Onboard technologies determine vehicle location and share the information with central operations. The location information is used to make departure times available on rail platforms through public display signs and through web and smart phone applications. This information is also available for bus Operations.

In 2016 UTA plans to make continued enhancements to the RTPI system and its prediction algorithm across rail and fixed bus routes. Emphasis will be placed on leveraging this technology to provide better and more relevant information to the riding public through 3rd party smart phone application development.

Impact on Operating Budget

None.

Facilities & Bus Maintenance and Office Equipment

Two categories are included in this capital project area:

1. Facilities Repair and Replace projects. This area works within a 5 year budget guideline. Repair projects such as roof replacements, concrete repair, and various facility maintenance projects are programmed to be accomplished over a 5 year period.
2. Office Capital Equipment, which includes 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.

Capital Projects

In 2016 the funding source will be from current grants, local match and contributed capital funds from communities benefiting from the projects.

Provo Orem Bus Rapid Transit (BRT)

A major portion of the Capital Budget, \$106 million, will go towards developing the Provo Orem Bus Rapid Transit. The BRT will be located adjacent to the Administration Building in Provo and Orem. The purpose of this new service is to meet the transit demand in Utah County between those two cities and students commuting to Brigham Young University and Utah Valley University.

Impact on Operating Budget

Operating cost will be approximately \$2.5 million per year, but will be offset by fares and Utah County's subsidy through 2028.

Transit Enhancements and Security Equipment Projects

Transit Enhancements provides UTA's passenger amenities with a \$1.4 million budget to be spent on Transit amenities. UTA is dedicated to upgrading facilities for customers and employees.

Facility Projects

Included are cost for Positive Train Control to increase passenger safety, The Joint Bus/Rail Communications Center and UTA's police building renovations, and finishing 2015 Capital Budget project. Also included are other smaller facilities remodeling and expansions projects.

Impact on Operating Budget

Transit enhancements and security equipment add to our ability to serve our customer in an efficient, safer and 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 number of future facilities.

The Transit Enhancement Projects 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.

State of Good Repair Projects

An area of capital expenditures UTA has identified is for facilities and projects to maintain a state of good repair. This has become an increasingly important as UTA grows in services and facilities. In the past many of these projects have been addressed as part of other capital areas. Due to the importance and growth in these projects, UTA is recognizing it as its own area of capital expenditures.

Over \$22.8 million will go into updating, repairing and replacement of UTA infrastructure. Projects planned for 2016 include: \$5 million for SD Rail Cars Rebuild Program, over \$1 million for Stray Current Mitigation , \$1.8 million for replacing of Tactile on N/S TRAX line and the University line and an additional \$15 million for various State of Good Repair Projects.

Rail Projects

Vehicle and Equipment Maintenance

\$1.2 million will be used to maintain LRT and Commuter Rail vehicles, C- Car Tires, track maintenance and repair, and update rail operations infrastructure.

Impact on Operating Budget

The projects will be absorbed as part of the routine maintenance budget.

**UTAH TRANSIT AUTHORITY
2016 CAPITAL BUDGET - SUMMARY
December 2, 2015**

<u>Funding Sources</u>	Final Budget 2016
26 Grants	\$ 45,922,872
27 Local Contributions	\$ 66,139,321
28 Sale of Assets	\$ 6,600,000
29 UTA Funding	\$ 45,716,262
30 Leasing	\$ 11,289,051
31 Total Funding Sources	<u>\$ 175,667,506</u>

Expense

32	State of Good Repair Projects (5 Ski buses, 33 Paratransit Vans, 115 Rideshare Vans, Technology upgrades and replacements, Wi-Fi FrontRunner replacement, facility maintenance, SD overhauls, Rail Maintenance, Positive Train Control)	\$ 58,541,896
33	Provo-Orem BRT	\$ 106,000,000
	Other Capital Projects (Joint Communications Center -JCC, Bus/Rail Amenities, C-Car Tires, Misc. Capital Projects)	<u>\$ 11,125,610</u>
35	Total Expense	<u>\$ 175,667,506</u>

**UTAH TRANSIT AUTHORITY
2016 CAPITAL BUDGET - DETAIL
December 2, 2015**

Exhibit A

		<u>2016 Budget</u>
<u>State of Good Repair</u>		
Revenue Service & Support Vehicles		
1	5 Ogden Canyon service replacement 35' buses**	\$ 2,614,625
2	28 Paratransit Cutaway Vans & 5 Med duty Flex vehicles	\$ 5,292,112
3	115 New/Replacement Vans	\$ 3,382,314
4	Engines & Transmissions	\$ 2,691,445
5	Flex Route Vehicles	\$ 200,000
6	Facility & Maintenance Vehicles	\$ 454,000
7	Operations Supervisor Vehicle Replacements	\$ 178,000
8	Armored Fare Vehicle Replacement	\$ 37,000
9	Total Revenue Service & Support Vehicles	<u>\$ 14,849,496</u>
 Information/Communication/IT		
10	Validator Replacement	\$ 1,646,000
11	APCs for remaining 198 Buses in fleet	\$ 712,404
12	Technology upgrades and replacements	\$ 3,487,100
13	Network Switches	\$ 565,500
14	Data Warehouse and EFC Professional Services	\$ 500,000
15	Wi-Fi FrontRunner Replacement *	\$ 1,750,000
16	Technology Projects & Network Infrastructure Improvements*	\$ 1,785,000
17	Total Information/Communication/IT	<u>\$ 10,446,004</u>
 Facilities, Maintenance & Office Equipment		
18	Admin Equipment Pool	\$ 100,000
19	Safety and Security	\$ 1,893,733
20	Facility Maintenance	\$ 2,107,649
21	Total Facilities, Maintenance & Office Equipment	<u>\$ 4,101,382</u>
 Capital Projects		
22	SD Overhauls*	\$ 6,408,937
23	Red Light Signal Enforcement	\$ 2,874,800
24	Tactile Replacement- NS Line	\$ 1,800,000
25	Riverside Admin and Canopy Remodel	\$ 1,800,000
26	Replace Curves on 700 South Trax	\$ 1,560,000
27	NS Grade Crossing Replacements	\$ 1,650,000
28	Rehab switches/frogs Main St interlocking	\$ 1,000,000
28	Positive Train Control	\$ 5,000,000
29	Stray Current Mitigation	\$ 1,000,000
30	State of Good Repair Rebuilds, Replacements and Maintenance**	\$ 4,685,359
31	Repair and Replacement Projects*	\$ 100,000
32	Total State of Good Repair Projects	<u>\$ 27,879,096</u>
 Rail Maintenance		
33	JR Rail Vehicle Maintenance*	\$ 1,265,918
34	Total Rail Maintenance	<u>\$ 1,265,918</u>
35	Total State of Good Repair	<u>\$ 58,541,896</u>
 Provo Orem BRT		
36	Provo Orem BRT	\$ 106,000,000
 Other Capital Projects		
37	Joint Communications Center (JCC)	\$ 1,383,400
38	Bus / Rail Amenities**	\$ 1,310,000
39	Strategic Repairs and Replacements	\$ 4,474,374
40	C - Car Tires	\$ 1,169,836
41	2015 Project	\$ 1,600,000
42	Other MSP	\$ 1,188,000
43	Total Other Capital Projects	<u>\$ 11,125,610</u>
44	Total Capital Budget	<u><u>\$ 175,667,506</u></u>

2016 Capital Budget Items

Project/ Items	\$ 2016 Cost	Grants	Other Funding	UTA Funded
REVENUE SERVICE VEHICLES				
5 Ogden Canyon service replacement 35' buses	\$ 2,614,625	\$ -	\$ 2,614,625	\$ -
Bus Engine and Transmission for 2016	\$ 2,691,445	\$ -	\$ -	\$ 2,691,445
Match dollars for FY 2013 & 2014 grants for purchase of Flex Rou	\$ 200,000	\$ 160,000	\$ -	\$ 40,000
115 New/Replacment Vans	\$ 3,382,314	\$ -	\$ 3,382,314	\$ -
Bridge Inspection Truck	\$ 45,000	\$ -	\$ -	\$ 45,000
Additional Facilities Vehicles- Non Revenue Vehicles	\$ 100,000	\$ -	\$ -	\$ 100,000
28 Paratransit Cutaway Vans & 5 Med duty (Low floor if avail) Fle	\$ 5,292,112	\$ -	\$ 5,292,112	\$ -
Replace 1 Crew cab pickup w/High Rail Gear 4609	\$ 60,000	\$ -	\$ -	\$ 60,000
Courier Van	\$ -	\$ -	\$ -	\$ -
2 Replacement LR Ops Supervisor Trucks	\$ 90,000	\$ -	\$ -	\$ 90,000
Operations Supervisor Vehicle	\$ 44,000	\$ -	\$ -	\$ 44,000
Tech Comm Infrastructure Vehicles	\$ 180,000	\$ -	\$ -	\$ 180,000
Replace 4x4 pickup 3/4 ton w/Utility Bed & Snow Plow 8621	\$ 69,000	\$ -	\$ -	\$ 69,000
1 small SUV for Product Dev & Sales	\$ 44,000	\$ -	\$ -	\$ 44,000
Replace Armored Fare Vehicle	\$ 37,000	\$ -	\$ -	\$ 37,000
	\$ 14,849,496	\$ 160,000	\$ 11,289,051	\$ 3,400,445
	\$ -	\$ -	\$ -	\$ -
Total Revenue Service Vehicles Request	\$ 14,849,496	\$ 160,000	\$ 11,289,051	\$ 3,400,445

INFORMATION TECHNOLOGY

Project/ Items	\$ 2016 Cost	Grants	Other Funding	UTA Funded
Validator Replacement	\$ 1,646,000	\$ -	\$ -	\$ 1,646,000
Wireless Gateway upgrade	\$ 125,000	\$ -	\$ -	\$ 125,000
Solid State Hard Drives (OBT)	\$ 12,000	\$ -	\$ -	\$ 12,000
On-board Computer	\$ 96,000	\$ -	\$ -	\$ 96,000
Network Switches	\$ 565,500	\$ -	\$ -	\$ 565,500
Application Development and Enhancements	\$ 228,800	\$ -	\$ -	\$ 228,800
Passenger Information	\$ 900,000	\$ 100,000	\$ -	\$ 800,000
Process Improvements	\$ 50,000	\$ -	\$ -	\$ 50,000
Sire to Onbase Migration and Upgrade	\$ 15,600	\$ -	\$ -	\$ 15,600
Mobile Ticketing	\$ 95,000	\$ -	\$ -	\$ 95,000
APCs for remaining 198 Buses in fleet	\$ 712,404	\$ -	\$ -	\$ 712,404
PCI Gap Analysis	\$ 49,500	\$ -	\$ -	\$ 49,500
Data Warehouse and EFC Professional Services	\$ 500,000	\$ -	\$ -	\$ 500,000
	\$ 4,995,804	\$ 100,000	\$ -	\$ 4,895,804
FrontRunner Central Diagnostic System	\$ 55,200	\$ -	\$ -	\$ 55,200
Vehicle Maintenance Manager Reporting	\$ 238,000	\$ -	\$ -	\$ 238,000
Route Importer Tool	\$ 50,000	\$ -	\$ -	\$ 50,000
Front Runner PA System	\$ 350,000	\$ -	\$ -	\$ 350,000
Applicant Tracking System	\$ 80,000	\$ -	\$ -	\$ 80,000
TCC Console Equipment	\$ 140,000	\$ -	\$ -	\$ 140,000
JDE Enhancements	\$ 135,000	\$ -	\$ -	\$ 135,000
Electronic Manifest	\$ 335,000	\$ -	\$ -	\$ 335,000
IVR Passenger Callout	\$ 250,000	\$ 50,000	\$ -	\$ 200,000
Cisco Phone Statistical Phone Dashboard	\$ 32,000	\$ -	\$ -	\$ 32,000
Ride Pilot Phase 2	\$ 250,000	\$ 200,000	\$ -	\$ 50,000
	\$ 1,915,200	\$ 250,000	\$ -	\$ 1,665,200
2015 Carryover				
Server Replacement and Storage	\$ 600,000	\$ -	\$ -	\$ 600,000
WiFi FrontRunner Replacement 2014	\$ 750,000	\$ -	\$ -	\$ 750,000
WiFi FrontRunner Replacement 2015	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
EFC Enhancements	\$ 585,000	\$ -	\$ -	\$ 585,000
FrontRunner Mobile Data Computer	\$ 250,000	\$ -	\$ -	\$ 250,000
Ride UTAWeb / Mobile App	\$ 200,000	\$ -	\$ -	\$ 200,000
UTA VTCLI One Click	\$ 100,000	\$ 80,000	\$ -	\$ 20,000
Tooele VTCLI Scheduling and Dispatch (Ride Pilot)	\$ 50,000	\$ 40,000	\$ -	\$ 10,000
	\$ 3,535,000	\$ 120,000	\$ -	\$ 3,415,000
Total IT Request	\$ 10,446,004	\$ 470,000	\$ -	\$ 9,976,004

FACILITIES, MAINTENANCE & ADMIN EQUIPMENT (Safety& Security)

