



**Public Notice is Hereby Given of the Regular Meeting of the
Board of Trustees of the Utah Transit Authority**

Wednesday, March 28, 2018, 1:30 p.m.
Utah Transit Authority Headquarters, 669 West 200 South, Salt Lake City, Utah
Golden Spike Conference Rooms

1. **Call to Order & Opening Remarks** **Chair Greg Bell**
2. **Pledge of Allegiance** **Rebecca Cruz**
3. **Safety First Minute** **Dave Goeres**
4. **Item(s) for Consent** **Chair Greg Bell**
 - a. [Approval of January 24, 2018 Meeting Report](#)
 - b. [Approval of January 31, 2018 Meeting Report](#)
 - c. [Financial Reports & Dashboards for Nov, Dec 2017 & Jan 2018](#)
 - d. [Quarterly Investment Report](#)
5. **General Public Comment Period** **Robert Biles**

The Board of Trustees invites brief comments or questions from the public. In order to be considerate of everyone attending the meeting and to more closely follow the published agenda times, public comments will be limited to two minutes per person per item, or five minutes per item for a group spokesperson.
6. **President/CEO Report** **Jerry Benson**
 - a. CEO Performance Report
7. **Chair's Report** **Chair Greg Bell**
 - a. SB 136 Review **Andrew Gruber, WFRC**
8. **Committee Updates**

Trustee Bret Millburn

Stakeholder & Planning Committee Update

 - a. [R2018-03-11: Authorizing Electronic Meetings](#) **Trustee Bret Millburn**
 - b. [R2018-03-09: Authorizing Execution of the ILA between Salt Lake County and UTA for Clean Air Day](#) **Trustee Bret Millburn**
 - c. [R2018-03-08: Authorizing Execution of the ILA between Salt Lake County and UTA for the Sugar House S-Line](#) **Bart Simmons**
 - d. [R2018-03-10: Adopting Transit-Oriented Development Policy and Revising Executive Limitation Policy 2.2.4 – Transit-Oriented Development](#) **Paul Drake**

Operations & Customer Experience Committee Update

- a. [R2018-03-06: Approving the Naming of the Provo-Orem Bus Rapid Transit System](#)
- b. [R2018-03-04: Approving the April 2018 Change Day Title VI Equity Analysis](#)
- c. [R2018-03-05: Approving Provo-Orem Bus Rapid Transit Title VI Equity Analysis](#)

Trustee Alex Cragun

Trustee Alex Cragun

Mary DeLaMare-Schaefer

Mary DeLaMare-Schaefer

Finance & Audit Committee Update

- a. [R2018-03-01: Approving International Travel](#)
- b. [R2018-03-03 : Adopting the Internal Audit Charter](#)
- c. [R2018-03-02: Approving Sale of 2.97 acres of Real Property to the Redevelopment Agency of Murray City](#)
- d. Ogden/Weber BRT Project

Trustee Jeff Acerson

Trustee Jeff Acerson

Trustee Jeff Acerson

Paul Drake

Jerry Benson

9. Closed Session

- a. Discussion of the purchase, exchange, lease or sale of real property when public discussion would prevent the Authority from completing the transaction on the best possible terms.
- b. Strategy session to discuss the character, professional competence, physical or mental health of an individual.
- c. Strategy session to discuss collective bargaining.
- d. Strategy session to discuss pending or reasonably imminent litigation.

Chair Greg Bell

10. Action Taken Regarding Matters Discussed in Closed Session

Chair Greg Bell

11. Other Business

Chair Greg Bell

- a. Next meeting of the UTA Board of Trustees

12. Adjourn

Chair Greg Bell

The Board Mission Statement

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

Contact Regarding this Agenda:

Rebecca Cruz, Board of Trustees Support Manager
Utah Transit Authority
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Transit Communications Center (TCC) reasons to call



**Dispatch
UTA PD**



**Need
emergency
first responders
to your
location/incident**



Report a crime



**Security related
issues i.e.
trespassers on
property**

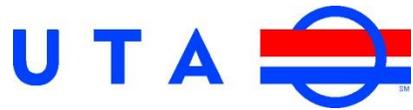


**Bus operations
for any concerns/
assistance**



UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Rebecca Cruz, Board of Trustees Support
SUBJECT:	Minutes of the January 24, 2018 UTA Board Meeting
BACKGROUND:	The minutes are presented for approval.
ALTERNATIVES:	<ul style="list-style-type: none">• Approve as presented• Amend and approve• No action
FINANCIAL IMPACT:	N/A
EXHIBITS:	<ul style="list-style-type: none">• 01-24-18 Board Meeting Report



**Report of the Meeting
of the
Board of Trustees of the Utah Transit Authority (UTA)
held at UTA FrontLines Headquarters located at
669 West 200 South, Salt Lake City, Utah
January 24, 2018**

Board Members Present:

Greg Bell, Chair

Sherrie Hall Everett, Vice Chair

Jeff Acerson

Cort Ashton

Necia Christensen

Alex Cragun

Karen Cronin

Babs De Lay

Charles Henderson

Dannie McConkie

Robert McKinley (via telephone)

Bret Millburn

Troy Walker

Board Members Excused/Not in Attendance: Gina Chamness, Jeff Hawker, and Brent Taylor

Also attending were members of UTA staff, as well as interested citizens and media representatives.

Welcome and Call to Order. Chair Bell welcomed attendees and called the meeting to order at 1:36 p.m. with eleven voting board members present in person or via telephone. The board and meeting attendees then recited the Pledge of Allegiance.

Safety Minute. Chair Bell yielded the floor to Dave Goeres, UTA Chief Safety, Security & Technology Officer, for a brief safety message.

Swearing in of New Trustee. Chair Bell indicated there was an administrative delay from Weber County in the appointment of a new trustee. This agenda item was deferred to a future meeting.

Item(s) for Consent. Consent items consisted of the following:

- Approval of December 18, 2017 Board Meeting Report

A motion to approve the consent agenda item was made by Trustee De Lay and seconded by Trustee Christensen. The motion carried by unanimous consent.

Public Hearing Regarding Bonds to Be Issued. No in-person public comment was given. An online comment from George Chapman was read. Mr. Chapman remarked on not bonding for capital projects.

A motion to close the public hearing was made by Trustee De Lay and seconded by Trustee Cragun. The motion carried by unanimous consent.

General Public Comment Period. Public comment was given by Elliot Mott who requested public access for boaters at two sites along the Jordan River. An online comment from George Chapman was read. Mr. Chapman remarked on service levels, route selection, free fares in Utah County, and a suggestion for a Green Line extension to 5600 West.

Closed Session. No closed session was held.

Action Taken Regarding Matters Discussed in Closed Session. No closed session was held.

Trustee Millburn joined the meeting at 1:52 p.m.

Chair Bell spoke about his priorities as chair. He expressed confidence in the reform efforts the agency has made over the last several years and declared that it is time for the agency to look to the future and not be sidetracked by “issues that have already been resolved.” He spoke about transit’s role in major issues such as air quality and economic development. Chair Bell said he would like to focus on making transit more accessible, convenient, and appealing. He would also like UTA to lead out in transportation innovation. Chair Bell provided historical perspective on UTA’s debt, which was incurred and endorsed by voters to complete the 2015 rail build-out program 17 years ahead of what was designated in the long-range plan. He expressed optimism for the future, support for the work of the Legislative Task Force on

Transportation Governance and Funding, and support of funding of multi-modal transportation options in the state.

R2018-01-04: Resolution Regarding the Work of the Transportation Task Force. Trustee Millburn, who represented the UTA board on the task force, presented the resolution.

Public Comment. No public comment was given.

Board Action. Discussion ensued on topics including needs created by future growth along the Wasatch Front, funding, and appreciation for the work of the task force. A motion to approve resolution R2018-01-04 was made by Trustee Millburn and seconded by Trustee Ashton. The motion carried by unanimous consent.

President/CEO Report. Jerry Benson, UTA President/CEO, delivered his monthly report to the board, covering such topics as:

- UTA's receipt of the Government Finance Officers Association Award for Excellence in Financial Reporting
- Enhancements to the UTA GoRide mobile payment app
- Results from the Free Fare Friday held on December 22, 2017
- UTA's new community service standards webpage

R2018-01-01: Resolution Adopting 2040 Strategic Plan. Trustee Henderson thanked trustees and staff for their work in formulating the 2040 Strategic Plan and introduced the resolution.

Public Comment. No in-person public comment was given. An online comment from Philip Sauvageau was read. Mr. Sauvageau's comments suggested technical adjustments to the service maps in the plan. Mr. Benson clarified that the maps contained in the plan are conceptual and are not a representation of the regional or long-range transportation plans.

Board Action. A motion to approve resolution R2018-01-01 was made by Trustee Henderson and seconded by Trustee Christensen. The motion carried by unanimous consent, including one aye vote from Trustee McKinley via telephone.

Committee Updates.

R2018-01-02: Resolution Adopting New Committee Structure. Chair Bell outlined the new committee structure, committee functions, and chair assignments:

UTA BOARD COMMITTEE STRUCTURE

Finance & Audit Committee with oversight for:

- Finance
- Budget
- Major Financial Transactions (i.e. real estate, TOD, capital projects, etc.)
- Investments
- Audit
- Workforce/Employee Relations

Committee Chair: Trustee Jeff Acerson

Stakeholder & Planning Committee with oversight for:

- Community Partnerships (including Interlocal Agreements)
- Governing Councils (i.e. - WFRC, MAG, UASD)
- Government Relations
- Long-term Board Strategic Plans
- Capital Projects, TOD and Real Estate Policies (with financial plans governed in Finance & Audit)
- Board Bylaws & Policies

Committee Chair: Trustee Bret Millburn

Operations & Customer Experience Committee with oversight for:

- Long-term Operations Strategy (i.e. innovative mobility, pilot projects, etc.)
- Customer Experience
- Service Standards & Service Planning
- Service & Fare Equity Analysis
- System Safety & Security

Committee Chair: Trustee Alex Cragun

Executive Committee with oversight for:

- Board Leadership
- Board Governance & Ethics
- CEO Performance

Committee Chair: Chair Greg Bell

He then asked trustees to consider on which committee each would like to serve.

Public Comment. No public comment was given.

Board Action. It was noted that Trustee Henderson would participate as a vice chair on the Stakeholder & Planning Committee. A motion to approve resolution R2018-01-02 was made by Vice Chair Everett and seconded by Trustee Ashton. The motion carried by unanimous consent.

Audit Review Committee Update. Trustee Walker stated the Audit Review Committee met on January 10, 2018. During the committee meeting, the UTA Chief Internal Auditor reported on progress management has made to address audit findings identified in 2017. Only 9% (8 findings) of the total audit findings reported in 2017 were not fully addressed according to the timeline set by management. There are valid reasons for the delay and the new deadline for resolution is March 31, 2018. Additionally, the draft Internal Audit Plan for 2018 was presented and approved by the Audit Review Committee.

Stakeholders Committee Update. Trustee Millburn indicated he had sent a memorandum to trustees on his committee regarding a proposed plan for systematically reviewing board policies. He asked trustees to review the plan and provide him with feedback.

Additional Board Action Item.

R2018-01-03: Resolution Approving Sale of 5.975 Acres of Right of Way to Draper City. Chair Bell asked Trustees Acerson, De Lay, and Taylor to meet as a Working Group to review this transaction. Working Group members received documentation to review and met on January 10th to review. Trustees Acerson and De Lay met to perform the review; Trustee Taylor's deployment interfered with his ability to participate.

Trustees Ashton and Walker recused themselves from voting on the resolution. Trustee Ashton works for the title company in the transaction and Trustee Walker is the mayor of Draper City (the purchaser).

Chair Bell asked Paul Drake, UTA Senior Manager of Real Estate and Transit-Oriented Development, to present the details of the proposed transaction. Mr. Drake said the property known as the "Draper highline property" was acquired from Union Pacific Railroad. The parcel has land grant restrictions that require it be used for roadway, trail, or other transportation-related improvements. Draper City has proposed to purchase 5.975 acres of property for right-of-way for \$2,995,000, which is the fair market value.

The site has been contemplated as a future TRAX station and UTA will retain a segment of the property sufficient for its future needs. The current site plan is transit friendly and Draper City has agreed to participate in completing a station area plan.

Public Comment. No in-person public comment was given. One online comment from George Chapman was read. Mr. Chapman would like the proceeds from this transaction to be applied to increased service.

Board Action. Brief discussion ensued. A motion to approve resolution R2018-01-03 was made by Trustee Acerson and seconded by Trustee De Lay. The motion carried by majority consent with nine aye votes, zero nay votes, and two abstentions from Trustees Ashton and Walker.

Other Business.

Next Board Meeting. Chair Bell stated the next board meeting would take place on March 28, 2018, at 1:30 p.m.

Adjournment. The meeting was adjourned at 3:20 p.m. by motion.

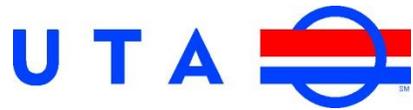
Transcribed by Cathie Griffiths
Assistant to the President/CEO
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801.237.1945

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/441611.html> for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Rebecca Cruz, Board of Trustees Support
SUBJECT:	Minutes of the January 31, 2018 UTA Board Meeting
BACKGROUND:	The minutes are presented for approval.
ALTERNATIVES:	<ul style="list-style-type: none">• Approve as presented• Amend and approve• No action
FINANCIAL IMPACT:	N/A
EXHIBITS:	<ul style="list-style-type: none">• 01-31-18 Board Meeting Report



**Report of the Meeting
of the
Board of Trustees of the Utah Transit Authority (UTA)
held at UTA FrontLines Headquarters located at
669 West 200 South, Salt Lake City, Utah
January 31, 2018**

Board Members Present:

Greg Bell, Chair

Sherrie Hall Everett, Vice Chair

Jeff Acerson

Necia Christensen

Alex Cragun

Karen Cronin

Babs De Lay

Robert McKinley (via telephone)

Toby Mileski

Bret Millburn

Troy Walker

Board Members Excused/Not in Attendance: Cort Ashton, Gina Chamness, Jeff Hawker, Charles Henderson, and Dannie McConkie

Also attending were members of UTA staff, as well as interested citizens and media representatives.

Welcome and Call to Order. Chair Bell welcomed attendees and called the meeting to order at 3:03 p.m. with ten voting board members present in person or via telephone. The board and meeting attendees then recited the Pledge of Allegiance.

Safety Minute. Chair Bell yielded the floor to Dave Goeres, UTA Chief Safety, Security & Technology Officer, for a brief safety message.

Potential Swearing in of New Trustee. Rebecca Cruz, UTA Board of Trustees Support Manager, administered the oath of office to Toby Mileski who was appointed to the board to represent Weber County and the municipalities of Brigham City, Perry, and Willard in Box Elder County (filling the unexpired term of Brent Taylor).

R2018-01-05: Second Resolution Regarding the Work of the Transportation Task Force. Chair Bell presented the resolution which expresses support for certain provisions in the bill stemming from the work of the Legislative Task Force on Transportation Funding and Governance, including board size and funding.

Public Comment. No public comment was given.

Board Action. A motion to approve resolution R2018-01-05 was made by Trustee Millburn and seconded by Trustee Walker. Discussion ensued during which several trustees opined on various aspects of the resolution, with some expressing full support for the resolution and others expressing partial support with some reservations.

Vice Chair Everett made substitute motion to request a work session between the UTA Board of Trustees and the Transportation Task Force to review governance issues and reforms, and to answer questions or concerns. The motion was seconded by Trustee Cronin. Discussion on the substitute motion ensued.

Chair Bell called for a vote on the substitute motion. The substitute motion failed to pass with two aye votes from Trustees Everett and McKinley; eight nay votes from Trustees Bell, Acerson, Christensen, Cragun, De Lay, Mileski, Millburn, and Walker; and no abstentions.

Chair Bell called for a vote on the original motion to approve R2018-01-05. The motion carried by majority consent with eight aye votes from Trustees Bell, Acerson, Christensen, Cragun, De Lay, Mileski, Millburn, and Walker; two nay votes from Trustees Everett and McKinley; and no abstentions.

Following the vote, Chair Bell asked board members to speak to UTA's official position on the resolution (i.e., endorsing the resolution) when reporting to their appointing authorities.

Adjournment. The meeting was adjourned at 3:54 p.m. by motion.

Transcribed by Cathie Griffiths
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cgriffiths@rideuta.com
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UNAPPROVED

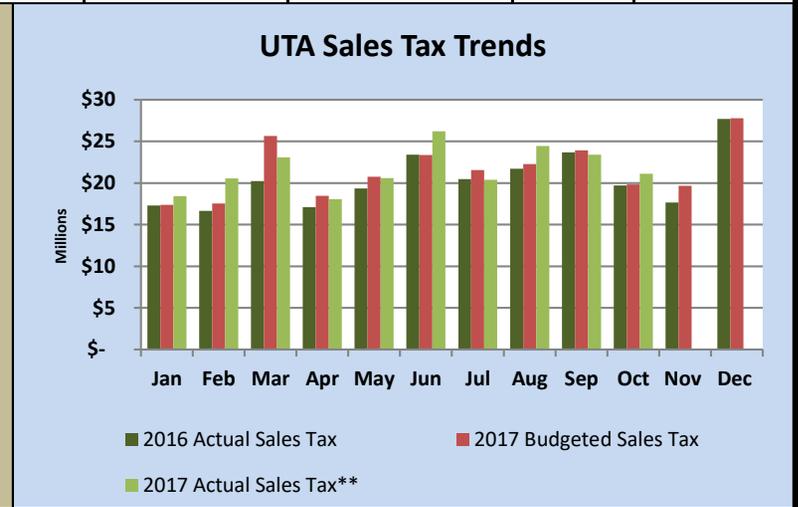
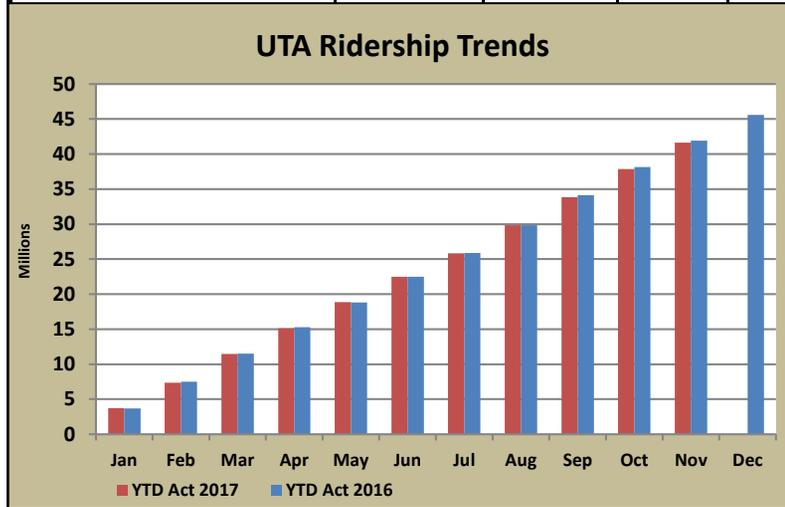
UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Robert Biles, VP of Finance
SUBJECT:	Financial Reports & Dashboards for Nov/Dec 2017 and January 2018
BACKGROUND:	In accordance with Board direction, staff prepares and presents monthly financial statements to the Board for their review.
PREFERRED ALTERNATIVE:	<ul style="list-style-type: none">• Approve as presented
LEGAL REVIEW	N/A
EXHIBITS:	<ol style="list-style-type: none">1. Dashboard: November 20172. Monthly Financial Report: November 20173. Dashboard: December 20174. Monthly Financial Report: December 20175. Dashboard: January 20186. Monthly Financial Report: January 2018

Utah Transit Authority

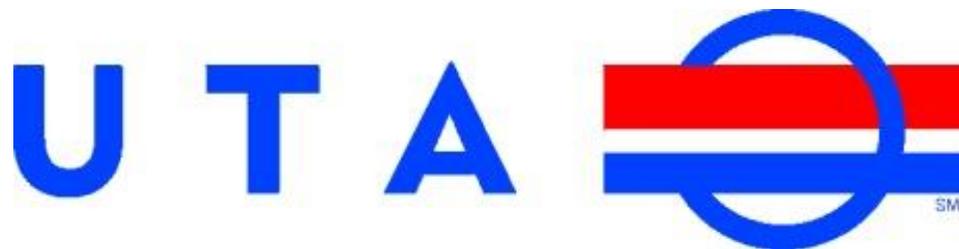
Board Dashboard: November 30, 2017

Financial Metrics	Nov Actual	Nov Budget	Fav/ (Unfav)		YTD Actual	YTD Budget	Fav/ (Unfav)	
				%				%
Sales Tax (October '17 mm \$)	\$ 21.1	\$ 19.8	\$ 1.30	6.6%	\$ 216.3	\$ 210.5	\$ 5.85	2.8%
Fare Revenue (mm)	\$ 4.9	\$ 4.4	\$ 0.51	11.5%	\$ 47.0	\$ 48.7	\$ (1.72)	-3.5%
Operating Exp (mm)	\$ 19.1	\$ 22.3	\$ 3.23	14.5%	\$ 230.7	\$ 242.7	\$ 11.99	4.9%
Investment Per Rider (IPR)	\$ 3.73	\$ 4.50	\$ 0.77	17.1%	\$ 4.41	\$ 4.50	\$ 0.09	2.0%
IPR adj for fuel savings	\$ 3.78	\$ 4.50	\$ 0.72	16.0%	\$ 4.50	\$ 4.50	\$ -	0.0%
UTA Diesel Price (\$/gal)	\$ 2.25	\$ 2.50	\$ 0.25	10.0%	\$ 1.88	\$ 2.50	\$ 0.62	25.0%
Operating Metrics	Nov Actual	Nov-16	F/ (UF)		YTD Actual	YTD 2016	F/ (UF)	
Ridership (mm)	3.8	3.8	(0.0)	-0.7%	41.6	41.9	(0.3)	-0.7%
Alternative Fuels	\$/gal	Revenue Development (mm\$)			YTD Actual			
CNG Price (Bus Diesel Equiv rt)	\$ 1.25				\$ 17.33			
Debt Service	Nov Actual	Nov-16	Var	%	YTD Actual	YTD 2016	Var	%
Debt Service (net mm)	\$ 7.97	\$ 8.78	\$ 0.82	9.3%	\$ 93.08	\$ 96.17	\$ 3.10	3.2%



Utah Transit Authority
Financial Statement
(Unaudited)

November 30, 2017



	2017 YTD ACTUAL	2017 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Sales Tax	\$ 235,812,251	\$ 230,330,000	\$ 5,482,251	2%
2 Passenger Revenue	\$ 47,020,714	\$ 48,741,962	(1,721,248)	-4%
3 Other Revenue	\$ 73,999,481	\$ 65,537,423	8,462,058	13%
4 Total Revenue	356,832,446	344,609,385	12,223,061	4%
5 Net Operating Expenses	(230,691,060)	(242,677,211)	11,986,151	5%
Net Operating Income (Loss)	126,141,386	101,932,174	24,209,212	24%
6 Debt Service	93,076,681	97,376,481	4,299,800	4%
7 Other Non-Operating Expenses	4,406,408	5,554,495	1,148,087	21%
8 Sale of Assets	-	-	-	
9 Contribution to Capital Reserves	\$ 28,658,297	\$ (998,802)	\$ 29,657,099	
10 Bond Debt Service - Series 2007A CAB	174,550			
11 Amortization	(6,253,371)			
12 Depreciation	138,160,000			
13 Total Non-cash Items	\$ 132,081,179			

2017 GOALS

RIDERSHIP

2016 Actual	November 2017	November 2016	Difference	2017 YTD	2016 YTD	Difference
14 45,572,702	3,781,581	3,812,089	-30,508	41,621,407	41,936,254	-314,847

REVENUE DEVELOPMENT

15 Federal/Local/Regional	YTD \$17,326,394
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OPERATING INVESTMENT PER RIDER · 2017 Budgeted IPR is \$4.50

	IPR		IPR (less diesel savings)
16 Net Operating Expense	\$ 230,691,060	Net Operating Expense	\$ 230,691,060
17 Less: Passenger Revenue	(47,020,714)	Less: Passenger Revenue	(47,020,714)
18		Plus: Diesel Savings	3,549,886
19 Subtotal	183,670,346	Subtotal	187,220,232
20 Divided by: Ridership	÷ 41,621,407	Divided by: Ridership	÷ 41,621,407
21 Investment per Rider	\$ 4.41	Investment per Rider	\$ 4.50

**SUMMARY FINANCIAL DATA
(UNAUDITED)**

EXHIBIT 1-2

As of November 30, 2017

BALANCE SHEET

	<u>11/30/2017</u>	<u>11/30/2016</u>
CURRENT ASSETS		
1 Cash	\$ 10,267,512	\$ 9,131,235
2 Investments (Unrestricted)	60,486,783	29,800,437
3 Investments (Restricted)	172,159,182	168,018,126
4 Receivables	46,225,015	47,064,105
5 Receivables - Federal Grants	4,280,742	9,826,866
6 Inventories	32,529,769	26,090,208
7 Prepaid Expenses	2,388,306	3,561,886
8 TOTAL CURRENT ASSETS	\$ 328,337,309	\$ 293,492,863
9 Property, Plant & Equipment (Net)	2,966,581,353	3,141,489,778
10 Other Assets	120,401,076	129,338,358
11 TOTAL ASSETS	\$ 3,415,319,738	\$ 3,564,320,999
12 Current Liabilities	26,620,049	\$ 29,470,426
13 Other Liabilities	270,147,531	255,082,480
14 Net Pension Liability	112,925,121	117,437,871
15 Outstanding Debt	2,126,802,972	2,075,003,567
16 Equity	878,824,065	1,087,326,655
17 TOTAL LIABILITIES & EQUITY	\$ 3,415,319,738	\$ 3,564,320,999

RESTRICTED AND DESIGNATED CASH AND CASH EQUIVALENTS RECONCILIATION

RESTRICTED RESERVES		
18 Debt Service Reserves	40,592,412	42,792,950
19 2015A Sub Interest Reserves		5,232,882
20 Debt Service Interest Payable	47,335,521	43,205,513
21 Risk Contingency	7,524,398	7,423,380
22 Box Elder County ROW (sales tax)	6,064,500	5,192,793
23 Mountain Accord	107,104	265,217
24 Joint Insurance Trust	3,256,602	3,206,058
25 UT County Bond Proceeds	35,883,430	-
26 Amounts held in escrow	31,395,215	9,299,624
27 TOTAL RESTRICTED RESERVES	\$ 172,159,182	\$ 116,618,418
DESIGNATED OPERATING RESERVES		
28 Service Stabilization Reserve	\$ 13,525,550	\$ 12,543,246
29 Fuel Reserve	1,915,000	1,915,000
30 Parts Reserve	3,000,000	3,000,000
31 Operating Reserve	25,247,693	23,405,698
32 Early Debt Retirement Reserve	14,858,258	10,535,764
33 TOTAL DESIGNATED OPERATING RESERVES	\$ 58,546,501	\$ 51,399,708
34 TOTAL RESTRICTED AND DESIGNATED CASH AND EQUIVALENTS	\$ 230,705,683	\$ 168,018,126

SUMMARY FINANCIAL DATA

EXHIBIT 1-3

(UNAUDITED)

As of November 30, 2017

REVENUE & EXPENSES

	ACTUAL Nov-17	ACTUAL Nov-16	YTD 2017	YTD 2016
REVENUE				
1 Passenger Revenue	\$ 4,941,914	\$ 3,905,803	\$ 47,020,714	\$ 46,407,357
2 Advertising Revenue	200,000	200,000	2,166,667	2,133,336
3 Investment Revenue	188,854	137,452	2,568,372	1,673,803
4 Sales Tax	18,575,228	17,588,530	228,432,449	212,491,363
5 Sales Tax - Prop 1	646,682	683,452	8,026,484	5,419,319
6 Other Revenue	(843,055)	160,621	14,647,839	2,406,285
7 Fed Operations/Preventative Maint.	3,340,596	4,476,821	54,616,603	51,108,628
8 TOTAL REVENUE	\$ 27,050,219	\$ 27,152,679	\$ 357,479,128	\$ 321,640,090
OPERATING EXPENSE				
9 Bus Service	\$ 7,738,590	\$ 6,987,905	\$ 81,409,655	\$ 74,740,932
10 Commuter Rail	1,589,653	2,118,240	19,285,670	18,813,931
11 Light Rail	1,012,634	3,427,611	30,789,609	28,205,256
12 Maintenance of Way	1,167,911	1,139,445	14,704,438	15,135,439
13 Paratransit Service	1,835,803	1,643,737	18,307,070	17,360,646
14 RideShare/Van Pool Services	(273,585)	187,332	2,144,742	1,932,384
15 Operations Support	3,643,896	3,241,383	38,061,736	34,835,522
16 Administration	2,341,880	2,844,151	25,988,140	24,762,967
17 TOTAL OPERATING EXPENSE	\$ 19,056,782	\$ 21,589,804	\$ 230,691,060	\$ 215,787,077
18 NET OPERATING INCOME (LOSS)	\$ 7,993,437	\$ 5,562,875	\$ 126,788,068	\$ 105,853,013
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 235,904	\$ 499,470	\$ 4,406,408	\$ 3,986,551
20 Major Investment Studies		323,044	-	1,002,417
21 Offsetting Investment Studies		(47,504)	-	(363,663)
22 Bond Principal	766,667	729,167	8,213,335	10,230,210
23 Bond Interest	6,923,789	7,051,064	76,847,005	75,198,318
24 Bond Funded Interest - 2015A Sub		747,555	4,914,774	8,223,103
25 Bond Cost of Issuance/Fees	7,500	7,500	53,150	779,083
26 Lease Cost	267,134	246,480	3,048,417	1,741,247
27 Sale of Assets		-		(372,289)
28 TOTAL NON-OPERATING EXPENSE	\$ 8,200,994	\$ 9,556,776	\$ 97,483,089	\$ 100,424,977
29 CONTRIBUTION TO CAPITAL RESERVES	\$ (207,557)	\$ (3,993,901)	\$ 29,304,979	\$ 5,428,037
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 15,859	\$ 15,091	\$ 174,550	\$ 165,998
31 Bond Premium/Discount Amortization	(1,321,257)	(1,330,455)	(14,533,821)	(14,085,400)
32 Bond Refunding Cost Amortization	685,192	686,795	7,537,112	7,554,746
33 Future Revenue Cost Amortization	67,576	67,576	743,338	743,336
34 Depreciation	12,560,000	12,560,516	138,160,000	141,014,112
35 NET OTHER EXPENSES (NON-CASH)	\$ 12,007,370	\$ 11,999,523	\$ 132,081,179	\$ 135,392,792

CURRENT MONTH

	ACTUAL Nov-17	BUDGET Nov-17	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 4,941,914	\$ 4,431,073	\$ 510,841	12%
2 Advertising Revenue	200,000	194,409	5,591	3%
3 Investment Revenue	188,854	174,826	14,028	8%
4 Sales Tax	18,575,228	18,985,000	(409,772)	-2%
5 Sales Tax - Prop 1	646,682	675,000	(28,318)	-4%
6 Other Revenue	(843,055)	532,562	(1,375,617)	-258%
7 Fed Operations/Preventative Maint.	3,340,596	5,056,131	(1,715,535)	-34%
8 TOTAL REVENUE	\$ 27,050,219	\$ 30,049,001	\$ (2,998,782)	-10%
OPERATING EXPENSE				
9 Bus Service	\$ 7,738,590	\$ 7,512,975	\$ (225,615)	-3%
10 Commuter Rail	1,589,653	1,945,687	356,034	18%
11 Light Rail	1,012,634	3,186,560	2,173,926	68%
12 Maintenance of Way	1,167,911	1,547,529	379,618	25%
13 Paratransit Service	1,835,803	1,818,967	(16,836)	-1%
14 RideShare/Van Pool Services	(273,585)	214,620	488,205	227%
15 Operations Support	3,643,896	3,508,249	(135,647)	-4%
16 Administration	2,341,880	2,553,783	211,903	8%
17 TOTAL OPERATING EXPENSE	\$ 19,056,782	\$ 22,288,370	\$ 3,231,588	14%
18 NET OPERATING INCOME (LOSS)	\$ 7,993,437	\$ 7,760,631	\$ 232,806	3%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 235,904	\$ 504,954	\$ 269,050	53%
20 Major Investment Studies	-	-	-	
21 Offsetting Investment Studies	-	-	-	
22 Bond Principal	766,667	729,138	(37,529)	-5%
23 Bond Interest	6,923,789	7,344,779	420,990	6%
24 Bond Funded Interest - 2015A Sub	-	-	-	
25 Bond Cost of Issuance/Fees	7,500	5,000	(2,500)	-50%
26 Lease Cost	267,134	326,664	59,530	18%
27 Sale of Assets	-	-	-	
28 TOTAL NON-OPERATING EXPENSE	\$ 8,200,994	\$ 8,910,535	\$ 709,541	8%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ (207,557)	\$ (1,149,904)	\$ 942,347	82%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 15,859			
31 Bond Premium/Discount Amortization	(1,321,257)			
32 Bond Refunding Cost Amortization	685,192			
33 Future Revenue Cost Amortization	67,576			
34 Depreciation	12,560,000			
35 NET OTHER EXPENSES (NON-CASH)	\$ 12,007,370			

**BUDGET TO ACTUAL REPORT
(UNAUDITED)**

EXHIBIT 1-5

As of November 30, 2017

YEAR TO DATE

	ACTUAL	BUDGET	VARIANCE	%	
	Nov-17	Nov-17	FAVORABLE	FAVORABLE	
			(UNFAVORABLE)	(UNFAVORABLE)	
REVENUE					
1	Passenger Revenue	\$ 47,020,714	\$ 48,741,962	\$ (1,721,248)	-4%
2	Advertising Revenue	2,166,667	2,138,506	28,161	1%
3	Investment Revenue	2,568,372	1,923,093	645,279	34%
4	Sales Tax	228,432,449	222,491,000	5,941,449	3%
5	Sales Tax - Prop 1	8,026,484	7,839,000	187,484	2%
6	Other Revenue	14,647,839	5,858,201	8,789,638	150%
7	Fed Operations/Preventative Maint.	54,616,603	55,617,623	(1,001,020)	-2%
8	TOTAL REVENUE	\$ 357,479,128	\$ 344,609,385	\$ 12,869,743	4%
OPERATING EXPENSE					
9	Bus Service	\$ 81,409,655	\$ 83,215,032	\$ 1,805,377	2%
10	Commuter Rail	19,285,670	21,132,352	1,846,682	9%
11	Light Rail	30,789,609	32,373,177	1,583,568	5%
12	Maintenance of Way	14,704,438	16,865,289	2,160,851	13%
13	Paratransit Service	18,307,070	19,959,078	1,652,008	8%
14	RideShare/Van Pool Services	2,144,742	2,360,824	216,082	9%
15	Operations Support	38,061,736	38,418,106	356,370	1%
16	Administration	25,988,140	28,353,353	2,365,213	8%
17	TOTAL OPERATING EXPENSE	\$ 230,691,060	\$ 242,677,211	\$ 11,986,151	5%
18	NET OPERATING INCOME (LOSS)	\$ 126,788,068	\$ 101,932,174	\$ 24,855,894	24%
NON-OPERATING EXPENSE (REVENUE)					
19	Planning & Development	\$ 4,406,408	\$ 5,554,495	\$ 1,148,087	21%
20	Major Investment Studies	-	-	-	
21	Offsetting Investment Studies	-	-	-	
22	Bond Principal	8,213,335	8,020,518	(192,817)	-2%
23	Bond Interest	76,847,005	80,792,884	3,945,879	5%
24	Bond Funded Interest - 2015A Sub	4,914,774	4,914,775	1	0%
25	Bond Cost of Issuance/Fees	53,150	55,000	1,850	3%
26	Lease Cost	3,048,417	3,593,304	544,887	15%
27	Sale of Assets	-	-	-	
28	TOTAL NON-OPERATING EXPENSE	\$ 97,483,089	\$ 102,930,976	\$ 5,447,887	5%
29	CONTRIBUTION TO CAPITAL RESERVES	\$ 29,304,979	\$ (998,802)	\$ 30,303,781	3034%
OTHER EXPENSES (NON-CASH)					
30	Bond Debt Service - Series 2007A CAB	\$ 174,550			
31	Bond Premium/Discount Amortization	(14,533,821)			
32	Bond Refunding Cost Amortization	7,537,112			
33	Future Revenue Cost Amortization	743,338			
34	Depreciation	138,160,000			
35	NET OTHER EXPENSES (NON-CASH)	\$ 132,081,179			

**CAPITAL PROJECTS
(UNAUDITED)**
As of November 30, 2017

EXHIBIT 1-6

	2017 ACTUAL	ANNUAL BUDGET	PERCENT
EXPENSES			
1 REVENUE VEHICLES	\$ 5,517,528	\$ 39,407,000	14.0%
2 INFORMATION TECHNOLOGY	4,445,497	10,634,000	41.8%
3 FACILITIES, MAINTENANCE & ADMIN. EQUIP.	1,555,461	2,274,000	68.4%
4 CAPITAL PROJECTS	6,779,380	34,589,000	19.6%
5 PROVO OREM BRT	50,402,137	120,308,000	41.9%
6 RAIL MAINTENANCE	199,593	1,562,000	12.8%
7 STATE OF GOOD REPAIR	14,196,606	24,137,000	58.8%
8 PROP 1 PROJECTS	1,627,893	11,221,000	14.5%
9 5310 GRANTS	374,187	1,834,000	20.4%
10 TOTAL	\$ 85,098,283	\$ 245,966,000	34.6%
REVENUES			
14 GRANT	\$ 711,845	\$ 21,656,000	3.3%
16 PROVO-OREM TRIP	50,402,137	120,308,000	41.9%
17 LEASES (PAID TO DATE)	2,769,911	34,057,000	8.1%
18 BONDS	-	15,033,000	0.0%
19 SALE OF ASSETS	2,651,348	9,511,000	27.9%
15 TRANSFER FROM OPERATING (PROP 1)	1,627,893	4,178,000	0.0%
20 UTA FUNDING	26,935,149	41,223,000	65.3%
21 TOTAL	\$ 85,098,283	\$ 245,966,000	34.6%

**FAREBOX RECOVERY & IPR
(UNAUDITED)**

EXHIBIT 1-7

As of November 30, 2017

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	Nov-17	Nov-16	2017	2016
UTA				
Fully Allocated Costs	19,056,782	21,589,804	230,691,061	215,775,195
Passenger Farebox Revenue	4,941,914	3,905,803	47,020,637	46,407,354
Passengers	3,781,581	3,812,088	41,621,407	41,936,254
Farebox Recovery Ratio	25.9%	18.1%	20.4%	21.5%
Actual Investment per Rider	\$3.73	\$4.64	\$4.41	\$4.04
GOAL Investment per Rider				
BUS SERVICE				
Fully Allocated Costs	10,434,307	9,774,514	110,601,719	101,988,431
Passenger Farebox Revenue	1,987,387	1,455,657	17,775,344	17,691,361
Passengers	1,592,245	1,603,320	16,354,011	16,518,842
Farebox Recovery Ratio	19.0%	14.9%	16.1%	17.3%
Actual Investment per Rider	\$5.31	\$5.19	\$5.68	\$5.10
LIGHT RAIL SERVICE				
Fully Allocated Costs	3,946,459	6,070,382	63,706,552	56,775,308
Passenger Farebox Revenue	1,838,546	1,462,925	16,512,932	16,876,139
Passengers	1,616,062	1,634,863	15,670,414	15,980,098
Farebox Recovery Ratio	46.6%	24.1%	25.9%	29.7%
Actual Investment per Rider	\$1.30	\$2.82	\$3.01	\$2.50
COMMUTER RAIL SERVICE				
Fully Allocated Costs	2,733,515	3,557,756	32,018,788	34,227,787
Passenger Farebox Revenue	611,395	463,387	5,307,211	5,047,348
Passengers	409,733	398,673	4,032,165	3,758,477
Farebox Recovery Ratio	22.4%	13.0%	16.6%	14.7%
Actual Investment per Rider	\$5.18	\$7.76	\$6.62	\$7.76
PARATRANSIT				
Fully Allocated Costs	1,898,382	1,823,573	20,185,388	19,074,926
Passenger Farebox Revenue	188,117	207,214	3,910,919	3,180,909
Passengers	62,798	69,810	702,240	734,988
Farebox Recovery Ratio	9.9%	11.4%	19.4%	16.7%
Actual Investment per Rider	\$27.23	\$23.15	\$23.18	\$21.62
RIDESHARE				
Fully Allocated Costs	44,119	363,578	4,178,613	3,708,744
Passenger Farebox Revenue	316,469	316,620	3,514,230	3,611,597
Passengers	100,743	105,424	1,080,997	1,131,761
Farebox Recovery Ratio	717.3%	87.1%	84.1%	97.4%
Actual Investment per Rider	(\$2.70)	\$0.45	\$0.61	\$0.09

