



CERTIFICATE OF INCORPORATION

OF

UTAH TRANSIT AUTHORITY

I, CLYDE L. MILLER, Secretary of State of the State of Utah, hereby certify that the City Commission of Salt Lake City, Utah, has certified to me the names of municipalities in which a majority of the electors voting upon the proposition to establish a public transit district voted affirmatively and that the total assessed valuation in the approving municipalities as shown by the county assessment records, according to this last county assessment rolls in the aggregate, is two-thirds or more of the total assessed valuation within the district as proposed in the original initiating ordinances.

I further certify that each of the municipalities named in said certificate have held public hearings subsequent to the election and that the governing body of each municipality by resolution has determined that the public interest would be served by incorporating and organizing a public transit district to be known as the UTAH TRANSIT AUTHORITY.

I have examined the Certificate and find that it complies with the requirements of Sections 11-20-12 and 11-20-13, Utah Code Annotated, 1953, as enacted by Chapter 12, Laws of Utah 1969, First Special Session. From the certificate of the Salt Lake City Commission, I find that the District is comprised of the municipalities of Salt Lake City, South Salt Lake City, Murray City, Bingham Canyon.

Accordingly, I hereby issue this CERTIFICATE OF INCORPORATION TO THE UTAH TRANSIT AUTHORITY.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Great Seal of the State of Utah at Salt Lake City, This third day of March A.D., 1970

Clyde L. Miller
Secretary of State



AN ORDINANCE

AN ORDINANCE AMENDING Title 23 of the Revised Ordinances of Salt Lake City, Utah, 1965, relating to motor buses, stage lines and automobile rental by repealing Chapter 5, relating to the creation of Public Transit District Authority, and by adding thereto a new chapter to be known as Chapter 5, relating to the creation of a Public Transit District Authority.

Be it ordained by the Board of Commissioners of Salt Lake City, Utah:

SECTION 1. That Chapter 5, Title 23, relating to the creation of a Public Transit District Authority be, and the same hereby, is repealed.

SECTION 2. That Title 23 of the Revised Ordinances of Salt Lake City, Utah, relating to motor buses, stage lines and automobile rental, be, and the same hereby is, amended by adding thereto a new Chapter to be known as Chapter 5, entitled the Public Transit District Authority, to read as follows:

CHAPTER 5

THE PUBLIC TRANSIT DISTRICT AUTHORITY

Sec. 23-5-1. Present transit systems inadequate. That usage of present public urban transit systems has been declining while cost of operation has been increasing, so that present public transit systems have been forced to curtail services rendered, and their plans and equipment have been deteriorating with the result that they are unable to provide the type of service needed by citizens and are unable to plan, establish and coordinate area-wide metropolitan public transit systems.

Sec. 23-5-2. Community need for transportation. That the welfare and vitality of urban areas, the satisfactory movement of people within these areas, the lessening of traffic congestion and the effectiveness of housing, tourists, highways and other governmental programs are being jeopardized thereby.

Sec. 23-5-3. Transit district necessary to finance program. That the problems involved in adequately furnishing public urban transportation for the present and future needs of the people of the state are of such magnitude and complexity that the various urban transit systems, municipalities and counties acting individually, lack the ability, finances and jurisdictions to resolve, establish and coordinate urban transportation.

Therefore, it is essential to establish a public agency known as a transit district which can operate in its own right and authority

and exercise jurisdiction without being restricted to municipal, corporate or county limits or governed by representatives of the government units lying within the district. It is the purpose of this act to provide the means necessary for mass transportation of persons presently and in the future.

Sec. 23-5-4. Public convenience and necessity for district. Now therefore, it is hereby declared that public convenience and necessity require incorporation of a Public Transit District which can operate in its own right and authority and exercise jurisdiction without restriction to municipal, corporate or county limits or the government of governmental units lying within the district. It is for the purpose of this ordinance to provide the means necessary for mass transportation of persons presently and in the future, all pursuant to Chapter 12, Laws of the State of Utah, 1965, First Special Session, as therein made and provided.

Sec. 23-5-5. Cities to be included. That the names of the municipalities and a description of the area to be included within the jurisdiction of the proposed district is as follows:

Incorporated areas to be included:

City of Salt Lake City
City of South Salt Lake
City of Murray
City of Midvale
City of Bingham
City of Sandy

Sec. 23-5-6. Election to be called. That it is contemplated that an election will be called on the fourth day of November, 1969, for the purpose of having the proposition of the creation and the incorporation of the district submitted to the duly qualified electors residing in the area for ratification or rejection.

SECTION 3. In the opinion of the Board of City Commissioners it is necessary to the peace, health and welfare of the inhabitants of Salt Lake City that this ordinance become effective immediately.

SECTION 4. This ordinance shall take effect upon its first publication.

Passed by the Board of Commissioners of Salt Lake City, Utah, this 2nd day of October, 1969.

J. BRACKEN LEE
Mayor

HERMAN J. HOGENSEN
City Recorder
(SEAL)

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