Project/ Items	\$ 2016 Cost	Grants	Other Funding	UTA Funded
Facilities				
FILTAIR SWX Welding Fume Extractor	\$ 9,659	\$ -	\$ -	\$ 9,659
Planning Office Redesign	\$ 12,629	\$ -	\$ -	\$ 12,629
Automatic Parts Washer for Warm Springs Vehicle Maintenance	\$ 15,000	\$ -	\$ -	\$ 15,000
Refurbish Trax/BRT Stations	\$ 200,000	\$ -	\$ -	\$ 200,000
Bus Lift Replacements	\$ 425,000	\$ -	\$ -	\$ 425,000
Water Conservation	\$ 50,000	\$ -	\$ -	\$ 50,000
BRT State of Good Repair	\$ 15,000	\$ -	\$ -	\$ 15,000
Facilities Carryover From 2015	\$ 50,000	\$ -	\$ -	\$ 50,000
Concrete/Blacktop Replacement	\$ 200,000	\$ -	\$ -	\$ 200,000
Energy Conservation	\$ 200,000	\$ -	\$ -	\$ 200,000
Asset Replacements throughout UTA	\$ 300,000	\$ -	\$ -	\$ 300,000
Roof Replacements	\$ 300,000	\$ -	\$ -	\$ 300,000
Facilities Equipment	\$ 100,000	\$ -	\$ -	\$ 100,000
Break Down Contingency	\$ 150,000	\$ -	\$ -	\$ 150,000
Miller Synchrowave 350LX Tig Welder	\$ 8,361	\$ -	\$ -	\$ 8,361
Ride on Floor Sweeper	\$ 22,000	\$ -	\$ -	\$ 22,000
Repaint floors and Wall in WH/dock	\$ 50,000	\$ -	\$ -	\$ 50,000
	\$ 2,107,649	\$ -	\$ -	\$ 2,107,649
Safety				
Emergency Mgmt Exercises	\$ 100,000	\$ 80,000	\$ -	\$ 20,000
Safety & Security Training	\$ 70,000	\$ 56,000	\$ -	\$ 14,000
Ballistic Vest	\$ 16,000	\$ 12,800	\$ -	\$ 3,200
Security Upgrades	\$ 95,000	\$ 76,000	\$ -	\$ 19,000
Bus Safety & Security	\$ 30,000	\$ 24,000	\$ -	\$ 6,000
Vehicles - 5 ea	\$ 495,000	\$ 396,000	\$ -	\$ 99,000
Corridor and ROW Fencing - New	\$ 94,000	\$ 60,000	\$ -	\$ 34,000
Laptop Replacements	\$ 30,000	\$ 24,000	\$ -	\$ 6,000
Emergency Mgmt Items	\$ 45,000	\$ 36,000	\$ -	\$ 9,000
EFC scan devices / Phones	\$ 17,500	\$ 14,000	\$ -	\$ 3,500
Body Cameras	\$ 90,000	\$ 72,000	\$ -	\$ 18,000
Safety & Security Gen Projects	\$ 350,000	\$ 280,000	\$ -	\$ 70,000
UTA Corridor & Property Fencing	\$ 82,600	\$ 18,000	\$ -	\$ 64,600
	\$ 1,515,100	\$ 1,148,800	\$ -	\$ 366,300
Misc. Admin				
Administrative Pool Funds	\$ 100,000	\$ -	\$ -	\$ -
	\$ 100,000	\$ -	\$ -	\$ 100,000
2015 Safety Carryover				
Emergency Resp. Equipment	\$ 45,000	\$ 36,000	\$ -	\$ 9,000
Police Department training	\$ 30,000	\$ 24,000	\$ -	\$ 6,000
Police Laptop replacements/ SGR	\$ 2,400	\$ 1,920	\$ -	\$ 480
Police Point of contact mobile devices scanner/printer	\$ 17,500	\$ 14,000	\$ -	\$ 3,500
Police Handheld Radios	\$ 16,000	\$ 12,800	\$ -	\$ 3,200
Security Upgrades/SGR	\$ 30,000	\$ 24,000	\$ -	\$ 6,000
Police Replacement Vehicles	\$ 93,333	\$ 74,666	\$ -	\$ 18,667
Body Cameras	\$ 20,000	\$ 16,000	\$ -	\$ 4,000
Bus Safety & Security	\$ 14,400	\$ 11,520	\$ -	\$ 2,880
Cameras for WV Fairborn Garage	\$ 110,000	\$ -	\$ -	\$ 110,000
Safety / Security Sub Total	\$ 378,633	\$ 214,906	\$ -	\$ 163,727
	\$ 378,633	\$ 214,906	\$ -	\$ 163,727
Total FMA Request	\$ 4,101,382	\$ 1,363,706	\$ -	\$ 2,737,676

Capital Projects

Project/ Items	\$ 2016 Cost	Grants	Other Funding	UTA Funded
Positive Train Control	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000
Provo Orem BRT	\$ 106,000,000	\$ -	\$ 65,790,000	\$ 40,210,000
Box Elder Right-of-Way	\$ 950,000	\$ -	\$ -	\$ 950,000
Passenger Enhancements	\$ 510,000	\$ 408,000	\$ -	\$ 102,000
Passenger Enhancements	\$ 800,000	\$ 450,679	\$ 349,321	\$ -
15,000 gallon gasoline fuel storage tank	\$ 85,000	\$ -	\$ -	\$ 85,000
New Bus Stop Signs - system wide	\$ 8,000	\$ -	\$ -	\$ 8,000
FTA 5310 Funds as designated recipient	\$ 2,271,807	\$ 2,271,807	\$ -	\$ -
Alternator bench tester	\$ 5,400	\$ -	\$ -	\$ 5,400
Joint Communications Center (JCC)	\$ 1,383,400	\$ 276,680	\$ -	\$ 1,106,720
5300 South Police Building Renovation	\$ 300,000	\$ 100,000	\$ -	\$ 200,000
Midvale OCS Modifications	\$ 50,000	\$ -	\$ -	\$ 50,000
ARI-Hetra Exhaust Stack(s)	\$ 98,535	\$ -	\$ -	\$ 98,535
2 Bus bay expansion at Provo Station	\$ 150,000	\$ -	\$ -	\$ 150,000
SD 100 Privacy Glass	\$ 93,564	\$ -	\$ -	\$ 93,564
Office Space for Coordinated Mobility Management	\$ 220,000	\$ 72,000	\$ 0	\$ 148,000
Meadowbrook Carports	\$ 92,068	\$ 0	\$ 0	\$ 92,068
2 Person traveler call center based on the "One Click" regional tri	\$ 150,000	\$ 120,000	\$ -	\$ 30,000
	\$ 118,167,774	\$ 3,699,166	\$ 66,139,321	\$ 48,329,287

2015 Capital Projects Carryover

Carryover- S 70 Coupler Upgrades	\$ 440,000	\$ -	\$ -	\$ 440,000
Carryover- Riverside Gas Fueling Addition	\$ 598,000	\$ -	\$ -	\$ 598,000
Carryover- C - Car Tires Rollover Request of RAP075	\$ 1,169,836	\$ -	\$ -	\$ 1,169,836
Carryover FL ROW	\$ 1,600,000	\$ -	\$ -	\$ 1,600,000
FL2015 OCIP	\$ 150,000	\$ -	\$ -	\$ 150,000
	\$ 3,957,836	\$ -	\$ -	\$ 3,957,836

Total Capital Projects

\$ 122,125,610	\$ 3,699,166	\$ 66,139,321	\$ 52,287,123
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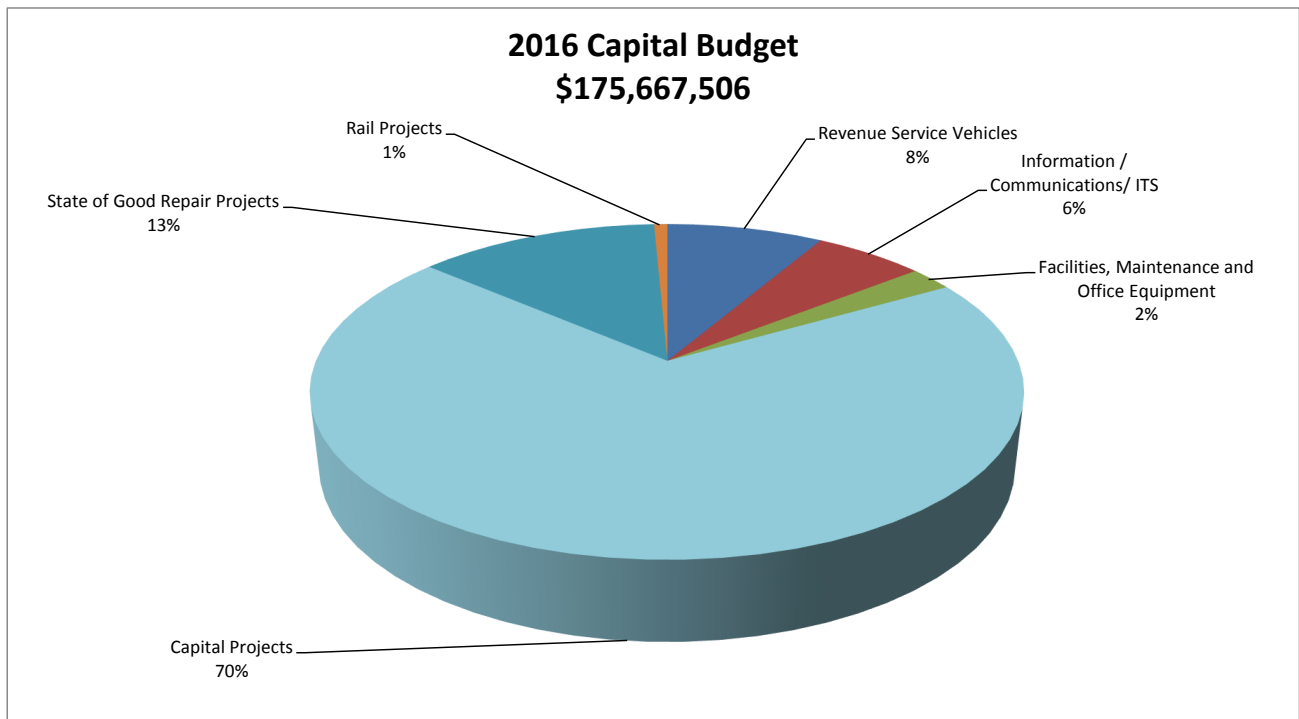
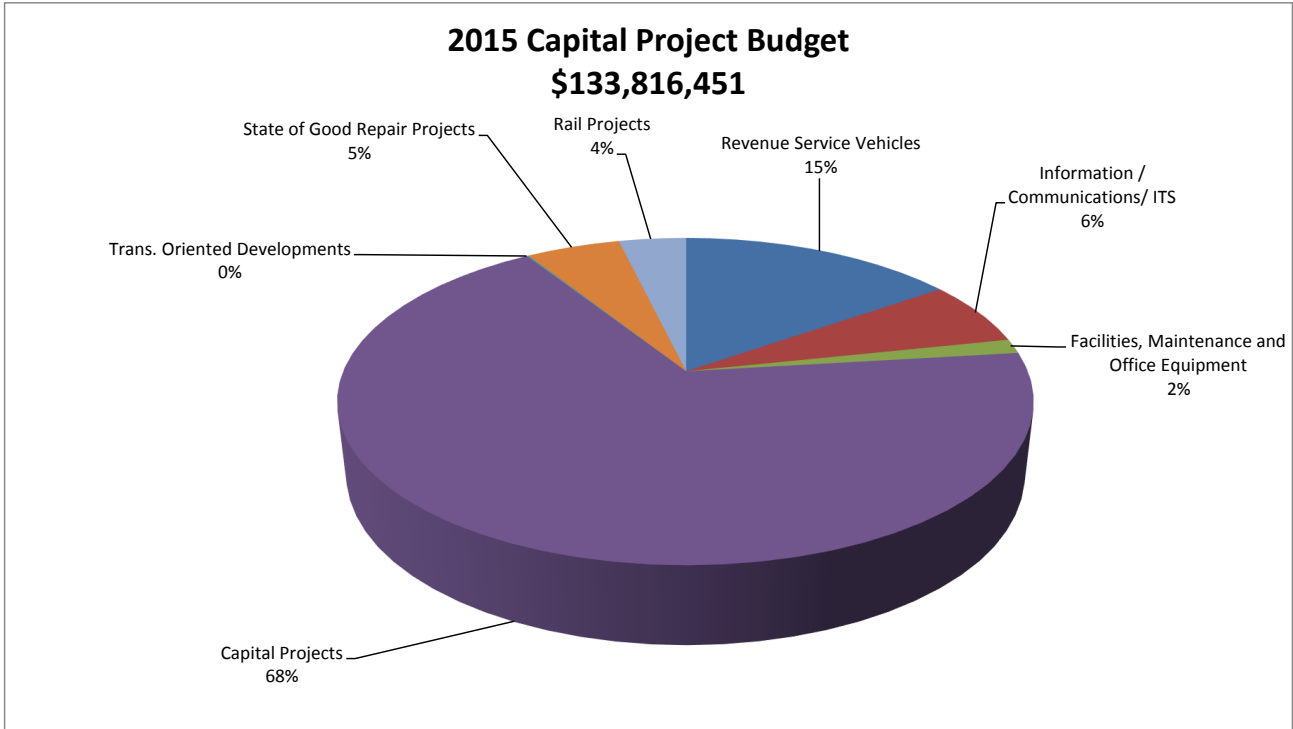
Rail Maintenance

Project/ Items	\$ 2016 Cost	Grants	Other Funding	UTA Funded
Carryover- JR Rail Vehicle Maintenance	\$ 1,265,918	\$ -	\$ -	\$ 1,265,918
Total Rail Maintenance	\$ 1,265,918	\$ -	\$ -	\$ 1,265,918

STATE OF GOOD REPAIR (RAI & SGR)

Project/ Items	\$ 2016 Cost	Grants	Other Funding	UTA Funded
BRT State Of Good Repair	\$ -	\$ -	\$ -	\$ -
Replace Curves on 700 South Trax	\$ 1,560,000	\$ -	\$ -	\$ 1,560,000
SD-1X0 Overhauls	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000
Prime Mover Engine Rebuild	\$ 385,000	\$ -	\$ -	\$ 385,000
HVAC units Impulse substations	\$ 315,000	\$ -	\$ -	\$ 315,000
NS Grade Crossing Replacements	\$ 1,650,000	\$ -	\$ -	\$ 1,650,000
Rehab switches/frogs Main St interlocking	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
Stray Current Mitigation	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
Tactile Replacement- NS Line	\$ 1,800,000	\$ -	\$ -	\$ 1,800,000
Prime Mover Turbocharger Replacement	\$ 22,500	\$ -	\$ -	\$ 22,500
Bus Loop Replacement 4400 South Murray North	\$ 600,000	\$ -	\$ -	\$ 600,000
Frontrunner Paint Booth	\$ 250,000	\$ -	\$ -	\$ 250,000
TAM System Continued Development	\$ 400,000	\$ -	\$ -	\$ 400,000
Bridge Rehabilitation/Maintenance	\$ 500,000	\$ -	\$ -	\$ 500,000
Hybrid Bus and Battery Replacement	\$ 306,000	\$ -	\$ -	\$ 306,000
Transmission Dyno Replacement	\$ 112,859	\$ -	\$ -	\$ 112,859
UTA Corridor & Property Fencing - Duplicate FMA 51616 Safety	\$ 94,000	\$ 20,000	\$ -	\$ 74,000
Bus Loop Joint Rehabilitation	\$ 300,000	\$ -	\$ -	\$ 300,000
Riverside Admin and Canopy Remodel	\$ 1,800,000	\$ -	\$ -	\$ 1,800,000
WS Shop Floor Refurbishment	\$ 300,000	\$ -	\$ -	\$ 300,000
RFID System Expansion	\$ 200,000	\$ -	\$ -	\$ 200,000
University Stadium Canopy Replacement	\$ 400,000	\$ -	\$ -	\$ 400,000
Enclose Warm Springs	\$ 200,000	\$ -	\$ -	\$ 200,000
Freight Line Maintenance	\$ 150,000	\$ -	\$ -	\$ 150,000
1300 South Spur Crossing Rehabilitation	\$ 150,000	\$ -	\$ -	\$ 150,000
Red Light Signal Enforcement	\$ 2,874,800	\$ -	\$ -	\$ 2,874,800
Paint Room Bldg 8				\$ -
ADA Emergency Egress Ramp for FLHQ basement				\$ -
	\$ 21,370,159	\$ 20,000	\$ -	\$ 21,350,159
2015 SGR Capital Projects Carryover				
SD-1X0 Overhauls	\$ 1,408,937	\$ -	\$ -	\$ 1,408,937
Headspan Installation at Arena Station	\$ 100,000	\$ -	\$ -	\$ 100,000
	\$ 1,508,937	\$ -	\$ -	\$ 1,508,937
Total SGR				
	\$ 22,879,096	\$ 20,000	\$ -	\$ 22,859,096
TOTAL CAPITAL REQUEST				
	\$ 175,667,506	\$ 5,712,872	\$ 77,428,372	\$ 92,526,262

Figure 2.5.1



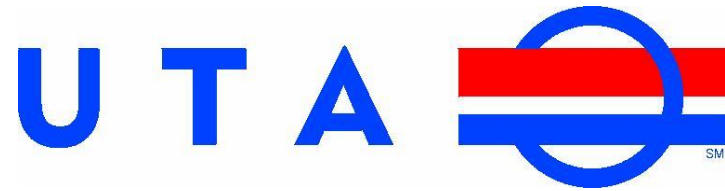
UTAH TRANSIT AUTHORITY

PRIMARY TRANSIT DEVELOPMENT PLAN - CAPITAL PROJECT SUMMARY

2016 - 2020

(000)