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Nov-17	Nov-16	2017	2016
FULLY ALLOCATED COSTS				
Bus Service	\$10,434,307	\$9,774,514	\$110,601,719	\$101,988,431
Light Rail Service	\$3,946,459	\$6,070,382	\$63,706,552	\$56,775,308
Commuter Rail Service	\$2,733,515	\$3,557,756	\$32,018,788	\$34,227,787
Paratransit	\$1,898,382	\$1,823,573	\$20,185,388	\$19,074,926
Rideshare	\$44,119	\$363,578	\$4,178,613	\$3,708,744
UTA	\$19,056,782	\$21,589,804	\$230,691,060	\$215,775,195
PASSENGER FAREBOX REVENUE				
Bus Service	\$1,987,387	\$1,455,657	\$17,775,344	\$17,691,361
Light Rail Service	\$1,838,546	\$1,462,925	\$16,512,932	\$16,876,139
Commuter Rail Service	\$611,395	\$463,387	\$5,307,211	\$5,047,348
Paratransit	\$188,117	\$207,214	\$3,910,919	\$3,180,909
Rideshare	\$316,469	\$316,620	\$3,514,230	\$3,611,597
UTA	\$4,941,914	\$3,905,803	\$47,020,636	\$46,407,354
PASSENGERS				
Bus Service	1,592,245	1,603,320	16,354,011	16,518,842
Light Rail Service	1,616,062	1,634,863	15,670,414	15,980,098
Commuter Rail Service	409,733	398,673	4,032,165	3,758,477
Paratransit	62,798	69,810	702,240	734,988
Rideshare	100,743	105,424	1,080,997	1,131,761
UTA	3,781,581	3,812,089	37,839,826	38,124,165
FAREBOX RECOVERY RATIO				
Bus Service	19.0%	14.9%	16.1%	17.3%
Light Rail Service	46.6%	24.1%	25.9%	29.7%
Commuter Rail Service	22.4%	13.0%	16.6%	14.7%
Paratransit	9.9%	11.4%	19.4%	16.7%
Rideshare	717.3%	87.1%	84.1%	97.4%
UTA	25.9%	18.1%	20.4%	21.5%
ACTUAL INVESTMENT PER RIDER				
Bus Service	\$5.31	\$5.19	\$5.68	\$5.10
Light Rail Service	\$1.30	\$2.82	\$3.01	\$2.50
Commuter Rail Service	\$5.18	\$7.76	\$6.62	\$7.76
Paratransit	\$27.23	\$23.15	\$23.18	\$21.62
Rideshare	(\$2.70)	\$0.45	\$0.61	\$0.09
UTA	\$3.73	\$4.64	\$4.41	\$4.04

**SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)**

EXHIBIT 1-9

As of November 30, 2017

Classification	Total	Current	31-60 Days	61-90 Days	90-120 Days	Over 120 Days
1 Federal Government ¹	\$ 4,280,742	\$ 4,280,742				
2 Local Contributions ²	41,237,699	41,237,116				583
3 Pass Sales	443,985	369,804	26,345	5,571	5,953	36,312
4 Property Management	51,475	19,993	20,146	1,576		9,760
5 Vanpool/Rideshare	4,322	776	6,555	6,026	8,696	(17,731)
6 Product Sales and Development	735,088	433,682	137,296	7,559	71,746	84,805
7 Railway Worker Protection	1,800					1,800
8 Capital Development Agreements	693,632	446,253				247,379
9 Mobility Management	700	700				
10 Paratransit	9,657	9,657				-
11 Other ³	3,046,657	3,133,052				
12 Total	\$ 50,505,757	\$ 49,931,775	\$ 190,342	\$ 20,732	\$ 86,395	\$ 362,908

Percentage Due by Aging

13 Federal Government ¹	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
14 Local Contributions ²	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
15 Pass Sales	83.3%	5.9%	1.3%	1.3%	1.3%	8.2%
16 Property Management	38.8%	39.1%	3.1%	0.0%	0.0%	19.0%
17 Vanpool/Rideshare	18.0%	151.7%	139.4%	201.2%	-410.2%	
18 Product Sales and Development	59.0%	18.7%	1.0%	9.8%	11.5%	
19 Railway Worker Protection	0.0%	0.0%	0.0%	0.0%	100.0%	
20 Capital Development Agreements	64.3%	0.0%	0.0%	0.0%	35.7%	
21 Mobility Management	100.0%	0.0%	0.0%	0.0%	0.0%	
22 Paratransit	100.0%	0.0%	0.0%	0.0%	0.0%	
23 Other	102.8%	0.0%	0.0%	0.0%	0.0%	
24 Total	98.9%	0.4%	0.0%	0.2%	0.7%	

¹ Federal preventive maintenance funds, federal RideShare funds, and federal interest subsidies for Build America Bonds

² Estimated sales tax to be distributed upon collection by the Utah State Tax Commission

³ OCIP escrow, fuel tax credit, warranty parts out for repair

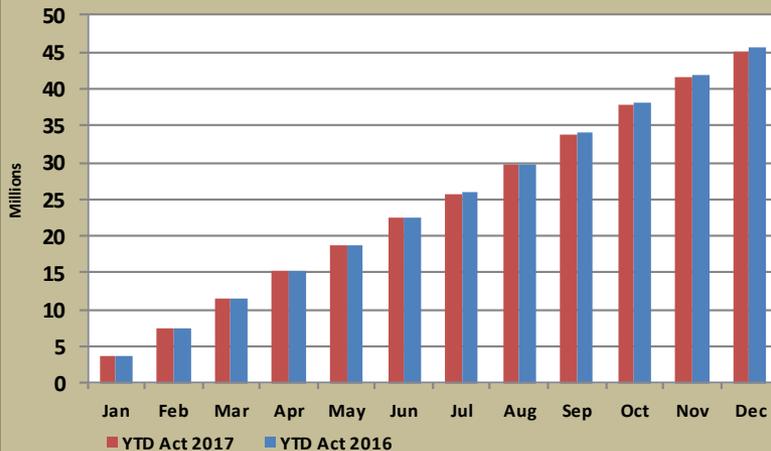
Note:

UTA Board Dashboard:

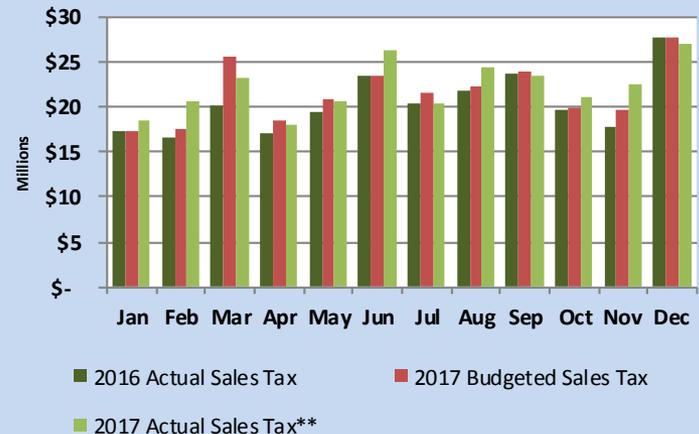
Preliminary December 2017

Financial Metrics	Fav/ (Unfav)				Fav/ (Unfav)			
	Dec Actual	Dec Budget		%	YTD Actual	YTD Budget		%
Sales Tax (December '17 mm \$)	\$ 29.1	\$ 27.8	\$ 1.28	4.6%	\$ 265.5	\$ 258.1	\$ 7.41	2.9%
Fare Revenue (mm)	\$ 5.1	\$ 4.4	\$ 0.71	16.0%	\$ 52.2	\$ 53.2	\$ (1.02)	-1.9%
Operating Exp (mm)	\$ 24.4	\$ 21.8	\$ (2.59)	-11.9%	\$ 255.1	\$ 264.5	\$ 9.40	3.6%
Investment Per Rider (IPR)	\$ 5.50	\$ 4.50	\$ (1.00)	-22.2%	\$ 4.50	\$ 4.50	\$ -	0.0%
IPR adj for fuel savings	\$ 5.70	\$ 4.50	\$ (1.20)	-26.7%	\$ 4.59	\$ 4.50	\$ (0.09)	-2.0%
UTA Diesel Price (\$/gal)	\$ 2.05	\$ 2.50	\$ 0.45	18.1%	\$ 1.89	\$ 2.50	\$ 0.61	24.4%
Operating Metrics	Dec Actual	Dec-16	F/ (UF)	%	YTD Actual	YTD 2016	F/ (UF)	%
Ridership (mm)	3.5	3.6	(0.1)	-3.9%	45.1	45.6	(0.5)	-1.0%
Alternative Fuels	\$/gal				YTD Actual			
CNG Price (Bus Diesel Equiv rti)	\$ 1.27	Revenue Development (mm\$)			\$ 17.33			
Debt Service	Dec Actual	Dec-16	Var	%	YTD Actual	YTD 2016	Var	%
Debt Service (net mm)	\$ 13.07	\$ 11.65	\$ (1.43)	-12.2%	\$ 106.15	\$ 107.82	\$ 1.67	1.5%

UTA Ridership Trends

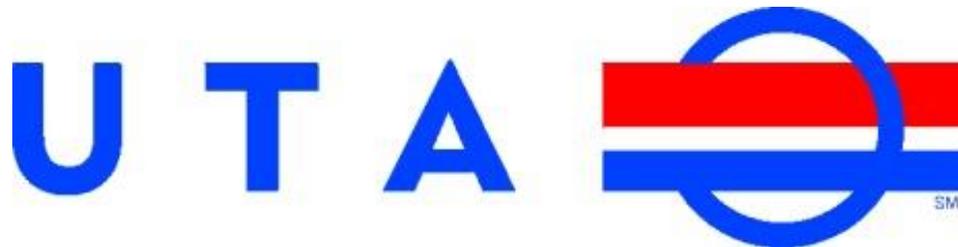


UTA Sales Tax Trends



Utah Transit Authority
Financial Statement
(Unaudited)

Preliminary
December 31, 2017



KEY ITEM REPORT
(UNAUDITED)

EXHIBIT 1-1

As of December 31, 2017 Tentative

	2017 YTD ACTUAL	2017 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Sales Tax	\$ 265,520,061	\$ 258,109,000	\$ 7,411,061	3%
2 Passenger Revenue	\$ 52,159,202	\$ 53,175,000	(1,015,798)	-2%
3 Other Revenue	\$ 104,032,919	\$ 71,498,000	32,534,919	46%
4 Total Revenue	421,712,182	382,782,000	38,930,182	10%
5 Net Operating Expenses	(255,049,496)	(264,450,499)	9,401,003	4%
Net Operating Income (Loss)	166,662,686	118,331,501	48,331,185	41%
6 Debt Service	106,150,600	105,785,950	(364,650)	0%
7 Other Non-Operating Expenses	4,886,335	6,059,430	1,173,095	19%
8 Sale of Assets	-	-	-	
9 Contribution to Capital Reserves	\$ 55,625,751	\$ 6,486,121	\$ 49,139,630	
10 Bond Debt Service - Series 2007A CAB	190,409			
11 Amortization	(6,821,859)			
12 Depreciation	149,440,887			
13 Total Non-cash Items	\$ 142,809,437			

2017 GOALS

RIDERSHIP

2016 Actual	December 2017	December 2016	Difference	2017 YTD	2016 YTD	Difference
14 45,572,702	3,493,274	3,636,447	-143,173	45,119,780	45,572,702	-452,922

REVENUE DEVELOPMENT

	YTD
15 Federal/Local/Regional	\$17,326,394

OPERATING INVESTMENT PER RIDER 2017 Budgeted IPR is \$4.50

	IPR		IPR (less diesel savings)
16 Net Operating Expense	\$ 255,049,496	Net Operating Expense	\$ 255,049,496
17 Less: Passenger Revenue	(52,159,202)	Less: Passenger Revenue	(52,159,202)
18		Plus: Diesel Savings	4,237,128
19 Subtotal	202,890,294	Subtotal	207,127,422
20 Divided by: Ridership	÷ 45,119,780	Divided by: Ridership	÷ 45,119,780
21 Investment per Rider	\$ 4.50	Investment per Rider	\$ 4.59

SUMMARY FINANCIAL DATA
(UNAUDITED)
As of December 31, 2017 Tentative

EXHIBIT 1-2

BALANCE SHEET

	<u>12/31/2017</u>	<u>12/31/2016</u>
CURRENT ASSETS		
1 Cash	\$ 15,214,980	\$ 5,230,614
2 Investments (Unrestricted)	38,667,546	89,388,049
3 Investments (Restricted)	120,784,026	82,302,237
4 Receivables	66,326,130	61,263,145
5 Receivables - Federal Grants	44,155,920	13,578,202
6 Inventories	31,689,267	28,361,639
7 Prepaid Expenses	2,559,071	2,403,001
8 TOTAL CURRENT ASSETS	\$ 319,396,940	\$ 282,526,887
9 Property, Plant & Equipment (Net)	3,070,589,724	3,132,338,215
10 Other Assets	136,099,990	127,879,132
11 TOTAL ASSETS	\$ 3,526,086,654	\$ 3,542,744,234
12 Current Liabilities	66,936,850	\$ 44,315,626
13 Other Liabilities	233,854,631	218,844,361
14 Net Pension Liability	101,507,920	112,925,121
15 Outstanding Debt	2,129,208,426	2,091,344,474
16 Equity	994,578,827	1,075,314,652
17 TOTAL LIABILITIES & EQUITY	\$ 3,526,086,654	\$ 3,542,744,234

RESTRICTED AND DESIGNATED CASH AND CASH EQUIVALENTS RECONCILIATION

RESTRICTED RESERVES		
18 Debt Service Reserves	38,191,055	42,854,616
19 2015A Sub Interest Reserves		4,485,328
20 Debt Service Interest Payable	4,658,274	4,410,547
21 Risk Contingency	7,534,841	7,430,604
22 Box Elder County ROW (sales tax)	6,201,628	5,253,907
23 Mountain Accord	153,913	263,096
24 Joint Insurance Trust	3,894,919	3,269,716
25 UT County Bond Proceeds	28,754,015	-
26 Amounts held in escrow	31,395,381	14,334,423
27 TOTAL RESTRICTED RESERVES	\$ 120,784,026	\$ 82,302,237
DESIGNATED OPERATING RESERVES		
28 Service Stabilization Reserve	\$ 13,916,046	\$ 12,543,246
29 Fuel Reserve	1,915,000	1,915,000
30 Parts Reserve	3,000,000	3,000,000
31 Operating Reserve	17,352,094	23,405,698
32 Early Debt Retirement Reserve	17,699,386	10,535,764
33 TOTAL DESIGNATED OPERATING RESERVES	\$ 53,882,526	\$ 51,399,708
34 TOTAL RESTRICTED AND DESIGNATED CASH AND EQUIVALENTS	\$ 174,666,552	\$ 133,701,945

SUMMARY FINANCIAL DATA
(UNAUDITED)
As of December 31, 2017 Tentative

EXHIBIT 1-3

REVENUE & EXPENSES

	ACTUAL Dec-17	ACTUAL Dec-16	YTD 2017	YTD 2016
REVENUE				
1 Passenger Revenue	\$ 5,138,488	\$ 4,101,945	\$ 52,159,202	\$ 50,509,302
2 Advertising Revenue	200,000	133,331	2,366,667	2,266,667
3 Investment Revenue	305,414	59,136	2,873,786	1,732,939
4 Sales Tax	28,059,587	26,093,618	256,492,036	238,584,981
5 Sales Tax - Prop 1	1,001,541	1,004,117	9,028,025	6,423,436
6 Other Revenue	6,643,877	224,424	21,291,716	2,630,709
7 Fed Operations/Preventative Maint.	22,884,147	12,224,709	77,500,750	63,333,337
8 TOTAL REVENUE	\$ 64,233,054	\$ 43,841,280	\$ 421,712,182	\$ 365,481,371
OPERATING EXPENSE				
9 Bus Service	\$ 7,484,590	\$ 7,720,682	\$ 88,894,245	\$ 82,461,794
10 Commuter Rail	2,608,732	2,097,014	21,894,402	20,910,945
11 Light Rail	3,716,752	3,487,115	34,506,361	31,692,371
12 Maintenance of Way	1,774,870	1,195,009	16,479,308	16,330,448
13 Paratransit Service	1,512,727	1,779,937	19,819,797	19,140,583
14 RideShare/Van Pool Services	238,832	863,724	2,383,574	2,796,108
15 Operations Support	3,825,591	3,386,727	41,887,327	38,222,249
16 Administration	3,196,342	3,736,044	29,184,482	28,499,011
17 TOTAL OPERATING EXPENSE	\$ 24,358,436	\$ 24,266,252	\$ 255,049,496	\$ 240,053,509
18 NET OPERATING INCOME (LOSS)	\$ 39,874,618	\$ 19,575,028	\$ 166,662,686	\$ 125,427,862
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 479,927	\$ 658,120	\$ 4,886,335	\$ 4,644,671
20 Major Investment Studies		396,155	-	1,398,572
21 Offsetting Investment Studies		169,215	-	(194,448)
22 Bond Principal	766,667	3,334,790	8,980,002	13,565,000
23 Bond Interest	11,552,265	7,032,125	88,399,270	82,230,443
24 Bond Funded Interest - 2015A Sub		747,552	4,914,774	8,970,655
25 Bond Cost of Issuance/Fees	240,299	242,853	293,449	1,021,936
26 Lease Cost	514,688	291,076	3,563,105	2,032,323
27 Sale of Assets		(48,135)		(420,424)
28 TOTAL NON-OPERATING EXPENSE	\$ 13,553,846	\$ 12,823,751	\$ 111,036,935	\$ 113,248,727
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 26,320,772	\$ 6,751,277	\$ 55,625,751	\$ 12,179,135
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 15,859	\$ 15,088	\$ 190,409	\$ 181,086
31 Bond Premium/Discount Amortization	(1,321,256)	(1,330,458)	(15,855,077)	(15,415,858)
32 Bond Refunding Cost Amortization	685,192	686,795	8,222,304	8,241,541
33 Future Revenue Cost Amortization	67,576	67,578	810,914	810,914
34 Depreciation	11,280,887	12,559,103	149,440,887	153,573,215
35 NET OTHER EXPENSES (NON-CASH)	\$ 10,728,258	\$ 11,998,106	\$ 142,809,437	\$ 147,390,898

CURRENT MONTH

	ACTUAL Dec-17	BUDGET Dec-17	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 5,138,488	\$ 4,433,038	\$ 705,450	16%
2 Advertising Revenue	200,000	194,494	5,506	3%
3 Investment Revenue	305,414	174,907	130,507	75%
4 Sales Tax	28,059,587	26,871,000	1,188,587	4%
5 Sales Tax - Prop 1	1,001,541	908,000	93,541	10%
6 Other Revenue	6,643,877	532,799	6,111,078	1147%
7 Fed Operations/Preventative Maint.	22,884,147	5,058,377	17,825,770	352%
8 TOTAL REVENUE	\$ 64,233,054	\$ 38,172,615	\$ 26,060,439	68%
OPERATING EXPENSE				
9 Bus Service	\$ 7,484,590	\$ 7,756,020	\$ 271,430	3%
10 Commuter Rail	2,608,732	1,954,203	(654,529)	-33%
11 Light Rail	3,716,752	2,339,508	(1,377,244)	-59%
12 Maintenance of Way	1,774,870	1,588,475	(186,395)	-12%
13 Paratransit Service	1,512,727	1,835,749	323,022	18%
14 RideShare/Van Pool Services	238,832	214,675	(24,157)	-11%
15 Operations Support	3,825,591	3,526,911	(298,680)	-8%
16 Administration	3,196,342	2,557,746	(638,596)	-25%
17 TOTAL OPERATING EXPENSE	\$ 24,358,436	\$ 21,773,288	\$ (2,585,148)	-12%
18 NET OPERATING INCOME (LOSS)	\$ 39,874,618	\$ 16,399,327	\$ 23,475,291	143%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 479,927	\$ 504,935	\$ 25,008	5%
20 Major Investment Studies	-	-	-	
21 Offsetting Investment Studies	-	-	-	
22 Bond Principal	766,667	729,138	(37,529)	-5%
23 Bond Interest	11,552,265	7,348,667	(4,203,598)	-57%
24 Bond Funded Interest - 2015A Sub	-	-	-	
25 Bond Cost of Issuance/Fees	240,299	5,000	(235,299)	-4706%
26 Lease Cost	514,688	326,664	(188,024)	-58%
27 Sale of Assets	-	-	-	
28 TOTAL NON-OPERATING EXPENSE	\$ 13,553,846	\$ 8,914,404	\$ (4,639,442)	-52%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 26,320,772	\$ 7,484,923	\$ 18,835,849	-252%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 15,859			
31 Bond Premium/Discount Amortization	(1,321,256)			
32 Bond Refunding Cost Amortization	685,192			
33 Future Revenue Cost Amortization	67,576			
34 Depreciation	11,280,887			
35 NET OTHER EXPENSES (NON-CASH)	\$ 10,728,258			

BUDGET TO ACTUAL REPORT
(UNAUDITED)
As of December 31, 2017 Tentative

EXHIBIT 1-5

YEAR TO DATE

	ACTUAL Dec-17	BUDGET Dec-17	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 52,159,202	\$ 53,175,000	\$ (1,015,798)	-2%
2 Advertising Revenue	2,366,667	2,333,000	33,667	1%
3 Investment Revenue	2,873,786	2,098,000	775,786	37%
4 Sales Tax	256,492,036	249,362,000	7,130,036	3%
5 Sales Tax - Prop 1	9,028,025	8,747,000	281,025	3%
6 Other Revenue	21,291,716	6,391,000	14,900,716	233%
7 Fed Operations/Preventative Maint.	77,500,750	60,676,000	16,824,750	28%
8 TOTAL REVENUE	\$ 421,712,182	\$ 382,782,000	\$ 38,930,182	10%
OPERATING EXPENSE				
9 Bus Service	\$ 88,894,245	\$ 90,971,052	\$ 2,076,807	2%
10 Commuter Rail	21,894,402	23,086,555	1,192,153	5%
11 Light Rail	34,506,361	34,712,685	206,324	1%
12 Maintenance of Way	16,479,308	18,453,764	1,974,456	11%
13 Paratransit Service	19,819,797	21,794,827	1,975,030	9%
14 RideShare/Van Pool Services	2,383,574	2,575,499	191,925	7%
15 Operations Support	41,887,327	41,945,018	57,691	0%
16 Administration	29,184,482	30,911,099	1,726,617	6%
17 TOTAL OPERATING EXPENSE	\$ 255,049,496	\$ 264,450,499	\$ 9,401,003	4%
18 NET OPERATING INCOME (LOSS)	\$ 166,662,686	\$ 118,331,501	\$ 48,331,185	41%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 4,886,335	\$ 6,059,430	\$ 1,173,095	19%
20 Major Investment Studies	-	-	-	
21 Offsetting Investment Studies	-	-	-	
22 Bond Principal	8,980,002	8,749,656	(230,346)	-3%
23 Bond Interest	88,399,270	88,141,551	(257,719)	0%
24 Bond Funded Interest - 2015A Sub	4,914,774	4,914,775	1	0%
25 Bond Cost of Issuance/Fees	293,449	60,000	(233,449)	-389%
26 Lease Cost	3,563,105	3,919,968	356,863	9%
27 Sale of Assets	-	-	-	
28 TOTAL NON-OPERATING EXPENSE	\$ 111,036,935	\$ 111,845,380	\$ 808,445	1%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 55,625,751	\$ 6,486,121	\$ 49,139,630	-758%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 190,409			
31 Bond Premium/Discount Amortization	(15,855,077)			
32 Bond Refunding Cost Amortization	8,222,304			
33 Future Revenue Cost Amortization	810,914			
34 Depreciation	149,440,887			
35 NET OTHER EXPENSES (NON-CASH)	\$ 142,809,437			

CAPITAL PROJECTS
(UNAUDITED)

EXHIBIT 1-6

As of December 31, 2017 Tentative

	2017 ACTUAL	ANNUAL BUDGET	PERCENT
EXPENSES			
1 REVENUE AND NON-REVENUE VEHICLES	\$ 26,050,496	\$ 39,407,000	66.1%
2 INFORMATION TECHNOLOGY	4,976,058	10,634,000	46.8%
3 FACILITIES, MAINTENANCE & ADMIN. EQUIP.	2,205,237	2,274,000	97.0%
4 CAPITAL PROJECTS	9,953,065	34,589,000	28.8%
5 PROVO OREM BRT	75,656,314	120,308,000	62.9%
6 RAIL MAINTENANCE	199,593	1,562,000	12.8%
7 STATE OF GOOD REPAIR	15,772,304	24,137,000	65.3%
8 PROP 1 PROJECTS	6,381,722	11,221,000	56.9%
9 5310 GRANTS	539,715	1,834,000	29.4%
10 TOTAL	<u>\$ 141,734,504</u>	<u>\$ 245,966,000</u>	57.6%
REVENUES			
14 GRANT	\$ 9,237,440	\$ 21,656,000	42.7%
16 PROVO-OREM TRIP	75,656,314	120,308,000	62.9%
17 LEASES (PAID TO DATE)	21,397,819	34,057,000	62.8%
18 BONDS	-	15,033,000	0.0%
19 SALE OF ASSETS	2,703,051	9,511,000	28.4%
15 TRANSFER FROM OPERATING (PROP 1)	6,381,722	4,178,000	0.0%
20 UTA FUNDING	26,358,158	41,223,000	63.9%
21 TOTAL	<u>\$ 141,734,504</u>	<u>\$ 245,966,000</u>	57.6%

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	Dec-17	Dec-16	2017	2016
UTA				
Fully Allocated Costs	24,359,711	24,266,432	255,050,772	240,041,627
Passenger Farebox Revenue	5,138,488	4,101,945	52,159,125	50,509,299
Passengers	3,493,277	3,636,446	45,119,781	45,572,702
Farebox Recovery Ratio	21.1%	16.9%	20.5%	21.0%
Actual Investment per Rider	\$5.50	\$5.55	\$4.50	\$4.16
GOAL Investment per Rider				
BUS SERVICE				
Fully Allocated Costs	10,612,476	11,067,765	121,214,195	113,056,196
Passenger Farebox Revenue	1,790,238	1,418,315	19,565,204	19,109,676
Passengers	1,386,606	1,470,120	19,332,860	19,592,282
Farebox Recovery Ratio	16.9%	12.8%	16.1%	16.9%
Actual Investment per Rider	\$6.36	\$6.56	\$5.26	\$4.80
LIGHT RAIL SERVICE				
Fully Allocated Costs	7,839,958	6,248,892	71,546,510	63,024,200
Passenger Farebox Revenue	1,862,822	1,507,347	18,375,420	18,383,486
Passengers	1,537,101	1,605,061	18,823,576	19,220,021
Farebox Recovery Ratio	23.8%	24.1%	25.7%	29.2%
Actual Investment per Rider	\$3.89	\$2.95	\$2.82	\$2.32
COMMUTER RAIL SERVICE				
Fully Allocated Costs	3,593,719	3,869,831	35,612,507	38,097,618
Passenger Farebox Revenue	696,811	583,635	6,004,734	5,630,984
Passengers	410,100	388,698	4,854,098	4,545,848
Farebox Recovery Ratio	19.4%	15.1%	16.9%	14.8%
Actual Investment per Rider	\$7.06	\$8.45	\$6.10	\$7.14
PARATRANSIT				
Fully Allocated Costs	1,898,563	2,018,286	22,083,951	21,093,213
Passenger Farebox Revenue	458,152	230,804	4,369,071	3,411,713
Passengers	60,707	63,990	828,745	868,788
Farebox Recovery Ratio	24.1%	11.4%	19.8%	16.2%
Actual Investment per Rider	\$23.73	\$27.93	\$21.38	\$20.35
RIDESHARE				
Fully Allocated Costs	414,994	1,061,658	4,593,608	4,770,402
Passenger Farebox Revenue	330,465	361,844	3,844,695	3,973,441
Passengers	98,764	108,578	1,280,501	1,345,763
Farebox Recovery Ratio	79.6%	34.1%	83.7%	83.3%
Actual Investment per Rider	\$0.86	\$6.45	\$0.58	\$0.59

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Dec-17	Dec-16	2017	2016
FULLY ALLOCATED COSTS				
Bus Service	\$10,612,476	\$11,067,765	\$121,214,195	\$113,056,196
Light Rail Service	\$7,839,958	\$6,248,892	\$71,546,510	\$63,024,200
Commuter Rail Service	\$3,593,719	\$3,869,831	\$35,612,507	\$38,097,618
Paratransit	\$1,898,563	\$2,018,286	\$22,083,951	\$21,093,213
Rideshare	\$414,994	\$1,061,658	\$4,593,608	\$4,770,402
UTA	\$24,359,711	\$24,266,432	\$255,050,771	\$240,041,627
PASSENGER FAREBOX REVENUE				
Bus Service	\$1,790,238	\$1,418,315	\$19,565,204	\$19,109,676
Light Rail Service	\$1,862,822	\$1,507,347	\$18,375,420	\$18,383,486
Commuter Rail Service	\$696,811	\$583,635	\$6,004,734	\$5,630,984
Paratransit	\$458,152	\$230,804	\$4,369,071	\$3,411,713
Rideshare	\$330,465	\$361,844	\$3,844,695	\$3,973,441
UTA	\$5,138,488	\$4,101,945	\$52,159,124	\$50,509,299
PASSENGERS				
Bus Service	1,386,606	1,470,120	19,332,860	19,592,282
Light Rail Service	1,537,101	1,605,061	18,823,576	19,220,021
Commuter Rail Service	410,100	388,698	4,854,098	4,545,848
Paratransit	60,707	63,990	828,745	868,788
Rideshare	98,764	108,578	1,280,501	1,345,763
UTA	3,493,277	3,636,447	45,119,780	45,572,702
FAREBOX RECOVERY RATIO				
Bus Service	16.9%	12.8%	16.1%	16.9%
Light Rail Service	23.8%	24.1%	25.7%	29.2%
Commuter Rail Service	19.4%	15.1%	16.9%	14.8%
Paratransit	24.1%	11.4%	19.8%	16.2%
Rideshare	79.6%	34.1%	83.7%	83.3%
UTA	21.1%	16.9%	20.5%	21.0%
ACTUAL INVESTMENT PER RIDER				
Bus Service	\$6.36	\$6.56	\$5.26	\$4.80
Light Rail Service	\$3.89	\$2.95	\$2.82	\$2.32
Commuter Rail Service	\$7.06	\$8.45	\$6.10	\$7.14
Paratransit	\$23.73	\$27.93	\$21.38	\$20.35
Rideshare	\$0.86	\$6.45	\$0.58	\$0.59
UTA	\$5.50	\$5.55	\$4.50	\$4.16

SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)

EXHIBIT 1-9

As of December 31, 2017 Tentative

Classification	Total	Current	31-60 Days	61-90 Days	90-120 Days	Over 120 Days
1 Federal Government ¹	\$ 44,155,920	\$ 44,155,920				
2 Local Contributions ²	49,170,341	49,169,758				583
3 Pass Sales	417,012	410,546	(59,526)	18,229	5,119	42,644
4 Property Management	68,588	38,417	12,607	17,564		-
5 Vanpool/Rideshare	2,892	16,852	56	3,627	4,243	(21,886)
6 Product Sales and Development	849,240	567,127	67,557	142,285	1,590	70,681
7 Railway Worker Protection	1,800					1,800
8 Capital Development Agreements	12,058,520	11,364,888	446,253			247,379
9 Mobility Management	700		700			
10 Paratransit	11,250	11,250				-
11 Other ³	3,122,206	3,122,206				
12 Total	\$109,858,469	\$108,856,964	\$ 467,647	\$ 181,705	\$ 10,952	\$ 341,201

Percentage Due by Aging

13 Federal Government ¹	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
14 Local Contributions ²	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
15 Pass Sales	98.4%	-14.3%	4.4%	1.2%	10.2%	
16 Property Management	56.0%	18.4%	25.6%	0.0%	0.0%	
17 Vanpool/Rideshare	582.7%	1.9%	125.4%	146.7%	-756.8%	
18 Product Sales and Development	66.8%	8.0%	16.8%	0.2%	8.3%	
19 Railway Worker Protection	0.0%	0.0%	0.0%	0.0%	100.0%	
20 Capital Development Agreements	94.2%	3.7%	0.0%	0.0%	2.1%	
21 Mobility Management	0.0%	100.0%	0.0%	0.0%	0.0%	
22 Paratransit	100.0%	0.0%	0.0%	0.0%	0.0%	
23 Other	100.0%	0.0%	0.0%	0.0%	0.0%	
24 Total	99.1%	0.4%	0.2%	0.0%	0.3%	

¹ Federal preventive maintenance funds, federal RideShare funds, and federal interest subsidies for Build America Bonds

² Estimated sales tax to be distributed upon collection by the Utah State Tax Commission

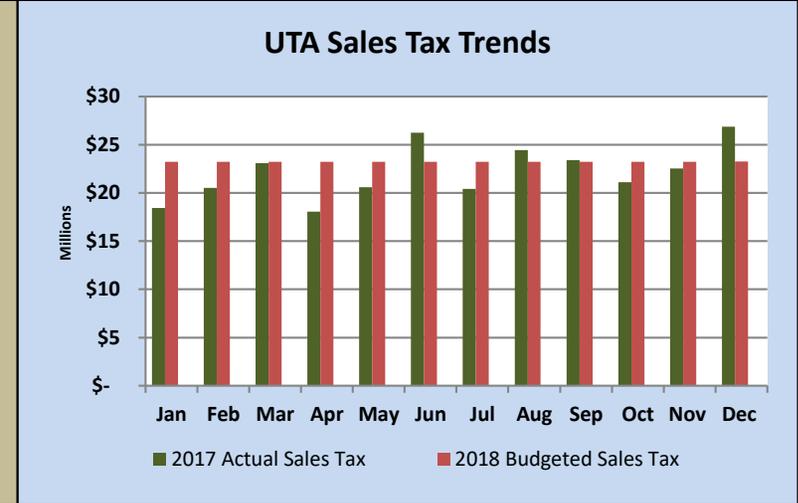
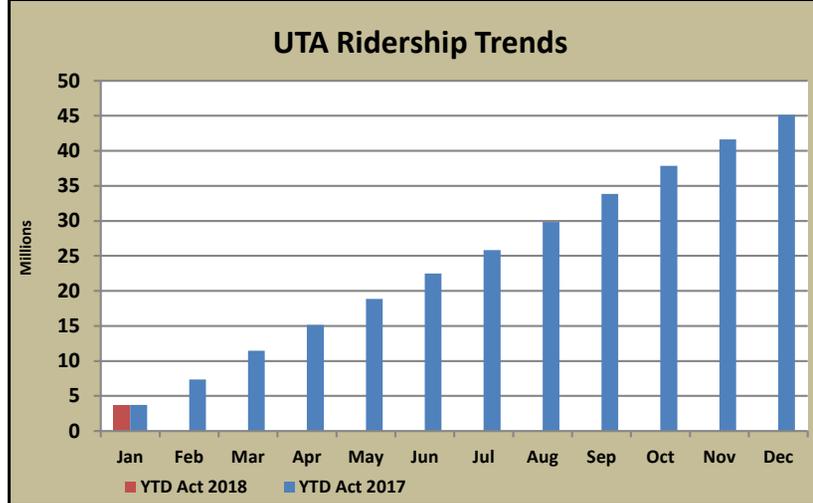
³ OCIP escrow, fuel tax credit, warranty parts out for repair

Note:

Utah Transit Authority

Board Dashboard: January 31, 2018

Financial Metrics	Fav/ (Unfav)				Fav/ (Unfav)			
	Jan Actual	Jan Budget		%	YTD Actual	YTD Budget		%
Sales Tax (December '17 mm \$)	\$ 29.1	\$ 27.8	\$ 1.28	4.6%	\$ 265.5	\$ 258.1	\$ 7.41	2.9%
Fare Revenue (mm)	\$ 4.1	\$ 3.7	\$ 0.33	9.0%	\$ 4.1	\$ 3.7	\$ 0.33	9.0%
Operating Exp (mm)	\$ 23.1	\$ 23.1	\$ 0.04	0.2%	\$ 23.1	\$ 23.1	\$ 0.04	0.2%
Investment Per Rider (IPR)	\$ 5.14	\$ 5.13	\$ (0.01)	-0.2%	\$ 5.14	\$ 5.13	\$ (0.01)	-0.2%
IPR adj for fuel savings	\$ 5.20	\$ 5.13	\$ (0.07)	-1.4%	\$ 5.20	\$ 5.13	\$ (0.07)	-1.4%
UTA Diesel Price (\$/gal)	\$ 2.01	\$ 2.20	\$ 0.19	8.7%	\$ 2.01	\$ 2.20	\$ 0.19	8.7%
Operating Metrics	Jan Actual	Jan-17	F/ (UF)	%	YTD Actual	YTD 2017	F/ (UF)	%
Ridership (mm)	3.70	3.75	(0.0)	-1.3%	3.70	3.75	(0.0)	-1.3%
Alternative Fuels	\$/gal				YTD Actual			
CNG Price (Bus Diesel Equiv rtl)	\$ 1.24	Revenue Development (K\$)			\$ 128.98			
Debt Service	Jan Actual	Jan-17	Var	%	YTD Actual	YTD 2017	Var	%
Debt Service (net mm)	\$ 8.84	\$ 8.96	\$ 0.12	1.4%	\$ 8.84	\$ 8.96	\$ 0.12	1.4%

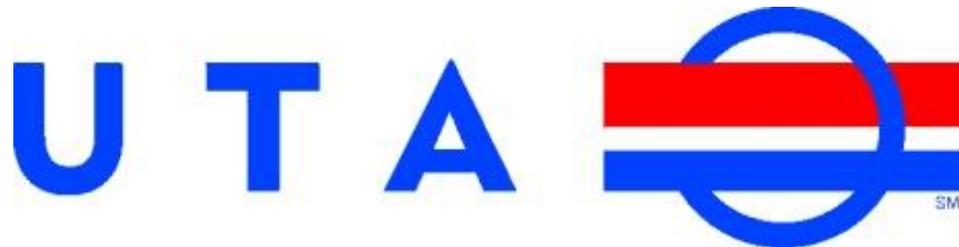


Utah Transit Authority

Financial Statement

(Unaudited)

January 31, 2018



	2018 YTD ACTUAL	2018 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Sales Tax	\$ 19,585,866	\$ 19,282,885	\$ 302,981	2%
2 Passenger Revenue	\$ 4,066,017	\$ 3,731,495	334,522	9%
3 Other Revenue	\$ 7,289,007	\$ 6,144,250	1,144,757	19%
4 Total Revenue	30,940,890	29,158,630	1,782,260	6%
5 Net Operating Expenses	(23,093,996)	(23,135,667)	41,671	0%
Net Operating Income (Loss)	7,846,894	6,022,963	1,823,931	30%
6 Debt Service	8,835,627	8,841,085	5,458	0%
7 Other Non-Operating Expenses	378,657	458,750	80,093	17%
8 Sale of Assets	(917,928)	-	917,928	
9 Contribution to Capital Reserves	\$ (449,462)	\$ (3,276,872)	\$ 2,827,410	
10 Bond Debt Service - Series 2007A CAB	16,667			
11 Amortization	(189,169)			
12 Depreciation	11,938,663			
13 Total Non-cash Items	\$ 11,766,161			

2017 GOALS

RIDERSHIP

2017 Actual	January 2018	January 2017	Difference	2018 YTD	2017 YTD	Difference
14 45,119,780	3,698,719	3,746,410	-47,691	3,698,719	3,746,410	-47,691

REVENUE DEVELOPMENT

15 Federal/Local/Regional	YTD	\$ -
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OPERATING INVESTMENT PER RIDER 2017 Budgeted IPR is \$5.13

	IPR		IPR (less diesel savings)
16 Net Operating Expense	\$ 23,093,996	Net Operating Expense	\$ 23,093,996
17 Less: Passenger Revenue	(4,066,017)	Less: Passenger Revenue	(4,066,017)
18		Plus: Diesel Savings	206,543
19 Subtotal	19,027,979	Subtotal	19,234,522
20 Divided by: Ridership	÷ 3,698,719	Divided by: Ridership	÷ 3,698,719
21 Investment per Rider	\$ 5.14	Investment per Rider	\$ 5.20

SUMMARY FINANCIAL DATA
(UNAUDITED)

EXHIBIT 1-2

As of January 31, 2018

BALANCE SHEET

	1/31/2018	1/31/2017
CURRENT ASSETS		
1 Cash	\$ 23,995,038	\$ 12,206,011
2 Investments (Unrestricted)	34,197,557	11,894,823
3 Investments (Restricted)	118,992,538	197,612,088
4 Receivables	67,748,897	65,094,426
5 Receivables - Federal Grants	16,349,896	13,149,621
6 Inventories	31,852,089	28,723,386
7 Prepaid Expenses	2,557,327	2,745,919
8 TOTAL CURRENT ASSETS	\$ 295,693,342	\$ 331,426,273
9 Property, Plant & Equipment (Net)	3,056,187,122	3,091,796,600
10 Other Assets	130,941,231	127,199,309
11 TOTAL ASSETS	\$ 3,482,821,695	\$ 3,550,422,183
12 Current Liabilities	\$ 33,388,226	\$ 29,848,200
13 Other Liabilities	228,937,654	226,254,212
14 Net Pension Liability	112,925,121	112,925,121
15 Outstanding Debt	2,138,126,001	2,131,842,896
16 Equity	969,444,693	1,049,551,755
17 TOTAL LIABILITIES & EQUITY	\$ 3,482,821,695	\$ 3,550,422,183

RESTRICTED AND DESIGNATED CASH AND CASH EQUIVALENTS RECONCILIATION

RESTRICTED RESERVES		
18 Debt Service Reserves	37,218,017	41,915,679
19 2015A Sub Interest Reserves		3,737,773
20 Debt Service Interest Payable	13,370,468	12,137,549
21 Risk Contingency	7,545,906	7,438,055
22 Box Elder County ROW (sales tax)	6,290,690	5,459,173
23 Mountain Accord	151,834	263,088
24 Joint Insurance Trust	3,894,919	3,260,423
25 UT County Bond Proceeds	19,125,323	55,600,825
26 Amounts held in escrow	31,395,381	9,253,022
27 TOTAL RESTRICTED RESERVES	\$ 118,992,538	\$ 139,065,587
DESIGNATED OPERATING RESERVES		
28 Service Stabilization Reserve	\$ 13,916,046	\$ 13,525,550
29 Fuel Reserve	1,915,000	1,915,000
30 Parts Reserve	3,000,000	3,000,000
31 Operating Reserve	21,662,163	25,247,693
32 Early Debt Retirement Reserve	17,699,386	14,858,258
33 TOTAL DESIGNATED OPERATING RESERVES	\$ 58,192,595	\$ 58,546,501
34 TOTAL RESTRICTED AND DESIGNATED CASH AND EQUIVALENTS	\$ 177,185,133	\$ 197,612,088

SUMMARY FINANCIAL DATA

EXHIBIT 1-3

(UNAUDITED)

As of January 31, 2018

REVENUE & EXPENSES

	ACTUAL Jan-18	ACTUAL Jan-17	YTD 2018	YTD 2017
REVENUE				
1 Passenger Revenue	\$ 4,066,017	\$ 4,260,300	\$ 4,066,017	\$ 4,260,300
2 Advertising Revenue	200,000	195,833	200,000	195,833
3 Investment Revenue	544,736	184,215	544,736	184,215
4 Sales Tax	19,585,866	16,779,000	19,585,866	16,779,000
5 Sales Tax - Prop 1		582,000	-	582,000
6 Other Revenue	198,533	247,836	198,533	247,836
7 Fed Operations/Preventative Maint.	6,345,738	4,903,355	6,345,738	4,903,355
8 TOTAL REVENUE	\$ 30,940,890	\$ 27,152,539	\$ 30,940,890	\$ 27,152,539
OPERATING EXPENSE				
9 Bus Service	\$ 8,165,300	\$ 7,347,597	\$ 8,165,300	\$ 7,347,597
10 Commuter Rail	2,415,085	1,591,607	2,415,085	1,591,607
11 Light Rail	3,250,194	2,858,034	3,250,194	2,858,034
12 Maintenance of Way	1,181,721	1,338,411	1,181,721	1,338,411
13 Paratransit Service	1,643,779	1,639,715	1,643,779	1,639,715
14 RideShare/Van Pool Services	192,949	211,743	192,949	211,743
15 Operations Support	3,946,511	3,650,015	3,946,511	3,650,015
16 Administration	2,298,457	2,128,223	2,298,457	2,128,223
17 TOTAL OPERATING EXPENSE	\$ 23,093,996	\$ 20,765,345	\$ 23,093,996	\$ 20,765,345
18 NET OPERATING INCOME (LOSS)	\$ 7,846,894	\$ 6,387,194	\$ 7,846,894	\$ 6,387,194
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 378,657	\$ 420,604	\$ 378,657	\$ 420,604
20 Major Investment Studies		-	-	-
21 Offsetting Investment Studies		-	-	-
22 Bond Principal	764,667	729,167	764,667	729,167
23 Bond Interest	7,555,940	7,164,293	7,555,940	7,164,293
24 Bond Funded Interest - 2015A Sub		795,271	-	795,271
25 Bond Cost of Issuance/Fees		500	-	500
26 Lease Cost	515,020	268,701	515,020	268,701
27 Sale of Assets	(917,928)	(2,173,561)	(917,928)	(2,173,561)
28 TOTAL NON-OPERATING EXPENSE	\$ 8,296,356	\$ 7,204,975	\$ 8,296,356	\$ 7,204,975
29 CONTRIBUTION TO CAPITAL RESERVES	\$ (449,462)	\$ (817,781)	\$ (449,462)	\$ (817,781)
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 16,667	\$ 15,859	\$ 16,667	\$ 15,859
31 Bond Premium/Discount Amortization	(940,394)	(1,321,256)	(940,394)	(1,321,256)
32 Bond Refunding Cost Amortization	683,649	685,192	683,649	685,192
33 Future Revenue Cost Amortization	67,576	67,576	67,576	67,576
34 Depreciation	11,938,663	12,560,000	11,938,663	12,560,000
35 NET OTHER EXPENSES (NON-CASH)	\$ 11,766,161	\$ 12,007,371	\$ 11,766,161	\$ 12,007,371

CURRENT MONTH

	ACTUAL Jan-18	BUDGET Jan-18	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 4,066,017	\$ 3,731,495	\$ 334,522	9%
2 Advertising Revenue	200,000	200,000	-	0%
3 Investment Revenue	544,736	311,000	233,736	75%
4 Sales Tax	19,585,866	19,282,885	302,981	2%
5 Sales Tax - Prop 1	-	-	-	-
6 Other Revenue	198,533	564,333	(365,800)	-65%
7 Fed Operations/Preventative Maint.	6,345,738	5,068,917	1,276,821	25%
8 TOTAL REVENUE	\$ 30,940,890	\$ 29,158,630	\$ 1,782,260	6%
OPERATING EXPENSE				
9 Bus Service	\$ 8,165,300	\$ 8,126,833	\$ (38,467)	0%
10 Commuter Rail	2,415,085	1,930,921	(484,164)	-25%
11 Light Rail	3,250,194	2,929,837	(320,357)	-11%
12 Maintenance of Way	1,181,721	1,500,742	319,021	21%
13 Paratransit Service	1,643,779	1,917,500	273,721	14%
14 RideShare/Van Pool Services	192,949	267,500	74,551	28%
15 Operations Support	3,946,511	3,762,833	(183,678)	-5%
16 Administration	2,298,457	2,699,500	401,043	15%
17 TOTAL OPERATING EXPENSE	\$ 23,093,996	\$ 23,135,667	\$ 41,671	0%
18 NET OPERATING INCOME (LOSS)	\$ 7,846,894	\$ 6,022,963	\$ 1,823,931	30%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 378,657	\$ 458,750	\$ 80,093	17%
20 Major Investment Studies	-	-	-	-
21 Offsetting Investment Studies	-	-	-	-
22 Bond Principal	764,667	764,667	-	0%
23 Bond Interest	7,555,940	7,555,940	-	0%
24 Bond Funded Interest - 2015A Sub	-	-	-	-
25 Bond Cost of Issuance/Fees	-	5,458	5,458	100%
26 Lease Cost	515,020	515,020	-	0%
27 Sale of Assets	(917,928)	-	917,928	-
28 TOTAL NON-OPERATING EXPENSE	\$ 8,296,356	\$ 9,299,835	\$ 1,003,479	11%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ (449,462)	\$ (3,276,872)	\$ 2,827,410	86%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 16,667			
31 Bond Premium/Discount Amortization	(940,394)			
32 Bond Refunding Cost Amortization	683,649			
33 Future Revenue Cost Amortization	67,576			
34 Depreciation	11,938,663			
35 NET OTHER EXPENSES (NON-CASH)	\$ 11,766,161			

BUDGET TO ACTUAL REPORT
(UNAUDITED)

EXHIBIT 1-5

As of January 31, 2018

YEAR TO DATE

	ACTUAL Jan-17	BUDGET Jan-17	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 4,066,017	\$ 3,731,495	\$ 334,522	9%
2 Advertising Revenue	200,000	200,000	-	0%
3 Investment Revenue	544,736	311,000	233,736	75%
4 Sales Tax	19,585,866	19,282,885	302,981	2%
5 Sales Tax - Prop 1	-	-	-	
6 Other Revenue	198,533	564,333	(365,800)	-65%
7 Fed Operations/Preventative Maint.	6,345,738	5,068,917	1,276,821	25%
8 TOTAL REVENUE	\$ 30,940,890	\$ 29,158,630	\$ 1,782,260	6%
OPERATING EXPENSE				
9 Bus Service	\$ 8,165,300	\$ 8,126,833	\$ (38,467)	0%
10 Commuter Rail	2,415,085	1,930,921	(484,164)	-25%
11 Light Rail	3,250,194	2,929,837	(320,357)	-11%
12 Maintenance of Way	1,181,721	1,500,742	319,021	21%
13 Paratransit Service	1,643,779	1,917,500	273,721	14%
14 RideShare/Van Pool Services	192,949	267,500	74,551	28%
15 Operations Support	3,946,511	3,762,833	(183,678)	-5%
16 Administration	2,298,457	2,699,500	401,043	15%
17 TOTAL OPERATING EXPENSE	\$ 23,093,996	\$ 23,135,667	\$ 41,671	0%
18 NET OPERATING INCOME (LOSS)	\$ 7,846,894	\$ 6,022,963	\$ 1,823,931	30%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 378,657	\$ 458,750	\$ 80,093	17%
20 Major Investment Studies	-	-	-	
21 Offsetting Investment Studies	-	-	-	
22 Bond Principal	764,667	764,667	-	0%
23 Bond Interest	7,555,940	7,555,940	-	0%
24 Bond Funded Interest - 2015A Sub	-	-	-	
25 Bond Cost of Issuance/Fees	-	5,458	5,458	100%
26 Lease Cost	515,020	515,020	-	0%
27 Sale of Assets	(917,928)	-	917,928	
28 TOTAL NON-OPERATING EXPENSE	\$ 8,296,356	\$ 9,299,835	\$ 1,003,479	11%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ (449,462)	\$ (3,276,872)	\$ 2,827,410	86%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 16,667			
31 Bond Premium/Discount Amortization	(940,394)			
32 Bond Refunding Cost Amortization	683,649			
33 Future Revenue Cost Amortization	67,576			
34 Depreciation	11,938,663			
35 NET OTHER EXPENSES (NON-CASH)	\$ 11,766,161			

	2018 ACTUAL	ANNUAL BUDGET	PERCENT
EXPENSES			
1 REVENUE AND NON-REVENUE VEHICLES	\$ 312,824	\$ 23,516,922	1.3%
2 INFORMATION TECHNOLOGY	13,341	8,594,818	0.2%
3 FACILITIES, MAINTENANCE & ADMIN. EQUIP.	9,495	1,035,796	0.9%
4 CAPITAL PROJECTS	13,367	41,057,292	0.0%
5 PROVO OREM BRT	40,465	40,227,000	0.1%
6 AIRPORT STATION RELOCATION	2,342	22,901,499	0.0%
7 STATE OF GOOD REPAIR	203,269	29,674,141	0.7%
8 PROP 1 PROJECTS	24,737	11,067,067	0.2%
9 TIGER (INCLUDING PROP#1 TIGER)	6,112	13,104,294	0.0%
10 TOTAL	<u>\$ 625,952</u>	<u>\$ 191,178,829</u>	0.3%
REVENUES			
14 GRANT	\$ 7,466	\$ 26,114,493	0.0%
16 PROVO-OREM TRIP	40,465	30,000,000	0.1%
17 LEASES (PAID TO DATE)	-	21,163,045	0.0%
18 BONDS	-	50,877,399	0.0%
19 LOCAL PARTNERS	-	14,318,487	0.0%
15 TRANSFER FROM OPERATING (PROP 1)	24,737	3,997,323	0.0%
20 UTA FUNDING	553,284	44,708,082	1.2%
21 TOTAL	<u>\$ 625,952</u>	<u>\$ 191,178,829</u>	0.3%

As of January 31, 2018

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	Jan-18	Jan-17	2018	2017
UTA				
Fully Allocated Costs	23,093,996	20,765,045	23,093,996	20,765,046
Passenger Farebox Revenue	4,066,017	4,260,300	4,066,017	4,260,301
Passengers	3,698,719	3,746,410	3,698,719	3,746,411
Farebox Recovery Ratio	17.6%	20.5%	17.6%	20.5%
Actual Investment per Rider	\$5.14	\$4.41	\$5.14	\$4.41
GOAL Investment per Rider				
BUS SERVICE				
Fully Allocated Costs	10,898,219	9,875,525	10,898,219	9,875,525
Passenger Farebox Revenue	1,714,069	1,666,485	1,714,069	1,666,485
Passengers	1,636,105	1,625,628	1,636,105	1,625,628
Farebox Recovery Ratio	15.7%	16.9%	15.7%	16.9%
Actual Investment per Rider	\$5.61	\$5.05	\$5.61	\$5.05
LIGHT RAIL SERVICE				
Fully Allocated Costs	6,351,966	5,858,703	6,351,966	5,858,703
Passenger Farebox Revenue	1,360,676	1,313,118	1,360,676	1,313,118
Passengers	1,480,398	1,534,360	1,480,398	1,534,360
Farebox Recovery Ratio	21.4%	22.4%	21.4%	22.4%
Actual Investment per Rider	\$3.37	\$2.96	\$3.37	\$2.96
COMMUTER RAIL SERVICE				
Fully Allocated Costs	3,644,297	2,843,641	3,644,297	2,843,641
Passenger Farebox Revenue	481,643	459,419	481,643	459,419
Passengers	415,389	402,001	415,389	402,001
Farebox Recovery Ratio	13.2%	16.2%	13.2%	16.2%
Actual Investment per Rider	\$7.61	\$5.93	\$7.61	\$5.93
PARATRANSIT				
Fully Allocated Costs	1,819,405	1,797,612	1,819,405	1,797,612
Passenger Farebox Revenue	173,255	485,060	173,255	485,060
Passengers	69,615	71,118	69,615	71,118
Farebox Recovery Ratio	9.5%	27.0%	9.5%	27.0%
Actual Investment per Rider	\$23.65	\$18.46	\$23.65	\$18.46
RIDESHARE				
Fully Allocated Costs	380,109	389,564	380,109	389,564
Passenger Farebox Revenue	336,374	336,218	336,374	336,218
Passengers	97,212	113,303	97,212	113,303
Farebox Recovery Ratio	88.5%	86.3%	88.5%	86.3%
Actual Investment per Rider	\$0.45	\$0.47	\$0.45	\$0.47

As of January 31, 2018

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Jan-18	Jan-17	2018	2017
FULLY ALLOCATED COSTS				
Bus Service	\$10,898,219	\$9,875,525	\$10,898,219	\$9,875,525
Light Rail Service	\$6,351,966	\$5,858,703	\$6,351,966	\$5,858,703
Commuter Rail Service	\$3,644,297	\$2,843,641	\$3,644,297	\$2,843,641
Paratransit	\$1,819,405	\$1,797,612	\$1,819,405	\$1,797,612
Rideshare	\$380,109	\$389,564	\$380,109	\$389,564
UTA	\$23,093,996	\$20,765,045	\$23,093,996	\$20,765,045
PASSENGER FAREBOX REVENUE				
Bus Service	\$1,714,069	\$1,666,485	\$1,714,069	\$1,666,485
Light Rail Service	\$1,360,676	\$1,313,118	\$1,360,676	\$1,313,118
Commuter Rail Service	\$481,643	\$459,419	\$481,643	\$459,419
Paratransit	\$173,255	\$485,060	\$173,255	\$485,060
Rideshare	\$336,374	\$336,218	\$336,374	\$336,218
UTA	\$4,066,017	\$4,260,300	\$4,066,017	\$4,260,300
PASSENGERS				
Bus Service	1,636,105	1,625,628	1,636,105	1,625,628
Light Rail Service	1,480,398	1,534,360	1,480,398	1,534,360
Commuter Rail Service	415,389	402,001	415,389	402,001
Paratransit	69,615	71,118	69,615	71,118
Rideshare	97,212	113,303	97,212	113,303
UTA	3,698,719	3,746,410	3,698,719	3,746,410
FAREBOX RECOVERY RATIO				
Bus Service	15.7%	16.9%	15.7%	16.9%
Light Rail Service	21.4%	22.4%	21.4%	22.4%
Commuter Rail Service	13.2%	16.2%	13.2%	16.2%
Paratransit	9.5%	27.0%	9.5%	27.0%
Rideshare	88.5%	86.3%	88.5%	86.3%
UTA	17.6%	20.5%	17.6%	20.5%
ACTUAL INVESTMENT PER RIDER				
Bus Service	\$5.61	\$5.05	\$5.61	\$5.05
Light Rail Service	\$3.37	\$2.96	\$3.37	\$2.96
Commuter Rail Service	\$7.61	\$5.93	\$7.61	\$5.93
Paratransit	\$23.65	\$18.46	\$23.65	\$18.46
Rideshare	\$0.45	\$0.47	\$0.45	\$0.47
UTA	\$5.14	\$4.41	\$5.14	\$4.41

SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)

EXHIBIT 1-9

As of January 31, 2018

Classification	Total	Current	31-60 Days	61-90 Days	90-120 Days	Over 120 Days
1 Federal Government ¹	\$ 16,349,896	\$ 16,349,896				
2 Local Contributions ²	47,713,304	47,712,721				583
3 Pass Sales	356,793	276,417	19,465	9,382	13,549	37,980
4 Property Management	90,757	64,073	7,548	6,250	12,886	-
5 Vanpool/Rideshare	(4,155)	29	239	(1,703)	3,939	(6,659)
6 Product Sales and Development	3,674,771	3,198,402	251,911	13,028	140,917	70,513
7 Railway Worker Protection	1,800					1,800
8 Capital Development Agreements	11,612,267	10,212,836	1,152,052			247,379
9 Mobility Management	700		700			
10 Paratransit	11,250	11,250				-
11 Other ³	4,291,410	4,291,410				
12 Total	\$ 84,098,793	\$ 82,117,034	\$ 1,431,915	\$ 26,957	\$ 171,291	\$ 351,596

Percentage Due by Aging

13 Federal Government ¹	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
14 Local Contributions ²	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
15 Pass Sales	77.5%	5.5%	5.5%	2.6%	3.8%	10.6%
16 Property Management	70.6%	8.3%	8.3%	6.9%	14.2%	0.0%
17 Vanpool/Rideshare	-0.7%	-5.8%	-5.8%	41.0%	-94.8%	160.3%
18 Product Sales and Development	87.0%	6.9%	6.9%	0.4%	3.8%	1.9%
19 Railway Worker Protection	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
20 Capital Development Agreements	87.9%	9.9%	9.9%	0.0%	0.0%	2.1%
21 Mobility Management	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%
22 Paratransit	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
23 Other	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
24 Total	97.6%	1.7%	1.7%	0.0%	0.2%	0.4%

¹ Federal preventive maintenance funds, federal RideShare funds, and federal interest subsidies for Build America Bonds

² Estimated sales tax to be distributed upon collection by the Utah State Tax Commission

³ OCIP escrow, fuel tax credit, warranty parts out for repair

Note:

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Bob Biles/Richard Swenson
SUBJECT:	Quarterly Investment Report
BACKGROUND:	<p>Pursuant to UTA’s Corporate Investment Policy, the Treasurer is required to provide a quarterly investment report to the board committee which acts as the designated Investment Committee.</p> <p>This presents the investment report for the 4th quarter of 2017, which provides a list of the investments in the December 31, 2017 portfolio as well as investments which were purchased and sold during the fourth quarter.</p> <p>Zion’s Wealth Advisors (formerly Contango) continues to manage a separate portfolio of investments totaling \$25,853,066.59 at quarter end, with maturities of three years or less, and yields to maturity for the months of October, November, and December of 1.840%, 1.870%, and 1.915%, respectively.</p> <p>All other available cash is invested with the state investment pool (PTIF), which earned yields of 1.541%, 1.583%, and 1.612%, for October, November, and December, respectively.</p> <p>Also included is information on the benchmark rate, stated in the Investment Policy Statement as the highest of the three Month T Bill rate or the Fed Funds rate. The Benchmark for October, November, and December was 1.13%, 1.26%, and 1.38%, respectively.</p>
PREFERRED ALTERNATIVE:	Approval

LEGAL REVIEW:	N/A
EXHIBITS:	1) 4 th Quarter 2017 – Investment Report

Utah Transit Authority
Investment Portfolio
December 31, 2017

Investment	CUSIP	Amount Invested	Purchase Date	Maturity	Yield to Maturity	Annual Earnings
FHLB 2.000%	313380GJ0	\$ 5,015,494.44	9/25/2017	9/9/2022	1.953%	\$ 97,861
FHLB 2.000%	313380GJ0	\$ 5,011,255.56	9/29/2017	9/9/2022	1.976%	\$ 98,892
FHLB 2.000%	313380GJ0	\$ 5,011,405.56	9/29/2017	9/9/2022	1.975%	\$ 98,863
FHLB 2.000%	313380GJ0	\$ 5,008,311.11	10/10/2017	9/9/2022	2.001%	\$ 100,167
FAMCA 1.800%	3132X0WX5	\$ 4,952,250.00	10/11/2017	8/26/2022	2.051%	\$ 102,670
FFCB 2.08%	3133EHM91	\$ 4,992,900.00	11/1/2017	11/1/2022	2.110%	\$ 105,623
FHLB 2.030%	3130ACS96	\$ 4,982,373.61	11/14/2017	11/7/2022	2.113%	\$ 105,774
FFCB 2.08%	3133EHM91	\$ 4,987,466.67	11/22/2017	11/1/2022	2.110%	\$ 105,623
		\$ 39,961,456.95				

Zions Capital Advisors	\$ 25,853,066.59	1.811%	\$ 468,199
Public Treasurer's Investment Fund	\$ 19,884,468.65	1.507%	\$ 299,679
Total Investments	<u>\$ 85,698,992.19</u>	<u>1.848%</u>	<u>\$ 1,583,351</u>

Rates as of Last Trading Day of

	October	November	December
Zions Capital Advisors	1.840%	1.870%	1.915%
Public Treasurer's Investment Fund	1.541%	1.583%	1.612%
Benchmark Return*	1.130%	1.260%	1.380%

*Benchmark Return is the highest of either the 3 Month T Bill rate or the Fed Funds rate.

Investments Purchased
October 1 to December 31, 2017

Investment	CUSIP	Amount Invested	Purchase Date	Maturity	Yield to Maturity	Annual Earnings
FHLB 2.000%	313380GJ0	\$ 5,008,311.11	10/10/2017	9/9/2022	2.001%	\$ 100,167
FAMCA 1.800%	3132X0WX5	\$ 4,952,250.00	10/11/2017	8/26/2022	2.051%	\$ 102,670
FFCB 2.08%	3133EHM91	\$ 4,992,900.00	11/1/2017	11/1/2022	2.110%	\$ 105,623
FHLB 2.030%	3130ACS96	\$ 4,982,373.61	11/14/2017	11/7/2022	2.113%	\$ 105,774
FFCB 2.08%	3133EHM91	\$ 4,987,466.67	11/22/2017	11/1/2022	2.110%	\$ 105,623

Investments Sold
October 1 to December 31, 2017

Investment	CUSIP	Amount Invested	Date Sold	Sale Amount	Interest Earned	Gain
No sales this quarter						

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Jayne Blakesley, General Counsel
SUBJECT:	Resolution Authorizing Electronic Meetings
BACKGROUND:	This resolution is being brought to the Stakeholder & Planning committee for consideration. If approved, this resolution would authorize a public body, such as UTA, to hold public meetings that are convened or conducted by means of a conference using electronic communications (“Electronic Meetings”).
PREFERRED ALTERNATIVE:	Approval
LEGAL REVIEW:	Has been reviewed by UTA Legal
EXHIBITS:	1) R2018-03-11 – Authorizing Electronic Meetings

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY AUTHORIZING ELECTRONIC MEETINGS**

R2018-03-11

March 28, 2018

WHEREAS, the Utah Transit Authority (the “Authority”) is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the State of Utah’s Open and Public Meetings Act, Section 52-4-207, Utah Code Annotated, authorizes a public body to hold public meetings that are convened or conducted by means of a conference using electronic communications (“Electronic Meetings”); and

WHEREAS, UTA’s Board of Trustees (“Board”) desires to use Electronic Meetings as needed to conduct the business of UTA;

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority:

1. That Electronic Meetings of the Board and its committees are hereby authorized.
2. That with the consent of the Board or Committee Chair, a trustee may attend a meeting via electronic means if the trustee provides twenty-four hour advance notice to the applicable Chair and the Board Strategic Operations Director.
3. That a trustee attending a meeting electronically shall, at the request of the Board or Committee Chair, verbally signify his or her vote for each motion being considered during the meeting until the trustee verbally indicates his or her desire to withdraw from the meeting, which shall be recorded in the meeting minutes.
4. That the use of Electronic Meetings may be limited due to budget, public policy, or logistical considerations.
5. That a quorum of Board or committee members must be present at the physical location at which the Electronic Meeting is held and vote to approve establishment of an Electronic Meeting in order to include other trustees through an electronic connection.

6. That the number of separate connections available to trustees seeking to participate in Electronic Meetings of the Board or its committees may be restricted to available equipment capability.
7. That UTA shall comply with all requirements under the Open and Public Meetings Act Section 52-4-207, Utah Code Annotated regarding Electronic Meetings.
8. That the Board hereby ratifies any and all actions taken by the Authority's management and staff in furtherance of and effectuating the intent of this Resolution.
9. That the corporate seal be attached hereto.

Approved and adopted this 28th day of March 2018.

Greg Bell, Chair
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on the 28th day of March, 2018.

Greg Bell, Chair
Board of Trustees

Robert K. Biles, Secretary/Treasurer

Approved As To Form:

Legal Counsel

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Nichol Bourdeaux, VP External Affairs
SUBJECT:	Resolution Approving Clean Air Day Interlocal Agreement
BACKGROUND:	<p>“Free Fare Friday” was a demonstration pilot conducted by UTA to promote public awareness of the benefits of transit as they relate to air quality.</p> <p>The pilot was implemented on Friday December 22, 2017. The pilot initiated by former Council Member Stan Penfold was underwritten by the Salt Lake City Council and the Salt Lake County Mayor’s office. For the pilot, all fares were waived on buses and trains in UTA’s entire six-county service area.</p> <p>The underwritten cost of the pilot was \$70,000, which was a calculated estimate of the average daily weekday fare collected by UTA. This cost was split between Salt Lake City Council (\$27,500), Salt Lake County (\$27,500) and UTA (\$15,000).</p> <p>The staff is asking the Board to approve this Resolution that would allow the agency to accept the \$27,500 payment from Salt Lake County.</p>
PREFERRED ALTERNATIVE:	Approval
LEGAL REVIEW:	This item has been reviewed by UTA Legal
EXHIBITS:	<ol style="list-style-type: none"> 1) R2018-03-09 Approving Clean Air Day ILA 2) Exhibit A: UTA Free Fare Day Agreement

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY AUTHORIZING EXECUTION OF THE INTERLOCAL
AGREEMENT BETWEEN SALT LAKE COUNTY
AND THE UTAH TRANSIT AUTHORITY FOR CLEAN AIR DAY**

R2018-03-09

March 28, 2018

WHEREAS, the Utah Transit Authority (the "Authority") is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, public agencies as defined by the Interlocal Cooperation Act, Utah Code Ann. § 11-13-101, *et seq.* (the "Interlocal Act"), which includes the Authority, are authorized to enter into mutually advantageous agreements for joint or cooperative action; and

WHEREAS, Salt Lake City Council, Salt Lake County, and the Authority partnered to provide a free fare day for all residents in the transit district to reduce vehicle use and positively impact the air quality as set forth in the Interlocal Agreement between the parties; and

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority:

1. That the Board hereby adopts the Interlocal Agreement between the Authority and Salt Lake County, as set forth in Exhibit A, attached hereto.
2. That the Board hereby ratifies any and all actions taken by the Authority's President/CEO, General Counsel, and management and staff that were necessary or appropriate to negotiate the Agreement.
3. That a fully executed original counterpart of the final definitive Interlocal Agreement shall be permanently kept in the official records of the Authority.
4. That the corporate seal be attached hereto.

Approved and adopted this 28th day of March 2018.

Greg Bell, Chair
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on the 28th day of March, 2018.

Greg Bell, Chair
Board of Trustees

Robert K. Biles, Secretary/Treasurer

Approved As To Form:

Legal Counsel

Exhibit A

District Attorney
County Contract 0000001730

INTERLOCAL AGREEMENT

by and between

SALT LAKE COUNTY

and

UTAH TRANSIT AUTHORITY

THIS AGREEMENT is made and entered into this 14 day of December, 2017, by and between Salt Lake County, a body corporate and politic of the State of Utah, and the Utah Transit Authority, a Utah public transit district, a limited purpose local governmental entity of the State of Utah.

WITNESSETH:

WHEREAS, Utah Code Section 11-13-101, 'permits local governments to make the most efficient use of their resources by enabling them to cooperate with other governmental units,

WHEREAS, the parties desires to contract with each to provide a free fare day for Salt Lake County residents to reduce vehicle use,

WHEREAS, reduced vehicle use will positively impact the air quality in Salt Lake County,

WHEREAS, the parties desire to enter into an agreement for those stated purposes,

NOW, THEREFORE, in consideration of the promises and the mutual covenants and obligations herein contained, the parties agree as follows:

1. SCOPE:

Salt Lake County agrees to provide Twenty Seven Thousand Five Hundred Dollars (\$27,500.00) to the Utah Transit Authority in exchange for the Utah Transit Authority to provide one day of free fare rides in Salt Lake County. The free fare day will be agreed to by the parties.

2. TERM:

The term of this Agreement shall commence when signed by both parties and terminate at the conclusion of the mutually agreed upon free fare day.

3. TERMINATION:

Either party may, suspend or terminate this Agreement upon written notice to the other provided notice is given at least seventy two (72) hours prior to the agreed upon free fare day.

4. MISCELLANEOUS PROVISION:

The terms and provisions of this Agreement constitute the entire Agreement between the parties hereto with respect to the subject matter of this Agreement and supersede all previous communications, representations, or agreements, either oral or written, between the parties relating to such subject matter. No change, alteration, or modification of this Agreement shall be effective unless made in writing and signed by both parties hereto. If any provision of this Agreement is deemed to be invalid, it shall be considered here from and shall not invalidate the remaining provisions.

5. ADMINISTRATION:

The County designates Ben McAdams as the representative to assist in the management of this agreement. The Utah Transit Authority agrees to designate a representative which they will make known to the County upon execution of this Agreement. It is understood and agreed by the parties that the representatives shall have no control over the means, methods, techniques or procedures employed in the services of this agreement.

6. COOPERATIVE UNDERTAKING:

This agreement does not establish an interlocal entity to conduct the cooperative undertaking described in this agreement. No real or personal property will be acquired or held in the performance of this cooperative undertaking.

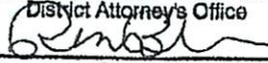
7. INDEMNIFICATION:

County and the Utah Transit Authority are both governmental entities under the Utah Governmental Immunity Act, Subsection 63G-7-101 et seq. (Utah Code Annotated 1953 as amended) therefore, consistent with the terms of the Act, the parties agree that each is responsible for and liable for any wrongful or negligent acts which it commits or which are committed by its agents, officials, or employees. Neither party waives

any defenses or limits of liability otherwise available under the Utah Governmental Immunity Act and all other applicable law, and both parties maintain all privileges, immunities and other rights granted by the Act and all other applicable law.

8. INTERLOCAL COOPERATION ACT:

The Parties acknowledge that this agreement is subject to the provisions and procedures contained in the Interlocal Cooperation Act and they agree to process, approve, manage, and archive this agreement in accordance with the provisions of that Act.

APPROVED AS TO FORM
District Attorney's Office
By: 
Attorney
RENA BECKSTEAD
Date: 12-14-17

SALT LAKE COUNTY

By: 
Mayor Ben McAdams or Designee
Dated: 12/14/17

UTAH TRANSIT AUTHORITY

By: _____
Its: _____
Dated: _____

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Bart Simmons , Senior Counsel – Contracts Steve Meyer , Director of Capital Projects
SUBJECT:	S-Line Interlocal Agreement
BACKGROUND:	On September 27, 2017, the Board of Trustees approved an Interlocal Agreement with Salt Lake County. At that time, UTA and the County had agreed, in principle, that the County would transfer \$4.5M to fund: (i) the design and construction of additional track for the S-Line; and (ii) incremental operating costs necessary to increase service on the S-Line. The purpose of the agreement approved in September was to allow the County to earmark and internally restrict the agreed funding, pending negotiation of a definitive agreement providing for the final terms and conditions of transfer. The purpose of this resolution is to approve that second, definitive Interlocal Agreement.
PREFERRED ALTERNATIVE:	Approve resolution as presented.
LEGAL REVIEW:	The UTA General Counsel's Office was closely involved in the negotiation and drafting of this agreement.
EXHIBITS:	<ul style="list-style-type: none">• R2018-03-08 Approving S-Line ILA• Interlocal Cooperation Agreement

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY AUTHORIZING EXECUTION OF THE INTERLOCAL
AGREEMENT BETWEEN SALT LAKE COUNTY AND UTAH TRANSIT
AUTHORITY FOR THE SUGAR HOUSE S-LINE**

R2018-03-08

March 28, 2018

WHEREAS, the Utah Transit Authority (the “Authority”) is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Parties are public agencies as defined by the Interlocal Cooperation Act, Utah Code Ann. § 11-13-101, *et seq.* (the “Interlocal Act”), and are authorized to enter into and amend an agreement to act jointly and cooperatively to achieve the purposes outlined herein; and

WHEREAS, Salt Lake County (the “County”) desires to allocate funds from the County of the First Class Highway Projects Fund (the “County Transportation Funds”) to pay a portion of the costs to be incurred by the Authority to: (1) design, construct and commission a second track for the Sugar House S-Line between 300 East and 500 East in the City of South Salt Lake, and (2) to operate the S-Line at increased headways during the first three years after commissioning (collectively the “Project”); and

WHEREAS, on or about November 13, 2017, the Parties entered into an Interlocal Cooperation Agreement (the “Prior ILA”) pursuant to which they agreed to work in good faith to negotiate a definitive agreement for the County’s transfer of up to Four Million Five Hundred Thousand Dollars and No Cent (\$4,500,000) of County Transportation Funds for the Project; and

WHEREAS, the Parties have agreed upon final terms with respect to such definitive agreement and Board desires to approve such definitive agreement in accordance with Section 11-13-202.5 of the Interlocal Act.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority:

1. That the Board hereby adopts the Interlocal Agreement between the Authority and Salt Lake County as set forth in Exhibit A, attached hereto (the “Interlocal Agreement”).

2. That the Board hereby ratifies any and all actions taken by the Authority's President/CEO, General Counsel, and management and staff that were necessary or appropriate to negotiate the Interlocal Agreement.
3. That a fully executed original counterpart of Interlocal Agreement shall be permanently kept in the official records of the Authority.
4. That the corporate seal be attached hereto.

Approved and adopted this 28th day of March 2018.

Greg Bell, Chair
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on the 28th day of March, 2018.

Greg Bell, Chair
Board of Trustees

Robert K. Biles, Secretary/Treasurer

Approved As To Form:

Legal Counsel

Exhibit A

INTERLOCAL COOPERATION AGREEMENT

between

SALT LAKE COUNTY

and

UTAH TRANSIT AUTHORITY

This Interlocal Cooperation Agreement (this “Agreement”) is entered into by and between **SALT LAKE COUNTY**, a body corporate and politic of the State of Utah (the “County”) and the **UTAH TRANSIT AUTHORITY**, a public transit district and political subdivision of the State of Utah (“UTA”). The County and UTA may each be referred to herein as a “Party” and collectively as the “Parties.”

RECITALS:

A. The County and UTA are “public agencies” as defined by the Utah Interlocal Cooperation Act, Utah Code Ann. §§ 11-13-101 *et seq.* (the “Interlocal Act”), and, as such, are authorized by the Interlocal Act to enter into this Agreement to act jointly and cooperatively in a manner that will enable them to make the most efficient use of their resources and powers. Additionally, Section 11-13-215 of the Interlocal Act authorizes a county, city, town, or other local political subdivision to share its tax and other revenues with other counties, cities, towns, local political subdivisions, or the state.

B. During the 2015 General Session, the State Legislature amended Section 72-2-121 of the Utah Transportation Code, Utah Code Ann. §§ 72-1-101 *et seq.*, to provide for the transfer of certain funds from the County of the First Class Highway Projects Fund to the legislative body of the County to be used for certain transportation purposes (hereinafter “County Transportation Funds”).

C. The County desires to use County Transportation Funds to further regional transportation by financing all or a portion of the costs of transportation projects throughout the County in accordance with Section 72-2-121 of the Utah Transportation Code and all other applicable federal, state and local laws, rules and regulations.