	Budget 2016	Estimated 2017	Estimated 2018	Estimated 2019	Estimated 2020
CAPITAL SOURCES					
GRANTS, FUTURE GRANTS AND CONTRIBUTED CAPITAL	\$ 130,451	\$ 77,242	\$ 34,253	\$ 41,665	\$ 34,607
BEGINNING CAPITAL RESERVE	\$ 193,801	\$ 150,594	\$ 144,448	\$ 142,999	\$ 144,936
NET REVENUES FOR DEBT SERVICE AND CAPITAL	\$ 98,582	\$ 115,106	\$ 127,611	\$ 136,864	\$ 157,684
TOTAL SOURCES OF FUNDS FOR CAPITAL ITEMS	<u>\$ 422,833</u>	<u>\$ 342,942</u>	<u>\$ 306,312</u>	<u>\$ 321,528</u>	<u>\$ 337,226</u>
CAPITAL EXPENSES					
PLANNING & ENVIRONMENTAL STUDIES	\$ 1,350	\$ 638	\$ 651	\$ 665	\$ 679
REVENUE SERVICE VEHICLES	\$ 14,972	\$ 37,729	\$ 30,447	\$ 39,634	\$ 32,383
INFORMATION / COMMUNICATION /ITS	\$ 10,446	\$ 4,166	\$ 4,282	\$ 4,402	\$ 4,524
FACILITIES, MAINTENANCE AND OFFICE EQUIPMENT	\$ 4,101	\$ 3,236	\$ 3,324	\$ 3,414	\$ 3,506
CAPITAL PROJECTS	\$ 11,126	\$ 5,799	\$ 5,976	\$ 6,158	\$ 7,345
STATE OF GOOD REPAIR	\$ 27,757	\$ 18,141	\$ 13,430	\$ 8,728	\$ 9,035
RAIL MAINTENANCE PROJECTS	\$ 1,266	\$ 4,434	\$ 4,557	\$ 4,683	\$ 4,811
PROVO OREM BRT PROJECT	\$ 106,000	\$ 30,000	\$ -	\$ -	\$ -
DEBT SERVICE	\$ 95,222	\$ 94,351	\$ 100,646	\$ 108,909	\$ 119,277
TOTAL EXPENSE OF CAPITAL AND PLANNING	<u>\$ 272,240</u>	<u>\$ 198,493</u>	<u>\$ 163,313</u>	<u>\$ 176,592</u>	<u>\$ 181,560</u>
NET CAPITAL SOURCES / EXPENSES	\$ 150,594	\$ 144,448	\$ 142,999	\$ 144,936	\$ 155,667



2.6 CURRENT DEBT OBLIGATIONS

SCHEDULE OF SALES TAX AND TRANSPORTATION REVENUE BONDS OUTSTANDING (as of 1/1/16)

<u>Description</u>	<u>Date of Maturity</u>	<u>Coupon Interest Rates</u>	<u>Principal Amount Payable</u>
Senior Debt:			
<u>Series 2005 A, Sales Tax Revenue Refunding Bonds</u>			
(Advanced Refunding of a Portion of the 1997 A Bonds)			
	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>\$ 11,505,000</u>
<u>Series 2006 C, Sales Tax Revenue Refunding Bonds</u>			
(Advanced Refunding of a Portion of the 2002 A Bonds)			
	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
			<u>\$ 122,240,000</u>
<u>Series 2008 A, Sales Tax Revenue Bonds</u>			
(2015 Construction Projects)			
	June 15, 2019	5.25%	\$ 5,885,000
	June 15, 2022	5.25%	\$ 23,570,000
	June 15, 2023	5.25%	\$ 24,840,000
			<u>\$ 54,295,000</u>
<u>Series 2009 B, Sales Tax Revenue Bonds (Issuer Subsidy - Build America Bonds)</u>			
(2015 Construction Projects)			
	June 15, 2039	5.937%	\$ 261,450,000
<u>Series 2013, Sales Tax Revenue Refunding Bonds</u>			
(Advanced Refunding of a Portion of the 2005B Bonds)			
	June 15, 2016	1.330%	\$ 5,000
	June 15, 2017	1.330%	\$ 5,000
	June 15, 2018	1.330%	\$ 13,985,000
			<u>\$ 13,995,000</u>

Series 2015, Sales Tax Revenue Refunding Bonds

(Advanced Refunding of a Portion of the 2008 A Bonds and Advanced Refunding of the 2009 A Bonds)

June 15, 2020	4.884%	\$	12,425,000
June 15, 2021	4.789%	\$	18,235,000
June 15, 2023	4.384%	\$	8,030,000
June 15, 2024	4.898%	\$	34,540,000
June 15, 2025	4.895%	\$	36,285,000
June 15, 2026	5.000%	\$	38,135,000
June 15, 2027	5.000%	\$	40,090,000
June 15, 2028	5.000%	\$	42,145,000
June 15, 2029	5.000%	\$	44,315,000
June 15, 2030	5.000%	\$	36,550,000
June 15, 2031	5.000%	\$	38,420,000
June 15, 2032	4.000%	\$	40,175,000
June 15, 2033	4.000%	\$	41,805,000
June 15, 2034	4.000%	\$	43,490,000
June 15, 2035	4.000%	\$	45,560,000
June 15, 2036	4.000%	\$	47,415,000
June 15, 2037	5.000%	\$	49,270,000
June 15, 2038	5.000%	\$	51,770,000
		\$	668,655,000

Total Outstanding Senior Debt

\$ 1,132,140,000

Subordinate Debt:

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, 2019	5.00%	\$	2,710,000
June 15, 2020	5.00%	\$	2,850,000
June 15, 2024	5.00%	\$	10,860,000
June 15, 2028	5.00%	\$	19,310,000
June 15, 2031	5.00%	\$	22,455,000
June 15, 2035	5.00%	\$	63,270,000
		\$	128,795,000

Series 2010, Subordinated Sales Tax Revenue Bonds (Issuer Subsidy - Build America Bonds)

(2015 Construction Projects)

June 15, 2040	5.705%	\$	200,000,000
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Series 2012, Subordinated Sales Tax Revenue and Refunding Bonds

(FrontLines 2015 Projects)

June 15, 2016	4.00%	\$	5,275,000
June 15, 2021	5.00%	\$	2,840,000
June 15, 2022	5.00%	\$	2,985,000
June 15, 2023	5.00%	\$	3,140,000
June 15, 2024	5.00%	\$	3,300,000
June 15, 2025	5.00%	\$	3,470,000
June 15, 2026	5.00%	\$	3,545,000
June 15, 2027	5.00%	\$	3,665,000
June 15, 2028	5.00%	\$	3,850,000
June 15, 2029	5.00%	\$	4,050,000
June 15, 2030	5.00%	\$	4,255,000
June 15, 2031	5.00%	\$	4,475,000
June 15, 2032	5.00%	\$	4,705,000
June 15, 2039	4.00%	\$	73,600,000
June 15, 2042	5.00%	\$	164,875,000
		\$	288,030,000

Series 2014A, Sales Tax Revenue Refunding Bonds

(Combined with 2014 B Bonds, Refunded the Remaining 2006 A&B Bonds)

June 15, 2017	1.350%	\$	80,370,000
		\$	80,370,000

Series 2014B, Sales Tax Revenue Refunding Bonds

(Combined with 2014 A Bonds, Refunded the Remaining 2006 A&B Bonds)

June 15, 2018	1.600%	\$	62,000,000
		\$	62,000,000

Series 2015, Sales Tax Revenue Refunding Bonds

(Advanced Refunding of the 2007 A Capital Appreciation Bonds, Advanced Refunding of a Portion of the 2012 A Bonds, and Capitalized Interest)

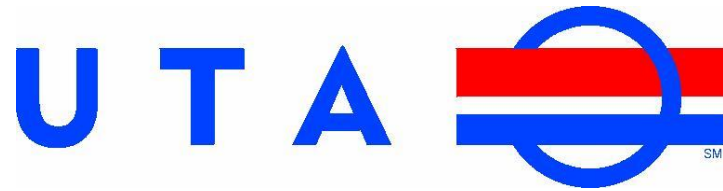
June 15, 2020	3.000%	\$	2,850,000
June 15, 2021	5.000%	\$	5,840,000
June 15, 2022	5.000%	\$	8,875,000
June 15, 2023	5.000%	\$	6,750,000
June 15, 2024	5.000%	\$	7,100,000
June 15, 2025	5.000%	\$	13,315,000
June 15, 2026	5.000%	\$	7,995,000
June 15, 2027	5.000%	\$	8,450,000
June 15, 2028	5.000%	\$	8,890,000
June 15, 2029	5.000%	\$	9,340,000
June 15, 2030	5.000%	\$	9,830,000
June 15, 2031	5.000%	\$	10,315,000
June 15, 2032	5.000%	\$	10,830,000
June 15, 2033	5.000%	\$	11,510,000
June 15, 2034	5.000%	\$	12,105,000
June 15, 2035	5.000%	\$	12,710,000
June 15, 1936	5.000%	\$	31,155,000
June 15, 2037	5.000%	\$	14,145,000
		\$	192,005,000

Total Outstanding Subordinate Debt \$ 951,200,000

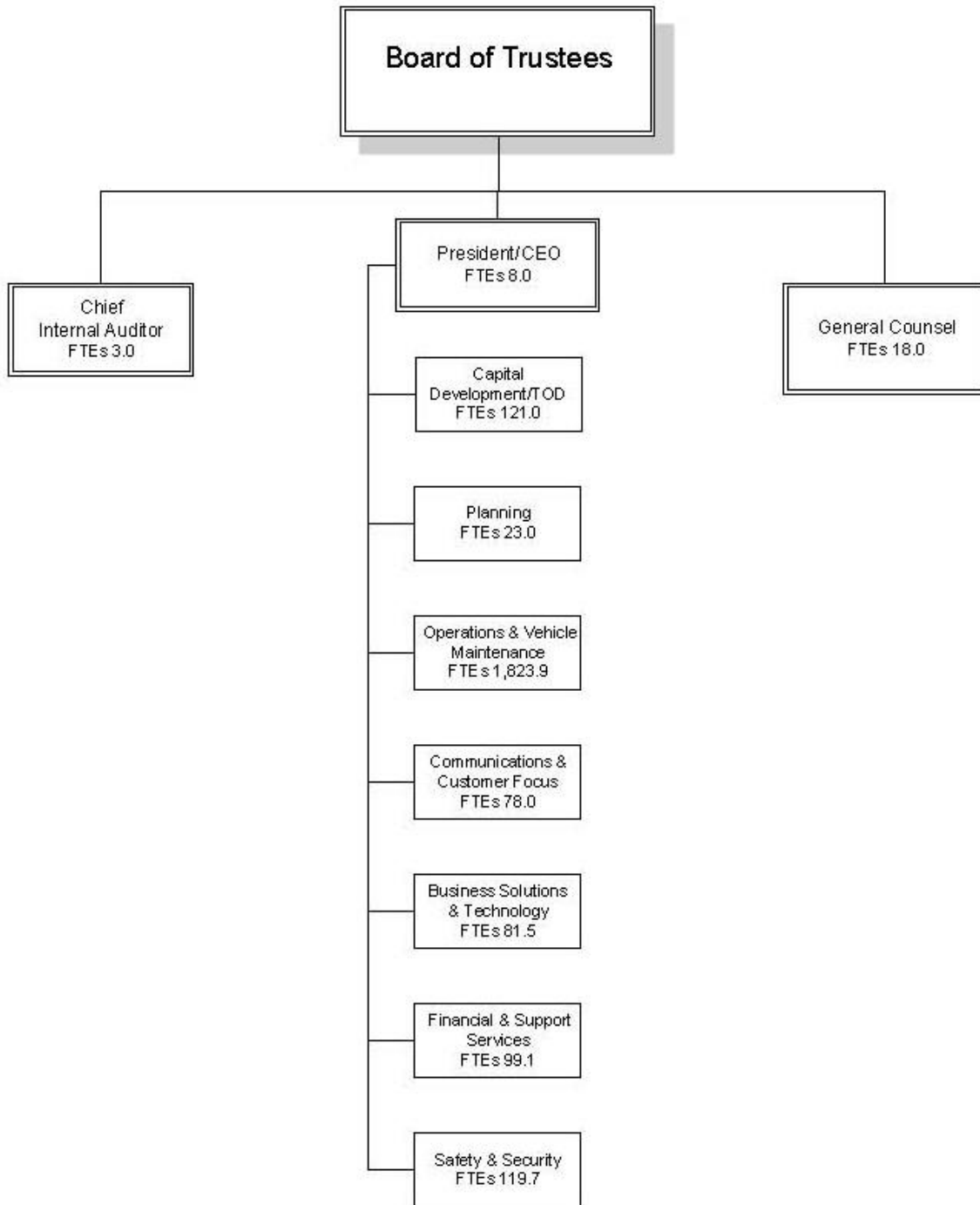
Total Outstanding Sales Tax and Transportation Revenue Debt \$ 2,083,340,000

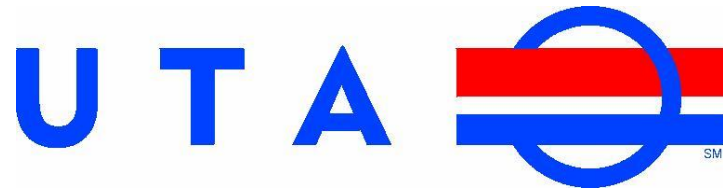
Note:

Utah Transit Authority has not been authorized as a taxing authority by the Utah State Legislature. As such, the Authority is not eligible to issue general obligation debt. Utah State Code §17B-1-1102 (4)(b) states, "Bonds or other obligations of a local district that are not general obligation bonds are not included in the limit stated in Subsection (4)(a)."



SECTION 3
DEPARTMENTAL GUIDE





PRESIDENT/CEO AND OFFICE OF
THE PRESIDENT

Department Name:
Interim President/CEO

Office of President/CEO
Jerry R. Benson

Department Function:

The President/CEO's staff is comprised of nine functions including: Office of the President/CEO, Capital Development, Planning, Operations & Vehicle Maintenance, Communications & Customer Focus, Business Solutions & Technology, Finance & Administration, Safety, and Government Relations. The President/CEO's staff is charged with leading the Authority's overall corporate communications activities, facilitating community and government relations efforts, assisting the Authority's customers in obtaining information on transit services, overseeing media and publicity activities, supporting internal communications, and coordinating the work of the Board of Trustees. Additionally, the departments are responsible for overseeing the budget process, generating financial analyses, and conducting public opinion and market expectation research.

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

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

Office of the President/CEO:

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

Capital Development:

This group functions as a service organization to the broader UTA to provide the management and pre-operational development of physical assets and the post operational management of them for the organization (bus and rail construction projects, information technology, transit-oriented development, maintenance facilities, etc.). This breaks generally into two groups: activities which occur prior to operations (environmental planning, design, construction and commissioning, and turnover) and the management of assets once in operation (cataloguing assets, permitting utility crossings, rental or sale of UTA owned property, preparing maintenance plans, performing major construction work relating to that maintenance, maintaining UTA facilities), and grant management.