D. The County and UTA now desire to enter into this Agreement providing for the transfer of up to Four Million Five Hundred Thousand Dollars and No Cents (\$4,500,000.00) of County Transportation Funds to UTA to fund certain costs that are: (i) incurred by UTA to construct and implement double tracking of the Sugar House Streetcar between 300 East and 500 East in the City of South Salt Lake to enable 15 minute headways (hereinafter the “Project”); (ii) incurred by UTA to operate the Streetcar Double Tracking during the first three years of operation; and (iii) consistent with the allowable uses for County Transportation Funds described in Subsection 72-2-121 of the Transportation Code.

A G R E E M E N T:

NOW, THEREFORE, in consideration of the mutual representations, warranties, covenants and agreements contained herein, the sufficiency of which is hereby acknowledged, the Parties represent and agree as follows:

ARTICLE 1 - INCORPORATION AND DEFINITIONS

1.1. Incorporation and Definitions. The foregoing recitals and all exhibits hereto are hereby made a part of this Agreement. Unless otherwise defined in this Agreement, terms shall have the meaning set forth in the Transportation Code. The following terms shall have the following meanings in this Agreement:

- (a) County Transportation Funds: As defined in Recital B above.
- (b) Escrow Account: An escrow account at a bank or other financial institution mutually agreed upon by the Parties, subject to an Escrow Agreement, that allows UTA to make withdrawals from the account to cover Reimbursable Project Costs once the conditions and documentation requirements contained in this Agreement and set forth by the County upon establishment of the account have been satisfied.
- (c) Escrow Agent: A bank or other financial institution mutually agreed upon by the Parties that manages the Escrow Account.
- (d) Escrow Agreement: An escrow agreement mutually agreed upon by the Parties that governs the Parties' withdrawals from the Escrow Account.
- (e) Event of Default: As defined in Section 6.1 below.
- (f) Event of Force Majeure: As defined in Section 7.4 below.
- (g) Maximum Reimbursable Amount: The amount specified in Section 2.1 below.
- (h) Project: As defined in Recital D above.
- (i) Project Schedule and Budget: As defined in Section 4.1(a) below.
- (j) Project Element. A discrete portion of the Project.
- (k) Reimbursable Project Costs: Costs incurred by UTA during the Reimbursement Term to: (1) construct and implement the Project and (2) operate the Project during the first three years of operation, so long as such costs are contemplated by UTA's Project Schedule and Budget and consistent with the allowable uses for County Transportation Funds described in Subsection 72-2-121 of the Transportation Code.
- (l) Reimbursement Term: The period of time commencing with the effective date of this Agreement and expiring upon the earlier of (i) the date UTA has withdrawn, in aggregate, the Maximum Reimbursable Amount, (ii) the date this Agreement is

terminated, or (iii) June 30, 2020

(m) Request for Withdrawal: A statement from UTA, substantially in the form attached hereto as **Exhibit A**, requesting an amount of Transportation Funds to be disbursed to UTA from the Escrow Account for payment of Reimbursable Project Costs.

(n) Transportation Code: Utah Code Ann. §§ 72-1-101 *et seq.*

(o) Transportation Funds: As defined in Section 2.1 below.

(p) Withdrawal: A withdrawal made by UTA from the Escrow Account.

ARTICLE 2 - DISBURSEMENT OF COUNTY TRANSPORTATION FUNDS

2.1. County Transportation Funds. Within ninety (90) days of the Effective Date of this Agreement, the County shall deposit Four Million Five Hundred Thousand Dollars and No Cents (\$4,500,000.00) of County Transportation Funds (hereinafter "Transportation Funds") into the Escrow Account. During the Reimbursement Term, the County shall permit UTA to withdraw Transportation Funds from the Escrow Account to reimburse UTA for Reimbursable Project Costs, up to a maximum of Four Million Five Hundred Thousand Dollars and No Cents (\$4,500,000.00) (the "Maximum Reimbursable Amount"), all on the terms and subject to the conditions of this Agreement. The Parties agree that, once the double tracking is implemented, if UTA ever elects not to run 15 minute headways on the Sugar House Streetcar Line during the first three years of operation, then UTA will reimburse the County the amount of Transportation Funds withdrawn and expended by UTA for operation of the Streetcar Double Tracking (the total amount of which the Parties stipulate to be \$500,000), prorated to reflect the date of such election.

ARTICLE 3 - REPRESENTATIONS AND WARRANTIES

3.1. UTA's Representations and Warranties. UTA hereby represents, covenants, and warrants to the County as follows:

(a) Use of County Transportation Funds. Any Transportation Funds disbursed to UTA from the Escrow Account under this Agreement will be used by UTA: (1) solely to reimburse or pay UTA for costs actually incurred by UTA to construct and implement the Project and operate the Project during the first three years of operation; and (2) in accordance with all other applicable federal, state and local laws, rules and regulations.

(b) No Default. No default or Event of Default has occurred and is continuing, and no event has occurred and is continuing which with the lapse of time or the giving of notice, or both, would constitute a default or an Event of Default in any material respect on the part of UTA under this Agreement.

(c) Information. To the best of UTA's knowledge, any information furnished to the County by UTA under this Agreement or in connection with the matters covered in this Agreement are true and correct and do not contain any untrue statement of any

material fact and do not omit any material fact.

(d) Relationship of County and UTA. The County is not acting as a lender to UTA. The County has no fiduciary or other special relationship with UTA and therefore no fiduciary obligations are created by this Agreement or are owed to UTA or any third parties.

(e) Permission to Construct and Implement Project. UTA has received or will receive all necessary permits and permission from the City of South Salt Lake to construct and implement the Project.

(f) Effect of Request for Withdrawal. Each Request for Withdrawal shall constitute a representation and warranty that the information set forth in such Request for Withdrawal is true and correct.

3.2. UTA's Additional Representations – Liability and Reliance. Notwithstanding anything to the contrary in this Agreement, UTA represents that the County has not opined on and will not at any point be deemed to have opined on whether any particular Reimbursable Project Cost for which a withdrawal of Transportation Funds is made to UTA under this Agreement is consistent with the allowable uses for County Transportation Funds described in Subsection 72-2-121 of the Transportation Code or in accordance with other applicable federal, state and local laws, rules and regulations. As such, UTA agrees that it will independently determine whether any particular Reimbursable Project Cost for which a withdrawal of Transportation Funds is sought by and made to UTA under this Agreement is consistent with the allowable uses for County Transportation Funds described in Subsection 72-2-121 of the Transportation Code, and UTA agrees that it will not rely on the County's review or acceptance of UTA's Project Schedule and Budget or any Request for Withdrawal in making that determination.

ARTICLE 4 - DISBURSEMENTS

4.1. Conditions for Commencement of Withdrawal of Transportation Funds. The County shall not be required to deposit Transportation Funds into the Escrow Account, and UTA shall not be permitted to commence withdrawal of Transportation Funds from the Escrow Account for Reimbursable Project Costs, unless and until the following conditions have been satisfied:

(a) UTA Funding Requirement. UTA has provided to the County evidence and assurances that it has funded or will cause to be funded all but four million five hundred thousand dollars (\$4,500,000) of the total cost of the Project (the "UTA's Funding Assurance"). As of the Effective Date of this Agreement, the Parties anticipate that the total cost of the Project will amount to be five million nine hundred thousand dollars (\$5,900,000), and therefore that UTA's share of the total cost of the Project will amount be one million nine hundred thousand dollars (\$1,900,000), as shown in the Project Schedule and Budget (defined below).

(b) Project Schedule and Budget. UTA has prepared and submitted to the County a document outlining UTA's proposed schedule and budget for construction,

implementation, and operation of the Project for which UTA will seek reimbursement for Reimbursable Project Costs from the County under this Agreement (the “Project Schedule and Budget”).

(c) Concept-Level Design. UTA has submitted to the County the concept-level design drawings (the “Design Drawings”) that will be submitted to the turnkey contractor for the Project.

(d) General Approval of the Project Schedule and Budget. Following receipt of UTA’s Funding Assurance, Project Schedule and Budget, and Design Drawings, the Mayor of the County (or his/her designee) has determined, in his/her sole discretion and in writing, that: (1) UTA has provided adequate evidence and assurances that it has funded or will cause to be funded all but four million five hundred thousand dollars (\$4,500,000) of the total cost of the Project; (2) the Project Schedule and Budget is acceptable and will adequately address transportation needs within Salt Lake County; and (3) the Design Drawings demonstrate an acceptable Project that will adequately address transportation needs within Salt Lake County.

4.2. Conditions for Each Withdrawal of Transportation Funds. UTA shall not be permitted to withdraw Transportation Funds from the Escrow Account for Reimbursable Project Costs unless and until the following conditions have been satisfied:

(a) Documents to be Furnished for Each Withdrawal.

(1) UTA has furnished to the County, for each and every withdrawal relating to construction expenses:

(i) A Request for Withdrawal; and

(ii) Invoices for any Reimbursable Project Cost incurred by UTA for which UTA is seeking reimbursement or payment from the Escrow Account pursuant to the Request for Withdrawal; and

(iii) A description of the work completed with respect to the Reimbursable Project Cost and certification that such work has been completed.

(2) UTA has furnished to the County, for each and every withdrawal relating to operating expenses:

(i) An affirmation that the streetcar double tracking is operational, that 15 minute headways have commenced, and that UTA has started accepting fee paying passengers for such headways; and

(ii) A letter indicating the amount that UTA would like to withdraw from the Escrow Account for operating expenses, which may be for all amounts remaining in the Escrow Account once all withdraws for construction expenses have been made.

(b) No Objection from County. Within ten (10) business days of the County's receipt of the documents described in Section 4.2(a), the County has not objected to or denied the requested withdraw of Transportation Funds from the Escrow Account for Reimbursable Project Costs. The County agrees that it will only make an objection or denial of a withdrawal request if it has a reasonable basis for concluding that UTA has not complied with the terms of this Agreement or Escrow Agreement (including, without limitation, by failing to provide the County with all documentation required in Section 4.2(a) above).

(c) No Event of Default. No Event of Default has occurred and is continuing beyond any applicable cure period.

(d) Warranties and Representations True. All warranties and representations made by UTA in this Agreement have remained true and correct and all warranties and representations made by UTA in the Request for Withdrawal are true and correct.

4.3. Withdrawals.

(a) In General. For any and all desired withdrawals of Transportation Funds, UTA shall submit a Request for Withdrawal directly to the County and to the Escrow Agent. UTA shall also submit to the Escrow Agent any documentation required to be submitted to the Escrow Agency by the Escrow Agreement.

(b) Amount of Withdrawal. Subject to compliance with the terms and conditions of this Agreement and the Escrow Agreement, UTA may withdraw the amount of Transportation Funds requested by UTA in a Request for Withdrawal for Reimbursable Project Costs, but in no event shall UTA withdraw more than the Maximum Reimbursable Amount, in aggregate, over the Reimbursement Term.

(c) Allowable Period for Withdrawals. UTA may not withdraw Transportation Funds from the Escrow Account after expiration of the Reimbursement Term.

(d) Acquiescence Not a Waiver. To the extent that the County may have acquiesced in noncompliance with any conditions precedent to the withdrawal of Transportation Funds, such acquiescence shall not constitute a waiver by the County and the County at any time after such acquiescence may require UTA, as to future Requests for Withdrawal, to comply with all such applicable conditions and requirements under this Agreement.

(e) UTA Solely Responsible for Project. The County will not be responsible in any manner to UTA or any third party for the quality, design, construction, structural integrity, or health or safety features of any Project for which Transportation Funds are disbursed to UTA to reimburse or pay for Reimbursable Project Costs, notwithstanding the County's review and approval of the Project Schedule and Budget and UTA's Requests for Withdrawal under this Agreement.

ARTICLE 5 - COVENANTS AND AGREEMENTS

5.1. Indemnification and Liability.

(a) Governmental Immunity. Both Parties are governmental entities under the Governmental Immunity Act of Utah, Utah Code Ann. §§ 63G-7-101 *et seq.* (the “Immunity Act”). Neither Party waives any defenses or limits of liability available under the Immunity Act and other applicable law. Both Parties maintain all privileges, immunities, and other rights granted by the Immunity Act and all other applicable law.

(b) Liability and Indemnification. UTA agrees to indemnify, hold harmless, and defend the County, its officers, agents, and employees from and against any and all actual or threatened claims, losses, damages, injuries, debts, and liabilities of, to, or by third parties, including demands for repayment or penalties, however allegedly caused, resulting directly or indirectly from, or arising out of (i) any bodily injury and property damage arising out of the negligent acts or omissions of UTA, or its agents, representatives, officers, employees, or contractors in connection with the performance of this Agreement; or (ii) any use of the Transportation Funds that is not authorized by this Agreement or that is in any event determined to be outside the permitted scope of Subsection 72-2-121 of the Transportation Code. UTA agrees that its duty to defend and indemnify the County under this Agreement includes all attorney’s fees, litigation and court costs, expert witness fees, and any sums expended by or assessed against the County for the defense of any claim or to satisfy any settlement, arbitration award, debt, penalty, or verdict paid or incurred on behalf of the County. UTA further agrees that UTA’s indemnification obligations in this Section 5.1 will survive the expiration or termination of this Agreement.

5.2. Recordkeeping. UTA agrees to maintain its books and records in such a way that any Transportation Funds received from the County will be shown separately on UTA’s books. UTA shall maintain records adequate to identify the use of the Transportation Funds for the purposes specified in this Agreement. UTA shall make its books and records available to the County at reasonable times.

5.3. Assignment and Transfer of Transportation Funds. UTA shall not assign or transfer its obligations under this Agreement nor its rights to the Transportation Funds under this Agreement without prior written consent from the County. UTA shall use the Transportation Funds provided pursuant to this Agreement exclusively and solely for the purposes set forth in the Agreement.

ARTICLE 6 - DEFAULTS AND REMEDIES

6.1. UTA Event of Default. The occurrence of any one or more of the following shall constitute an “Event of Default” as such term is used herein:

(a) Failure of UTA to comply with any of the material terms, conditions, covenants, or provisions of this Agreement that is not fully cured by UTA on or before the expiration of a sixty (60) day period (or, if the County approves in writing, which approval shall not be unreasonably withheld, conditioned or delayed, such longer period

as may be reasonably required to cure a matter which, due to its nature, cannot reasonably be cured within 60 days, but in no event shall the cure period be longer than 180 days) commencing upon the County's written notice to UTA of the occurrence thereof.

6.2. County's Remedies in the Event of Default. Upon the occurrence of any Event of Default, the County may, in its sole discretion, and in addition to all other remedies conferred upon the County by law or equity or other provisions of this Agreement, provide the Escrow Agent with a written certificate that UTA has defaulted with respect to this Agreement, such certificate directing the Escrow Agent to invoke one or more of the following default remedies on behalf of the County concurrently or successively, it being the intent hereof that none of such remedies shall be to the exclusion of any other:

- (a) Prohibit further withdrawal of Transportation Funds to UTA from the Escrow Account; and/or
- (b) Reduce the amount of any future withdrawal of Transportation Funds to UTA by the amount incurred by the County to cure such default; and/or
- (c) Withdraw from the Escrow Account the amount incurred by the County to cure such default and reduce the Maximum Reimbursable Amount by such amount; and/or
- (d) Terminate this Agreement; and/or
- (e) If this Agreement is terminated, withdraw all remaining amounts from the Escrow Account for use by the County for other projects as the County deems appropriate.

ARTICLE 7 - MISCELLANEOUS

7.1. Interlocal Cooperation Act. In satisfaction of the requirements of the Interlocal Act in connection with this Agreement, the Parties agree as follows:

- (a) This Agreement shall be approved by each Party pursuant to Section 11-13-202.5 of the Interlocal Act.
- (b) This Agreement shall be reviewed as to proper form and compliance with applicable law by a duly authorized attorney in behalf of each Party pursuant to and in accordance with Section 11-13-202.5 of the Interlocal Act.
- (c) A duly executed original counterpart of this Agreement shall be filed immediately with the keeper of records of each Party pursuant to Section 11-13-209 of the Interlocal Act.
- (d) Except as otherwise specifically provided herein, each Party shall be responsible for its own costs of any action done pursuant to this Agreement, and for any financing of such costs.

(e) No separate legal entity is created by the terms of this Agreement. Pursuant to Section 11-13-207 of the Interlocal Act, to the extent this Agreement requires administration other than as set forth herein, the County Mayor and the President/CEO of UTA are hereby designated as the joint administrative board for all purposes of the Interlocal Act.

7.2. Term of Agreement. This Agreement shall take effect immediately upon the completion of the following: (a) the approval of the Agreement by the governing bodies of the County and UTA, including the adoption of any necessary resolutions or ordinances by the County and UTA authorizing the execution of this Agreement by the appropriate person or persons for the County and UTA, respectively, (b) the execution of this Agreement by a duly authorized official of each of the Parties, (c) the submission of this Agreement to an attorney for each Party that is authorized to represent said Party for review as to proper form and compliance with applicable law, pursuant to Section 11-13-202.5 of the Interlocal Act, and the approval of each respective attorney, and (d) the filing of a copy of this Agreement with the keeper of records of each Party. This Agreement shall terminate upon expiration of the Reimbursement Term. If upon expiration of the Reimbursement Term, the Escrow Agent has not disbursed to UTA the Maximum Reimbursable Amount, then all such undisbursed Transportation Funds may be disbursed from the Escrow Account to the County and used by the County for other projects as the County deems appropriate.

7.3. Future Appropriations. The County has appropriated the County Transportation Funds for the current fiscal year.

7.4. Force Majeure. Neither Party will be considered in breach of this Agreement to the extent that performance of their respective obligations is prevented by an Event of Force Majeure that arises after this Agreement becomes effective. "Event of Force Majeure" means an event beyond the control of the County or UTA that prevents a Party from complying with any of its obligations under this Agreement, including but not limited to: (i) an act of God (such as, but not limited to, fires, explosions, earthquakes, drought, tidal waves and floods); (ii) war, acts or threats of terrorism, invasion, or embargo; or (iii) riots or strikes. If an Event of Force Majeure persists for a period in excess of three hundred sixty (360) days, the County may terminate this Agreement without liability or penalty, effective upon written notice to UTA.

7.5. Notices. Any notice required or permitted to be given hereunder shall be deemed sufficient if given by a communication in writing, and shall be deemed to have been received (a) upon personal delivery or actual receipt thereof, or (b) within three days after such notice is deposited in the United States mail, postage pre-paid, and certified and addressed as follows:

If to Salt Lake County: County Mayor
2001 South State, N2-100
Salt Lake City, Utah 84190

With a copy to: Salt Lake County District Attorney
2001 South State, S3-600
Salt Lake City, Utah 84190

If to UTA: Utah Transit Authority
Capital Development Department
669 West 200 South
Salt Lake City, Utah 84111

With a copy to: Utah Transit Authority
General Counsel's Office
669 West 200 South
Salt Lake City, Utah 84111

7.6. Ethical Standards. UTA represents that it has not: (a) provided an illegal gift in connection with this Agreement to any County officer or employee, or former County officer or employee, or to any relative or business entity of a County officer or employee, or relative or business entity of a former County officer or employee; (b) retained any person to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, other than bona fide employees of bona fide commercial agencies established for the purpose of securing business; (c) breached any of the ethical standards in connection with this Agreement set forth in State statute or Salt Lake County Code of Ordinances § 2.07, Salt Lake County Code of Ordinances; or (d) knowingly influenced, and hereby promises that it will not knowingly influence, in connection with this Agreement, any County officer or employee or former County officer or employee to breach any of the ethical standards set forth in State statute or Salt Lake County ordinances.

7.7. Entire Agreement. This Agreement and the documents referenced herein, if any, constitute the entire Agreement between the Parties with respect to the subject matter hereof, and no statements, promises, or inducements made by either Party, or agents for either Party, that are not contained in this written Agreement shall be binding or valid; and this Agreement may not be enlarged, modified or altered, except in writing, signed by the Parties.

7.8. Amendment. This Agreement may be amended, changed, modified or altered only by an instrument in writing signed by both Parties.

7.9. Governing Law and Venue. The laws of the State of Utah govern all matters arising out of this Agreement. Venue for any and all legal actions arising hereunder will lie in the District Court in and for the County of Salt Lake, State of Utah.

7.10. No Obligations to Third Parties. The Parties agree that UTA's obligations under this Agreement are solely to the County and that the County's obligations under this Agreement are solely to UTA. The Parties do not intend to confer any rights to third parties unless otherwise expressly provided for under this Agreement.

7.11. Agency. No officer, employee, or agent of UTA or the County is intended to be an officer, employee, or agent of the other Party. None of the benefits provided by each Party to its employees including, but not limited to, workers' compensation insurance, health insurance and unemployment insurance, are available to the officers, employees, or agents of the other Party. UTA and the County will each be solely and entirely responsible for its acts and for the acts of its officers, employees, or agents during the performance of this Agreement.

7.12. No Waiver. The failure of either Party at any time to require performance of any provision or to resort to any remedy provided under this Agreement will in no way affect the right of that Party to require performance or to resort to a remedy at any time thereafter. Additionally, the waiver of any breach of this Agreement by either Party will not constitute a waiver as to any future breach.

7.13. Severability. If any provision of this Agreement is found to be illegal or unenforceable in a judicial proceeding, such provision will be deemed inoperative and severable, and, provided that the fundamental terms and conditions of this Agreement remain legal and enforceable, the remainder of this Agreement shall remain operative and binding on the Parties.

7.14. Counterparts. This Agreement may be executed in counterparts and all so executed will constitute one agreement binding on all the Parties, it being understood that all Parties need not sign the same counterpart. Further, executed copies of this Agreement delivered by facsimile or email will be deemed an original signed copy of this Agreement.

IN WITNESS WHEREOF, each Party hereby signs this Agreement on the date written by each Party on the signature pages attached hereto.

[Intentionally Left Blank - Signature Page Follows]

INTERLOCAL AGREEMENT - SIGNATURE PAGE FOR THE COUNTY

SALT LAKE COUNTY

By _____
Mayor Ben McAdams or Designee

Dated: _____, 20____

Approved by:

DEPARTMENT OF REGIONAL PLANNING,
HOUSING AND ECONOMIC DEVELOPMENT

By _____
Carlton J. Christensen
Department Director

Dated: _____, 20____

Approved as to Form and Legality:

By _____
Deputy District Attorney

INTERLOCAL AGREEMENT – SIGNATURE PAGE FOR UTA

UTAH TRANSIT AUTHORITY

By _____

Name: _____

Title: _____

Dated: _____, 20____

By _____

Name: _____

Title: _____

Dated: _____, 20____

Approved as to Form and Legality:

UTA ATTORNEY

By _____

Name: _____

Dated: _____, 20____

EXHIBIT A

Request for Withdrawal Form

REQUEST FOR WITHDRAWAL

To: Escrow Agent, with copy to Salt Lake County

Re: Utah Transit Authority – Interlocal Agreement for Transportation Funds (DA Log No. 17-09303)

Terms not otherwise defined herein shall have the meaning ascribed to such terms in the Interlocal Cooperation Agreement (the “Agreement”) between Salt Lake County (the “County”) and UTA (“UTA”) (DA Log No. 17-09303). In connection with said Agreement, the undersigned hereby states and certifies that:

1. Each item listed on **Schedule 1** attached hereto is a Reimbursable Project Cost and was incurred in connection with the Project.
2. These Reimbursable Project Costs have been incurred by UTA and are reimbursable or payable under the Agreement.
3. Each item listed on **Schedule 1** has not previously been paid or reimbursed from money deposited by the County into the Escrow Account.
4. Invoices for each item listed on **Schedule 1** are attached hereto.
5. There has not been filed with or served upon UTA any notice of any lien, right of lien or attachment upon or claim affecting the right of any person, firm, or corporation to receive payment of the amounts stated in this request, except to the extent any such lien is being contested in good faith.
6. All work for which reimbursement or payment is requested under this Request for Withdrawal has been performed in a good and workmanlike manner and in accordance with the Agreement.
7. All Reimbursable Project Costs for which reimbursement or payment is requested under this Request for Withdrawal is consistent with the allowable uses for County Transportation Funds described in Subsection 72-2-121 of the Transportation Code and in accordance with other applicable federal, state and local laws, rules and regulations.
8. UTA is not in default or breach of any term or condition of the Agreement, and no event has occurred and no condition exists which constitutes an Event of Default under the Agreement.

9. All of UTA's representations set forth in the Agreement remain true and correct as of the date hereof.

10. UTA acknowledges and agrees that the County's review and approval of this Request for Withdrawal will not be deemed to be a review by the County as to whether any particular Reimbursable Project Cost for which a withdrawal of Transportation Funds is sought hereunder is consistent with the allowable uses for County Transportation Funds described in Subsection 72-2-121 of the Transportation Code or in accordance with other applicable federal, state and local laws, rules and regulations. As such, UTA agrees to be liable for and to indemnify the County from any improper use of the Transportation Funds, as indicated in Section 5.1 of the Agreement.

Dated this ____ day of _____, 20__.

UTAH TRANSIT AUTHORITY

By: _____

Name: _____

Title: _____

Denied for Payment this ____ day of _____, 20 ____.

SALT LAKE COUNTY

By: _____

Name: _____

Title: _____

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 14, 2018
CONTACT PERSON:	Paul Drake, Sr. Manager of Real Estate and TOD
SUBJECT:	Resolution Adopting the New TOD Strategic Plan
BACKGROUND:	<p>The UTA Board of Trustees, the Transit-Oriented Communities (TOC) Committee, the Stakeholder Committee, and UTA staff have completed a thorough process to establish a revised policy and a holistic, objective framework to plan, implement, and manage UTA’s transit-oriented development program.</p> <p>The process was a collaborative effort with Wasatch Front Regional Council and the Mountainland Association of Governments. It involved focus groups including elected leaders, local planning and economic development officials, affordable housing experts and administrators, and prominent members of the development community. The draft Strategic Plan has also been reviewed and feedback incorporated from several peer transit agencies.</p> <p>This effort has culminated in a Strategic Plan that establishes the necessity for Transit-Oriented Development in the region and defines the role the Authority plays to support local governments in catalyzing centers on and around its properties.</p> <p>The new TOD Strategic Plan and associated Executive Limitations Policy 2.2.4 are being presented for approval and adoption by the UTA Board of Trustees.</p>
PREFERRED ALTERNATIVE:	<ul style="list-style-type: none"> • Approve as presented
LEGAL REVIEW:	The proposed item has been reviewed by UTA Legal staff.

EXHIBITS:

- a. R2018-03-10 Adopting TOD Strategic Plan and Revising EL Policy 2.2.4
- b. TOD Strategic Plan
- c. EL Policy 2.2.4 – Transit-Oriented Development

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE
UTAH TRANSIT AUTHORITY ADOPTING
THE TRANSIT-ORIENTED DEVELOPMENT STRATEGIC PLAN AND REVISING
EXECUTIVE LIMITATIONS POLICY NO. 2.2.4 – TRANSIT-ORIENTED
DEVELOPMENT**

No. R2018-03-10

March 28, 2018

WHEREAS, the Utah Transit Authority (the “Authority”) is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities-Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Wasatch Front is experiencing rapid growth that, without alternative transportation and land use possibilities, will increase traffic and congestion, impact air and water quality, and deplete open and wilderness spaces; and

WHEREAS, the Authority seeks to collaborate with regional partners, local municipalities, and the development community to encourage high-quality developments near its regional transit system to create environments that allow people to live, work, and recreated without the necessity of an automobile; and

WHEREAS, the Board of Trustees (the “Board”) desires to adopt a Strategic Plan on Transit-Oriented Development and revise Executive Limitations Policy No. 2.2.4 – Transit Oriented Development in keeping with the Board’s responsibility to provide leadership and governance to the Authority.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the Board hereby adopts the Transit-Oriented Development Strategic Plan, a copy of which is attached to this Resolution as Exhibit A.
2. That the Board hereby revises Executive Limitations Policy No. 2.2.4 – Transit-Oriented Development, a copy of which is attached to this Resolution as Exhibit B.
3. That the Board formally ratifies prior actions taken by the Authority, including those taken by the President/CEO, General Counsel, and staff members that were relevant hereto and necessary or appropriate.
4. That the Transit-Oriented Development Strategic Plan stay in force and effect until rescinded, amended, or superseded by further action of the Board of Trustees.
5. That revised Executive Limitations Policy No. 2.2.4 – Transit-Oriented Development stay in force and effect until rescinded, amended, or superseded by further action of the Board of Trustees.

6. That the corporate seal be attached hereto.

Approved and adopted this 28th day of March 2018.

Greg Bell, Chair
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on the 28th day of March 2018.

Greg Bell, Chair
Board of Trustees

Robert K. Biles, Secretary/Treasurer

Approved As To Form:

Legal Counsel

Exhibit A

TOD

LIVING CONNECTED



Collaborative Process

The UTA TOD Strategic Plan has been created in collaboration with a variety of stakeholders along the Wasatch Front Region. The creative process has been led by a Project Team that involved Utah Transit Authority and the two Metropolitan Planning Organizations along the Wasatch Front. This team has been responsible for creating the basic framework and concept of the strategic plan, as well as organizing additional engagement events and activities, including focus groups with public and private stakeholders and a peer agency review.

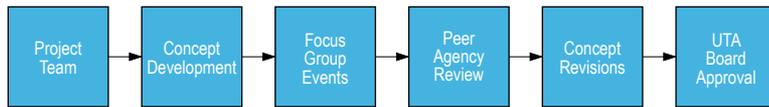


Fig 0.1 - Collaborative Process

Because of this collaborative process, the UTA TOD Strategic Plan represents a way in which various stakeholders from around the region can work collectively to bring the vision of transit-oriented development to fruition.

Project Team

UTA - Paul Drake, Jordan Swain, G.J. Lebonte, Levi Roberts, Ali Oliver

WFRC - Megan Townsend, Julia Collins

MAG - Chad Eccles

Acknowledgements

Regional Partners

WFRC - Ted Knowlton, Julie Bjornstad, Scott Hess, Jon Larsen, Andy Li, Callie New - **MAG** - Jim Price, Tim Hereth, Susan Hardy - **Envision Utah** - Shane Woods - **University of Utah** - Reid Ewing

Local Partners

Salt Lake County - Wilf Sommerkorn - **Provo City** - Bill Peperone - **Bountiful City** - Chad Wilkinson, Beth Holbrook - **Farmington City** - Dave Peterson, Eric Anderson - **Weber County** - James Ebert - **Roy City** - Steve Parkinson - **Brigham City** - Paul Larsen - **West Valley City** - Nicole Cottle

Development Community

Cowboy Partners - Dan Lofgren - **Salt Development** - Thomas Vegh - **Form Development** - Keith Smith, Chris Zarek - **Daybreak** - Stephen James - **Hamilton Partners** - Bruce Bingham - **Boulder Ventures** - Jeff Vitek, Sherry DeVoge - Giv Group - Chris Parker - Creasote - Bryce Baker



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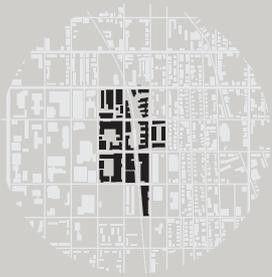
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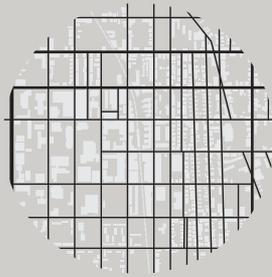
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EXECUTIVE SUMMARY

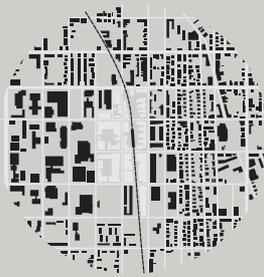
The Wasatch Front is experiencing rapid growth and is considered one of the fastest growing regions in the United States. By the year 2050 the population along the Wasatch Front is expected to increase from 2.3 million to 4 million residents. The majority of this growth is expected to occur within a relatively small, linear area defined on either side by a series of mountains and lakes. If this growth continues without exploring alternate transportation and land use possibilities, traffic and congestion will increase, open and wilderness spaces used for recreation will be depleted, the quality of air and water will deteriorate, and families will be subject to serious health risks.



Compact



Accessible



Mixed

The Wasatch Choice 2040/50 Vision is a plan that accounts for and addresses projected changes along the Wasatch Front by identifying transportation corridors and preferred growth centers. It seeks to establish a vision, supported by the Regional Community, through scenario planning. Using baseline projections, Wasatch Front Regional Council and Mountainland Association of Governments work with their respective communities to understand how changes in growth patterns will affect the environment, public health, traffic, and other areas of interest. After assessing various growth scenarios, a preferred scenario is identified as the Regional Vision.

According to the Regional Vision, communities along the Wasatch Front prefer centered growth instead of low-density sprawl. Centered growth consists of areas that are more compact and intense than their surroundings. Because of the increase in compactness and intensity, centers tend to be more active, socially equitable, and accessed by a variety of transportation options. Transit-Oriented Development is centered growth that occurs near a transit station, and is designed to increase access to and from transit. UTA is sensitive to the regional priorities represented in the Wasatch Choice 2040/50 Vision and plays an important role in bringing the vision to fruition.

UTA manages 72 fixed stations along the Wasatch Front and operates Commuter Rail, Light Rail, and Streetcar services. Connecting to these stations are 111 bus routes that enable patrons to travel from stations to more specific locations. UTA owns a total of 442 acres of property within ½ mile of 36 of these stations, 14 of which are Commuter Rail stations and 22 of which are Light Rail Stations. The majority of property owned by UTA is currently being used as surface parking, bus loops, drop-off areas, and other uses that may be easily consolidated and incorporated into more active developments.

In order for UTA to develop properties that it owns, it is necessary for UTA to collaborate with regional partners, local municipalities and the development community. As a public entity, UTA is committed to remaining transparent throughout the development process. Through various planning and community engagement efforts, UTA is able to identify development scenarios that are preferred by their respective communities. Using these planning materials UTA is then able to work with its partners to ensure that individual developments are implemented in a way that is appropriate for the respective communities in which they occur.

The processes and procedures contained in this document are intended to strengthen the relationships between UTA, its regional and local partners, the private development community, and communities along the Wasatch Front. By adhering to the open processes contained herein, UTA is able to facilitate public-private partnerships. The process has been structured to allow both flexibility and consistency within each development project, and allow UTA to collaborate seamlessly with its development partners.

By encouraging and advocating for high-quality development near the regional transit system, UTA helps create environments that allow people to live, work, and recreate without the necessity of an automobile. As more of these environments are created, and stations are surrounded by vibrant, meaningful destinations, more of the population will choose to rely on transit. The effect of this will be a region with cleaner air, healthier people, access to jobs and opportunities, and a better standard of living.

SECTION 1

Regional Trends



Introduction

Although still in its infancy, the concept of Transit-Oriented Development (“TOD”) is becoming widely accepted along the Wasatch Front. The purpose of this document is to establish the significance of multimodal development centers around the region’s transit hubs and define the role of the Utah Transit Authority (“UTA”) in implementing TOD. This strategic plan is based upon projections and principles identified in the Wasatch Choice for 2040/50 regional vision, values of local municipalities, and regional transit objectives identified by the UTA Board of Trustees.

Addressing regional growth requires the dedication of a variety of stakeholders. This strategic plan is the result of a collaboration between the Wasatch Front Regional Council (“WFRC”), Mountainland Association of Governments (“MAG”), UTA Board of Trustees, UTA Planning and TOD Departments. Additionally, several workshops were held with representatives and officials from local municipalities, members of the real estate development community, and affordable housing advocates and administrators. These workshops were organized to promote the reformed TOD program and adapt the principles of this strategic plan according to the priorities of long range and regional planning, local and current planning, the regional development industry, and affordable housing.

This document outlines the trends facing Utah’s decision-makers, how

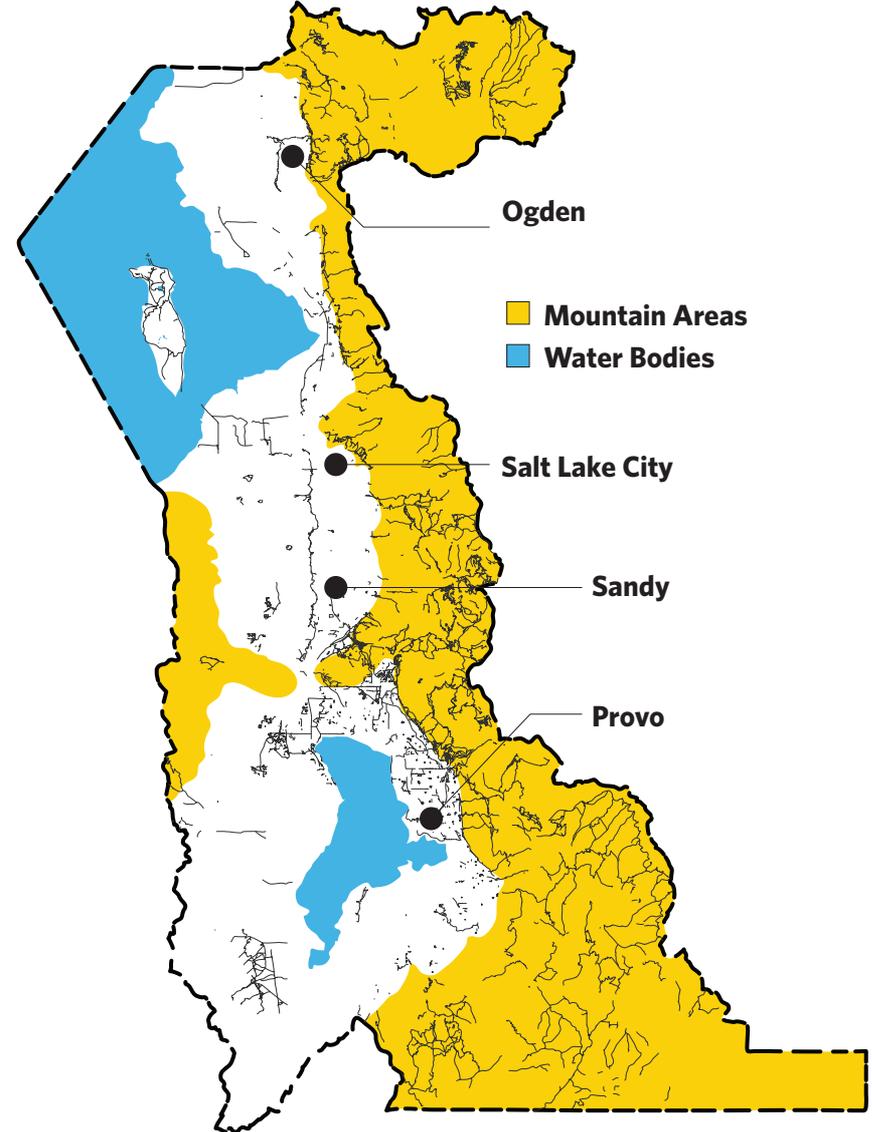


Fig 1.1 - Geographic Map of the Wasatch Front



Utah has planned to address them in the Wasatch Front Region, the role of TOD in addressing those trends, and UTA's role in implementing TOD.

Growth

Utah is rapidly growing. According to the US Census Bureau, Utah was ranked the fastest-growing state in the nation in 2016 ⁵. The majority of this increase (75%) is occurring in the urbanized area along the Wasatch Front. Significant growth is projected to continue along this corridor into the foreseeable future as the population of the Wasatch Front is expected to double from 2.3 million to 4 million by 2050 ¹⁴.

Growth along the Wasatch Front is naturally constrained by mountainous ranges on both the east and the west, the Great Salt Lake, and Utah Lake. These unique geographical elements define the identity of our region, provide recreational opportunities, and attract new employers and residents. However, they also limit the availability of land for housing, employment, and the transportation network to sustain the growing population. If properly understood, these amenities may offer opportunities that inform how and where



development should occur along the Wasatch Front. To this end, it is imperative that regional organizations and local governments continue to collaborate and plan to preserve the unique quality of life in the shadow of the Wasatch Mountains ¹⁹.

Generational Trends

In addition to unique geographic constraints in our region, demographic shifts and changes in generational preferences are affecting the concentration of growth and transportation demand. In recent years, millennials, born between 1980 and 2000, have fueled a resurgence of urban living. Studies have shown that this generation is drawn to communities that have a variety of transportation choices ²². In our region, this has stimulated a building boom concentrated near transit. For example, since 2010, nearly 60% of new apartment

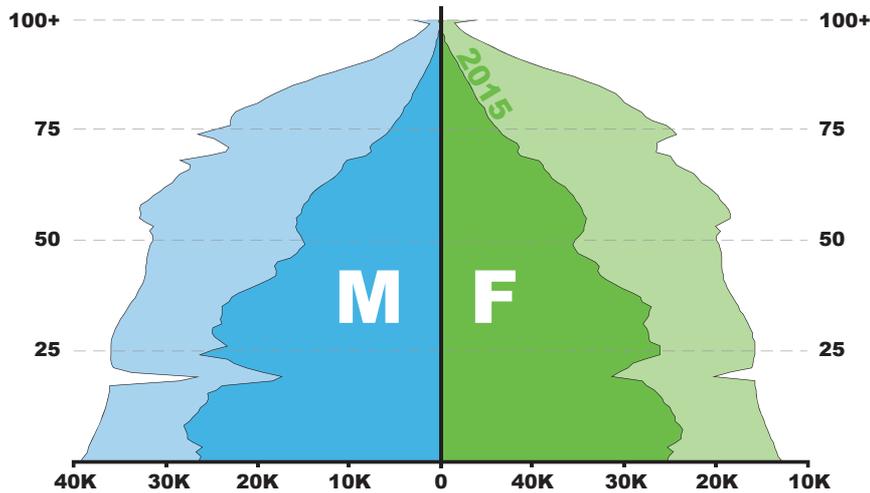


Fig 1.2 - 2065 Age Projections Per Sex

units constructed in Salt Lake County have been within ½ mile of a fixed rail station (Envision Utah analysis).

Millennials are not the only demographics group spurring this trend. It is also being driven by the needs and preferences of older generations. While Utah is projected to maintain a relatively young population with households larger than the national average, the median age is expected to increase from 30.8 in 2015 to 39.5 by 2065 ¹⁶. The share of the senior population, aged 65 and older, is projected to double over the next 50 years to 21.3 percent. Currently, a swath of baby boomers, born between 1946 and 1964, are entering into retirement. While it is a high priority for baby boomers to age in place ¹, this generation has high expectations for remaining active in retirement ²³. Seniors will increasingly seek a wider variety of transportation options to meet their daily needs, and preserve their quality of life and independence.

Regional Economic and Educational Opportunities

Effective transportation systems are designed to provide access to jobs, education, healthcare, and opportunities for social interaction. The level of economic opportunity can be summarized by the number of meaningful opportunities such as jobs and education

that residents can access in a reasonable amount of time. According to estimates of WFRC, the average resident of the Wasatch Front can currently reach 28,000 jobs within a 30 minute commute on transit. With strategic transit investments and more centered growth patterns, that number can reasonably double by 2050 ³⁰.

Access to a multi-modal transportation system is critical for high growth employment centers to thrive ³. Providing employers access to a broader workforce allows Utah to remain competitive in courting and retaining new businesses. In our region, employers are increasingly making strategic decisions about locating near transit. Since 2010, 37% of all new office square footage in the Wasatch Front is located within ½ mile of a fixed rail station (Envision Utah). The recently opened Overstock Peace Coliseum in Midvale was designed with the building entrance closer to the Bingham Junction TRAX Station than its own parking lot to encourage employees to access their job via transit. As a result, Overstock has noted significant transit usage ²¹.

Advanced education is becoming increasingly critical to competing in the job market. Providing convenient transportation options for students throughout the region will enhance educational and economic opportunities for individuals and the region as a whole. In addition to the business sector, educational institutions in the state are seeing the benefits of improved access to transportation. Students commuting to college campuses make up 20% of UTA's total transit market. According to a recent travel survey, nearly ⅓

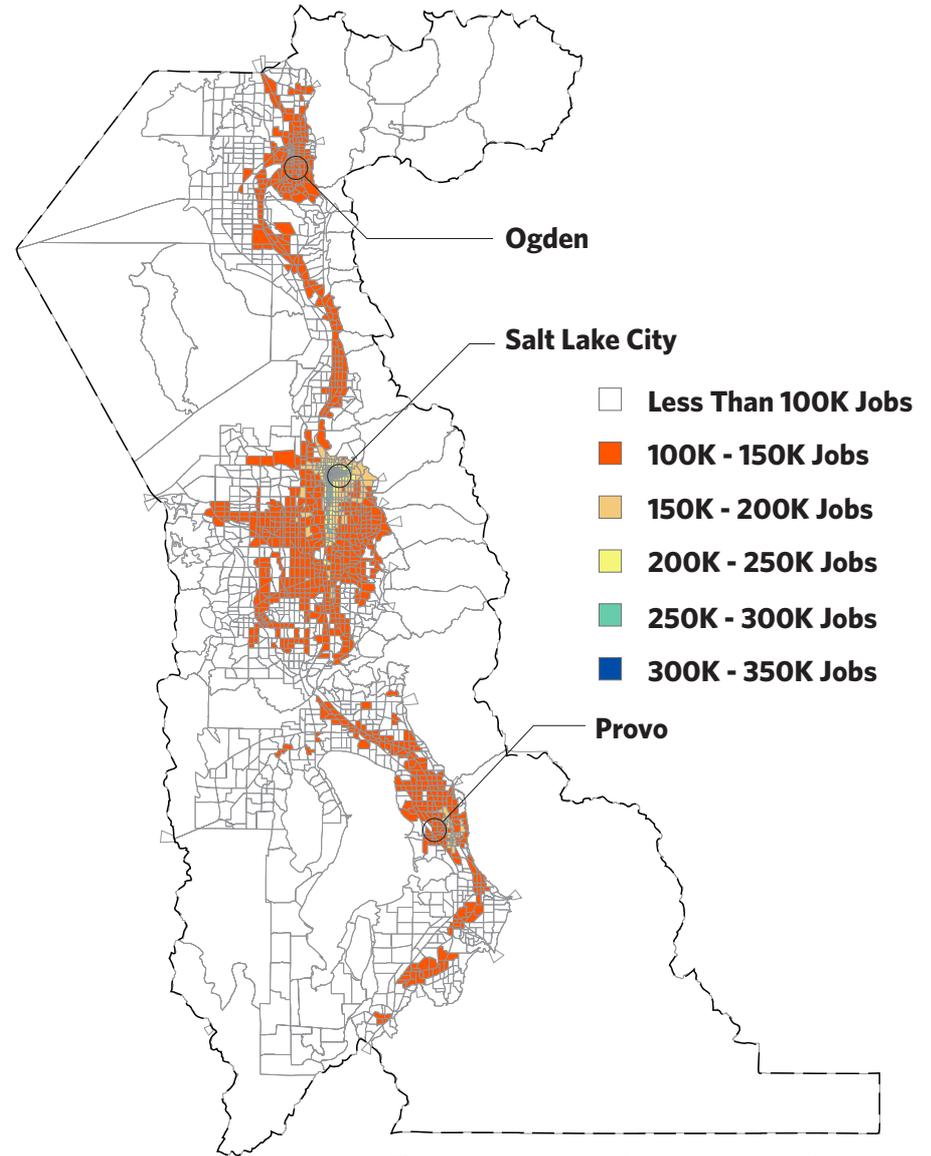


Fig 1.3 - Access to Opportunities Along



of University of Utah (“U of U”) students commute to campus via transit³⁰. This has allowed U of U to convert tracks of land previously utilized as surface parking lots into usable classroom and research facilities. Enhancing these connections is imperative to maintaining a viable, growing regional economy.

Traffic

Population growth is almost always accompanied by an increase in Vehicle Miles Traveled (“VMT”) as people seek to satisfy their essential needs, such as buying groceries, working, and so forth. Despite continuous investment in transportation infrastructure by the Utah Department of Transportation (“UDOT”) and local municipalities, traffic congestion is anticipated to increase as

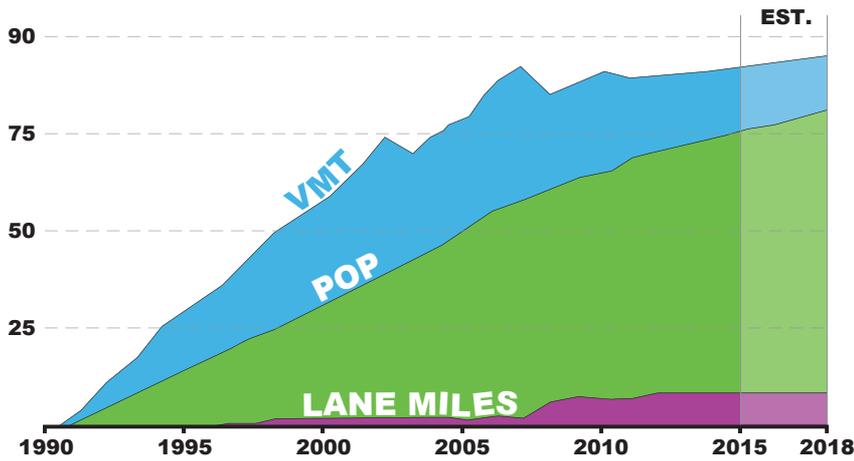


Fig 1.4 - % Change of VMT, Population, and Lane Miles



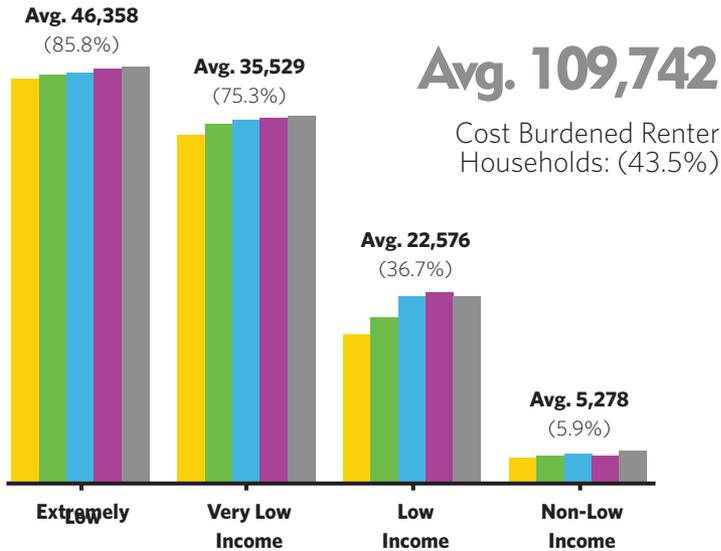


Fig 1.5 - Cost Burdened (30%-50% Income)

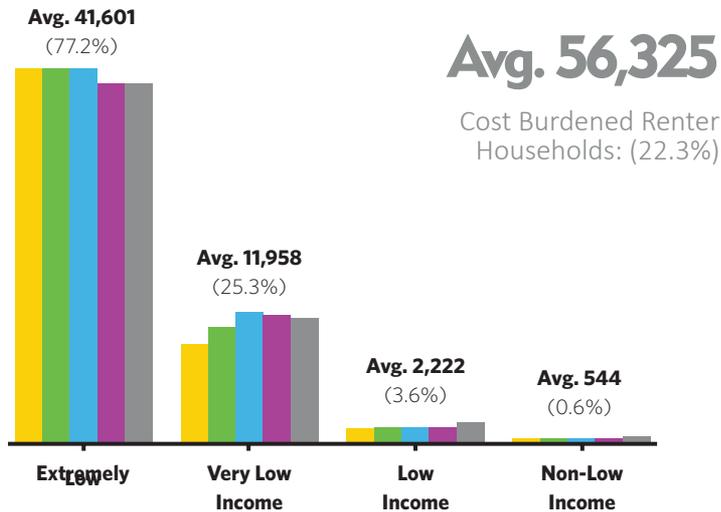


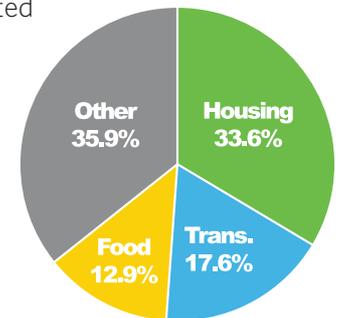
Fig 1.6 - Severely Cost Burdened (>50% Income)

the population grows. Increasing VMT is associated with traffic congestion, degraded air quality, escalated traffic fatalities, and other negative public health effects¹³. Vehicle Hours of Delay (“VHD”) are also expected to increase as projected travel demand significantly outpaces the capacity existing roads and those currently being built. According to recent estimates (Wasatch Front Regional Council Travel Demand Model), total annual VHD is anticipated to increase from 1 million in 2014 to over 3.7 million in 2040. Increased VMT and VHD contribute to lower levels of productivity as people spend more time in traffic, negatively impacting the regional economy²⁰.

Safety

Traffic fatalities remain the leading cause of death among Americans aged 1 to 34 years old¹¹. Despite steadily declining between 2001 and 2012, the number of traffic fatalities in Utah has increased each year since that time. In 2016, 280 Utahns lost their lives in traffic-related crashes. Forty-four of these fatalities were people walking and bicycling. Studies indicate that more compact communities are associated with significantly lower rates of traffic fatalities, particularly for those involving a bicycle or pedestrian⁴. This is largely due to compact and more active streets, both of which result in

Fig 1.7 - Average Split of



drivers being more aware.

Cost of Living

While unprecedented population growth in Utah has contributed to a booming economy, the supply of affordable housing has been dwindling. More specifically, housing options with access to quality transportation and goods and services have become increasingly unaffordable. According to the State of Utah Affordable Housing Assessment and Plan, completed in June 2016, the rate of cost-burdened renter households (those spending more than 30% of income on housing) in every income bracket has grown steadily since 2005. There are only two affordable and available housing units for every three low and moderate-income households. In 2017, the average renter in Utah would need an additional \$4.10 more per hour, working full-time, to afford a 2-bedroom apartment at Fair Market Value ²⁸.

Urban Expansion

The preservation of agricultural lands and wilderness is paramount to preserving the quality of life that residents enjoy on the Wasatch Front. Although there are natural barriers that channel growth in the valleys of the Wasatch Front, wilderness and agricultural land continue to be





consumed at alarming rates. In 2014, Utah was ranked as the second most sprawling state in the nation, consuming 203 square miles of undeveloped land between 2002 and 2010 with nearly 90% being attributed to the state's population growth¹⁸. This pattern of growth contributes to a host of other impacts to the community including, but not limited to, increased energy consumption, decreased local agricultural land, increased flood potential, groundwater depletion and contamination, and worsening air quality⁸.

Air quality

Air quality along the Wasatch Front is among the worst in the country. Recently, the American Lung Association ranked this region to have the 6th worst 24-hour particle pollution among 186 metro areas². As mentioned earlier, as the population grows, the total number of trips made per day will also continue to grow, as well as the number of vehicle miles traveled. Along the Wasatch Front, the most egregious and dangerous emissions come from automobiles. Particulate matter (PM2.5 and PM10) is made of very small dust and soot particles, about one-fortieth the width of a human hair, and can easily become trapped in the lungs and exacerbate or cause negative health conditions.

Utah's poor air quality has profound impacts upon public health, including heart conditions, biologic and anatomic brain issues, and premature death²⁹. Because nearly half of fine particulate matter along the Wasatch Front comes from mobile sources or vehicular



emission ²⁷, there have been several initiatives to successfully reduce the number of trips and vehicle miles travelled. In addition to the Utah Division of Air Quality emission reduction programs, other local initiatives along the Wasatch Front include but are not limited to air quality alerts, idle-free campaigns, public challenges and partnerships with UTA to provide subsidized pass programs during inversions²⁶.

While some pollution reduction measures may seem costly to both individuals and local economies, the EPA predicts that the reduction in health care costs and pollution-related premature deaths outweigh such costs by a wide margin. For instance, by the year 2020, the programs and measures developed in response to the Clean Air Act of 1990 may prevent over 230,000 early deaths across the nation ⁹.

Public Health

Along with the issues of public health related to air quality, rising obesity rates pose another disturbing trend across the nation as well as along the Wasatch Front. This trend has been cited as an epidemic and a public health crisis ¹⁵. In 1990, 15% of American adults were considered obese. Today, this rate has more than doubled to 36%. While Utah's active, relatively young population contributes to the 7th lowest obesity rate in the country, obesity rates in Utah are still climbing at an alarming rate (from 9% in 1990 to the current rate of 25% ²⁴).

Obesity has been shown to lead to a number of negative health-



SECTION 2

The Regional Response

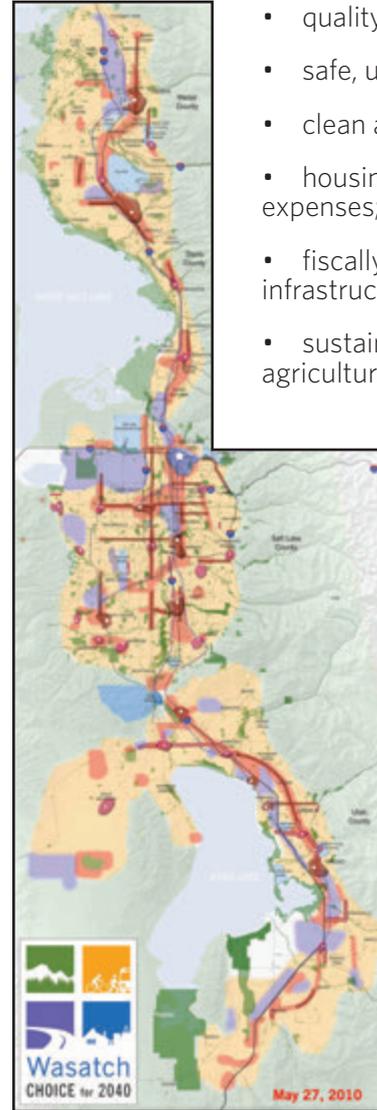


related impacts including heart disease, cardiovascular disease, high blood pressure, high cholesterol, and high blood sugar. One solution that has been shown to help obesity is physical activity. This is not limited to thirty minutes a day of intense cardio vascular workouts. "Activity" also refers to the habitual frequency with which a person moves throughout the day. Studies have shown that the design of neighborhood environments has been correlated to increased physical activity as well as variations in Body Mass Indices (BMI) ^{12,17}.

Wasatch Choice 2040/50

In light of the challenges identified in the previous section, the Wasatch Front Region has a culture of regional planning to maintain a high quality of life. In the late 1990's, a then newly-formed non-profit called Envision Utah worked with 130 government agencies to develop a baseline for projected growth in the region. Scenarios for alternatives to the baseline growth pattern were then created. Through a series of public workshops and broadly-distributed questionnaires, the preferred pattern for growth was derived based on community values, known as The Vision. The Vision identified the community values as:

- livable and healthy communities;
- access to economic and educational opportunities;
- manageable and reliable traffic conditions;



- quality transportation choices;
 - safe, user friendly streets;
 - clean air;
 - housing choices and affordable living expenses;
 - fiscally responsible communities and infrastructure;
 - sustainable environment, including water, agricultural, and other natural resources; and
- ample parks, open spaces, and recreational opportunities.

Fig 2.1 - Wasatch Choice 2040 Regional Vision Map

The update of the Vision in 2010, Wasatch Choice for 2040, drew upon the successes of the original's regional coordination in consensus building. The Wasatch Choice for 2040 translates the values identified in the original Vision into more fine grained centers for growth, connected by mixed use corridors and regional greenways (see image). Funding was provided by the US Department of Housing and Urban Development and the US Department of Transportation.

Benefits of Centered Growth

The Wasatch Choice for 2040 is a regional acknowledgement that making informed decisions about the way we grow impacts our resulting travel behavior and land use patterns and can, in turn, improve our economy and the health of the community.

The case for the benefits of centered growth are well documented in the scholastic world. Regarding its implications on land use, centered growth tends to reduce per capita land consumption, allowing preservation of open space and prime agricultural areas. Centered growth tends to be a higher density than traditional suburban growth, therefore providing more diverse housing choices. This can lead to improved housing affordability.

As proximity to goods and services improves, dependence on automobiles reduces, as do trip lengths and roadway capacity needs. This represents a cost savings to both the user as well as the

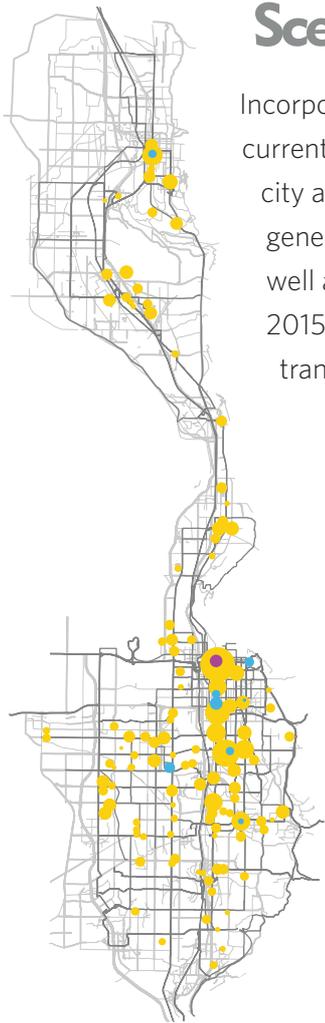
municipality in infrastructure costs. More compact development patterns tend to result in per capita service cost savings for municipalities.

When served by quality transportation alternatives such as high-frequency transit, household transportation costs are reduced, freeing up valuable resources and contributing positively to the local economy. Research indicates that more compact development increases economic opportunities for disadvantaged residents. The probability that a child born to a family in the bottom quintile of the national income distribution reaches the top quintile by age 30 is increased by 4.1 percent for every 10 percent in the index score. The region has already attracted quality employers because of its workforce and the opportunity to locate proximally to the transit network.

Implementing the Wasatch Choice for 2040, with emphasis on centered growth well-served by transportation alternatives, results in the following measureable improvements:

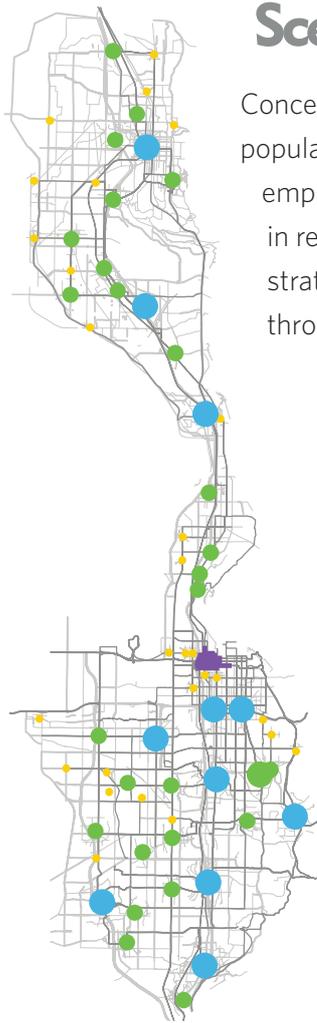
- 9% more homes with walking access to high-capacity transit
- 8% more jobs within walking access to high-capacity transit
- conservation of 23 square miles of open space
- reduction of traffic congestion by 18%
- 12% more transit use





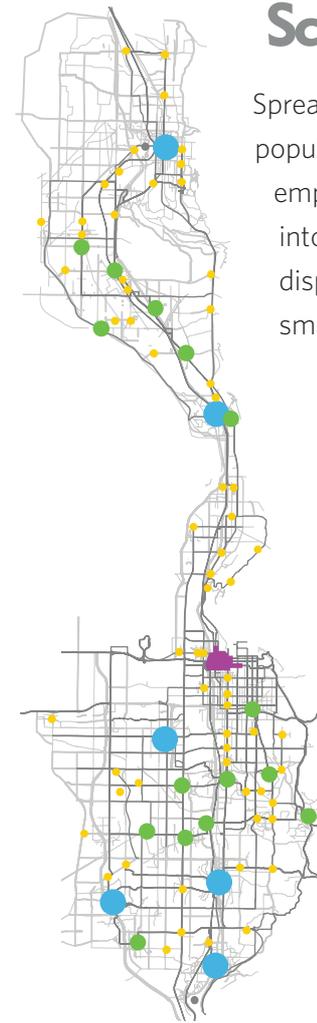
Scenario 1

Incorporates all currently adopted city and county general plans, as well as the WFRC 2015-2040 Regional transportation Plan



Scenario 2

Concentrates future population and employment growth in regional centers strategically placed throughout the region



Scenario 3

Spreads future population and employment growth into targeted, dispersed, and smaller centers

Fig2.2 - Wasatch Choice 2050 Scenario Plans

SECTION 3

Transit-Oriented Development



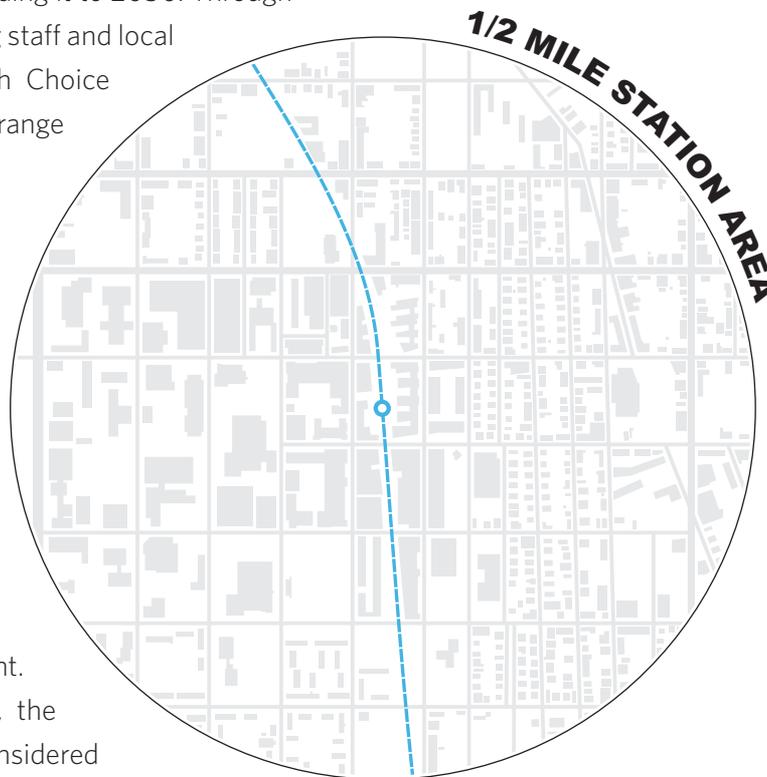
- Infrastructure, housing, and transportation cost savings totaling \$4.5 billion

In furthering the effort, both MPOs in the region are currently working on updating the 2040 vision, and extending it to 2050. Through a series of small area meetings engaging staff and local elected officials, the updated Wasatch Choice will be further integrated into the long range transportation plans.

Transit Stations as Centers

In its most seminal form, Transit-Oriented Development is the centered growth described in Wasatch Choice 2040/50. Compact, intense centers that surround transit infrastructure have the capability of becoming Transit-Oriented Development. To orient development around transit, the following five qualities are typically considered during planning and implementation:

- Proximity to transit
- Compactness
- Accessibility
- Mixture of choices



- Sense of place

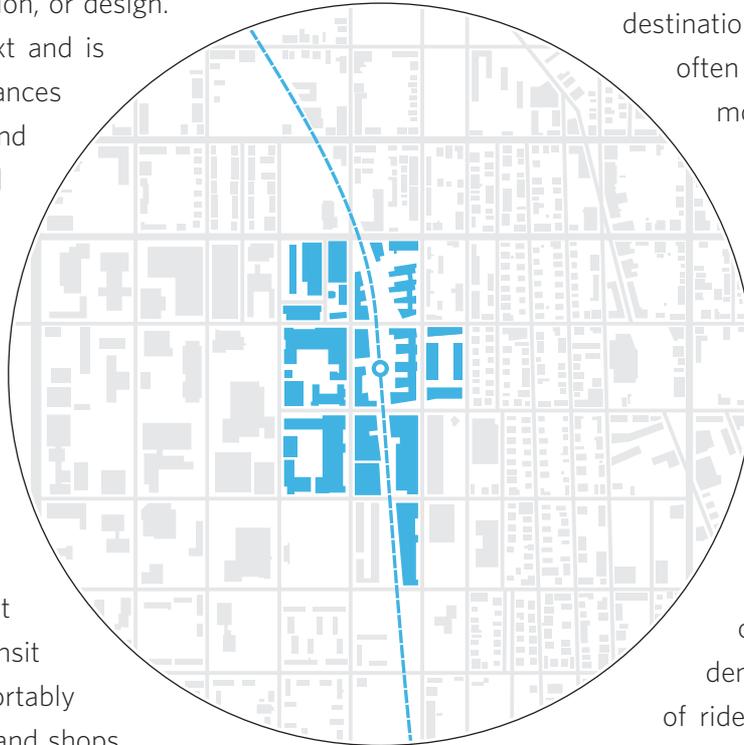
These five characteristics are interrelated to one another and are often considered in combination when planning and developing real estate within a station area. It is important to clarify that there is not a one size fits all plan, configuration, or design.

Each station occurs in a unique context and is surrounded by a unique set of circumstances that affect the integration of transit and land use. This context is often referred to as the “station area”. By focusing on these five key characteristics, clear, accessible connections between transit services and origins/destinations will be established.

Proximity to Transit

The most important characteristic of Transit-Oriented Development is that development occurs near enough to transit facilities that people are able to comfortably walk to and from their houses, offices, and shops. Most people feel comfortable walking if their destination may be reached in less than 10 minutes. In terms of linear distance, this equates to approximately ½ mile. Therefore station area plans and other Transit-Oriented Development planning is appropriate within approximately ½ mile from a fixed station.

Unique site features and characteristics often affect how individuals perceive their surroundings, and should be considered when determining a station area. Such factors may include; types and frequency of transit service, elevation changes, common weather patterns, and the standard operating times of origins/destinations near the station. These characteristics often factor into the decision of what mode is most convenient. Because of this, proximity is defined as the conditions in which a pedestrian is willing to traverse the distance between an origin or destination and a transit station.



Compactness

The amount of opportunities available to transit riders within walking distance increases as land uses surrounding the station become more compact. Because of this, there is a clear correlation between density near transit stations and the amount of ridership that occurs at these stations. The more people that live, work, and recreate near transit stations increases the probability that they will rely on transit instead of an automobile.

The compactness of an area may be calibrated to meet the needs



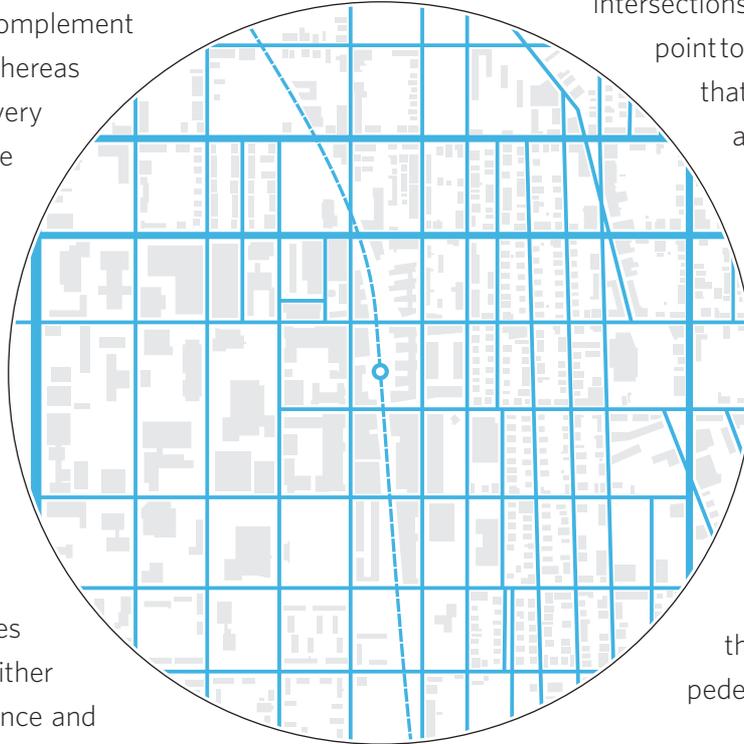




of the community and complement neighborhoods immediately adjacent to the station area. Just as the Wasatch Choice 2040/50 relates varying types of centers to different areas of the region, each station is in a unique context that informs how much density is appropriate. For example, a medium-density residential and some light commercial would likely complement a suburban station in West Jordan, whereas a large mixture of uses arranged in a very dense form would likely be compatible around an urban station in the Central Business District of Salt Lake City ⁷.

Accessibility

Transit trips typically begin and end with walking or bicycling. Because of this, Transit-Oriented Development offers pedestrian environments that are comfortable, convenient, and safe. Creating strong connections for all modes of transportation allows people to reach either their origin or destination with convenience and comfort. Without designs in place that facilitate these connections, the value of compactness and proximity



is diminished.

A grid-like street system is the simplest and most effective design schema to facilitate fluid movement and connect origins and destinations within a station area. Grids naturally form intersections, increasing the variety of routes from one point to another. Within a street grid, it is imperative that streets and sidewalks are designed to accommodate cyclists and pedestrians so that people feel comfortable moving to and from stations.

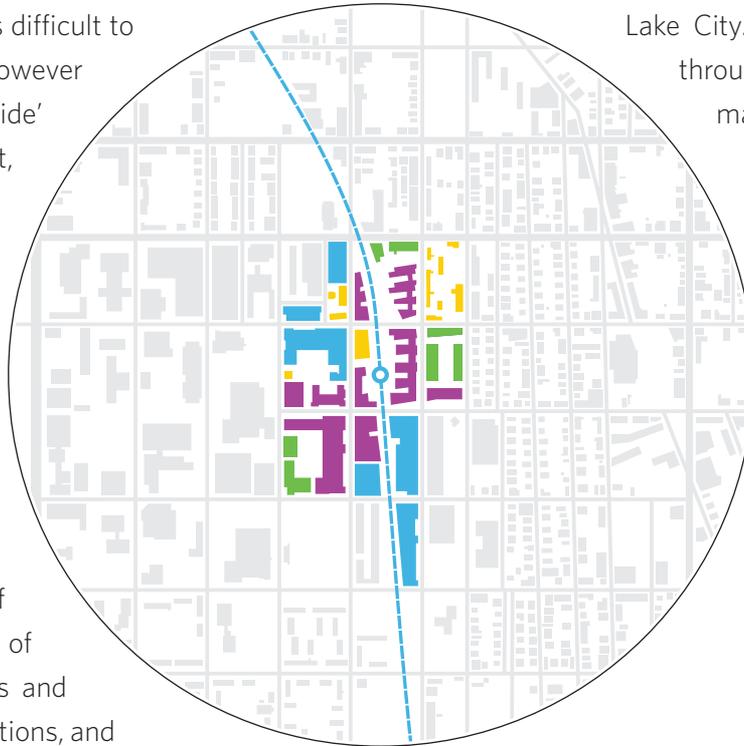
Accommodating safe connections for all transportation modes includes ensuring that facilities are compliant with ADA design requirements and that intersections are adequately signaled and striped. Additional street improvements often include street trees, lights, and other design features that create an inviting environment for pedestrians ⁶.

Proper orientation of buildings adjacent to streets and

walkways can greatly improve how people reach their origins and destinations. By locating buildings and entrances near sidewalks and bicycle facilities, pedestrians and cyclists are able to access origins and destinations without traversing parking lots or other unnecessary barriers. Because parking remains a necessary component of most all development, it is sometimes difficult to optimize the accessibility of a building. However in most cases it is still possible to 'hide' parking by orienting buildings up front, along the street and sidewalk.

Mixture of Choices

One characteristic that great neighborhoods share is a robust mixture of places to shop and play, to live and work, and modes to get from one place to another. In the context of Transit-Oriented Development, mixture of choices relates to the variety of origins and destinations, variety of transportation options, and socioeconomic variety within a station area. Increased variety in the station area offers more abundant opportunities to satisfy daily needs and makes the transit system more effective.



A variety of origins and destinations is optimally achieved by planning for vertical, mixed-use buildings that contain ground-floor commercial space with ancillary uses above including office and residential space. This development form has been very common throughout the history of various cities, including Salt Lake City. During the mid-late 19th Century, and through the first half of the 20th Century, many communities along the Wasatch Front established thriving downtowns that contained a variety of commercial and residential land uses. Many of these areas now occur around or near transit stations, and are projected by the Wasatch Choice 2040/50 as mixed-use areas, offering a variety of origins and destinations.

The most successful Transit-Oriented







Developments are those that are able to adapt to economic and demographic fluctuation. Development that is unable to do so lacks resilience and has a lifespan that is dictated by external forces. On the flip side, development that is valued by the community because of its various qualities and uses will often endure changes in economy and changes in social values. This resilience is cultivated by planning for people of varying age, sex, income level, ethnicity, and other socioeconomic qualities ⁷.

Sense of Place

Origins and destinations should be considered more than simple coordinates. The built environment of each community is the habitat where its individuals live and cope. As such, certain areas naturally intensify, reflecting the complexities of community life and allowing a diversity of inhabitants to interact and satisfy their everyday needs. The most successful of these areas exhibit a cohesive arrangement of streets, buildings, plazas and promenades that organize the space in a human dimension and provide it with a distinct sense of place.

Fixed and high frequency transit hubs are prime locations for the cultivation of great places. By planning station areas as cohesive places, municipalities can leverage innovative zoning ordinances and strategic public investments to properly steer the development of these areas.

A sense of place often results in greater socioeconomic strength. This is largely due



to the fact that a strong sense of place is intrinsically related to a community's cultural identity ²⁵. Inhabitants of New York relate to Time Square, just as inhabitants of Salt Lake City relate to Temple Square. These places have developed into iconic places, both of which have increased the economic value of the areas surrounding them. In the same fashion, communities can use Transit-Oriented Development to cultivate iconic locations that have a strong sense of place around transit stations.

Benefits of Transit-Oriented Development

When these five characteristics are considered during the planning and design of a station area, the result is a place that feels authentic, rich with opportunity, and conveniently accessible by many transportation modes. Of course, these benefits are largely contingent upon the social values of the local population and how they perceive the place. Along the Wasatch Front, it has been found that the general consensus of the population is in favor of these characteristics.

A common critique of the Wasatch Front is that cities within the region lack a sense of identity, and that the built environment feels homogeneous. Including the community in visioning, planning, and design efforts makes Transit-Oriented Developments unique and

disrupts this feeling of homogeneity. This allows communities that already exist around and within station areas to provide feedback that helps shape what the area becomes. Over time, this feedback may have a substantial impact, transforming mere spaces into places that authentically reflect the unique values and aesthetic preferences of the community.

The ability for people to access jobs, education, and essential goods and services is imperative for a high quality of living and sustainable economy. Because Transit-Oriented Development is compact and provides a mixture of choices near public transit service, it is a great way to provide the population with access to areas of opportunity. As the variety of housing, work, and shopping choices increases around transit, they will become more accessible to a larger percentage of the population, and doing so allows greater participation in the overall regional economy.

Access to opportunities is particularly important to households and individuals who either cannot afford the cost of transportation or are incapable of operating a vehicle. Transit-Oriented Development that includes a mixture of housing allows these individuals to locate near transit service, therefore making it possible to access educational facilities, employment, medical facilities, and other essential destinations.

Centered development that includes a variety of uses and access to public transit has a substantial impact on regional vehicle miles





SECTION 4

UTA's Role



partners.

Markets hinge upon product perception and demand. As more TOD projects are successfully implemented and operated along the Wasatch Front, and it is demonstrated that a strong demand for TOD exists, the underwriting requirements of lending institutions will respond accordingly. Over time, this has the potential of lowering financial hurdles for others to participate in the creation of TOD, creating a more competitive and healthier market.