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

Planning:

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

Operations & Vehicle Maintenance:

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

Communications & Customer Focus:

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

Business Solutions & Technology:

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

Finance & Administration:

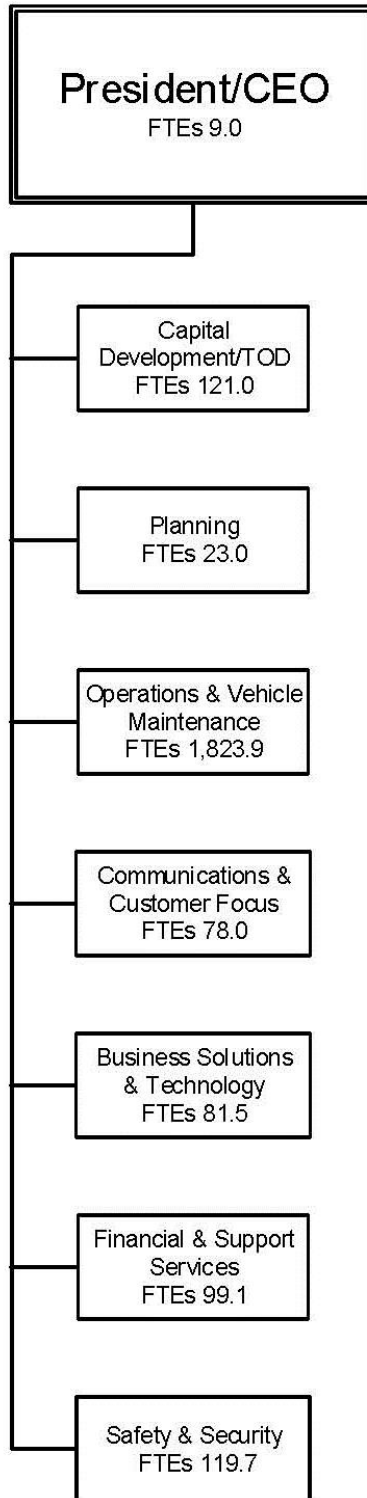
This area provides support to the organization in managing its financial, human, and materials resources. Is also responsible for reporting on the Authority's fiscal activities through monthly and annual financial reports as well as debt administration, cash flow planning, fare collection, and investment activities. This group manages the financial sustainability of the organization, analyzes economic conditions, and estimates future conditions. Management of all funds and the tools to do so are critical areas in this function. This assures that all those responsible for meeting these requirements report to the leader of this area. Human resources are managed by hiring the best employees, providing competitive salary and benefits, and carrying out the Authority's positive people management plan and leadership development programs. Goods and services are acquired through competitive processes to get the best value for the Authority.

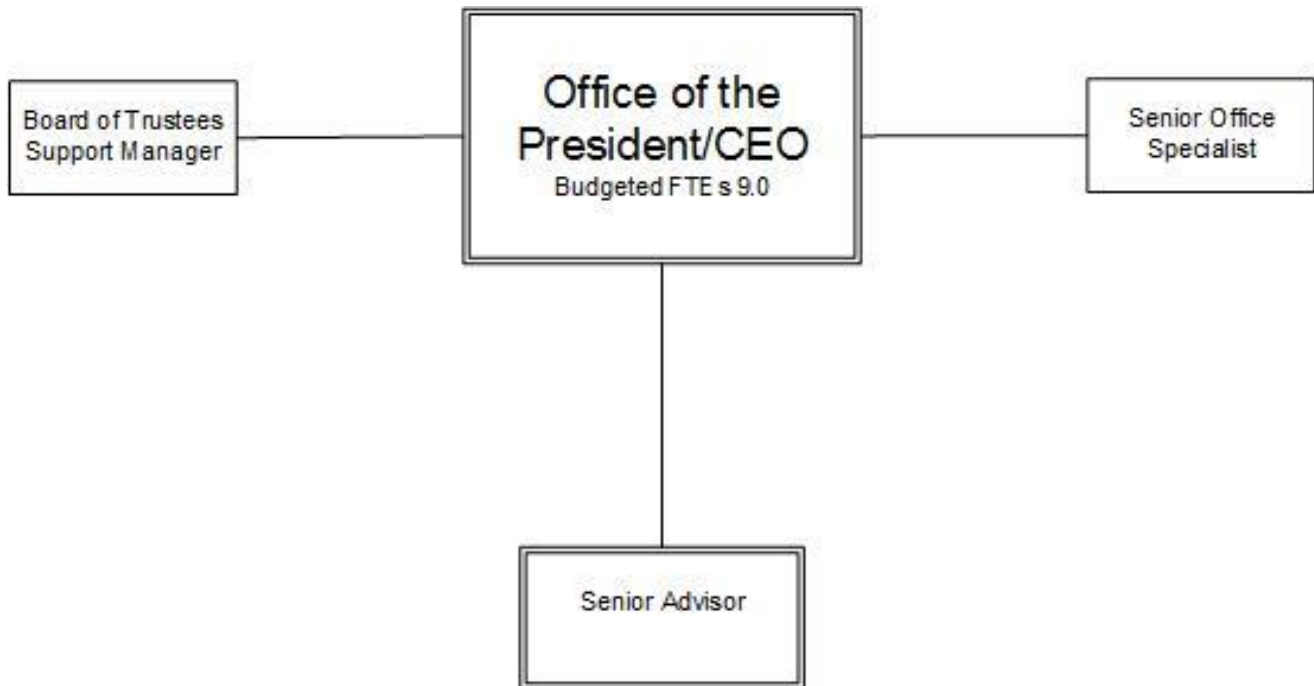
Safety

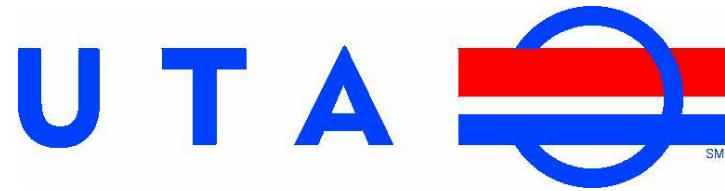
The safety department safeguards customers, employees, and property. A safe commuting and working environment is provided for customers and employees through various methods of policing to insure order and the protection of customers, employees and property from crime.

Government Relations:

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







CAPITAL DEVELOPMENT

Department Name:
Chief Capital Development Officer:

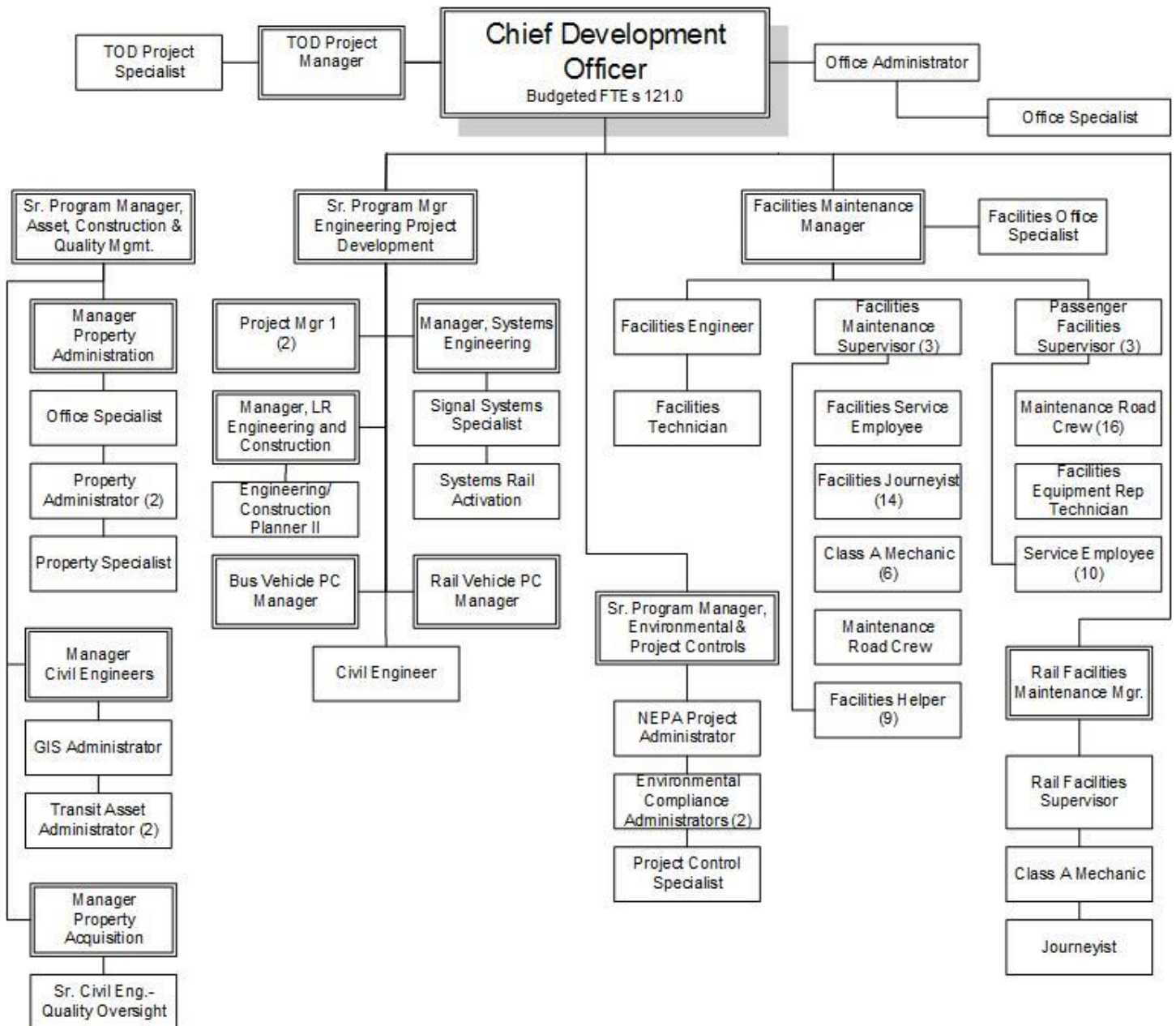
Capital Development
Steve Meyer

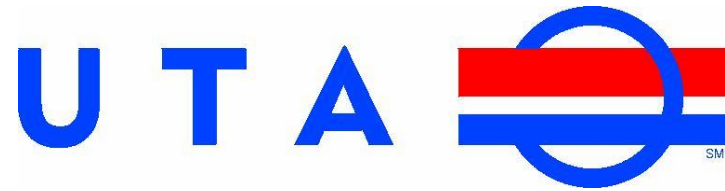
Department Function:

The Capital Development Department is comprised of engineering and construction, geographic information systems, real estate acquisition and asset management, transit oriented development (TOD), grants management, environmental analysis and management and facilities maintenance activities. The department is organized in the following sections:

- **Project development:** Responsible for the design, construction and project management of major capital projects.
- **Environmental and project controls:** Responsible for the environmental analysis of new capital projects. Leads and coordinates the environmental and quality management programs for all of UTA. Provides project controls oversight of capital projects including schedules, change orders and contracts. Provides UTA oversight of federal grants and federal formula funds to ensure compliance with federal requirements. Coordinates overall UTA efforts in the preparation of grant requests.
- **Property and asset management, construction quality assurance:** Manages the acquisition of property for capital projects. Manages UTA-owned property that is in non-transit use. Manages permits for utilities and other third-party access or easements to UTA property. Oversees the UTA-wide asset management and state of good repair program. Performs construction inspections and oversees quality control of capital projects. Maintains the UTA geographical information systems (GIS).
- **Transit oriented development:** Manages the development of UTA property for transit oriented development in joint ventures with outside developers. Assists communities with the planning for transit oriented developments on non-UTA owned lands surrounding rail stations and major bus service corridors.
- **Facilities maintenance:** Maintains bus stops, train stations, park and ride lots, maintenance UTA facilities and office buildings. Performs and manages contracts for snow removal.

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.