The UTA System

UTA manages rail service within four counties and 20 cities along the Wasatch Front. Combined, UTA maintains over 135 miles of rail. A large amount of variation is exhibited by these individual cities, ranging from rural landscapes around the periphery, to more urbanized environments along the central

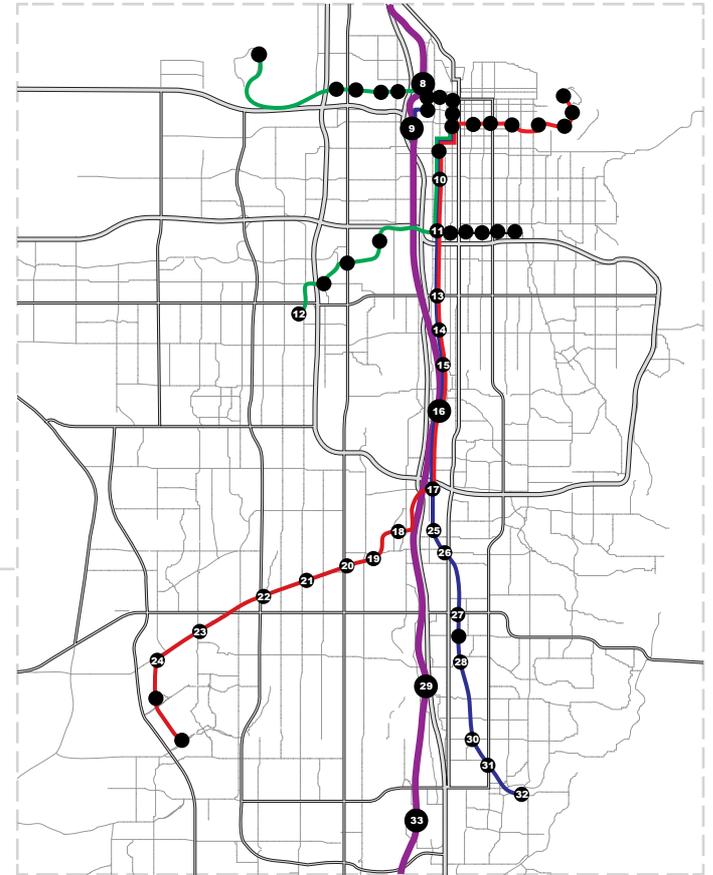
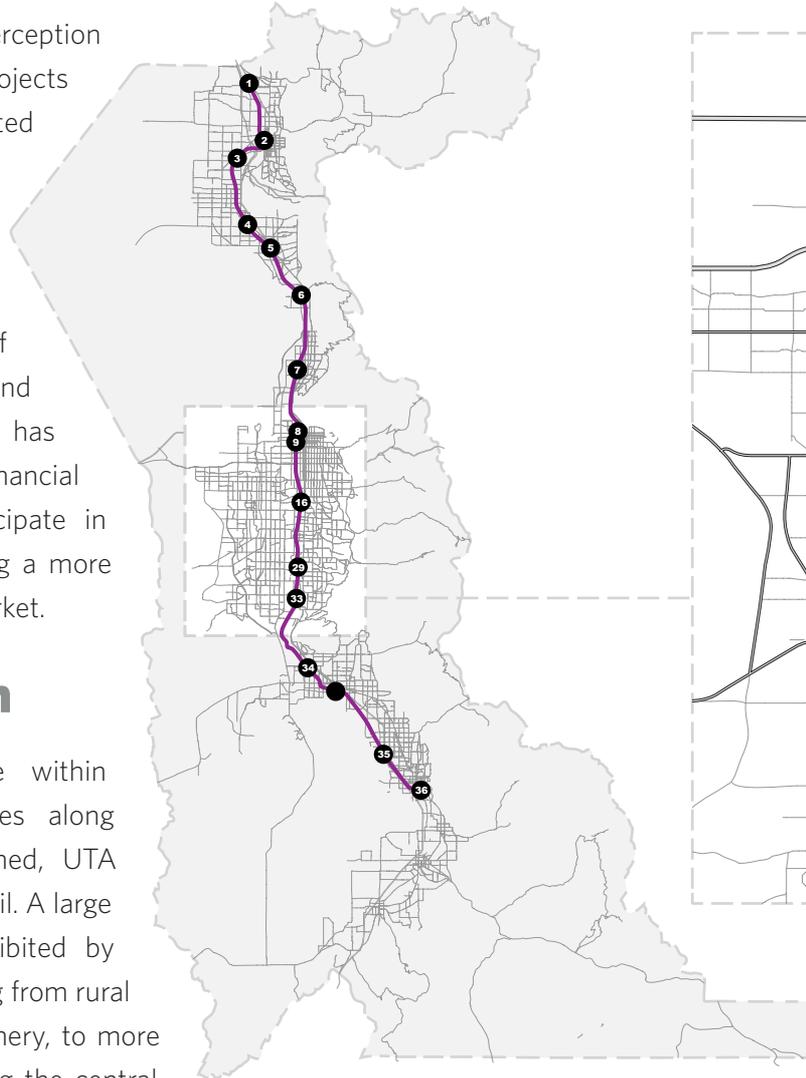


Fig 4.1 - UTA Rail Lines and Stations (Station Numbers correspond to following List)

traveled. This benefits a region in myriad ways such as reducing infrastructure costs, improving air and water quality, as well as preserving remaining agricultural space. By reducing infrastructure costs, public funds can be reallocated to more productive uses such as funding redevelopment and revitalization programs and enhancing first-last mile connections. Most importantly, reducing regional dependency on the automobile will result in a healthier lifestyle for individuals and families ¹⁰.

Establishing Successful TOD Precedents

The real estate development industry involves a high level of risk. The longevity of design and construction during constant market variability and fluctuating political dynamics can foil the success of even well-planned projects. Lending institutions quantify the probability of a development's success with underwriting criteria based on precedents in the region. Without successful precedents, it is difficult for developers to 'break the mold' and raise the amount of necessary capital from conventional financing institutions. Based on their determined risk, lenders may require a higher interest rate, larger portions of equity, or other prohibitive concessions from the developer.

Along the Wasatch Front, Transit-Oriented Development is a

relatively new concept. Since 1999 UTA has been making great strides in connecting communities via light rail, commuter rail, streetcar, bus rapid transit, and traditional bus service in a regional transit system. Because much of this transit infrastructure is less than ten years old, only a handful of developments have been completed near transit stations. The Wasatch Front has yet to see the full potential of Transit-Oriented Development. Because of this, standard underwriting criteria used by financial institutions continue to perceive reductions in parking, vertical mixtures of uses, and compact designs with skepticism. This creates difficulty for those who would like to develop transit-oriented projects.

UTA plays a critical role in establishing positive TOD precedents. UTA controls a substantial amount of property along the Wasatch Front, much of which is located near transit stations and is prime for TOD. Further, as a tax-exempt entity, UTA can land bank its property, which is generally utilized as surface parking lots, until market and political conditions are ripe for the appropriate development. By making its property available for TOD projects, UTA partners with communities and private industry to implement high-quality, high-intensity developments that spur further economic development and return the property back to the tax rolls. Thus, UTA's involvement assists in managing the risk to communities, lenders, and its development



#	Station Area	Rail Service	UTA Property (Acres)
1	Pleasant View	FR	8
2	Ogden	FR	15
3	Roy	FR	18
4	Clearfield	FR	70
5	Layton	FR	4
6	Farmington	FR	9
7	Woods Cross	FR	9
8	North Temple	FR / G	16
9	Salt Lake Central	FR / B	39
10	Ballpark	G / B / R	3
11	Central Pointe	G / B / R / ST	2
12	West Valley Central	G	5
13	Millcreek	B / R	2
14	Meadowbrook	B / R	8
15	Murray North	B / R	8
16	Murray Central	FR / B / R	16
17	Fashion Place	B / R	7
18	Bingham Junction	R	3
19	Historic Gardner	R	2
20	West Jordan City Center	R	8
21	2700 W Sugar Factory	R	6
22	Jordan Valley	R	34
23	4773 W Old Bingham Hwy	R	3

#	Station Area	Rail Service	UTA Property (Acres)
24	5651 W Old Bingham Hwy	R	23
25	Midvale Fort Union	B	7
26	Midvale Center	B	8
27	Historic Sandy	B	8
28	Sandy Civic Center	B	35
29	South Jordan	FR	14
30	Crescent View	B	5
31	Kimballs Lane	B	4
32	Draper Town Center	B	11
33	Draper Frontrunner	FR	6
34	Lehi	FR	11
35	Orem Central	FR	11
36	Provo Central	FR	14

corridor, in Ogden, Provo, Sandy, and Salt Lake City. Rail services includes a commuter rail line, three light rail lines, and a streetcar line. Along these lines are 16 commuter rail stations, 50 light rail stations, and six streetcar stations. Many of these stations are currently used as park-&-rides, and transfer hubs, allowing modal changes between automobile, bus, and rail service. 111 Bus routes weave to and from rail stations, allowing patrons to reach more specific destinations and

Fig 4.2 - List of UTA Stations and Nearby Properties



creating a first-last mile connection.

UTA has acquired a total of 452 acres of property (excluding corridor) around its stations to make transit more accessible to its patrons. Currently this property is being used for bus loops, surface parking, and drop-off areas. Within the UTA system, 36 station areas contain UTA property; 14 of which are located near commuter rail and 22 of which are located near light rail. The average amount of contiguous property within these 36 station areas is 12.55 acres.

Stewarding Public Investments

It is UTA's mission to strengthen and connect communities, enabling individuals to pursue a fuller life with greater ease and convenience. UTA's primary purpose is to provide safe, accessible, and convenient transit options. The more successful UTA is at accomplishing this high-quality service, the more people will value and utilize this critical investment, and the more the Wasatch Front will realize the associated benefits.

By collaborating with other organizations, governments, and communities, UTA collectively forms a nexus between transportation and land use. This is clearly reflected in the ethos of UTA's True North, a policy that revolves around service, people, environment, community, and stewardship. Properties that UTA controls are public investments acquired through a combination of federal, state, and

local funds. UTA is committed to stewarding these properties and ensuring a maximum benefit to the general public. This is primarily accomplished as UTA works closely with its development partners and local leaders to ensure that plans and designs stay true to the regional and local community's vision.

UTA recognizes that the utility of its transit infrastructure and operations is determined by the intensity and accessibility of households, shops, services, and job opportunities near its stations. As UTA converts its vacant land and surface park and ride facilities, and more origins and destinations are located near transit stations, a larger portion of the population is able to satisfy everyday needs without an automobile, therefore increasing transit ridership. As ridership increases, and transit is better integrated into the community fabric, property near transit stations is perceived as more valuable by the private development community. As this cycle continues, real estate markets surrounding stations are strengthened, becoming more resilient and beneficial to their respective communities,



neighboring landowners, as well as UTA.

TOD does not merely improve the built environment, it enhances opportunities and social equity. UTA and its partnering entities strive to create balanced environments that open opportunities for individuals to work, live well, and remain self-reliant. As individuals along the Wasatch Front continue to witness and experience the benefits of living and working near transit, communities will increasingly see transit as an essential asset.

Supporting the Regional Vision

Another way UTA is able to accomplish its True North policy and act as a good steward of public investment is to assist with the creation and execution of the Regional Vision. As was described in section two, the Regional Vision provides a long range perspective for future development along the Wasatch Front. It encourages practices that strengthen the regional economy, integrate transportation modes, and improve social equity. These practices are supported by UTA and





SECTION 5

Processes & Procedures



are integral to the Transit-Oriented Development Program.

Supporting the Regional Vision requires consistent collaboration with Metropolitan Planning Organizations, WFRC and MAG, and local governments. UTA works closely with regional partners by participating in small area meetings, regional growth committees, and other community engagement activities that relate to long range planning. The result of this collaborative method is a Regional Vision and Long Range Transportation Plan that are built upon the priorities and values of our region.

Framework Overview

UTA has developed a comprehensive development process to facilitate collaboration between public and private interests (the “Framework”). It is understood that the motivations of public and private sectors can be very different. As stated in the previous section, UTA’s mission is to provide the public with a socially equitable and comprehensive transportation system. To satisfy this mission, UTA is required to comply with federal, state, and local requirements, all of which can be perceived by private entities as slow-moving and bureaucratic. In contrast, private processes are typically motivated by maximizing revenue as quickly as possible. In order to account for

these differences, the Framework allows flexibility so that external requirements can be satisfied and projects can move forward at a reasonable pace.

Each project is organized using a standardized role map, project checklist, and approval matrix. By creating such standards, it is possible for any interested party to understand where a project is



Standard Operating Procedures

within the Framework, and what tasks, approvals, and timelines may be anticipated. This becomes increasingly important as a project transitions from the Planning Stage into the Implementation Stage, as timeframes become financially relevant.

To ensure that the process is performed in a systematic and transparent manner, a series of standard operating procedures (SOP's) have been developed and are maintained under the direction of the President/Chief Executive Officer of UTA. These SOP's comply with all other corporate policies and will be updated on an as-needed



Development Framework

<https://goo.gl/GC154h>



TOD System Plan

<https://goo.gl/BP5qsB>



Station Area Plan

<https://goo.gl/HEKnJh>



Concept Plan & Procurement

<https://goo.gl/ebqmGr>



Master Plan

<https://goo.gl/UCCKLx>



Site Plan

<https://goo.gl/SFCgn8>



Financial Plan

<https://goo.gl/pS1uhU>



Construction Management

<https://goo.gl/GpqPzU>



Property Management

<https://goo.gl/wBPM9e>



Planning

Time: 12-18 Months

Allows UTA to coordinate planning efforts with regional organizations, local governments, and communities.

Implementation

Time: 8-12 Months / Phase

Facilitates a collaborative design and review process between UTA and its development partners.

Management

Time: Ongoing

Ensures that projects are constructed without negatively impacting UTA facilities or services.

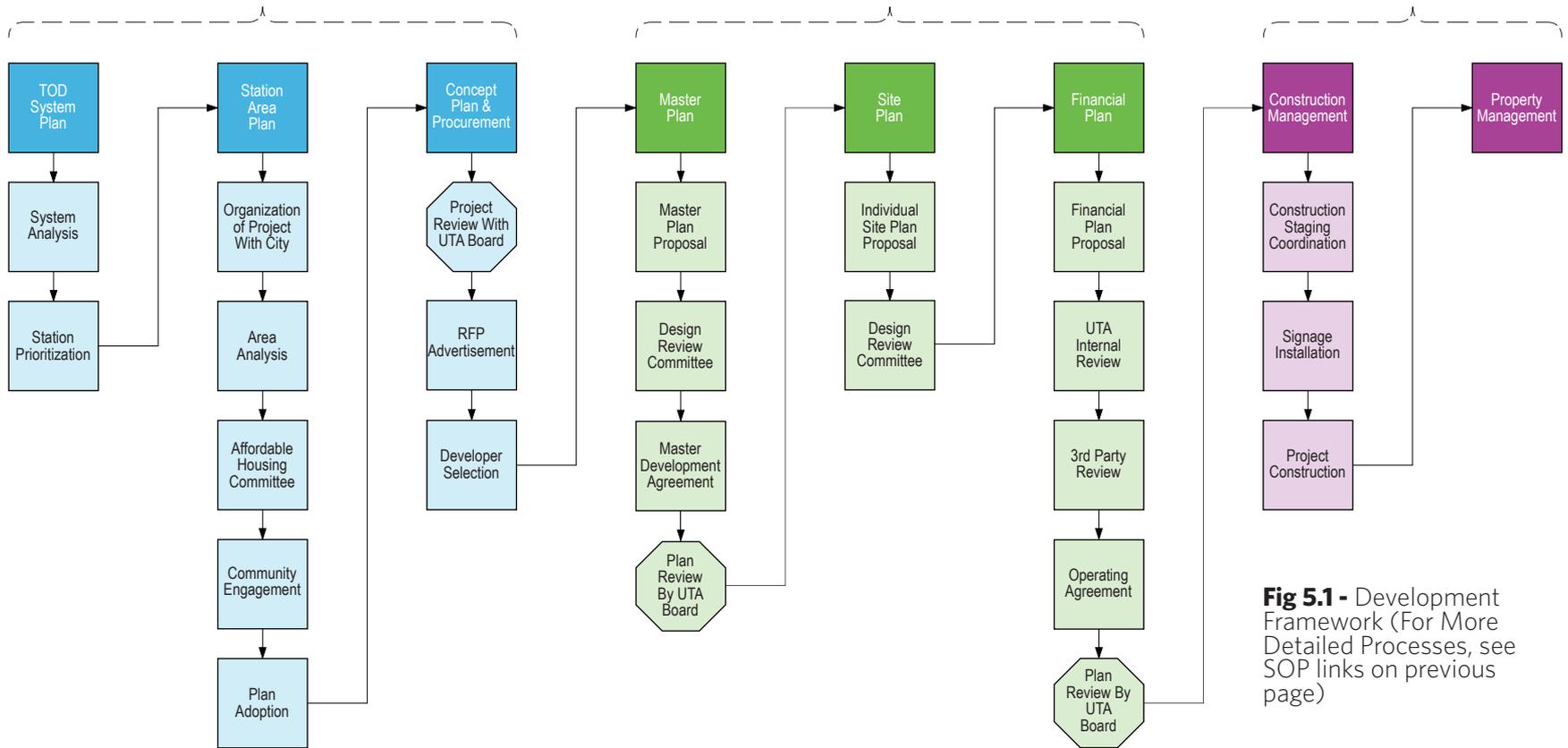


Fig 5.1 - Development Framework (For More Detailed Processes, see SOP links on previous page)



basis. For a complete list of these SOP's, please visit the official UTA TOD webpage at www.rideuta.com/tod.

The TOD Framework consists of three basic stages: Planning, Implementation, and Management. This organization allows projects to be organized and effective partnerships to form relevant to each stage. Within each of these stages, individual plans and processes provide direction for specific tasks to progress projects openly and systematically. Collaborative relationships between regional organizations, local municipalities, communities, development partners, and UTA are established. Stakeholders come together to share ideas and visions, solve problems, and ensure that each project is completed in a manner consistent with the objectives of all parties.

Planning Stage

UTA begins planning for TOD by identifying which station areas are most ripe for development and determining which types of development are most compatible with particular station areas. This is accomplished by analyzing each station within the transit system, based on objective criteria and in collaboration with the MPOs, and prioritizing stations according to their readiness. Findings and recommendations from this assessment are documented in a TOD System Plan (or the "System Plan"). The System Plan provides a holistic analysis to inform subsequent Station Area Plans and future development efforts around each respective station.



The readiness of a station area is determined by measuring the social and economic dynamics, physical character, market indicators, and municipal regulations surrounding each station. Two specific factors that are measured as part of the TOD System plan relate to access to opportunity and eligibility for affordable housing funds. Access to opportunity is measured by identifying how

many job and educational opportunities exist within a 30-minute transit commute. By including this as a metric in the TOD System Plan, it is possible to identify sites where affordable housing would be most effective. Household incomes are then measured around stations to ensure that these areas meet the qualifications for Low Income Housing Tax Credits (LIHTC) and other affordable housing funds. These factors are used to objectively assess each station at a given point in time and prioritize those stations that are most conducive to development.

The TOD System Plan is intended for use by a diverse audience for a variety of purposes. Local municipalities are able to use this information to understand what factors may be adjusted to improve

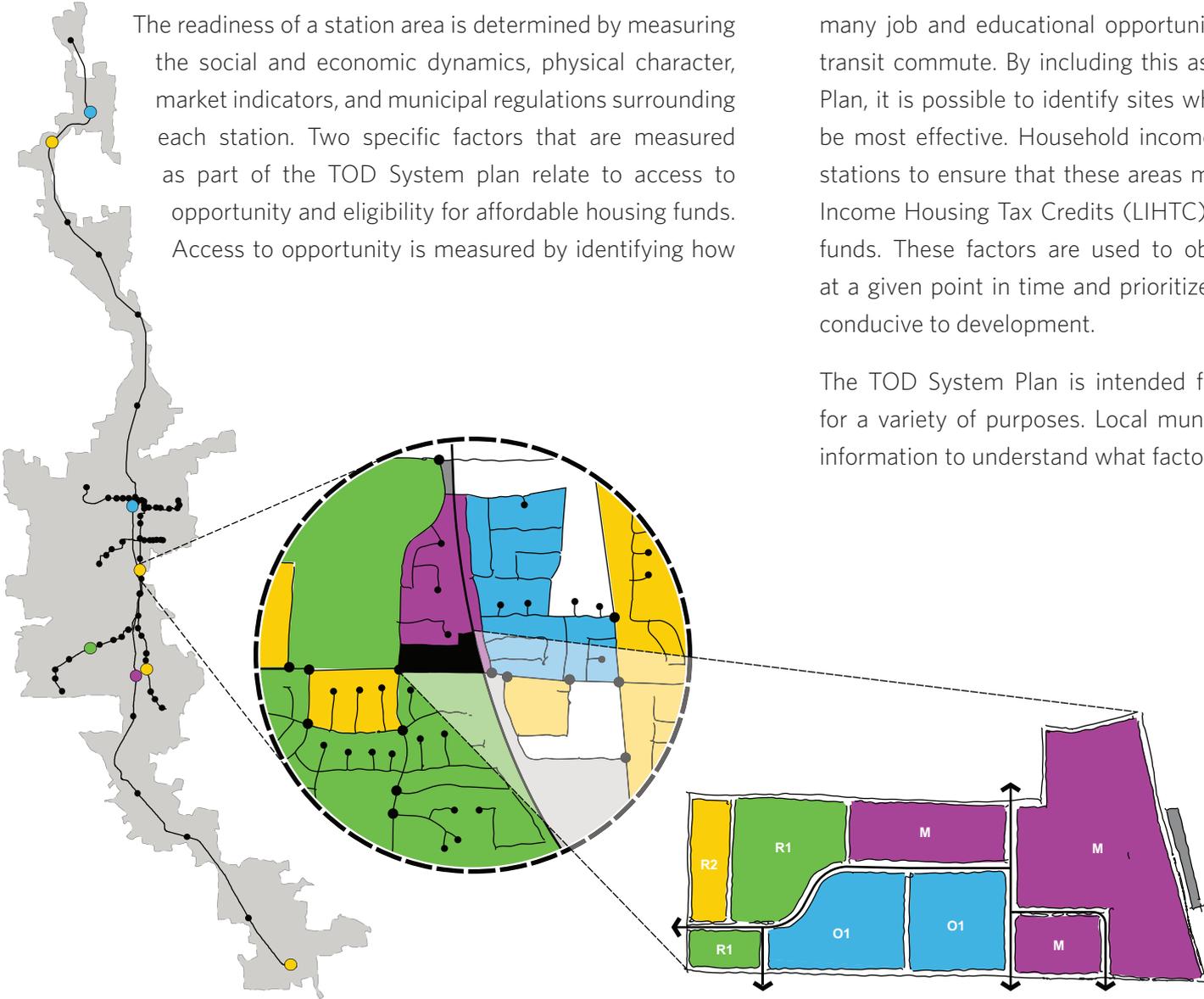
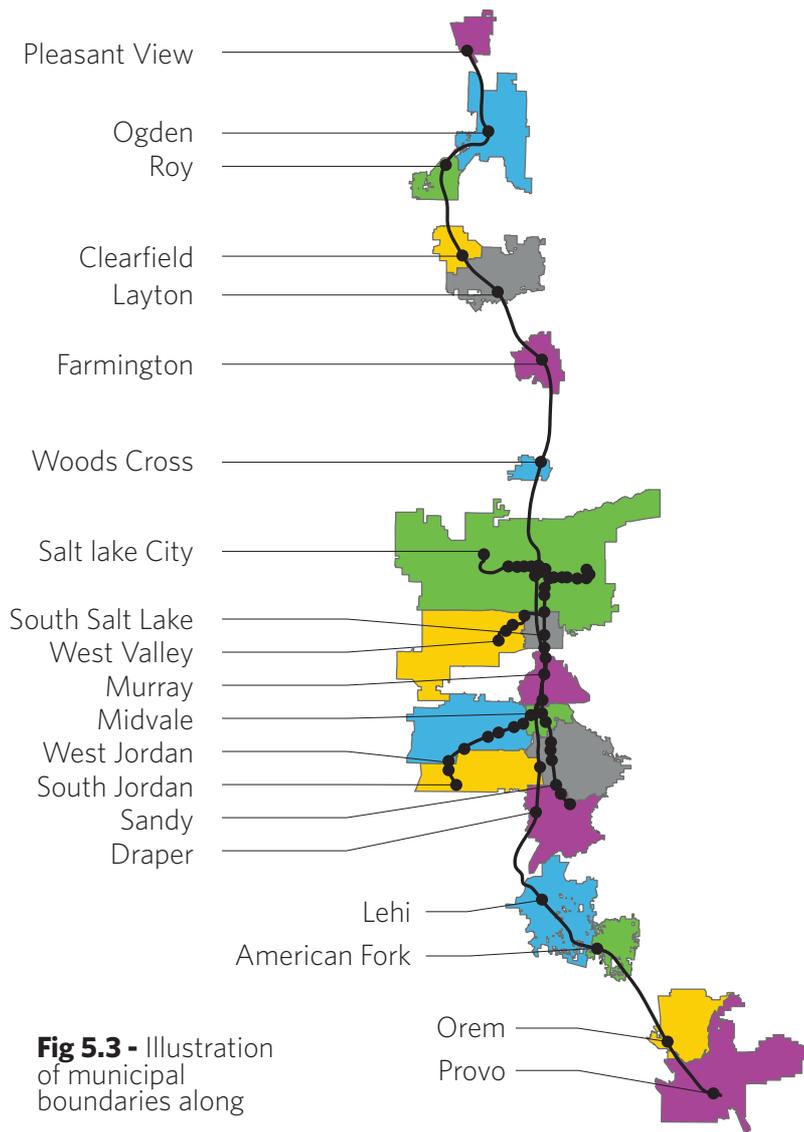


Fig 5.2 - Illustration of Planning Processes (From Right to Left: TOD System Plan, Station Area Plan, Conceptual Plan)



the feasibility of TOD within their respective station areas. The development community is able to use this information while considering site selection and project planning. UTA uses this information in order to identify which station areas are ready for development, so that it may begin the Station Area Planning Process with respective communities.

Station areas vary in size and land uses, in a similar way to centers described in the Wasatch Front 2040/50. Metropolitan and urban centers, where a large variety of transit options are present, are described as covering a large area containing high-intensity mixtures of uses. While in the more suburban and rural areas, centers are described as covering smaller areas containing less intense land uses. Station areas are identified and planned so that development around the station may be easily managed by its respective municipality and community.

For those areas that appear ready for TOD, UTA works closely with the respective municipalities and local communities to create Station Area Plans. The purpose of these plans is to formulate a vision for the area that is informed by an assessment of existing conditions, as well as community feedback. Station Area Plans are used to form a baseline upon which the municipality and UTA may plan and implement, infrastructural improvements, affordable housing, ordinance amendments, and design guidelines. With the Station Area Plan completed and adopted by the respective municipality,





policies and public investments encouraging the appropriate type of development may be put into place.

During the Station Area Planning process, affordable housing provisions are addressed specifically. This begins by first assessing information included in the relevant General Plan that pertains to affordable housing. This information is used to form a basic understanding upon which additional analyses may be performed to identify affordability gaps and market feasibility. After identifying the need for affordable housing, types of funding are researched and documented for further consideration in the Implementation Stage.

An Affordable Housing Group is organized to validate findings and further explore solutions for a specific station area. This group consists of representatives from state, regional, local housing organizations, and representatives from the community. The main purpose of this group is to review the findings documented during the Existing Conditions Assessment and identify where affordable housing would be most appropriate, how it might be stratified, and what types of funding are available for development. Recommendations made by Affordable Housing Groups are used to facilitate conversations with communities and to eventually establish a preferred vision for a station area.

Strategic Recommendations are included in Station Area Plans

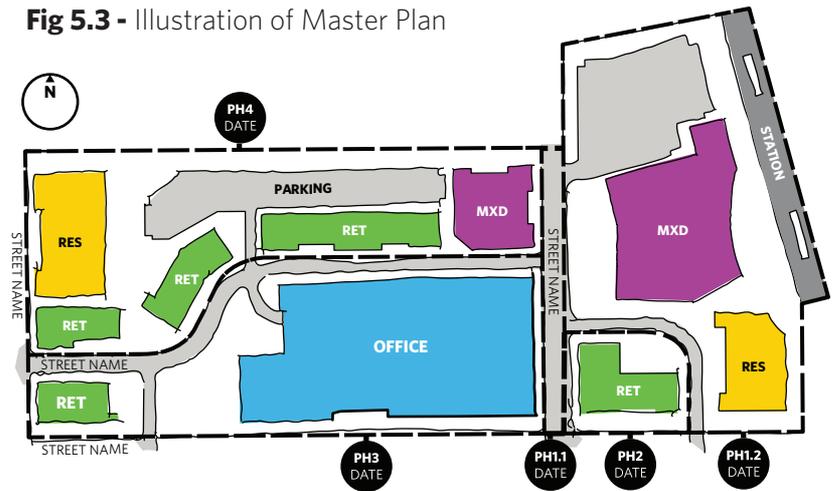
with the intention of identifying critical steps to progressing a TOD project consistent with regional, local, and transit objectives. These recommendations may involve things such as; amendments to zoning ordinances or maps, the establishment of Community Development or Redevelopment Areas, or modifications to the municipal Capital Improvement Program. It is imperative that these recommendations are compatible with a municipality’s priorities and values, especially those that relate to the neighborhoods directly adjacent to a station area. Upon completion of these Strategic Recommendations, it is generally expected that the Station Area Plan will be adopted by its respective municipality.

The final step of the Planning Stage is to compile and document all findings from both the TOD System Plan and Station Area Planning Processes. These findings are used to inform the procurement process selection criteria, as well as material for Master and Site Plan Reviews.

Implementation Stage

The primary purpose of the Implementation Stage is to provide a uniform method for UTA and its partners to realize plans and objectives established during the Planning Stage. This is accomplished by collaborating with private developers and local communities. If UTA controls property within a Station Area Plan, a development partner will be selected through a rigorous and open procurement process.

Fig 5.3 - Illustration of Master Plan

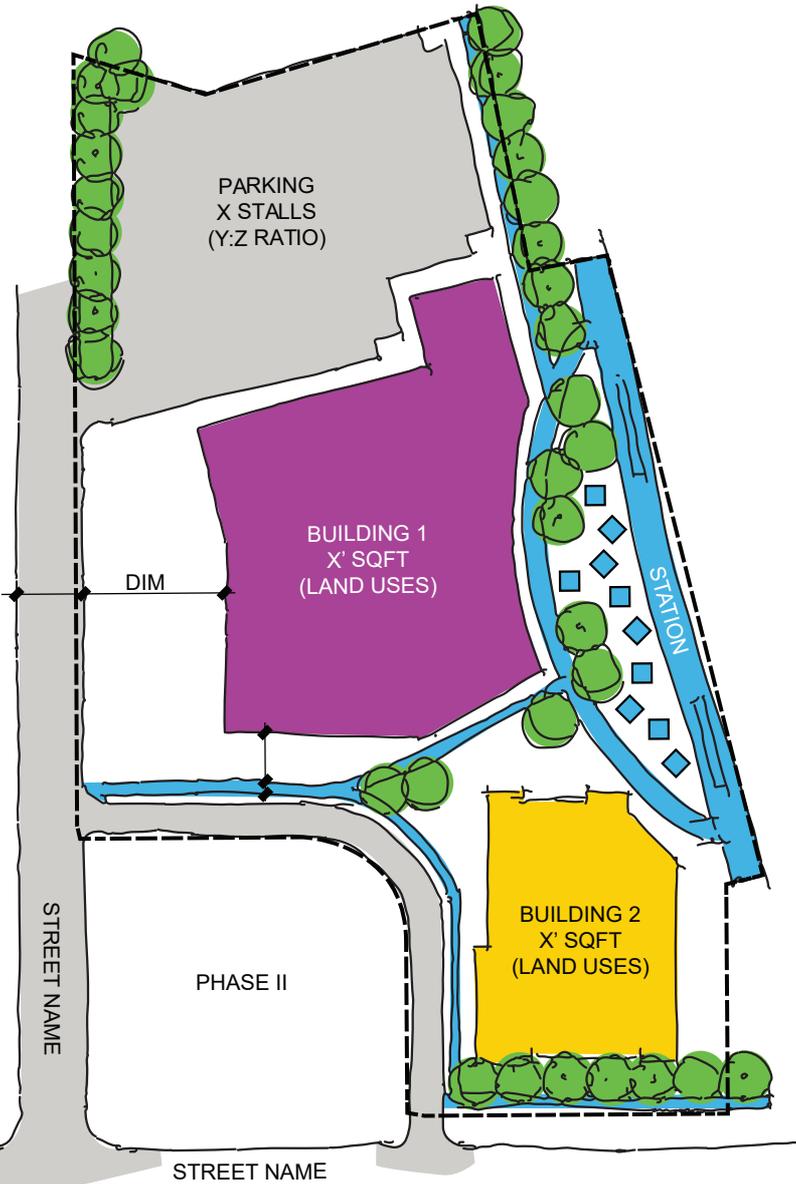


Prospective partners will be evaluated according to qualifications and expertise necessary to achieve the outcomes identified in the Planning Stage. With its development partners, UTA ensures that master planning and site planning is done with public interests in mind and that the final product offers the maximum regional and community benefit.

The TOD Procurement Process allows UTA to identify and select development partners who are best-suited for specific development projects. This is done publicly through Request for Qualifications and Proposals (“RFQ-P”). Using information from the Station Area Planning Process, UTA identifies site-specific considerations, land uses, community needs, and design standards that have been discovered through the Station Area Planning Process. These standards are then included in RFQ-P documents in order to attract



Fig 5.4 - Illustration of Site Plan



developers whose skills and expertise align with the community's vision. Responses to RFQ-Ps are evaluated by a selection committee made up of UTA and city personnel, as well as other stakeholders as deemed necessary during the Station Area Planning process, in order to identify the best-suited developer for the project. The selected development partners have the prerogative to proceed with master planning and design efforts per the terms, milestones, and deadlines identified in an Exclusive Negotiations Agreement.

In multi-phased developments, Master Plans are created in collaboration with city staff, UTA personnel, its development partners, consultants, and contractors (the "Development Team") to ensure that the ultimate build-out of the site is consistent with the Regional Growth Vision and Station Area Planning efforts. The Master Plan provides a general description of the development program for all phases of development, site layout, development phasing, and projected schedule. The Master Plan is accompanied by a corresponding Master Development Agreement which establishes general terms between UTA and its development partner and governs all phases of development.

Site Plans are generated by the Development Team as individual phases of development are identified and readied for construction. Site Plans include the final footprint and orientation of buildings, streets, plazas, amenities, landscaping, and other features to be constructed within the scope of that phase. Site Plans are accompanied by an Operating Agreement, Ground Lease Agreement, or other applicable

instrument between UTA, its development partner, and other investors as necessary. The Operating Agreement defines the terms and conditions for development and management of the assets to be constructed during that phase. It also defines ownership interests as well as calculation and sequencing of cash distributions.

UTA has organized a multi-disciplinary Design Review Committee (“DRC”) to review Master Plans, Site Plans, and designs proposed by development partners. The DRC ensures that proposals adhere to UTA’s general TOD Design Guidelines, meets requirements set forth in the RFQ-P, reflects the community’s interests, and protects the transit-critical functions of the site. The DRC consists of representatives from various departments within UTA, as well as other stakeholders as necessary. DRC reviews are intended to complement and augment the existing city review process. Development partners have the obligation to shepherd the project through all required entitlement processes.

Financial Plan

The Financial Plan is produced by UTA’s development partners

for individual development phases. Its purpose is to formalize the financial terms of the proposed phase of development. They include the applicable legal instrument (Operating Agreement, Ground Lease Agreement, or other), development pro formas, loan terms, and other relevant documentation. Financial Plans are reviewed by UTA TOD, legal and executive staff, as well as a third-party expert consultant, to ensure that the terms are market feasible, ethical, and an efficient use of public investment. All reviews are made available to the UTA Board of Trustees, who ultimately decide if the proposed phase of development meets UTA criteria and warrants approval.

Certain properties that were purchased with federal grant funds, typically from the Federal Transit Administration (“FTA”), require additional review and approval prior to development. The Development Team seeks to create a project that meets the requirements and intent of the FTA’s Joint Development program, and UTA staff works with the FTA to obtain approval for the proposals at these sites.

Management Stage

As TOD construction often occurs at active transit stations, construction efforts must be well-orchestrated. It is imperative that transit patrons, parking, or operations are not unduly impacted. Prior to beginning construction, coordination efforts between UTA, its development partner, general contractor, and city staff mitigate





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Exhibit B

Executive Limitations Policy No. 2.2.4

Transit-Oriented Development

The General Manager shall not fail to:

1. Request from the Board of Trustees approval of a prospective Transit-Oriented Development ("TOD") site prior to procuring a development partner to assist in the development of such site;
 2. Select a development partner according to applicable procurement requirements;
 3. Establish a multi-disciplinary team to review proposed TOD development plans and legal agreements for consistency with regional and local plans and the Authority's TOD Strategic Plan;
 4. Request from the Board of Trustees approval of proposed TOD Master Plans, including conceptual land uses, densities, and layout of proposed TOD projects;
 5. Provide the Board with a written independent review and assessment of proposed TOD Financial Plans;
 6. Provide the Board with an assessment from the Internal Auditor regarding conflicts of interest relating to the TOD development plans and legal agreements as well as compliance with applicable Board and corporate policies and procedures;
 7. Request from the Board of Trustees approval of proposed TOD Financial Plans, including development data, legal terms, and financial projections for individual phase(s) of each development; and
 8. Provide the Board with an Annual TOD Report describing the status of current TOD projects and the readiness of potential TOD sites.
- ~~1. Develop and present to the Board's Planning and Development Committee projects for approval;~~
 - ~~2. Establish an internal, multi-disciplinary team to review proposed TOD development and operating agreements for adequacy, completeness and best practices;~~
 - ~~3. Establish independent external reviews of proposed TOD development and operating agreements and provide comments to the Planning and Development Committee;~~
 - ~~4. Provide TOD development and operating agreements to the Internal Auditor for review and an independent reporting to the Planning and Development Committee; and~~
 - ~~5. Ensure compliance with internal Board and Corporate TOD policies.~~

Effective Date: June 25, 2014

Adopted by: R2014-06-02

Revision History	
Executive Limitations Policy 2.2.4 Adopted	06/25/14
Amended <u>by</u>	<u>03/28/18R2018-03-10</u>

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Andrea Packer, Communications Director
SUBJECT:	Approving the Naming of the Provo-Orem Bus Rapid Transit System
BACKGROUND:	<p>For the past several months, UTA has been working with the Provo-Orem TRIP project partners to select a name for the new line. Continuing our focus on involving the public and stakeholders and demonstrating our commitment to make this a community project, the Provo-Orem TRIP Executive Committee identified a different process for selecting the name, starting with inviting the public to submit names for consideration.</p> <p>After an initial slate of preferred names was selected and a trademark review was conducted, the Provo-Orem TRIP Executive Committee selected three final names to take back out to the public for a vote. Voting concluded at noon on March 8, 2018 with a total of 950 votes submitted.</p> <p>Based on the results of the voting, the Provo-Orem Executive Committee selected <u>Utah Valley Express</u> for consideration and approval by the UTA Board of Trustees.</p>
PREFERRED ALTERNATIVE:	Approval
LEGAL REVIEW:	Legal has reviewed the transaction
EXHIBITS:	1) R2018-03-06 Approving the Naming of the Provo-Orem Bus Rapid Transit System

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY APPROVING THE NAMING OF THE
PROVO-OREM BUS RAPID TRANSIT SYSTEM**

No. R2018-03-06

March 28, 2018

WHEREAS, the Utah Transit Authority (the “Authority”) is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in Title 17B, Limited Purpose Local Government Entities-Local Districts, and as more specifically defined in Title 17B-2a-801, *et seq.* Public Transit District Act; and

WHEREAS, the Board of Trustees desires that the Authority’s transportation system be named in a manner that reflects the Authority’s corporate branding and identity, is beneficial to the community, and assists the public in navigating the system; and

WHEREAS, the Authority’s President/CEO has been tasked with the naming and branding of the Authority’s transportation services pursuant to approval by the Board under Amended Executive Limitations Policy No. 2.1.6; and

WHEREAS, the President/CEO has selected the name of Utah Valley Express for the Provo-Orem Bus Rapid Transit System following input from project stakeholders and the public.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the Board hereby approves the name of Utah Valley Express as selected by the President/CEO for the Provo-Orem Bus Rapid Transit System.
2. That this Resolution stay in full force and effect until amended or rescinded by further action of the Board.
3. That the Board hereby ratifies any and all actions taken by the Authority’s President/CEO, General Counsel, and staff in furtherance of and effectuating the intent of this Resolution.
4. That the corporate seal be attached hereto.

Approved and adopted this 28th day of March 2018.

Greg Bell, Chair
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on the 28th day of March, 2018.

Greg Bell, Chair
Board of Trustees

Robert K. Biles, Secretary/Treasurer

Approved As To Form:

Legal Counsel

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Jayne Blakesley, General Counsel
SUBJECT:	April 2018 Title VI Service and Fare Equity Analysis
BACKGROUND:	<p>Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Utah Transit Authority has committed to the Federal Transit Administration (FTA) to analyze all major changes to ensure that all proposed changes are not discriminatory.</p> <p>Three major changes have been proposed for the April 2017 Change Day. They are the addition of route 864, an addition to routing on the 861 and an elimination of fare media. Both service changes take place in the Timpanogos Bus Unit and the fare media elimination impacts the entire system.</p> <p>After analyzing the available population and ridership data of those impacted by the changes, it was determined that none of the proposed changes negatively impacted low-income or minority populations disproportionately above the system average.</p>
PREFERRED ALTERNATIVE:	Approval
LEGAL REVIEW:	The proposed item has been sent to UTA Legal staff.
EXHIBITS:	<ol style="list-style-type: none"> 1) Title VI Executive Summary 2) R2018-03-04 Approving April 2018 Change Day Title VI Equity Analysis 3) April 2018 Title VI Service & Fare Equity Analysis



Executive Summary

RE: Title VI Analyses for April Change Day and Provo-Orem BRT

Introduction

Two service and fare equity analyses were conducted to review the proposed changes for April change day and the proposed changes associated with the Provo-Orem Bus Rapid Transit. The analysis was performed in accordance with Federal Transit Administration’s Circular 4702.1B, which outlines the Title VI requirements and guidelines for recipients of Federal Transit funds. Service and fare equity analyses are conducted to ensure that proposed changes to service and fares do not inadvertently negatively impact minority or low-income populations. All major changes, even if they appear to be neutral, are analyzed.

UTA has specific parameters set in policy to define the parameters used to determine the demographics of those impacted by the proposed fare and service changes. Impacted populations are compared to the population of the service area to measure whether minority and/or low-income populations are negatively impacted at a greater rate. If negative impacts exceed 5% of the comparison group, UTA takes all prescribed and prudent steps to ensure services are equitable and compliant with federal guidelines and requirements. The Authority has defined the parameters for what would trigger additional steps as a 5% negative impact and analyzes the impacts on minority and low-income populations separately. A greater than 5% impact would trigger a finding of either a Disparate Impact, which would be if the finding is regarding minority populations, or a Disproportionate Burden, which would be a finding regarding low-income populations.

Proposed Changes – April Change Day

Major Changes

Route	Change
834	Extend route from Riverwoods to State St/Center St in Orem
864	New route serves Thanksgiving Point area

Fares Change	Eliminate contactless bank cards and NFC-enabled mobile wallet applications (Apple Pay, Google Pay, etc.) as payment method on card readers. Accounts for only .15% of fare revenue.
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Proposed Changes – Provo-Orem Bus Rapid Transit

Changes to Parallel or Connecting Service

Route	Change
811	Route will no longer service Mt. Timpanogos Transit Center
821	Route will serve State St, 300 South in Provo instead of East Bay area
830	Route replaced by BRT
838	Route replaced by BRT
840	Route acts as a UVU campus shuttle. Proposed to be eliminated. All stops covered by route 841
850	Route will no longer service Mt. Timpanogos Transit Center
862	Route extended to Orem FrontRunner Station; route will no longer service Mt. Timpanogos Transit Center

Additional Proposed Changes

Route	Change
821	Route serves Payson, Salem, Spanish Fork, to Provo via I-15 (Springville portion of route to 823)
823	Route serves Springville, South Provo (created from 821)
846	Route will serve Orem 800 East, Orem 800 North, Geneva Rd, Vineyard (created from 862)
849	Route will serve UVU, Orem 1200 West, Orem 1600 North (created from 862)
862	Split into routes 846, 849

Findings – April Change Day

The service and fare equity analysis of the proposed addition to route 834, the addition of route 864, and the removal of a fare media *resulted in no findings*.

Findings – Provo-Orem Bus Rapid Transit

The proposed changes for the Provo-Orem BRT system will not be implemented until August change day. However, the FTA requires that these proposed changes be analyzed for Title VI prior to the beginning of revenue operations. Therefore, the following routes have had a service and fare equity analysis conducted in anticipation of the August change day schedule. Some of these changes are dependent on available funding and may or may not be implemented depending on the actions of the UTA Board of Trustees.

The service and fare equity analysis of the Provo-Orem BRT replacement of route 830 and 838 *resulted in no findings*. Of the other proposed changes, there were findings on the following routes:



Route 821 Realignment – Disparate impact *and* disproportionate burden. The realignment removes service from an area with a large percentage of low income and minority populations. However, the new route increases the population with access to the route 13 times. Those with increased access are more than twice the system average in low-income and 10.5% over the system average for minority populations. Additionally, the populations losing access to the 821 would gain access to the Provo-Orem BRT which connects them to the new alignment.

Route 840 Elimination –There is a finding of disproportionate burden. The low-income population in the area is 16.2% greater than the system average. The 840 route is a shuttle service that circulates around the campus of Utah Valley University. This route does, however, have low ridership and the plan to reallocate the operations budget from the 840 into the 841, which stops at all the same stops, is a substantial and legitimate business reason to proceed with the proposed changes. The 841 has 12 times the amount of ridership and brings riders from the Orem Central Station onto the UVU campus instead of only running on campus as the 840 does.

Creation of two routes from Route 821 – There is a finding of disproportionate burden. The proposal is to eliminate 9 stops in a low-income population in an area that is 16.2% greater than the system average. The underutilization of the stops being eliminated and the potential gains by offering more expedited service and more service in Spanish Fork was determined to be a substantial and legitimate business reason to proceed with the proposed changes.

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY APPROVING THE APRIL 2018 CHANGE DAY
TITLE VI EQUITY ANALYSIS**

R2018-03-04

March 28, 2018

WHEREAS, the Utah Transit Authority (the "Authority") is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Board of Trustees of the Authority (the "Board"), in keeping with the Federal Transit Administration's requirements for public transit agencies and the Civil Rights Act of 1964 has considered and reviewed the April 2018 Change Day Title VI Equity Analysis ("Title VI Equity Analysis") prepared by Authority staff; and

WHEREAS, the Board has desires to approve the Title VI Equity Analysis.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority:

1. That the April 2018 Change Day Title VI Equity Analysis prepared by Authority staff, a copy of which is attached hereto as Exhibit A, is hereby approved by the Authority.
2. That the Board hereby ratifies any and all actions taken by the Authority's President/CEO, General Counsel, and staff in furtherance of and effectuating the intent of this Resolution.
3. That a copy of this Resolution shall be submitted to the Federal Transit Administration.
4. That the corporate seal be attached hereto.

Approved and adopted this 28th day of March 2018.

Greg Bell, Chair
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on the 28th day of March, 2018.

Greg Bell, Chair
Board of Trustees

Robert K. Biles, Secretary/Treasurer

Approved As To Form:

Legal Counsel

Exhibit A



Title VI Service and Fare Equity Analysis

April 2018

Utah Transit Authority
Prepared by: Andrew Gray
Graphics and Data: Joseph Taylor

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Introduction

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Utah Transit Authority has committed to the Federal Transit Administration's (FTA) Title VI objectives set forth in Circular 4702.1B by ensuring that UTA's services are made equitably offered and resources distributed without regard to race, color, or national origin.

The following analysis is of proposed changes to be implemented on April 8th of 2018. These changes are being proposed to improve service delivery throughout the system. Though the proposed changes are facially neutral, this analysis, in accordance with FTA requirements, will ensure that these changes will not have disproportionately negative impact on minority and low-income populations within UTA's service area. If these changes are found to be discriminatory, UTA will take all prescribed and prudent steps to ensure services are equitable and compliant with federal guidelines and requirements.

Summary of Proposed Changes

Route 834 – Addition to Route:

It is proposed to add to the northern leg of the 834 route in Utah County. This new routing would connect the Riverwoods shopping complex in Provo and State Street. The added mileage is greater than 25% of the original route, which constitutes a major change according to UTA policy.

Route 864 – Creation of Route:

The Thanksgiving Point area has a large number of office buildings with substantial traffic delays which will be exacerbated by upcoming road construction projects. Route 864 will provide a connector from the commuter rail station to the office buildings on the west side of the I-15 freeway. The addition of service constitutes a major change according to UTA policy.

Removal of Fare Media:

It is proposed to eliminate the technology associated with the ability to pay with mobile digital wallets (Apple Pay, Google Pay, etc.) and contactless credit/debit cards as a fare media available through our card readers. This method of payment has limited use and direct alternatives exist on all modes of transit excluding contactless credit/debit cards on bus. The elimination of this fare media constitutes a major change.

UTA Policy and Definitions

UTA has developed corporate policy 1.1.28 Title VI Compliance Policy to define and evaluate the impacts of proposed major services changes on minority and low-income populations in conjunction with a public outreach process. In developing this policy, UTA solicited feedback through newspapers within the service area, published on UTA's website (rideuta.com), and Utah's government website in the public notices section (Utah.gov) which provides translation options. In conjunction with the Salt Lake County Office of Diversity Affairs, which maintains an email list of local entities and individuals with interest in diversity issues, UTA sent an email notification soliciting feedback in the development of this policy. Additional targeted outreach was done, which included mailing a letter and the policy or sending emails to community organizations that work with minority or low-income populations.

The following references to policy are from subsections of corporate policy 1.1.28 and were created to ensure that all equity analyses are performed using the same parameters and are in line with FTA Circular 4702.1B.

Definitions

- A. *"Disparate Impact"* refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.
- B. *"Disproportionate Burden"* refers to a neutral policy or practice that disproportionately affects the low-income population more than non-low-income populations.
- C. *"Low-income Population"* refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/ transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FTA program, policy or activity.
- D. *"Minority Person"* include the following:
 - 1. American Indian or Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
 - 2. Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia,

China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.

3. Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
 4. Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
 5. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- E. *"Minority Population"* means any readily identifiable group of minority persons who live in geographic proximity.
- F. *"National Origin"* means the particular nation in which a person was born, or where the person's parents or ancestors were born.
- G. *"System Average"* The system average is the averages of minorities and low-income persons within the total populous of the geographic regions UTA serves. The present system averages are expressed below in tabular format using 2011-2015 5-year population estimates provided by the American Community Survey (ACS).

<i>Low-Income System Average:</i>	
Population:	2,243,746
Low-Income Population:	457,949
Percent Low-income:	20.4%

<i>Minority System Average:</i>	
Population:	2,277,455
Minority Population:	499,870
Percent Minority:	21.9%

Major Service Change

UTA will consider the following types of changes to be "major changes", which require public input and a Title VI equity analysis in compliance with FTA's Circular 4702.1B

- a) The Addition of Service;
- b) A proposed service level reduction in miles, hours, or trips of thirty three percent (33%) or more of any route;
- c) The elimination of all service during a time period (peak, midday, evening, Saturday, or Sunday);
- d) A proposed twenty-five (25%) or greater change in route alignment;
- e) A proposed fare change.

Evaluation and Analysis of Service and Fare Changes

1. UTA will analyze proposed major changes to service and any proposed fare changes in accordance with FTA's Circular C 4702.1B as amended.

2. UTA will evaluate the impacts of all major service changes cumulatively when there is more than one route being affected for a service change period
3. UTA will primarily utilize American Community Survey (ACS) Data, block group data and/or ridership data to evaluate and analyze any proposed major service and fare changes. This data will be analyzed with Geographic Information System (GIS) software.
4. UTA will rely on population data and use the smallest geographic area that reasonably has access to the stop or station effected by the proposed major service change. This will be translated into a one-quarter mile radius to a bus stop, one-half mile to a light rail station and three miles to a commuter rail station.

Disparate Impact and Disproportionate Burden

1. UTA will measure the burdens of service and fare changes on minority riders to determine when minority riders are bearing a disparate impact from the change between the existing service or fare and the proposed service or fare.
2. UTA will measure the burdens of service and fare changes on low-income riders to determine when low-income riders are bearing a disproportionate burden of the change between the existing service or fare and the proposed service or fare.
3. A threshold of 5% will be used to determine disparate impact on minority populations and disproportionate burden on low-income populations. This 5% is based on the margin of error from the US Census data that UTA uses to determine the populations in the service area. This means that if the burden of the service or fare change on minority or low-income populations is more than 5% worse than it is for the non-protected populations, then the change will be considered either a disparate impact or a disproportionate burden.

Finding a Disparate Impact

1. At the conclusion of UTA's Analysis, if UTA finds a disparate impact on the basis of race, color, or national origin, UTA shall seek to modify the proposed changes in a way that will mitigate the adverse effects that are disproportionately borne by minorities. Modifications made to the proposed changes must be reanalyzed in order to determine whether the modifications actually removed the potential disparate impacts.
2. If UTA chooses not to alter the proposed services changes despite the potential disparate impact on minority populations, or if UTA finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service or fare change, UTA may implement the change only if:

- a. UTA has substantial legitimate justification for the proposed change; and
- b. UTA can show that there are no alternatives that would have a less disparate impact on the minority riders but would still accomplish the transit provider's legitimate program goals. In order to show this, UTA must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative

Finding a Disproportionate Burden

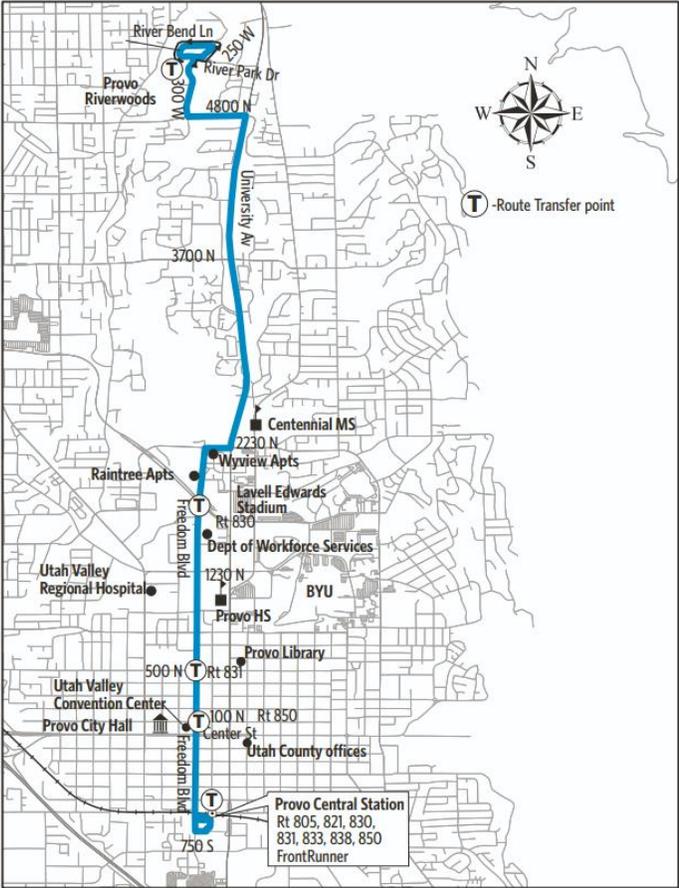
If at the conclusion of the analysis, UTA finds that low-income populations will bear a disproportionate burden of the proposed major service change, UTA will take steps to avoid, minimize, or mitigate impacts where practicable. UTA will also describe alternatives available to low-income passengers affected by the service changes.

Proposed Changes

Routes 834

Route 834 runs every 30 minutes during peak times and provides a connection from Provo Central Station through downtown Provo, near the BYU Campus, residential areas, the Riverwoods shopping area and finally the Riverwoods Urgent Care and surrounding offices.

It is proposed to carry the route further west along Orem Center Street and provide a connection to State Street. This will relocate the stop closest to the Riverwoods Urgent Care center, but provide expanded service to Western Orem. Additionally, it is proposed to reroute a small section of the route along University Avenue which rejoins the original routing via 2230 North. This will add stops and provide a stop that will connect the 834 to a future BRT station.



Route 864

The Thanksgiving Point and Silicone Slopes area of Lehi has been the fastest growing region in Utah. It is positioned in northern Utah County around the I-15 freeway with a high density of tech companies set up in the area with new offices being built. UTA has proposed to add a route that will provide a circuit around the FrontRunner commuter rail station and the office buildings to the west side of the freeway. Traffic in the area is already excessive, but will be exacerbated by extensive road construction in the area. This route would make accessing local destinations easier for those utilizing the commuter rail station in the area.

Fare Media Elimination

It has been proposed that UTA discontinue accepting contactless bank cards (VISA, MasterCard, Discover, AmEx, etc.) and Near Field Communication (NFC)-enabled mobile wallet applications as fare payment via UTA's Electronic Fare Collection (EFC) System. NFC-enabled mobile wallet applications would include, but are not limited to, Apple Pay, Google Pay and Samsung Pay. As an entity that accepts bank cards as payment, UTA is expected to comply with the Payment Card Industry Data Security Standard (PCI-DSS). In an assessment of UTA's compliance with PCI-DSS standards, our card readers accepting this method of payment was identified as a potential risk. UTA would need to invest a minimum of \$1.5 million in new hardware and software to mitigate the risk. It was determined that rather than incurring these costs, UTA proposed to eliminate this payment option.

Mobile wallet applications and contactless bank cards were used an average of about 3,400 times per month in 2017, which equals roughly \$11,200 in electronic fares sales. There is an average of 709 distinct users of this payment method each month whom average five trips per month which accounts for approximately 0.15% of our ridership each year. The use of this method of payment has been generally stagnant since 2009 when the Authority launched its EFC system.

Those who use an NFC-enabled mobile wallet application must have the app installed on their device, set up an account and input credit card information in order to use this option. Once they have set up their device, they must then approach one of our card readers and tap their phone to the reader. In order to use a contactless bank card, the card must have the capability, which is most typically indicated by a  symbol on the card. The card is tapped on the card reader and the fare is charged directly to the card.

In determining the potential impacts on riders, other payment methods that are available as a direct replacement and did not require excessive steps or requirements were accounted for. UTA recently instituted a mobile app, UTA GoRide, which allows the purchase and use of fares. Much like with the mobile wallet apps, this app does require an account and a credit card be input before it can be used. UTA GoRide could replace the mobile wallet applications with a relatively simple and comparable setup process. Although the rider may need to download a different app, there is still a method to pay for fare through a smart phone. The impact should be minimal on those riders accustomed to paying for fare via their mobile device. The UTA Go Ride App method benefits the rider's financial security by not having to pull out a credit card to

tap on the reader and have that sensitive data transmitted each time it is used. It also eliminates the opportunity for the loss of a credit card by not securing it again.

When paying with a credit card, all locations with Ticket Vending Machines (TVM) have the option to pay for fare with a credit card at rail and Bus Rapid Transit (BRT) stations. It does require additional steps where the rider would need to interface with the TVM in order to purchase their ticket, but it is available at the place they board using the payment type they already use. Although this may require planning for the time it takes to use a credit card to purchase a ticket with the TVM, the option to pay with a credit card is still available. However, TVMs are only located on rail and Bus Rapid Transit (BRT) stations, whereas the card readers are presently on all buses. Those riders who use their contactless bank cards on buses would lose their ability to pay with a credit card by tapping the card reader with it. There is no way for UTA reader equipment to differentiate between those who would use the mobile wallet apps and those that use the contactless bank cards so there is no way to gauge the number of people who would not have the direct replacement of the UTA GoRide app, but would need to use a different fare payment method. UTA has proposed to eliminate a fare media that cannot easily be replaced by another payment method. The proposed elimination will be analyzed with specific emphasis on the impact to riders of bus in order to ensure that the change is not inadvertently discriminatory to minority and/or low-income populations.

Public Outreach

UTA held a public comment period from Jan. 4 to Feb. 13, 2018 to gather feedback on proposed changes to routes 833, 834, 840 and 864. All of these routes are operated out of UTA's Timpanogos Business Unit in Utah County. In addition to the changes being analyzed here, UTA had proposed to cancel Saturday service on the 833 and 834 which received negative feedback during the comment period and public meetings. The proposed changes on the 833 and 834 triggered a disproportionate burden on low-income populations while the proposed changes to the 833 triggered a disparate impact on minority populations. Due to the feedback received and Title VI implications, the proposed changes were withdrawn.

The required public notice was posted on rideuta.com, the State of Utah's Public Notice website, on the buses operating on the fixed route buses as well as on the paratransit vehicles that operate in Utah County. The notice was also printed in the Provo Daily Herald. Extra effort was made to reach out to customers utilizing paratransit that took Saturday trips on the routes where the service was proposed to be cancelled. This effort consisted of postcards being sent

directly to the homes and caregivers of impacted paratransit riders. The postcards detailed the proposed changes and offered a direct invitation to one of the two public hearings offered during the comment period. Ultimately, the proposals that impacted paratransit riders were cancelled. The first public hearing was held January 18 at the Provo City Library and the second was held January 29 at the Provo Recreation Center.

A total of 28 people attended the public hearings, and six comments were officially received for the public record throughout the comment period. One commenter (received via email) provided feedback in regards to the changes proposed for routes 863 and 864. The commenter suggested some adjustments to the proposal in order for transit to better accommodate his growing business. The commenter also offered to provide bus turnaround and pull out locations near his office building.

A total of five comments were received regarding the service proposal for route 833. Three comments were received by email and two by telephone. All comments were in opposition to the elimination of Saturday service on this route, mainly due to the negative impact this change would have on area paratransit customers. Additionally, at the public hearing held on January 29 those who attended were generally opposed to the changes for route 833. The negative comments were all regarding the changes that are no longer being proposed. Of the remaining changes, there has been no negative feedback.

UTA included the temporary elimination of route 840 in the comment period. This route is on the Utah Valley University campus and is proposed to be eliminated during the summer semester and has historically returned for spring semester. It has been proposed to not bring this route back, but will have a title VI analysis performed prior to a full elimination of the route.

Analysis of Proposed Changes

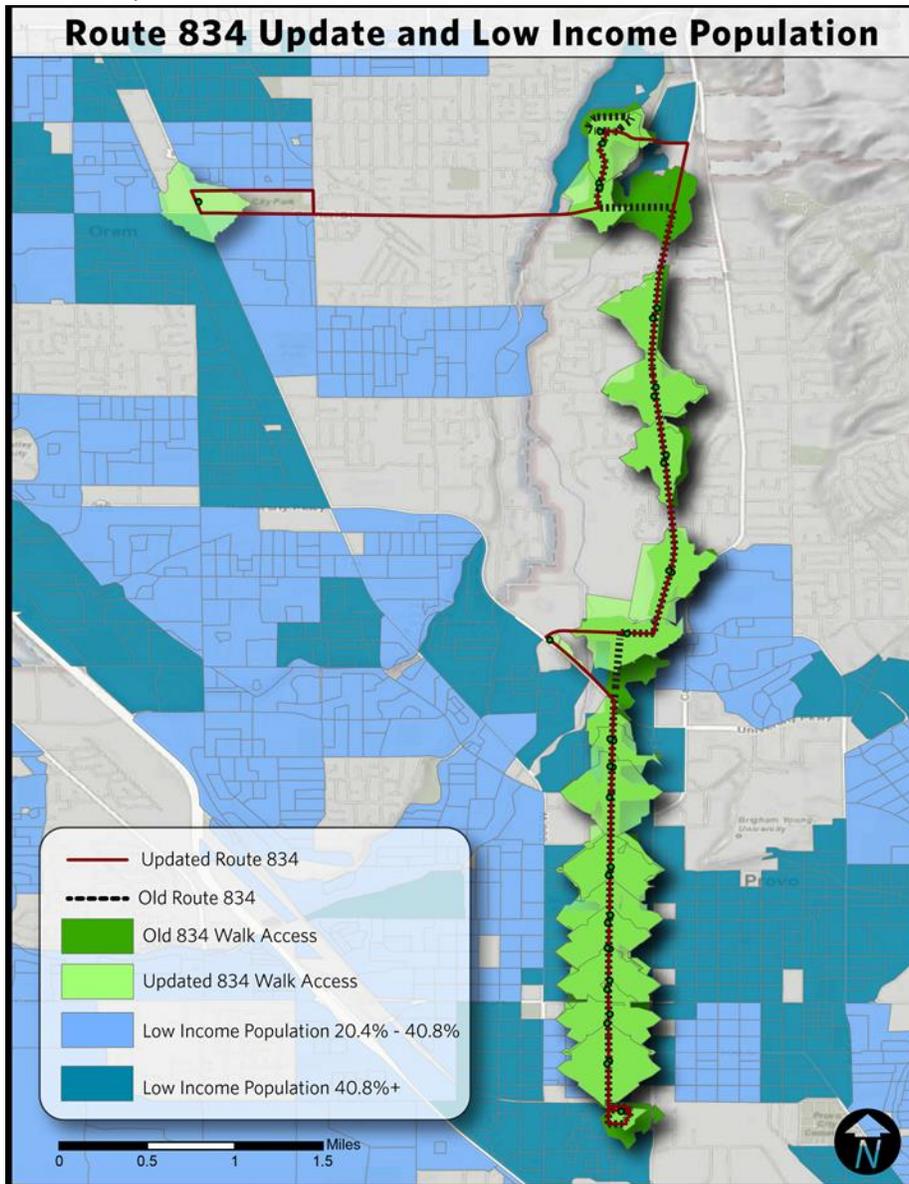
UTA is required to analyze the potential impacts of any major service change as it relates to low-income populations and minority populations. Pursuant to this requirement, UTA has created the following maps, tables and related data. The data in this section was compiled utilizing American Community Survey (ACS) 2011-2015 5-year estimates, which was dispersed into census blocks, in lieu of the larger block groups. This was done in order to use the smallest geographic area possible for the analysis. The distribution was dictated by population ratios from 2010 Census Data. Proposed service changes were analyzed based on the stops of the route. Fare media analysis was performed based on the location the fare media was used to board the transit vehicle. All stops and tap locations have had a one quarter mile radius applied to them based on the actual accessibility of the stop or tap location by road. Any census block that is overlapped by this walkability radius has its population included as those effected by the proposed changes. These aggregated numbers are compiled as a comparison group to the service area average to determine whether there would be a disparate impact on minority populations and/or a disproportionate burden borne by low-income populations.

The maps in this section will show the route, individual stops with a walkability radius, and census blocks with concentrations of low-income households or minority individuals above the system average, which are shaded according to density.

FTA Circular 4702.1B states that an increase or decrease of fares by media type requires that the “transit provider shall analyze any available information generated from ridership surveys indicating whether minority and/or low-income riders are disproportionately more likely to use the... payment media that would be subject the fare change.” Since the fare media that has been proposed to be eliminated is such a small subset of riders, the most recent rider survey did not ask questions specifically about the use of contactless bank cards and/or smart phone payment apps. As such, the ridership data used in this analysis is of a broader group of payment types. Considering the limitations of the ridership data, UTA has also compiled and presented the locations where individual riders have initiated their trip and gathered the demographic information of those locations with a one quarter mile walkability radius using the same parameters stated above.

Route 834

Low-Income Analysis - Addition

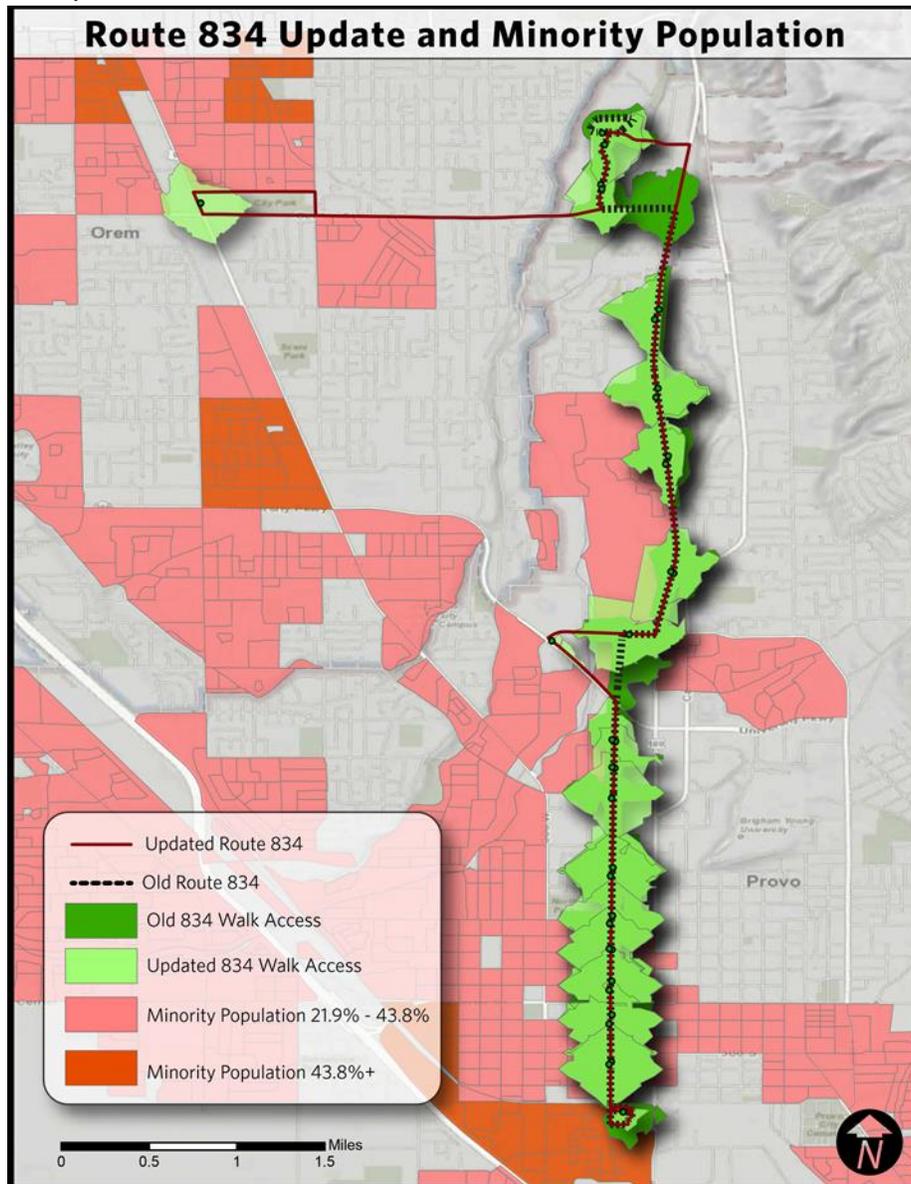


Low-income System Average	
Total Population:	2,243,746
Low-income Population:	457,949
Percent low-income:	20.4%

Route 834 – Increased Access	
Total Population:	1,704
Low-income Population:	591
Percent low-income:	34.7% (14.3%)

The table and figure above show the stops and distribution of low-income populations that are *gaining access* as a result of the proposed changes. The low-income populations *benefitting from* this addition is 14.3% above the system average.

Minority Analysis - Addition

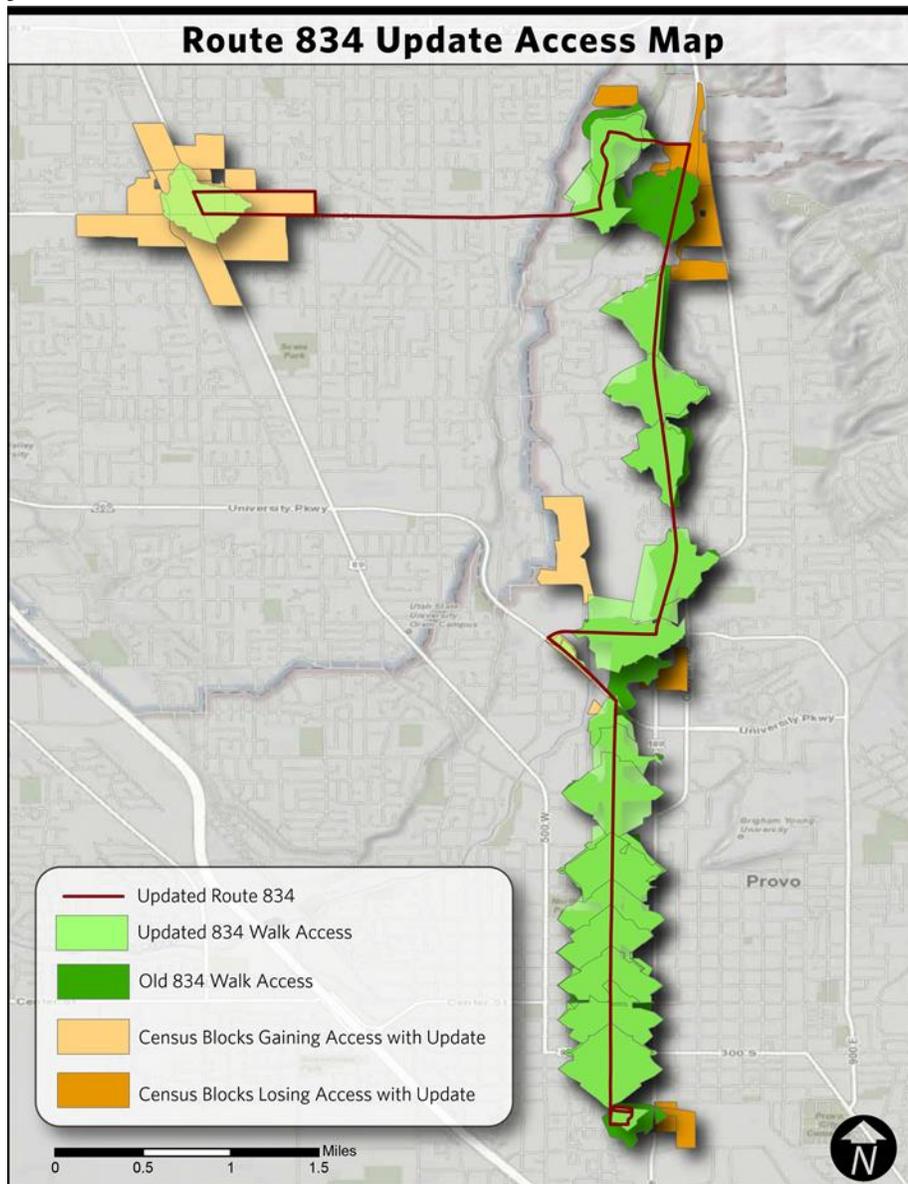


Minority System Average	
Total Population:	2,277,455
Minority Population:	499,870
Percent Minority:	21.9%

Route 834 – Increased access	
Total Population:	1,729
Minority Population:	472
Percent Minority:	27.3% (5.4%)

The table and figure above show the stops and distribution of minority populations that are *gaining access* as a result of the proposed changes. The minority populations *benefiting from* this addition is 5.4% above the system average.

Analysis of Lost Access



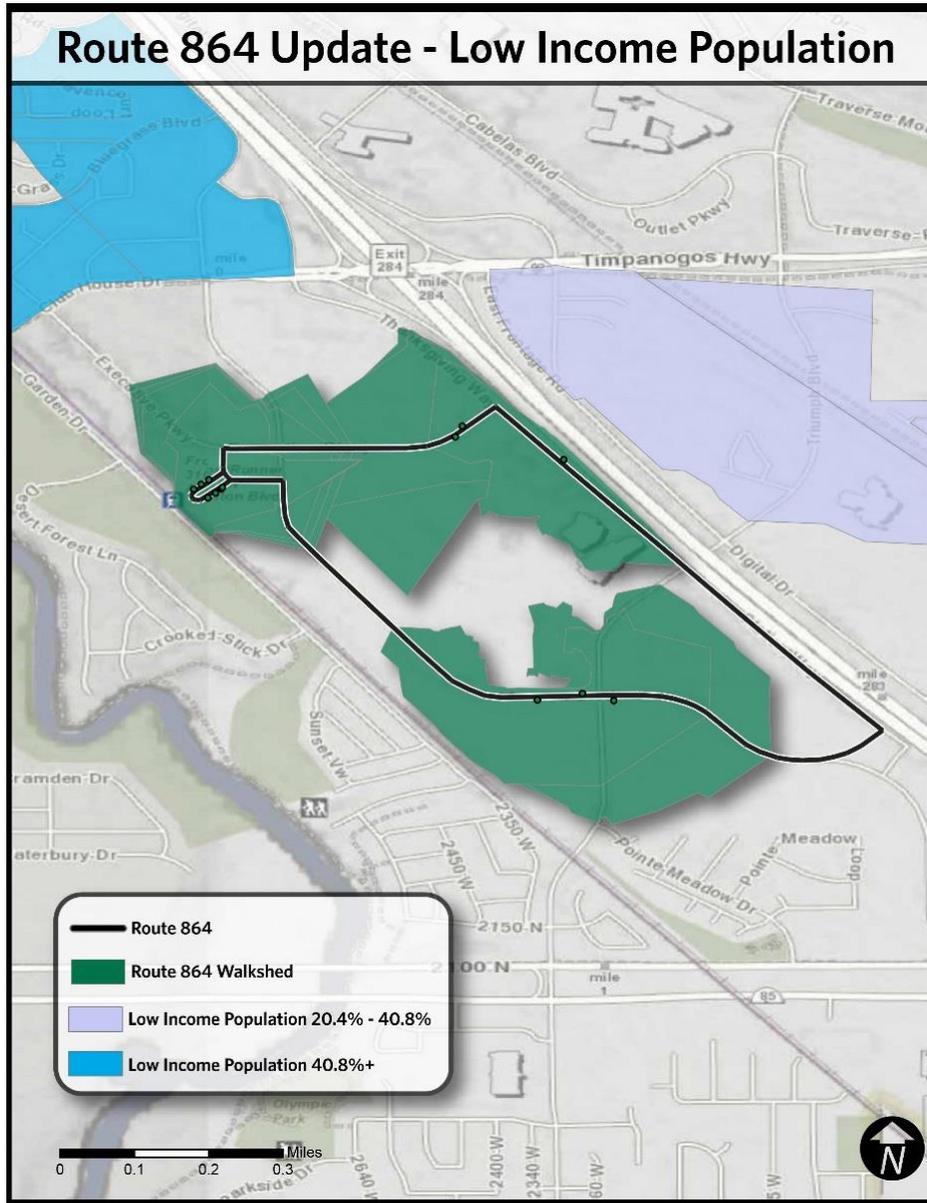
Minority Population Losing Access	
Total Population:	1,112
Minority Population:	147
Percent Minority:	13.2% (-8.7%)

Low-income Population Losing Access	
Total Population:	1,059
Minority Population:	296
Percent Minority:	27.9% (7.6%)

As stops have been eliminated, the map above shows those who have both gained and lost access, with the table specifically focusing on those *losing access* to previous stops. The minority populations impacted by this addition is 8.7% below the system average and low-income is 7.6% above the system average.