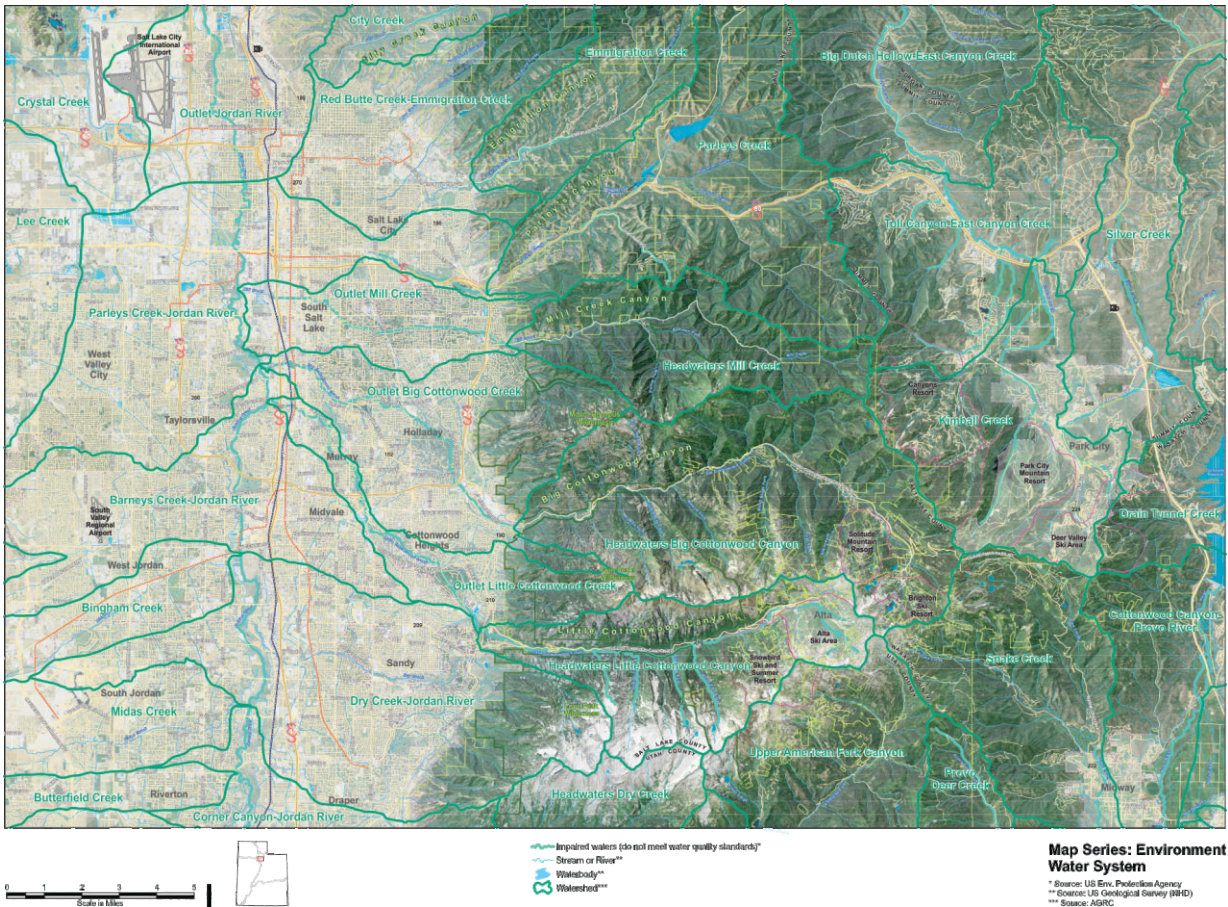
PLANNING

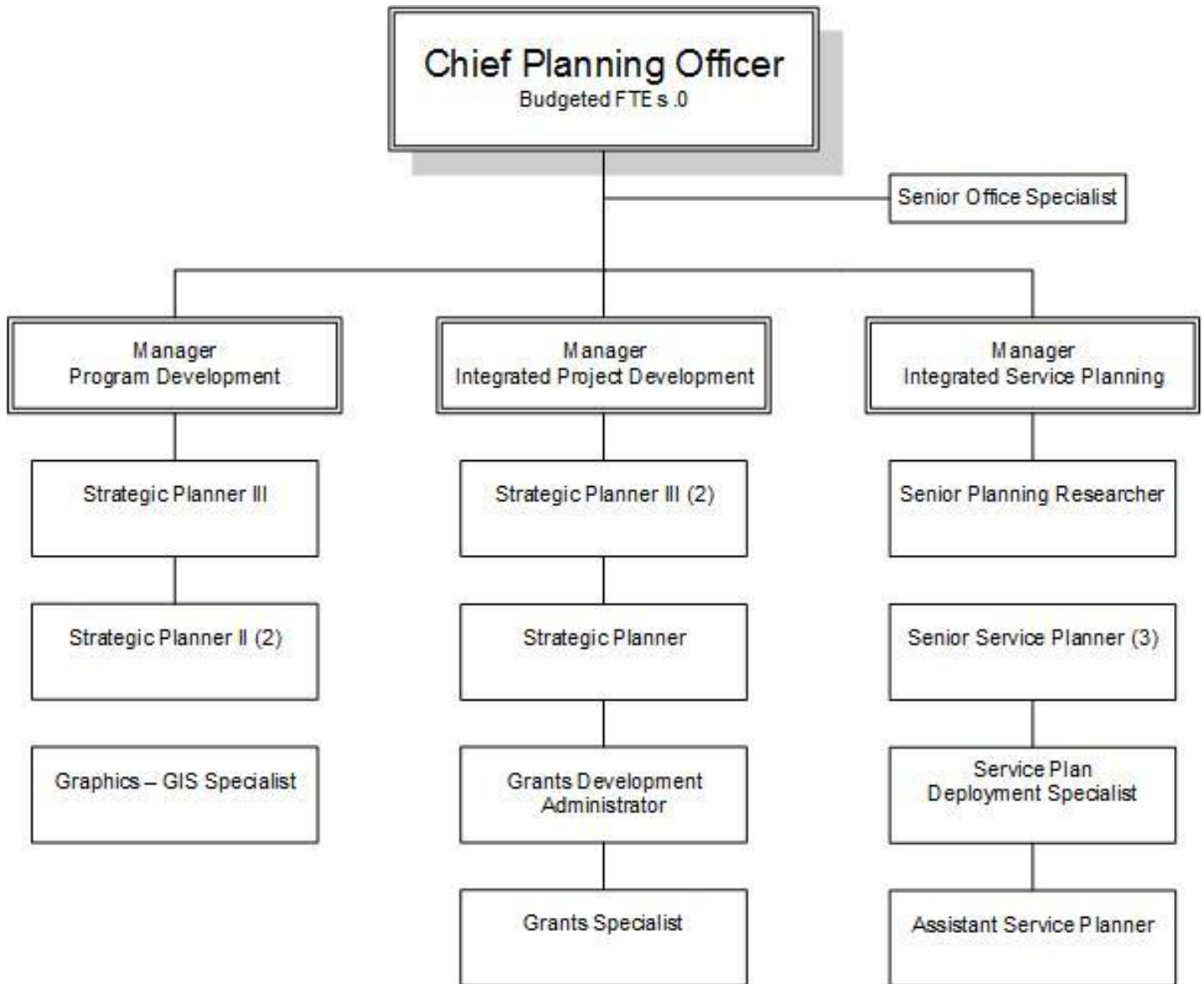
Department Name:
Chief Planning Officer:

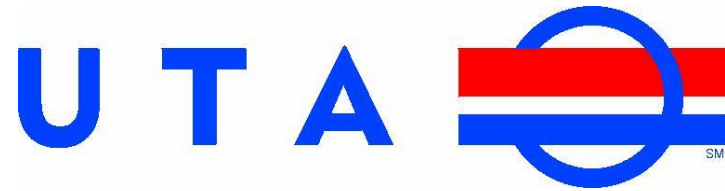
Planning
Matt Sibul

Department Function:

The Planning Department works with the President/CEO to develop the short and long-term vision for the direction of the organization. Planning is comprised of three groups: integrated service planning, program development and integrated project development. Integrated Service Planning monitors rail and bus routes to give our customers the best service possible. Program Development is responsible for short (1-5 years) and long (10-30 years) range strategic planning. Integrated Project Development handles UTA transit and facilities projects, as well as 'active transportation' or biking, walking, urban planning and land use. The funding portion of the planning department works innovatively to generate revenue on the federal, state and local levels and to utilize creative funding measures.







OPERATIONS AND VEHICLE MAINTENANCE

Department Name: *Operations & Vehicle Maintenance*
Vice President of Operations: *Jerry R. Benson*

Department Function:

The Operations department is responsible for delivering all of UTA’s transit service on a daily basis. Operations, under the direction of the VP/Chief Operating Officer, six Regional General Managers, and three support managers, have approximately 1823 employees of which 57% are Operators, 24% work in Maintenance and the remaining 19% are Administrative employees.

Operations provides fixed-route bus, flex route bus, para-transit, vanpool/rideshare, light-rail, streetcar, and commuter rail services covering Weber, Davis, Salt Lake and Utah Counties as portions of Box Elder and Tooele Counties. Operations have a fleet of 520 fixed-route buses which include hybrid-electric, Compressed Natural Gas (CNG), ski and over-the-road coaches, plus 162 Para-transit buses. In addition, Operations has a fleet of 479 Vanpool vehicles, 114 light-rail vehicles, 52 commuter rail cars and 18 locomotives. Operations serve 6,207 bus stops; 50 light-rail, 7 street car, and 16 commuter rail stations with an annual ridership exceeding 46.5 million.



BUSINESS UNITS:

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

The Mt. Ogden Business Unit (MOBU) provides fixed route bus service in Davis & Weber Counties, express service to Salt Lake and ski service to the Powder Mountain and Snowbasin ski resorts. The MOBU has 202 employees and 94 vehicles.

Timpanogos Business Unit – Hugh Johnson, Regional General Manager:

The Timpanogos Business Unit provides fixed route bus service for Utah County and ski service to the Sundance ski resort. The Timpanogos Business Unit has 143 employees and 72 vehicles.

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

The Salt Lake Business Unit (SLBU) consists of two garages (Meadowbrook and Central) and is the provider for fixed route bus service and Bus Rapid Transit (BRT) service for Salt Lake County. In addition, the SLBU is responsible for the Park City-Salt Lake City Connect, express service to Tooele and Davis Counties and ski service to the Snowbird, Alta, Solitude and Brighton ski resorts. The SLBU has 693 employees and 354 vehicles.



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

The Special Service Business Unit (SSBU) is responsible for Utah Transit Authority’s Para-transit, Flex Route, Coordinated Mobility Management, Travel Training, Vanpool and Carshare services throughout all of the UTA service area. The Special Services Business Unit provides service directly and also through private and non-profit contractors. The SSBU has 212 employees, 162 Para-transit buses and 479 Vanpool vehicles.

Light Rail Business Unit (TRAX) – Todd Provost, Regional General Manager:

The Light Rail Business Unit is responsible for the operation and maintenance of four light rail (TRAX) lines (Blue, Green, Red and S-Line); all of which serve Salt Lake County and run on a total of 45 miles of electrified double track. The Light Rail Business Unit has 322 employees and 114 light-rail vehicles.



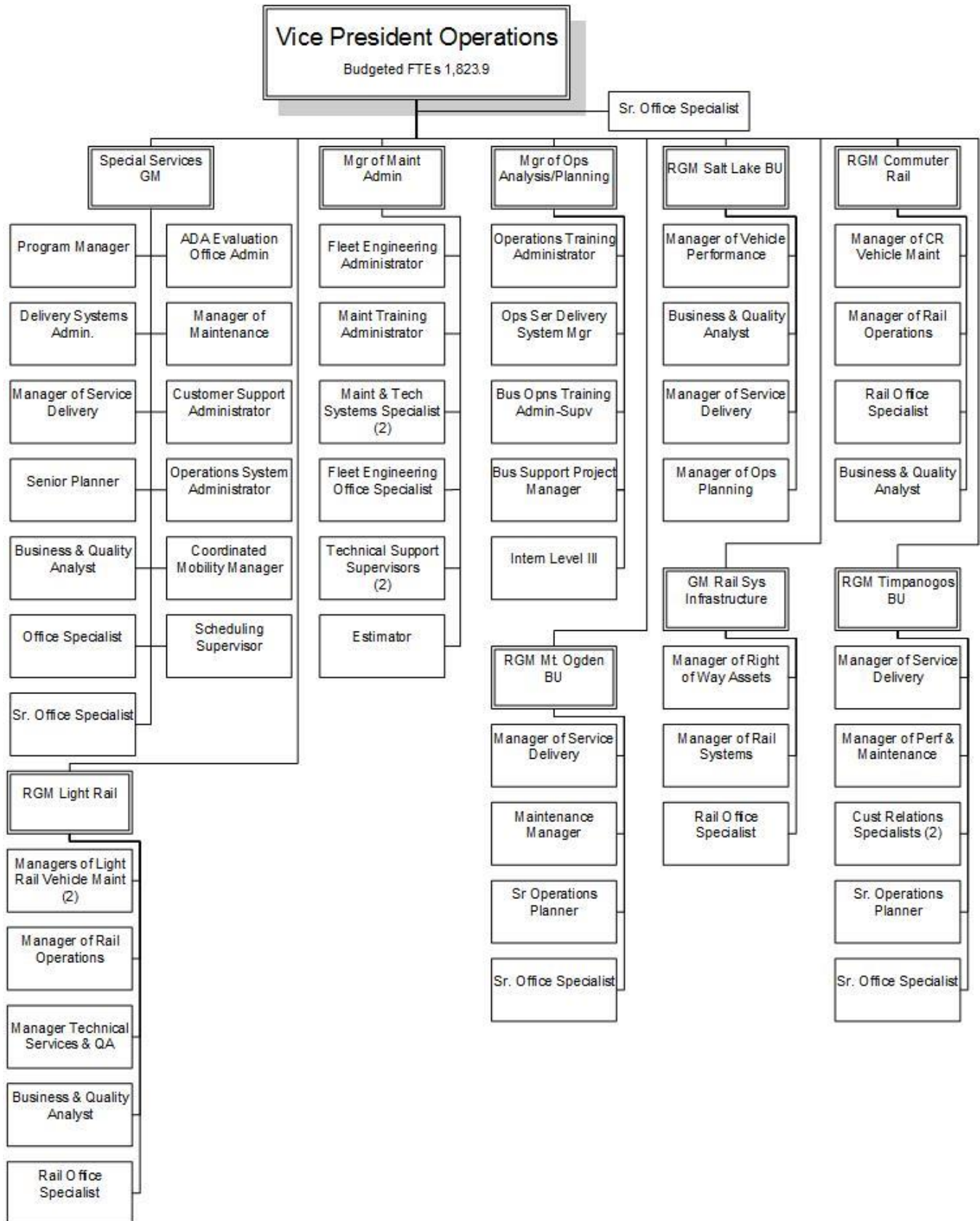
Commuter Rail Business Unit (FrontRunner) – Bruce Cardon, Regional General Manager:

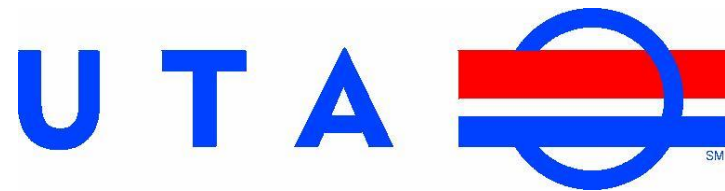
The Commuter Rail Business Unit is responsible for the operation and maintenance of UTA’s commuter rail line (FrontRunner). This service spans 88 miles of track and serves Weber, Davis, Salt Lake and Utah Counties. The Commuter Rail Business Unit has 251 employees, 52 commuter rail cars and 18 locomotives



Operations Support Functions:

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





COMMUNICATIONS AND CUSTOMER FOCUS

Department Name: *Communications and Customer Focus*
Director: *Andrea Packer, Chief Communications
and Customer Focus Officer*

Department Function:

The Communications and Customer Focus staff is comprised of five departments including Public Relations and Marketing, Customer Service, Organizational Development and Labor Relations, Fare Strategy & EFC Operations, and Product Development & Sales. The Communications and Customer Focus staff is charged with leading the Authority's overall corporate communications and customer driven initiatives and programs, facilitating community and government relations efforts, assisting the Authority's customers in obtaining information on transit services, overseeing media and publicity activities. Additionally, the department is responsible for coordinating public opinion and market research. The staff is also charged to facilitate labor relations activities, to establish and maintain employee communications initiatives, to coordinate training across UTA, to manage organizational improvement initiatives and to coordinate broad fare strategy and product initiatives.

In 2016, the Public Relations and Marketing department will continue to be responsible for establishing and maintaining a consistent brand identity for UTA. The group will coordinate major marketing campaigns, facilitate public outreach and involvement programs for the Authority's major capital projects and service changes, coordinate various public education efforts with elected officials and stakeholders, lead marketing and communications initiatives for individual business units, oversee social media communications, and communicate with agency employees. Additionally, the department will continue to evaluate the agency's customer information, signage and materials and make design changes that provide for better information and that reflect UTA's brand. This group will also create and implement major public events that celebrate agency milestones, provide messaging expertise for Authority initiatives and issues, 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 website development, online content, the Authority's social media strategy and UTA's graphic arts and video production services.

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

The Fare Strategy and Electronic Fare Collection (EFC) Operations Department is comprised of several analysts that are primarily focused on fares: fare strategy, fare policy, fare structure, and fare collection. In addition to establishing fare policy, operating and monitoring UTA's electronic fare collection system (EFC), validating and analyzing EFC ridership data, and

coordinating fares-related change day activities, this group is actively engaged in testing and marketing activities relating to the Q3 2013 rollout of prepaid smartcards. This group is also currently exploring the feasibility of a distance-based fare structure. The group's vision is that all business stakeholders make superior decisions, identify new and relevant opportunities, and implement effective strategies because they have easy access to meaningful and useful information regarding UTA's market segments and how patrons are using our bus and rail services. The group's mission is to enable better business decisions at UTA that contribute to growth in ridership and revenue by bolstering business intelligence and by marketing, operating, and evolving UTA's electronic fare collection system.

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

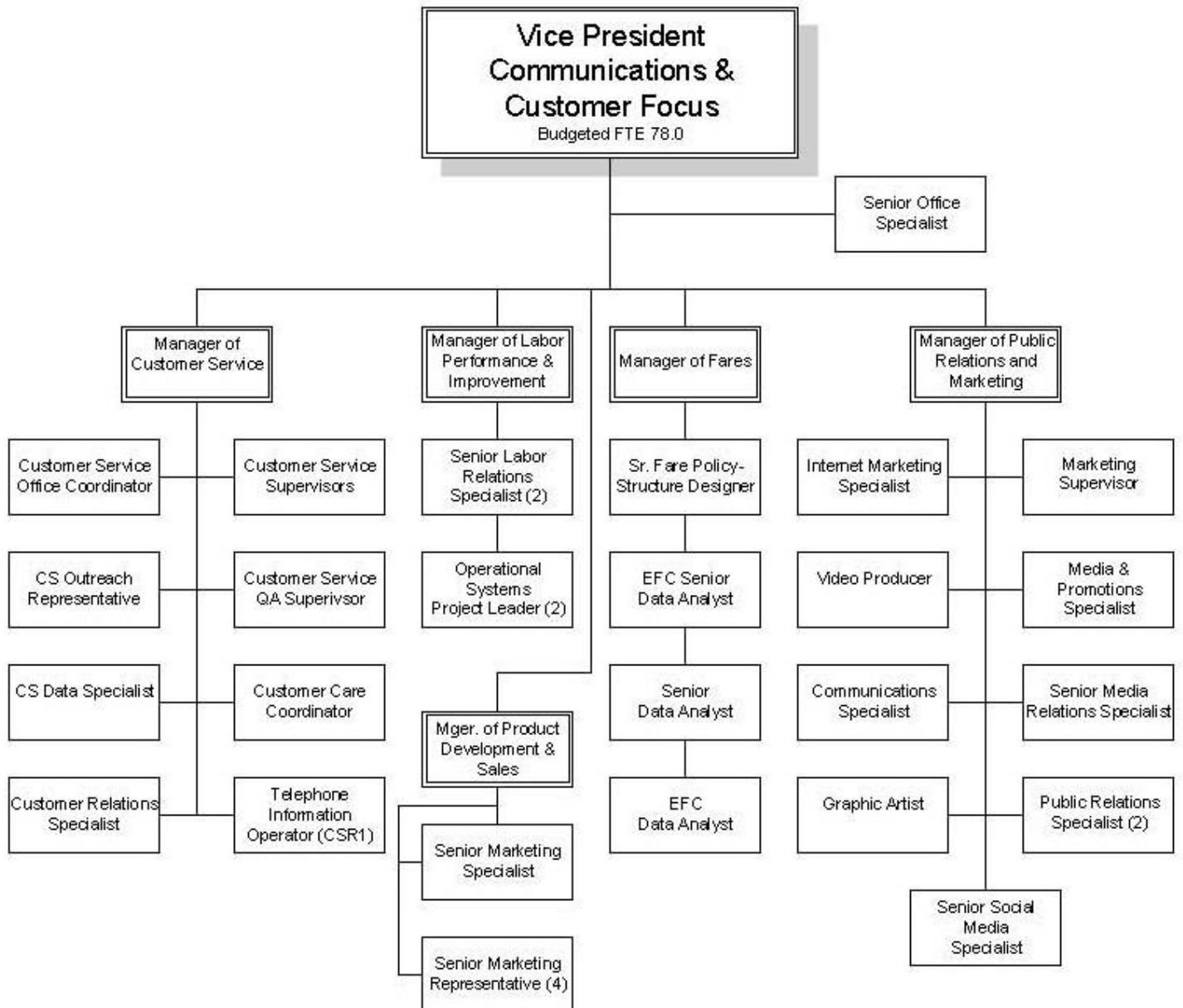


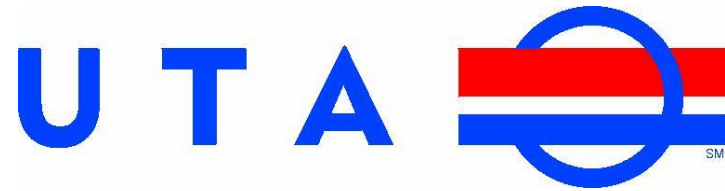
The Organizational Development and Labor Relations departments will continue to facilitate internal and external communication regarding agency and labor issues, lead employee relations initiatives, lead the implementation of UTA's strategic training plan, and serve as continuous improvement and organizational development resources for UTA and its business units.

The Labor Relations department will focus on preparing issues for negotiations on a new Collective Bargaining Agreement (CBA) in

2016. The team will continue to work with business unit management and union leaders on issue resolution, problem solving, and CBA interpretation issues.

The Organizational Development and Training department will provide design and implementation of an organization wide employee engagement initiative, responsive to feedback from the employee engagement survey. This group will continue to facilitate cross function teams focused on problem solving and focus on implementation of quality and training standards across the organization.





BUSINESS SOLUTIONS AND
TECHNOLOGY

Department Name:
Chief Technology Officer:

Business Solutions and Technology
Clair Fiet

Department Function:

The primary focus of the Business Solutions 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 2016, special emphasis will be placed on Electronic Fare Collection (EFC) mobile ticketing RFP will be issued to assist and enhance the deployment of UTA's fare strategy. Public access to Wi-Fi on Frontrunner trains and at station platforms will be enhanced in 2016.



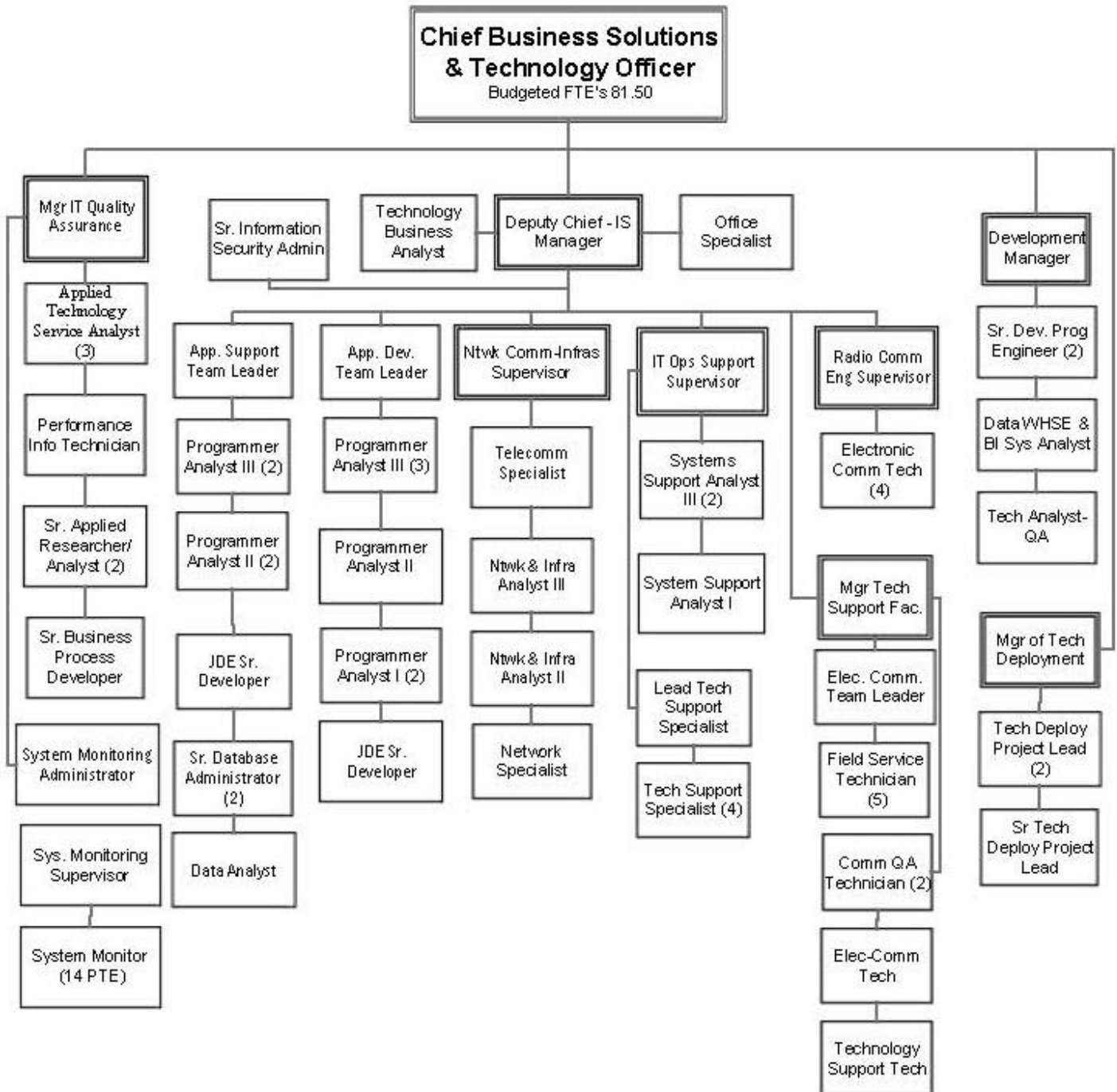
Information Systems will continue to provide support for applications, data network needs, telephone communication, on-board technologies and radio communication. Special attention is given to the security of data and computer network to protect against the ever-growing threat of intrusion and ever-changing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

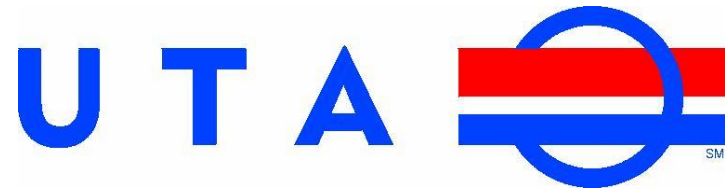
Information systems will provide programming and data management

services to business units and departments in support of their goals. Emphasis in 2016 will be on performance measurement and quality improvement for all technology systems.

Recognition of needs to maintain a “state of good repair” of technology equipment will drive the development of a Technology Advisory Group. This group, comprised of delegates from each Executive, reviews and prioritizes corporate technology projects over the year. The goal is to align the technology strategy with corporate direction while maintaining core technology services.

An initiative will begin to orient UTA Business Units of data and information availability and teach them how this information can be used in business decisions. Procurement and implementation of data warehouse core infrastructure was completed in 2015. More data management, reporting and analysis tools will be completed in 2016 to leverage the current infrastructure. Information Systems will assist and continue to utilize these tools and enhance the environment for decision support framework across UTA business units.





FINANCIAL AND
SUPPORT SERVICES

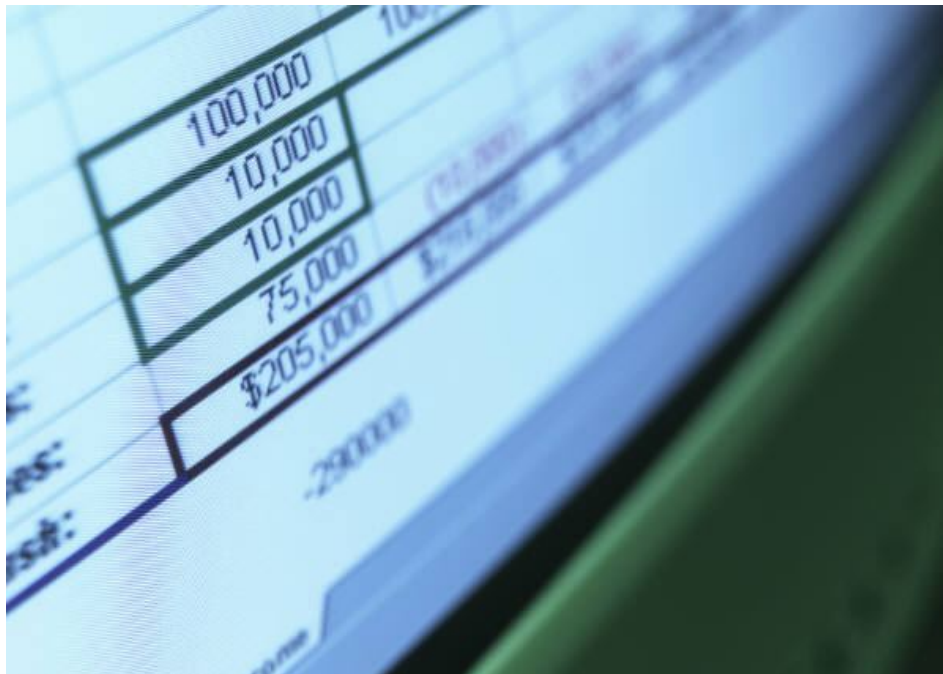
Department Name:
Chief Financial Officer

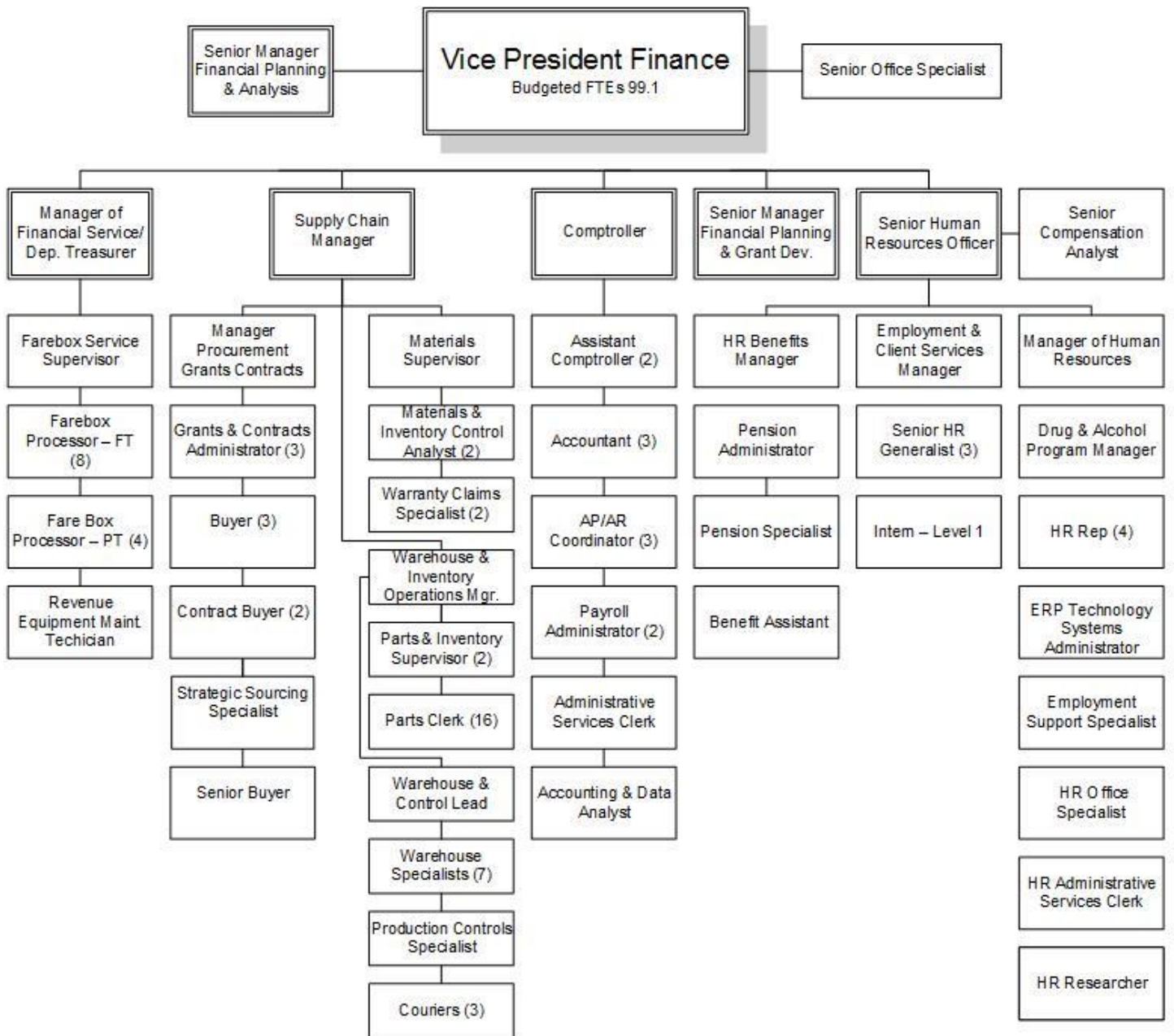
Financial and Support Services
Robert Biles

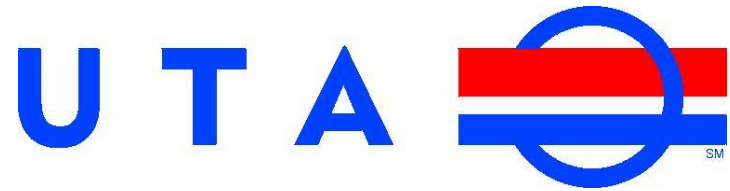
Department Function:

The Administrative Services Department provides support to the organization in managing its financial, human and material resources. Administrative Services is responsible for reporting on the Authority's fiscal activities through monthly and annual financial reports as well as debt administration, budgeting, 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 program. Goods and services are acquired through competitive processes to get the best value for the Authority.

The following departments are included in Administrative Services: Accounting, Financial Services and Fare Collection, Human Resources, Supply Chain Management, and Budget.







SAFETY AND SECURITY

Department Name:

Safety & Security

Areas of Responsibility:

Safety, Public Safety, Security (Facility & Video), Emergency Management, Transit Communications (Bus and Police)

Chief Safety & Security Officer: *David Goeres*

Department Functions:



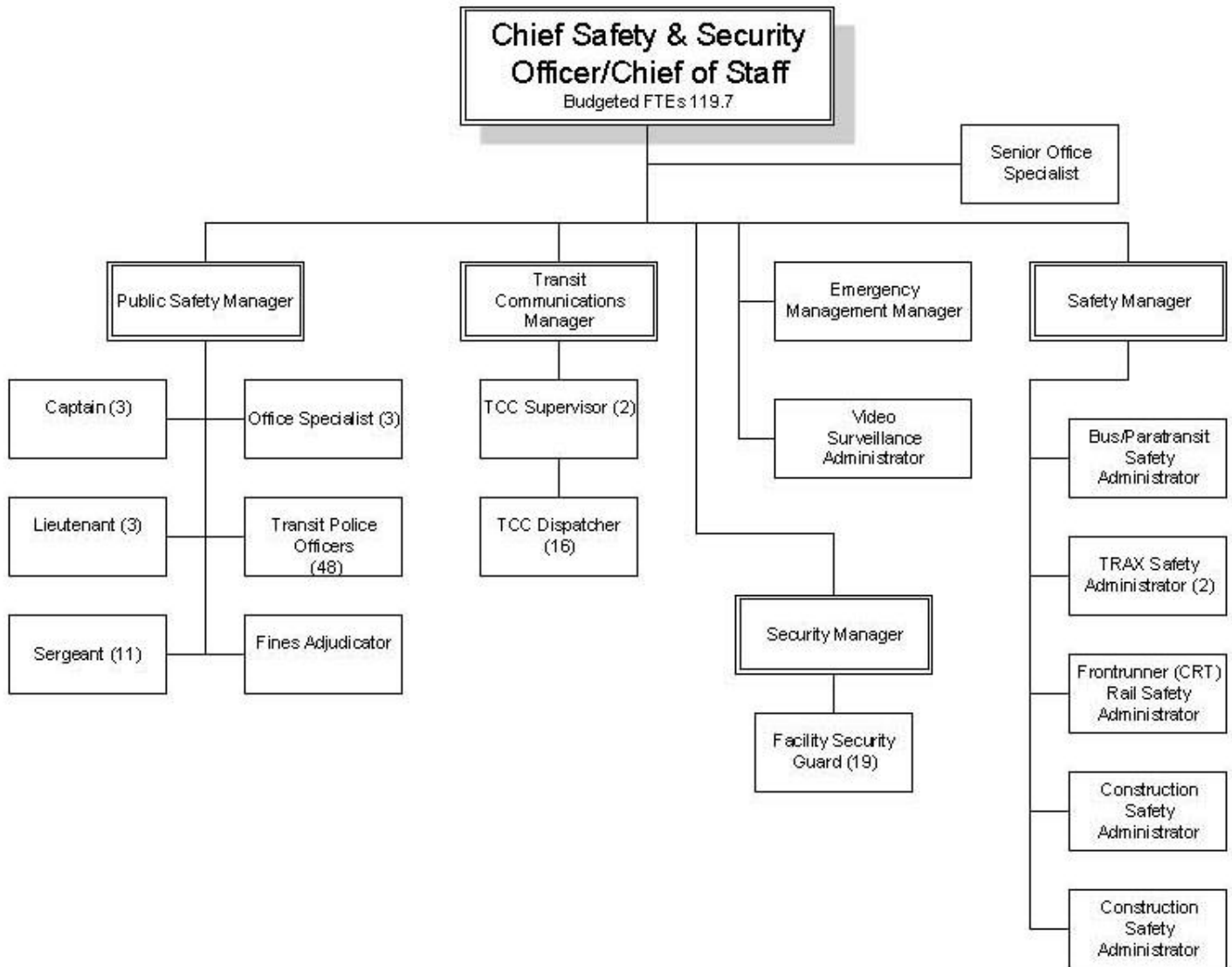
Safety - The UTA Safety department has the responsibility for providing safety oversight of construction and operation for all modes of transit services which includes: FrontRunner commuter rail, TRAX light rail, fixed bus service, special services and van pool. This oversight includes the construction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

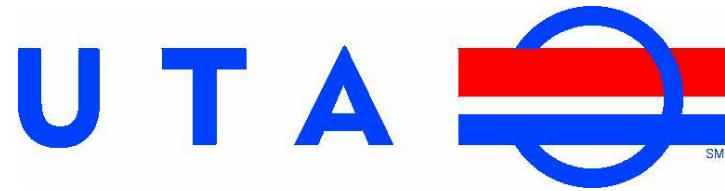
have a primary role in the functioning of safety committees, which has a primary purpose to observe, track and mitigate hazards. Safety Department is led by the Safety Manager and 6 Safety Administrators covering bus, rail, construction and occupational health.

Public Safety - Public Safety has responsibility to provide a secure transit system for all modes of UTA transit. This includes the buses, trains, transit stations and UTA operations, maintenance and administrative facilities. As a result, customers and employees enjoy an environment made safe by fully certified peace officers and facility security staff. UTA Public Safety personnel are out on the transit system daily, and respond to calls to perform a full spectrum of policing functions. Fare enforcement, law and order and incident investigation and scene management are primary functions of the department. The Public Safety Department provides a police dispatch service which monitors and dispatches calls to officers. The completion of FrontLines 2015 program and S-Line Streetcar brought new service area challenges to the department. This enhanced effort requires continued personnel training and coordination with many city agencies and other UTA departments. UTA Police are an active member of the Valley Police Chief Alliance. The Police department is led by the police chief, with 6 command staff (Captains, Lieutenants), 11 Sergeants, 48 officers and 4 office staff.

Video Security Systems – Video security systems within UTA are designed to enhance the safety and security of our passengers and the UTA infrastructure. Video systems are currently located at facilities, platforms, park and ride lots, and on bus and rail vehicles. The systems are recorded to assist UTA in recovery of damages from theft and accidents, and to assist in recreating incidents. The system enhances UTA's use of technology to cover our expansive system. Operations of the system is managed by the Video Security System committee, which meets bi-monthly to set policy, priority and direction for the programs.

Transit Communications Center (Bus & Police) – The role of the TCC is to monitor, assist and coordinated response to incidents for bus and police in the UTA system. The center has a manager, assistant manager and 17 dispatchers responsible for communications with the 600 buses and UTA police officers on the system. The TCC operates on 24 hours a day, and receives the “See something, Say Something” 801-287-EYES (3937) calls from customers on the system.





OFFICE OF GENERAL COUNSEL

**Department Name:
General Counsel**

*Office of General Counsel
Jayme Blakesly*

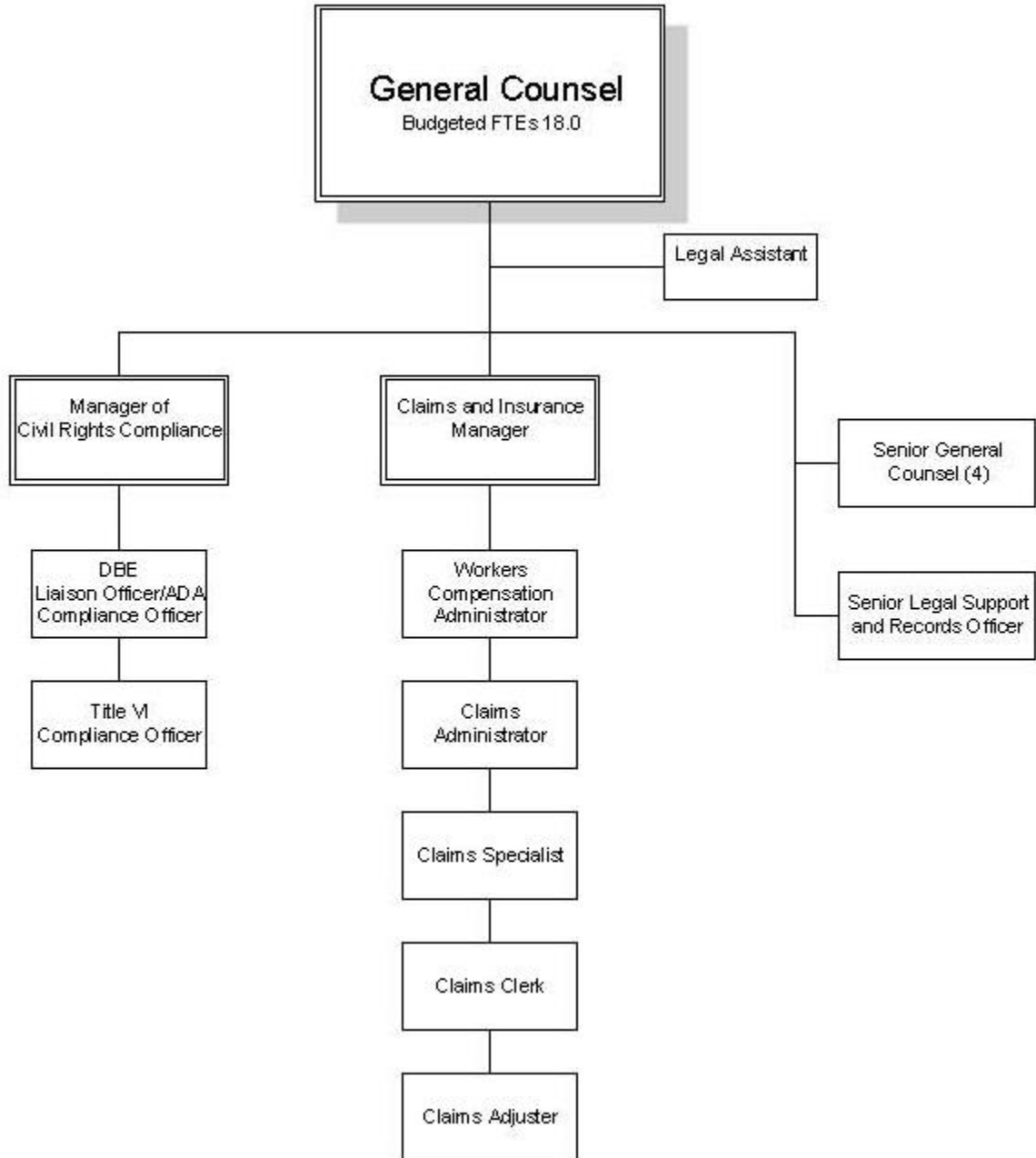
Department Function:

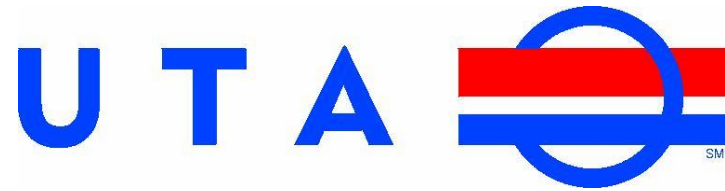
The Office of General Counsel (the “Office”) serves as the exclusive source of legal assistance to departments, as well as serving as legal counsel for specific Utah Transit Authority matters as they relate to the Board of Trustees. The Office also provides routine and general legal consultation to the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

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

The Civil Rights Unit of the Office ensures the Authority remains in compliance with federal laws and regulations regarding (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. The Civil Rights Unit advocates for the Authority's internal and external customers in matters involving services provided and also provides training as needed in order to assure continued Federal Transit Administration funding of the Authority and continued service for our internal and external customers in the areas of EEO for all applicants and employees, transportation service equity, non-discriminatory, accessible and inclusive transportation services for riders with disabilities and contracting/business opportunities for DBE's.

The Transit Oriented Development (“TOD”) Unit is responsible for short and long-range TOD planning and development of Authority facilities projects and properties including but not limited to development, construction, acquisition and management of TOD in compliance with Federal and State laws.





INTERNAL AUDIT

Department Name:
Director:

Internal Auditor
Isaac Clarke

Department Function:

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

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

Mission Statement:

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

Scope of Work:

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

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

Responsibilities:

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

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

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

Audit Plan:

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

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

- Strategic audits, including due diligence activities and review of the execution of UTA's strategic objectives.

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

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

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

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

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

Reporting:

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

Independence and Authority:

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

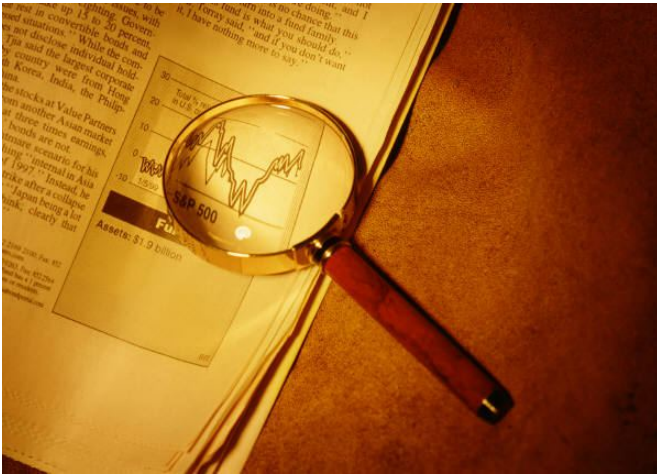
To maintain its independence, the Internal Audit will have no direct operational responsibility or authority over any of the activities under scope of its review. Accordingly, Internal Audit will not develop or install systems or procedures, prepare records, or engage in any other activity that would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

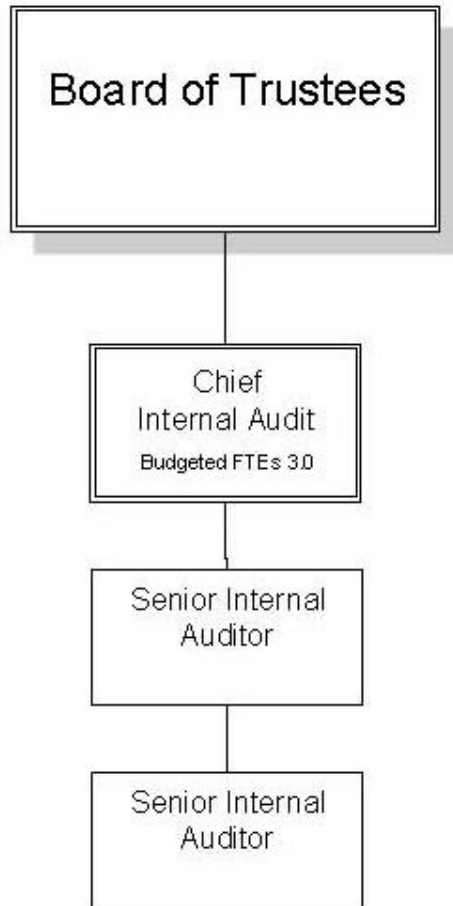
Internal Audit is authorized to have unrestricted access to all company activities, records, property and personnel. Restriction to these accesses imposed by any employee or management of UTA, which prevents the Internal Audit from performing its duties, will be reported immediately to the President/CEO/General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

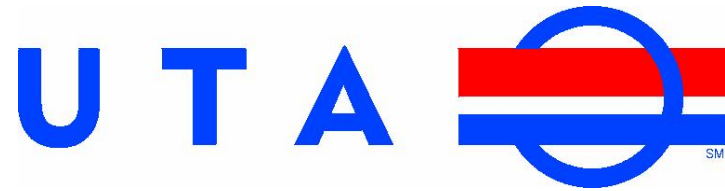
on circumstances as determined by the Chief Internal Auditor.

Standards of Audit Practice:

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

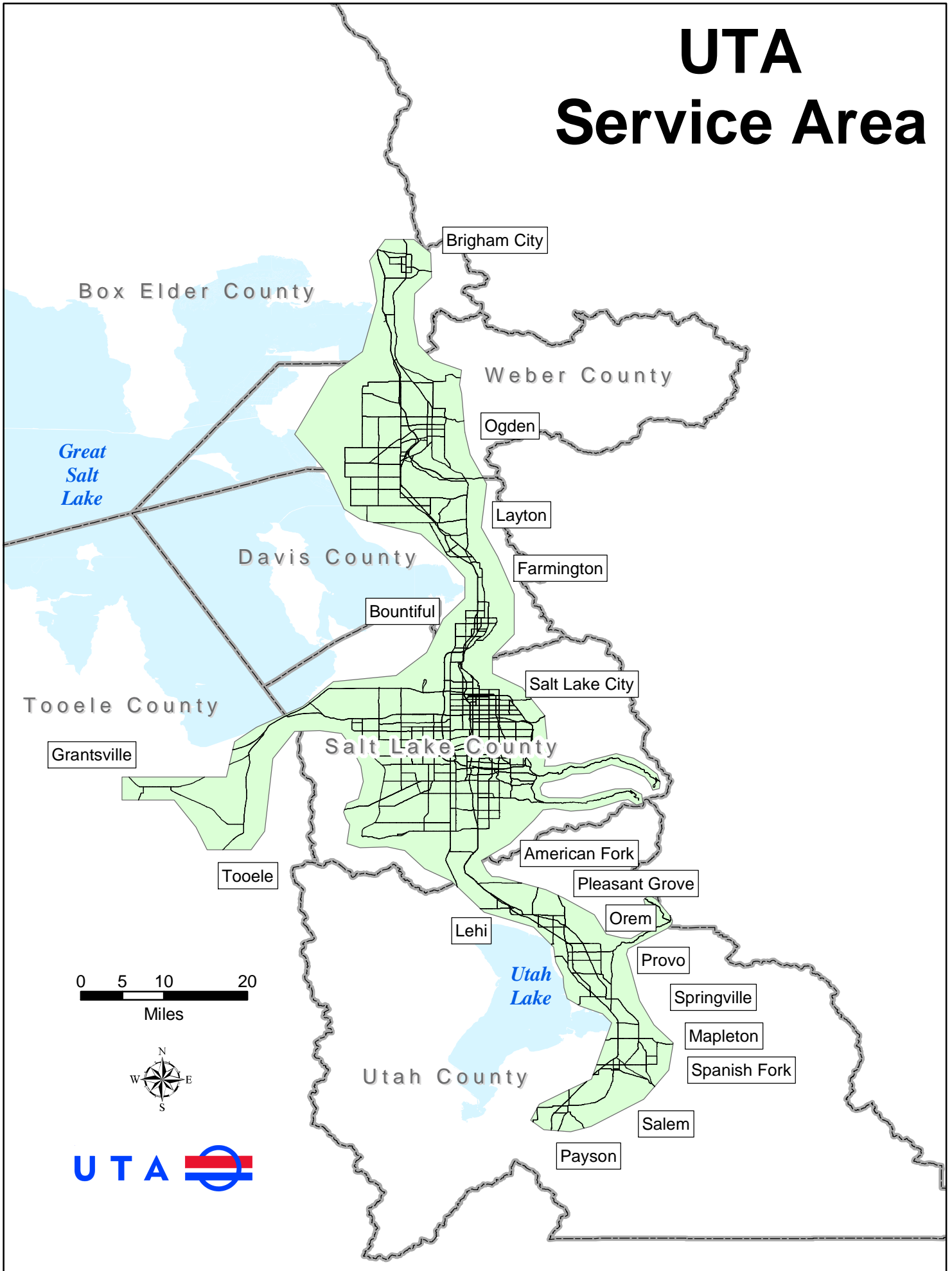






SECTION 4
APPENDICES

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 buses, light rail, commuter rail, streetcar, paratransit and vanpools in a 737 square mile service area that stretches over six counties from Payson to Brigham City. The Authority operates in one of the largest geographical service areas of any transit agency in the U.S. and serves a population of nearly 1.9 million out of nearly 3 million people statewide.

Oversight and Governance:

UTA is not a state agency; it is a political subdivision of the State of Utah. Oversight of UTA is exercised by a 16-member Board of Trustees appointed by elected officials within the municipalities and counties within the transit District that pay a local sales tax to support UTA's operation. Through UTA's enabling legislation, the Utah State Legislature determines the number and manner in which board members are appointed. Board members are appointed to serve four-year terms. There are no limits relative to the number of terms a trustee can serve.

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

Administration:

UTA is managed by a President/CEO, in accordance with the direction, goals and policies of the Board of Trustees. The President/CEO supervises an executive staff of seven department or division heads. The General Counsel and Internal Auditor for the Authority report to the Board of Trustees.

**Metropolitan
Planning
Organizations:**

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

Funding:

The State of Utah does not provide any operational funding or capital funding to UTA. UTA's operational funding comes from the local municipalities and/or counties that have voted to annex to the transit district and pay up to 68.75% of 1% local option sales tax.

It is projected that in 2016, UTA will receive approximately 15% of the operating cost from passengers as fares paid for service.

UTA receives both formula and discretionary federal funds as authorized by MAP 21 and beginning in 2016 the FAST reauthorization. Formula funds are allocated through Operating/Preventative Maintenance Grants as defined by the National Transit Database.

Discretionary funds allow 50% to 80% of the capital costs for light rail, streetcar, commuter rail, and BRT to be paid from federal funds through the Fixed Guideway Capital Investment Grants Program (New Starts/Small Starts), provided that there is a 20% to 50% local match and available ongoing operational funds. These helped fund recent rail expansions (FrontLines 2015), and UTA may seek these funds for future projects. Other smaller discretionary funding opportunities are also being pursued.

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

Service/Fleet Info:

- Service area covers 737 square miles – 85 municipalities are covered from Payson to Brigham City and includes approximately 66% of the state's population
- 6-county area (all or portions of Salt Lake, Davis, Weber, parts of Box Elder, Tooele and Utah counties).
- 119 routes – 6,273 bus stops
- 522 active buses, 133 active paratransit vehicles, and 117 TRAX vehicles, 53 commuter passenger rail vehicles and 18 commuter locomotives, and 479 vanpool vehicles
- Bike racks are installed on all UTA buses
- UTA ski service runs from November through Easter seven days a week – including Christmas Day to four resorts in Big and Little Cottonwood Canyons, as well as ski resorts in Provo Canyon and Ogden.

Ridership:

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

**UTA Services
and Rider Programs:**

- Fixed route bus service
- TRAX (light rail)
- S-Line (streetcar)
- FrontRunner (commuter rail)
- Paratransit (disabled customer service)
- Rideshare (carpooling and vanpooling)
- Eco-Pass (group discount program)
- Ed Pass (school discount program)
- FarePay (reloadable pre-paid fare cards discount program)
- Ski bus service
- Bike racks
- Monthly passes
- Free fare zone
- UTA web site
- Ride Time real time bus service text messaging

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
- FrontRunner from Salt Lake City to Ogden and Pleasant View completed April 2008
- Intermodal Hub Extension (Arena Station to Salt Lake Central) completed April 2008
- MAX Bus Rapid Transit: 3500 South (9 miles) completed July 2008
- Mid-Jordan and West Valley TRAX opened August 2011
- FrontRunner South from Provo to Salt Lake City completed December 2012
- Provo and Orem Intermodal Hubs completed December 2012
- Airport Light Rail extension completed April 2013
- Draper Light Rail extension completed August 2013
- Sugar House Streetcar completed December 2013
- Depot District Service Center phase I completed 2015
- Provo/Orem BRT (10 miles) scheduled for 2017

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

Box Elder County. The Authority services only a portion of Box Elder County, comprised of the cities of Brigham, Perry and Willard and some unincorporated areas. Box Elder County (the fourth largest county in the state) accounts for approximately 2% of the population and approximately 2% of the nonagricultural employment of the service area of the Authority. The principal city is Brigham City. The county's population increased approximately 1.3% from 2013 to 2014. The largest employment sectors are manufacturing, wholesale and retail trade, and government. Major employers include AutoLiv ASP, Orbital ATK, Nucor Corp., Wal-Mart Distribution Center.

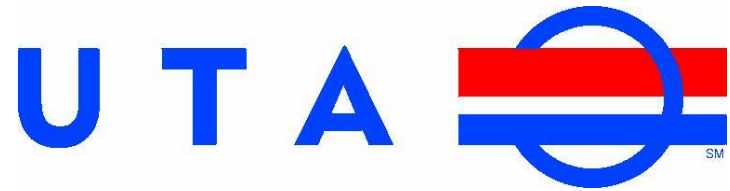
Davis County. Davis County accounts for approximately 14% of the population and approximately 10% of the nonagricultural employment of the service area of the Authority. The principal cities include Bountiful, Farmington, Kaysville, Layton, Syracuse and Clearfield. The county's population increased approximately 2.1 from 2013 to 2014. The largest employment sectors are wholesale and retail trade; government, and service. Major employers include Hill Air Force Base, Davis County School District, Smith's Food and Drugs Distribution.

Salt Lake County. Salt Lake County accounts for approximately 47% of the population and approximately 59% 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 West Jordan City. Due to continuous economic and population growth, most of the cities in Salt Lake County have grown into a single large metropolitan area, with Salt Lake City being the commercial center of this metropolis. The county's population increased approximately 1% from 2013 to 2014. 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 3% of the population and approximately 2% of the nonagricultural employment of the service area of the Authority. The principal cities include Tooele and Grantsville. The county's population increased approximately 1.4% from 2013 to 2014. The largest employment sectors are government; wholesale and retail trade; and transportation, communications and public utilities. Major employers include the US Department of Defense and US Magnesium Corporation of Salt Lake City.

Utah County. Utah County accounts for approximately 24% of the population and approximately 18% of the nonagricultural employment of the service area of the Authority. The principal cities include Provo and Orem. The county's population increased approximately 1.6% from 2013 to 2014. 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 University, Vivint, Inc., Utah Valley Regional Medical Center, and Adobe Systems Inc.

Weber County. Weber County accounts for approximately 10% of the population and approximately 9% of the nonagricultural employment of the Service Area of the Authority. The principal city is Ogden. The county's population increased approximately .9% from 2013 to 2014. The largest employment sectors are service, wholesale and retail trade, and government. Major employers include the US Treasury Inspector General for Tax Administration, Weber State University, AutoLiv ASP, McKay Dee Medical Center, America First Credit Union and Weber and Ogden City School Districts.



BUDGET GLOSSARY

2016 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. It provides specific guidance on accessibility of transportation vehicles and facilities.

Alternative Fuels

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

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

ATU - Amalgamated Transit Union

AVL - Automatic Vehicle Location

Position determination via an automatic technology or combination of technologies, such as global positioning system (triangulation of satellite signals), or signposts (beacons at known locations transmit signals picked up by vehicle). The technology typically includes real-time reporting of that location to a dispatcher. AVL, or similar technology is a necessary component for “Next Bus” implementation.

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

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

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

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

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

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

Capital Costs

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

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.

Clean Air Act Amendments of 1990 - Legislation designed to curb three major threats to the nation's environment and to the health of millions of Americans: acid rain, urban air pollution, and toxic air emissions.

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

CMAQ - Congestion Mitigation and Air Quality - Grant program funded by highway program money in MAP-21 to reduce traffic congestion and improve air quality. Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas).

CNG - Compressed Natural Gas - An alternative fuel, consisting of primarily methane (CH₄).

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

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

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

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

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

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

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

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

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

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 gained from the sale of passenger tickets, passes, tokens or other instruments of fare payment.

FHWA – Federal Highway Administration – Supports State and local governments with grants for transportation projects including transit related projects.

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

Fixed Guideway System - a surface transportation facility, including a platform, using and occupying a separate right-of-way or rail corridor, including by way of example, light rail, commuter rail, bus rapid transit or similar technology for surface transportation purposes.

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

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

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

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

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

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

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

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

Hybrid 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 policies.

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

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

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

ITS - Intelligent Transportation System – The use of computer technology to improve transportation systems.

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

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

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

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

MIS – Major Investment Study

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

MAP-21 – Moving Ahead for Progress in the 21st Century – Federal legislation signed into law on July 6, 2012, funding surface transportation programs at over \$105 billion for fiscal years 2013 and 2014.

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

New Start – A new or extended fixed guideway and corridor-based bus systems, including rapid rail, light rail, commuter rail, bus rapid transit, and ferries.

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

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

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

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

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 boardings, including charter and special trips. Each passenger is counted each time that person boards a vehicle.

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

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

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

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

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

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

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

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

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

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

RFP – Request for proposal.

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

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

Rolling Stock- Transit vehicles such as buses, vans, cars, railcars, locomotives, trolley cars and buses, as well as vehicles used for support services.

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

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

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

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

STP - Surface Transportation Program - One of the key funding programs MAP-21. STP moneys are “flexible,” meaning they can be spent on mass transit, pedestrian and bicycle facilities, as well as on roads and highways.

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

TDP- Transit Development Plan – an 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 programs and projects to UTA’s system by showing the cost impact the program may have on our current system.

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

UDOT – Utah Department of Transportation

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.

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

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