Route 864

Low-Income Analysis

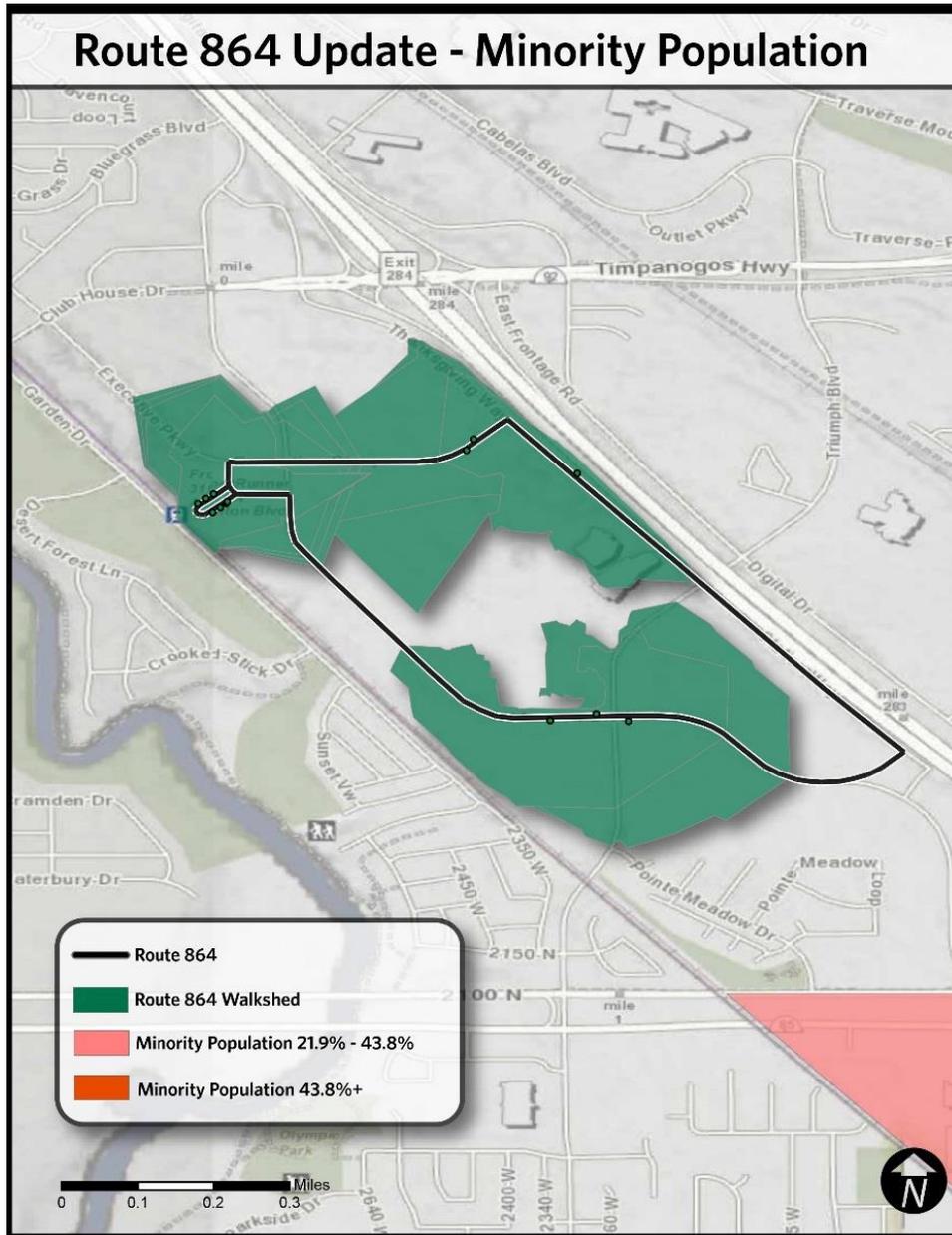


Low-income System Average	
Total Population:	2,243,746
Low-income Population:	457,949
Percent low-income:	20.4%

Route 864	
Total Population:	583
Low-income Population:	72
Percent low-income:	12.4% (-9.5%)

As expressed in the table and figure above, the low-income populations impacted by this addition is 9.5% below the system average.

Minority Analysis

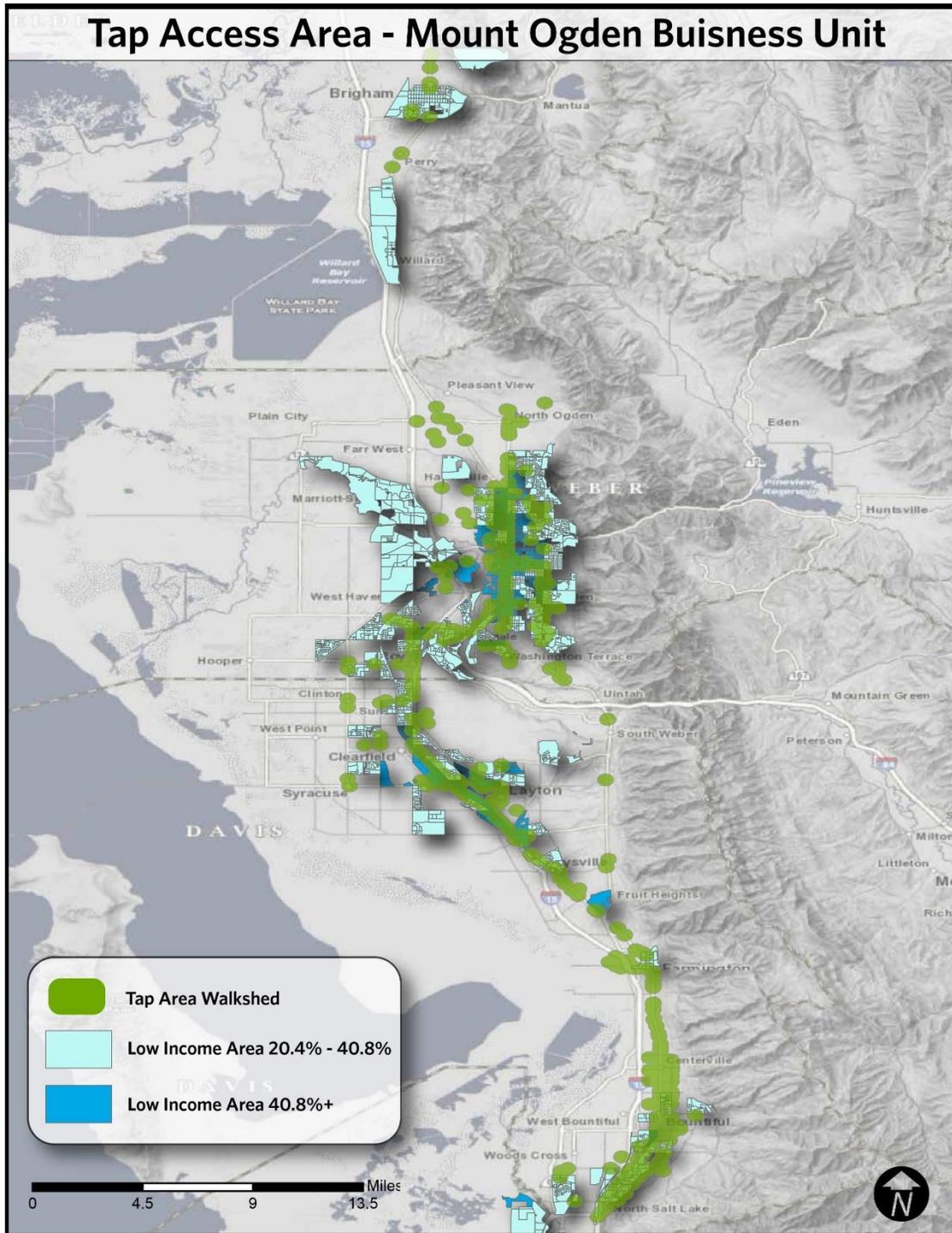


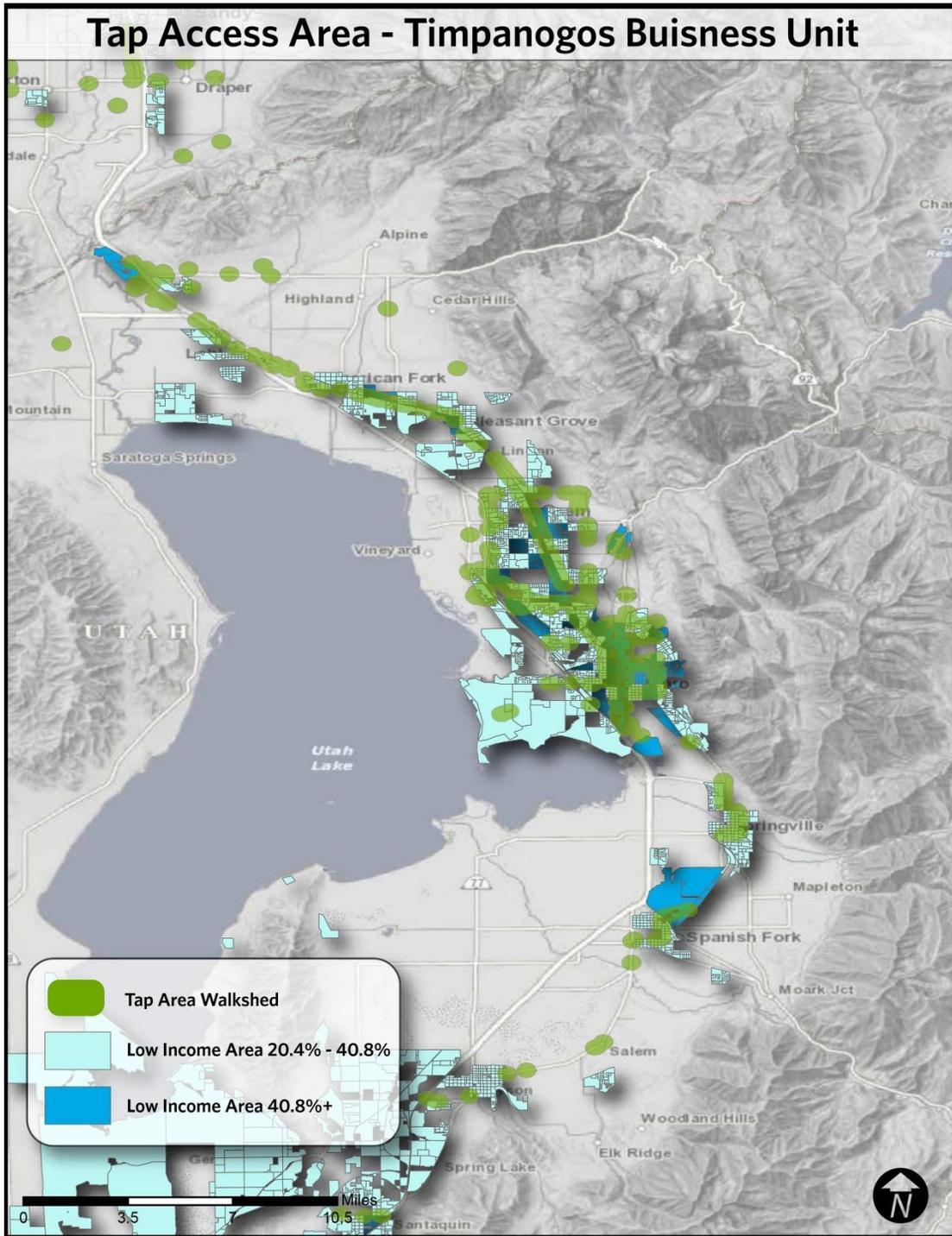
Minority System Average	
Total Population:	2,277,455
Minority Population:	499,870
Percent Minority:	21.9%

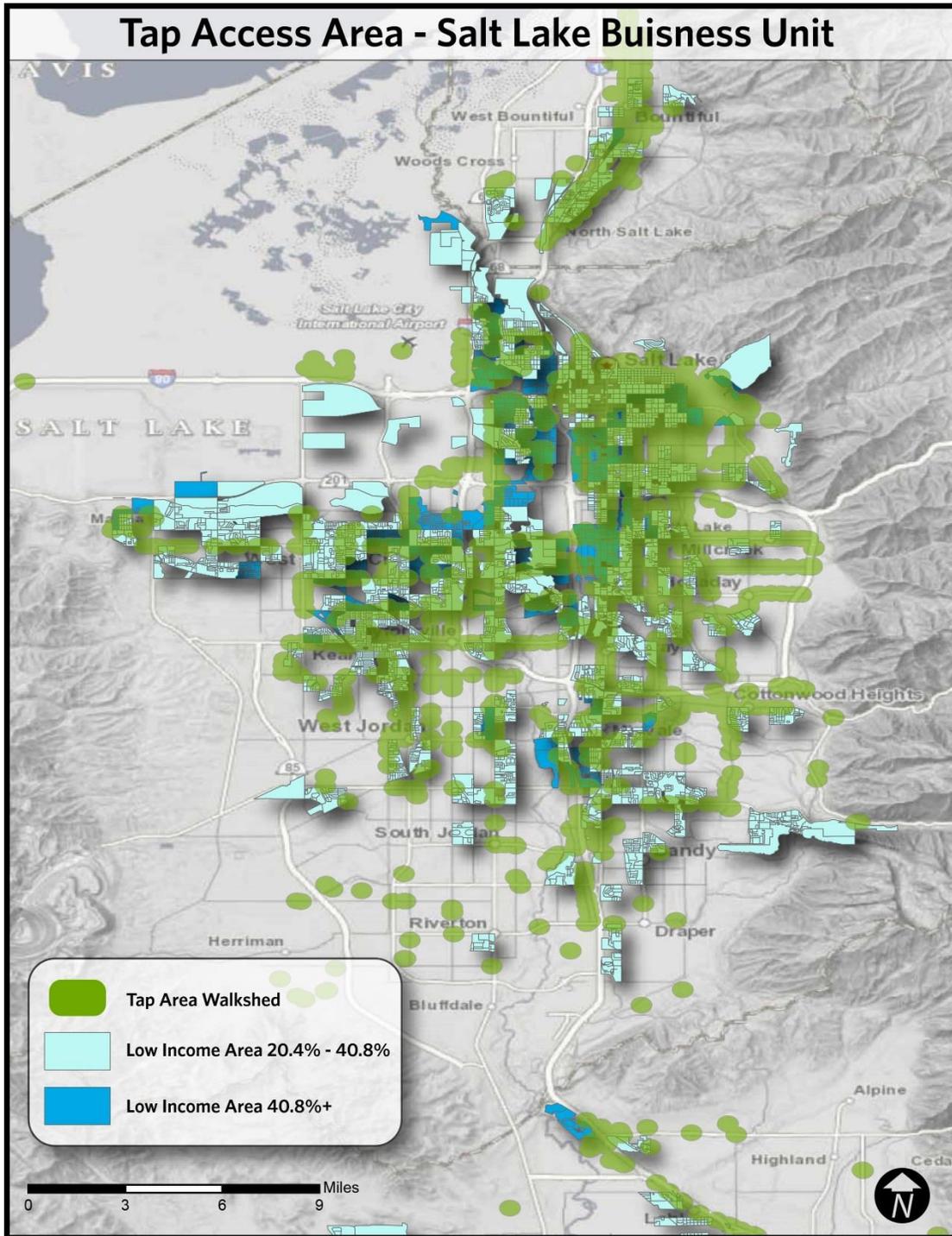
Route 864	
Total Population:	583
Minority Population:	91
Percent Minority:	15.7% (-4.7%)

As expressed in the table and figure above, the minority populations impacted by this addition is 4.7% below the system average.

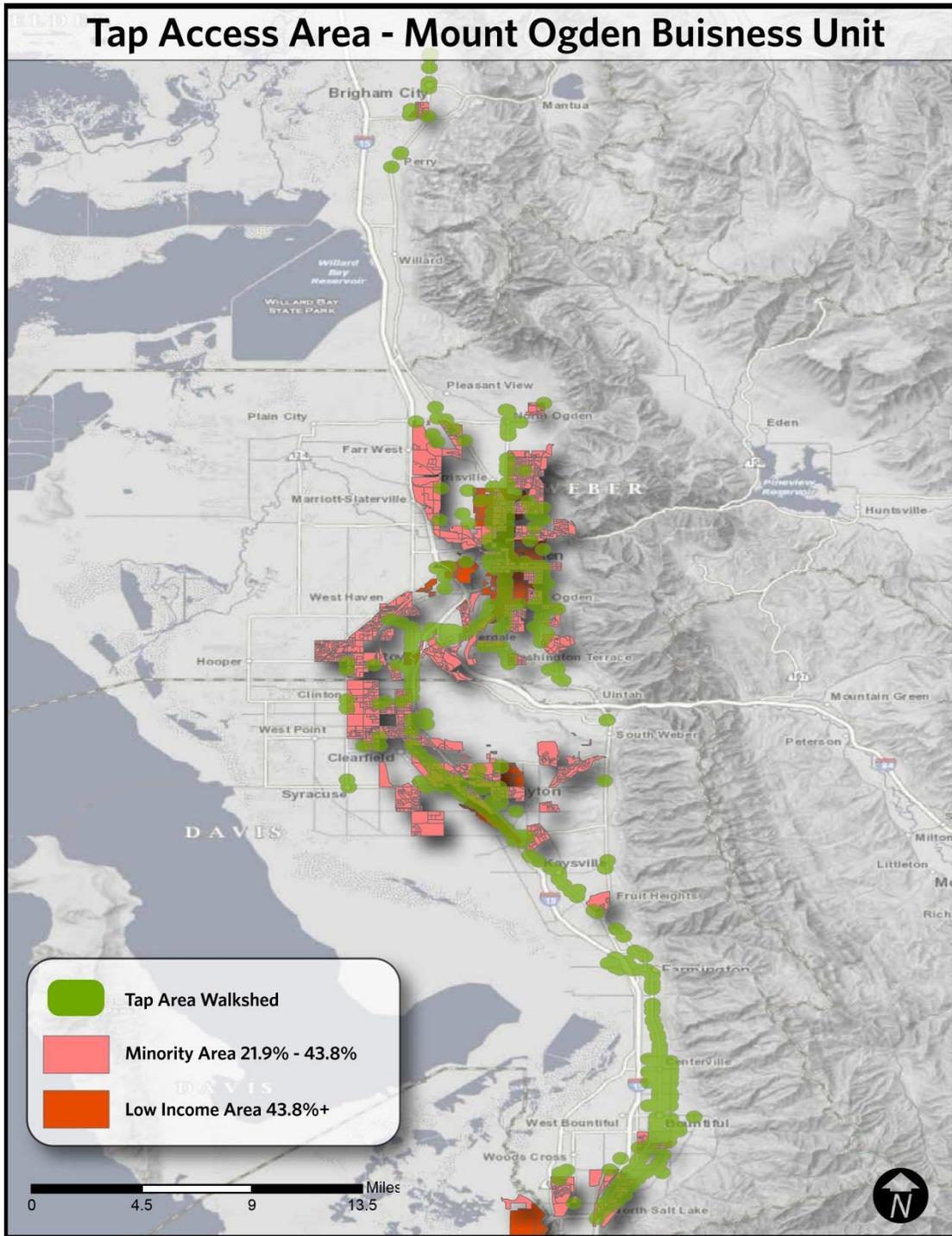
Removal of Fare Media
Low-Income Analysis



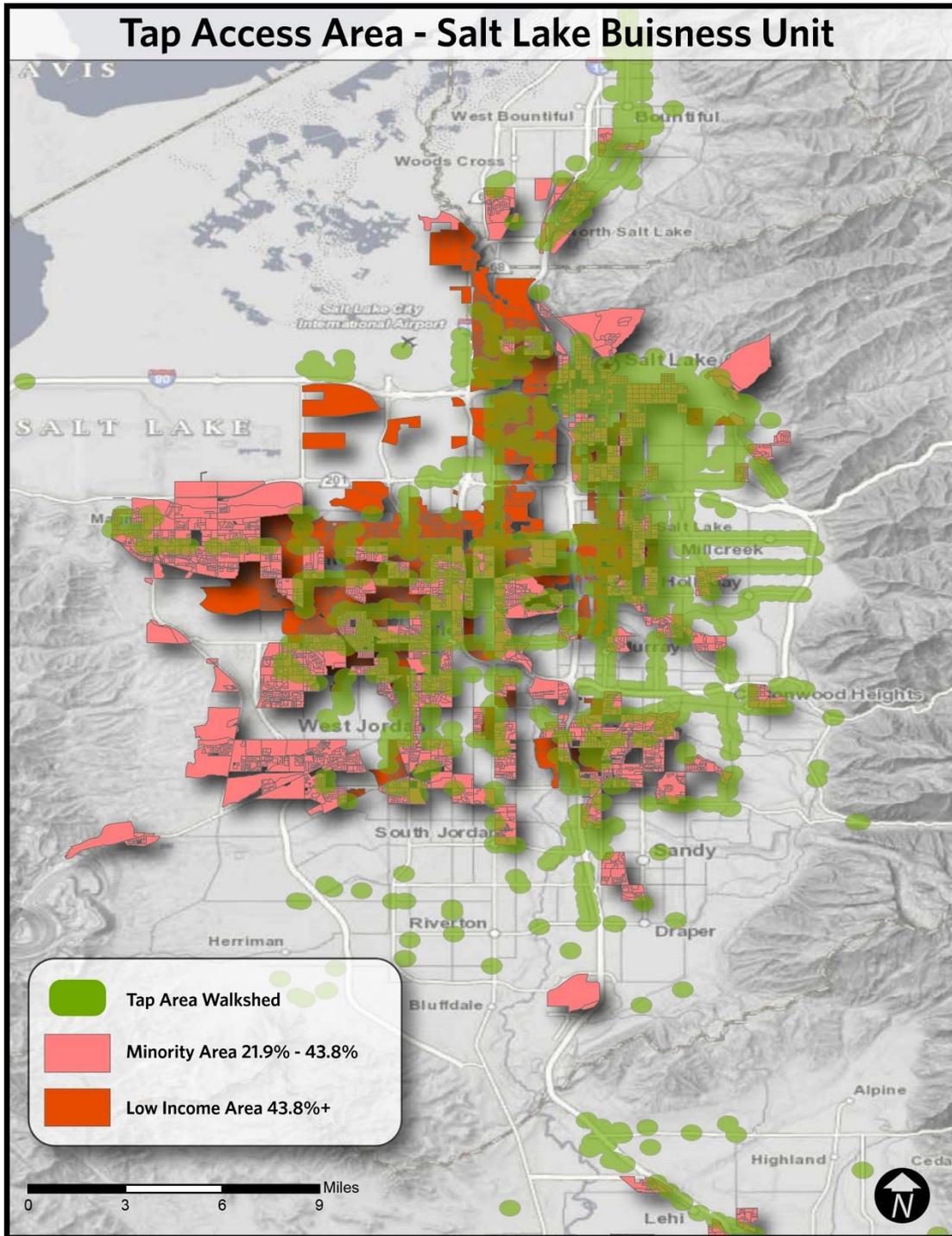




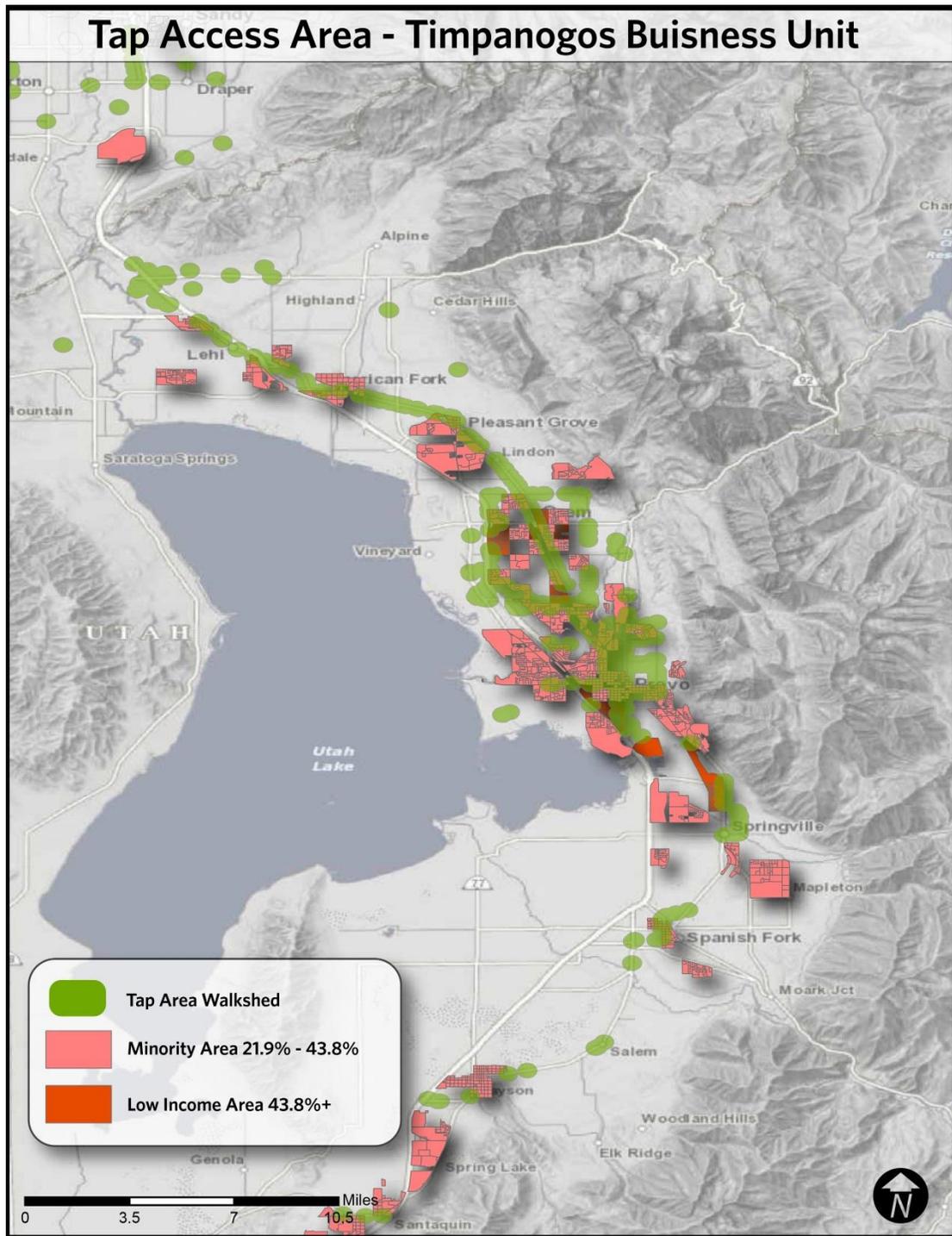
Minority Analysis



Minority Analysis Continued



Minority Analysis Continued



Findings of Analysis

Routes 834 – Addition to Route

There were no findings of a disparate impact in this analysis, rather that minority populations would benefit by the rerouting and addition of service. The data did indicate that those potentially losing access to a stop were 7.6% greater than the system average, but the number of low-income populations that benefit from the addition is almost double the number of those losing access to a quarter mile walk radius. While the low-income populations may be required to travel further to a stop, the access to the route has not been altogether eliminated. With these considerations, UTA has determined that there were no disparate impacts on low-income populations from these changes.

Routes 864 – Addition of Route

There were no disparate impacts or disproportionate burden found in the analysis of this service change. While route 864 did have 9.5% less low-income in the impacted populations than the system average, UTA has determined that the addition does not meet UTA’s policy on disparate impact. The policy states that the changes must have a “5% worse” effect on protected populations. This addition does not *negatively* impact minority populations since there was no adverse effect such as a decrease in service to fund this new route.

Removal of Fare Media

In examining the demographics of the surrounding population around all of the stop locations where this method of payment was used, there *may* be a disparate impact but there was no indication of a disproportionate burden. As shown below, the low-income population is above the system average by 4.3%, whereas the minority population is 5.3% above the system average.

Minority Populations	
Total Population:	1,130,915
Minority Population:	307,981
Percent Minority:	27.2% (5.3%)

Low-Income Population	
Total Population:	1,109,296
Low-Income Population:	291,009
Percent Low-Income:	26.2% (4.3%)

While the demographic information indicates a disparate impact, there are several factors that UTA must account for before concluding there is a disparate impact, especially when examining stop-based demographic data. As mentioned previously, the actual number of people who use this method of payment is an average of 709 people a month with no way of differentiating

how many of these 709 people use a mobile phone app versus a contactless bank card on a bus, which is the only type of payment method that does not have a direct replacement with a TVM or UTA’s GoRide phone app.

The only data specific to this payment method available are the locations the card is being used. However, the usage location does not exclusively indicate the rider’s origin where demographics could potentially show ridership. The locations are mapped any time this payment method was used in the system, which includes any place of transfer and/or the start of a return trip. While this is the only data available, it does not show the actual rider’s demographics and casts too broad a net throughout the system to be reliable for such a small number of riders.

In UTA’s most recent ridership survey, where this fare payment method was classified as “Other electronic fare payment”, the demographics of those respondents using other electronic fare payment was 22.9% minority. There are, however, many other types of payment that could fall into this category and may not be a direct reflection of the proportionately small subset of those using mobile wallet applications and contactless bank cards. However, as a comparison group of the demographics of those that use electronic fare media, the results of the survey are included below. Note that ridership data is not compared to the system average as defined by the populous of the service area, but that it is compared to the demographics of our ridership data as collected from the survey.

Other EFC Ridership - Minority Populations	
Total Population:	3,274
Minority Population:	671
Percent Minority:	20.5% (-4.4%)

Other EFC Ridership – Low-income Population	
Total Population:	2,617
Low-Income Population:	843
Percent Low-Income:	32.2% (-12.3%)

If this data were to reflect the demographics of those using the payment method proposed to be eliminated, this would indicate that electronic fare media is used less by minority and low-income populations than the ridership average.

In spite of the tap location demographics, the small number of people using this fare payment method (0.15% of ridership) and the general demographics of riders who use other electronic fare media, UTA has determined that there is no disparate impact or disproportionate burden borne by minority or low-income populations.

Appendix A - April 2018 Change Day Public Comment Report

Utah County

Routes 833, 834, 840 and 864

Comment Period: 1/4/18-2/13/18

Prepared by Erika Shubin, UTA Public Hearing Officer

For April 2018 Change Day, the UTA Timpanogos (Utah County) Business Unit proposed changes for routes 833, 834, 840 and 864. The proposal for routes 833 and 834 included the elimination of two weekday trips due to schedule changes related to the implementation of Positive Train Control on FrontRunner and a discontinuation of all Saturday trips due to low ridership. The route 840 (a seasonal route) proposal called for the route to be discontinued and replaced by adding additional route 841 trips, and the route 864 is a proposed new route to serve the west side of I-15 near the Lehi Station.

Public Comments and Outreach

In accordance with UTA policy, a public comment period was held from Jan. 4 through Feb. 13, 2018. Several activities were conducted during this period to inform riders and the public and to obtain feedback:

- The public hearing notice was published in the *Provo Daily Herald*, on the state's public notice website and on rideuta.com. Information on the comment period and hearing was also published on UTA's social media channels. In addition, the UTA's Special Services business unit sent postcards to each impacted paratransit customer or to the customer's caregiver.
- Two formal public open houses were held. One open house took place Jan. 18 at the Provo City Library (550 North University Avenue in Provo, Utah), and the second took place Jan. 29 at the Provo Recreation Center (320 West 500 North in Provo, Utah). A total of 28 people attended the two hearings.
- Fliers were posted on select Utah County buses and on Utah County paratransit vehicles.
- Comments were accepted via UTA's website, via email at hearingofficer@rideuta.com, through the mail and by phone.

Overall, seven comments were received on all proposals. One commenter (received via email) provided feedback in regards to the proposed new route, route 864. The commenter suggested some adjustments to the proposal in order for transit to better accommodate his growing business. The commenter also offered to provide bus turnaround and pull out locations near his office building.

A total of six comments were received regarding the service proposals for routes 833 and 834 – four via email, one at the public hearing and one via telephone. All comments were in opposition to the elimination of Saturday service on these routes, mainly due to the negative impact this change would have on area paratransit customers. Additionally, at the public hearing held on Jan. 29, those who attended were generally opposed to the changes for route 833.

No comments were received regarding the proposed cancellation of route 840.

The proposed changes were as follows:

(From the public notice)

- Route 833: Elimination of two weekday trips due to schedule changes. All Saturday trips will be discontinued due to low ridership.
- Route 834: Elimination of two weekday trips due to schedule changes. Route will be extended to the intersection of Orem Center Street and State Street to allow for transfers to route 850 near Orem City Offices. All Saturday trips will be discontinued due to low ridership.
- Route 840: Route to be discontinued and replaced by adding additional route 841 trips. Proposed change will provide customers with more seat availability between the Orem FrontRunner Station and Utah Valley University.
- Route 864: This is a proposed new route to serve the west side of I-15 near Lehi Station. Route will be interlined with route 863 and will only offer weekday peak hour service.
- The proposed fixed bus route changes should be of interest to paratransit eligible riders. UTA is required to provide paratransit at a comparable level of service as to what is provided by the fixed route system. The public transportation guidelines of the Americans with Disabilities Act (ADA) require UTA to provide paratransit services only within a ¼ mile service corridor on either side of a fixed bus route and around a light rail (TRAX) station. UTA Paratransit must provide services during the same days and hours of operation as these fixed route services. Areas that would no longer have fixed bus routes would no longer have direct curb-to-curb paratransit services.

Outcome:

Based on the feedback received and other factors, the proposal for route 833 will not go forward. For route 834, the proposed alignment changes will proceed, but Saturday service will not be eliminated. Route 840 is seasonal service, and the route will be discontinued for the season but will not be permanently eliminated at this time as proposed, and the addition of route 864 will proceed as outlined. Service changes will begin April 8, 2018.

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Jayne Blakesley, General Counsel
SUBJECT:	Provo-Orem Bus Rapid Transit Title VI Service and Fare Equity Analysis
BACKGROUND:	<p>Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Utah Transit Authority has committed to the Federal Transit Administration (FTA) to analyze all major changes to ensure that all proposed changes are not discriminatory.</p> <p>The analysis reviews the proposed transition from the current service offered to what will be offered by the Provo-Orem BRT project and all parallel and connected proposed changes. The proposed changes are to replace routes 830 and 838 with the BRT line. This and all associated changes are to be implemented in August 2018. Many parallel routes will need to be adjusted to better interface with the new service. There are also several changes proposed to connecting routes which are aimed at offering a better service experience to riders.</p> <p>After analyzing the population and ridership data of those impacted by the proposed changes, it was determined that none of the proposed changes directly related to the 830 and 838 being replaced with the BRT and small alignment adjustments negatively impacted low-income or minority populations disproportionately above the system average.</p> <p>Some findings were noted in the analysis on other changes, but were addressed in such a way that it would still be possible to continue with the proposed changes after public comment.</p>
PREFERRED ALTERNATIVE:	Approval
LEGAL REVIEW:	The proposed item has been sent to UTA Legal staff.
EXHIBITS:	<ol style="list-style-type: none"> 1) Title VI Executive Summary 2) R2018-03-05 Approving the Provo-Orem BRT Title VI Equity Analysis 3) Title VI Service & Fare Equity Analysis, Provo-Orem BRT



Executive Summary

RE: Title VI Analyses for April Change Day and Provo-Orem BRT

Introduction

Two service and fare equity analyses were conducted to review the proposed changes for April change day and the proposed changes associated with the Provo-Orem Bus Rapid Transit. The analysis was performed in accordance with Federal Transit Administration’s Circular 4702.1B, which outlines the Title VI requirements and guidelines for recipients of Federal Transit funds. Service and fare equity analyses are conducted to ensure that proposed changes to service and fares do not inadvertently negatively impact minority or low-income populations. All major changes, even if they appear to be neutral, are analyzed.

UTA has specific parameters set in policy to define the parameters used to determine the demographics of those impacted by the proposed fare and service changes. Impacted populations are compared to the population of the service area to measure whether minority and/or low-income populations are negatively impacted at a greater rate. If negative impacts exceed 5% of the comparison group, UTA takes all prescribed and prudent steps to ensure services are equitable and compliant with federal guidelines and requirements. The Authority has defined the parameters for what would trigger additional steps as a 5% negative impact and analyzes the impacts on minority and low-income populations separately. A greater than 5% impact would trigger a finding of either a Disparate Impact, which would be if the finding is regarding minority populations, or a Disproportionate Burden, which would be a finding regarding low-income populations.

Proposed Changes – April Change Day

Major Changes

Route	Change
834	Extend route from Riverwoods to State St/Center St in Orem
864	New route serves Thanksgiving Point area

Fares Change	Eliminate contactless bank cards and NFC-enabled mobile wallet applications (Apple Pay, Google Pay, etc.) as payment method on card readers. Accounts for only .15% of fare revenue.
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Proposed Changes – Provo-Orem Bus Rapid Transit

Changes to Parallel or Connecting Service

Route	Change
811	Route will no longer service Mt. Timpanogos Transit Center
821	Route will serve State St, 300 South in Provo instead of East Bay area
830	Route replaced by BRT
838	Route replaced by BRT
840	Route acts as a UVU campus shuttle. Proposed to be eliminated. All stops covered by route 841
850	Route will no longer service Mt. Timpanogos Transit Center
862	Route extended to Orem FrontRunner Station; route will no longer service Mt. Timpanogos Transit Center

Additional Proposed Changes

Route	Change
821	Route serves Payson, Salem, Spanish Fork, to Provo via I-15 (Springville portion of route to 823)
823	Route serves Springville, South Provo (created from 821)
846	Route will serve Orem 800 East, Orem 800 North, Geneva Rd, Vineyard (created from 862)
849	Route will serve UVU, Orem 1200 West, Orem 1600 North (created from 862)
862	Split into routes 846, 849

Findings – April Change Day

The service and fare equity analysis of the proposed addition to route 834, the addition of route 864, and the removal of a fare media *resulted in no findings*.

Findings – Provo-Orem Bus Rapid Transit

The proposed changes for the Provo-Orem BRT system will not be implemented until August change day. However, the FTA requires that these proposed changes be analyzed for Title VI prior to the beginning of revenue operations. Therefore, the following routes have had a service and fare equity analysis conducted in anticipation of the August change day schedule. Some of these changes are dependent on available funding and may or may not be implemented depending on the actions of the UTA Board of Trustees.

The service and fare equity analysis of the Provo-Orem BRT replacement of route 830 and 838 *resulted in no findings*. Of the other proposed changes, there were findings on the following routes:



Route 821 Realignment – Disparate impact *and* disproportionate burden. The realignment removes service from an area with a large percentage of low income and minority populations. However, the new route increases the population with access to the route 13 times. Those with increased access are more than twice the system average in low-income and 10.5% over the system average for minority populations. Additionally, the populations losing access to the 821 would gain access to the Provo-Orem BRT which connects them to the new alignment.

Route 840 Elimination –There is a finding of disproportionate burden. The low-income population in the area is 16.2% greater than the system average. The 840 route is a shuttle service that circulates around the campus of Utah Valley University. This route does, however, have low ridership and the plan to reallocate the operations budget from the 840 into the 841, which stops at all the same stops, is a substantial and legitimate business reason to proceed with the proposed changes. The 841 has 12 times the amount of ridership and brings riders from the Orem Central Station onto the UVU campus instead of only running on campus as the 840 does.

Creation of two routes from Route 821 – There is a finding of disproportionate burden. The proposal is to eliminate 9 stops in a low-income population in an area that is 16.2% greater than the system average. The underutilization of the stops being eliminated and the potential gains by offering more expedited service and more service in Spanish Fork was determined to be a substantial and legitimate business reason to proceed with the proposed changes.

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY APPROVING THE PROVO – OREM BUS RAPID TRANSIT
TITLE VI EQUITY ANALYSIS**

R2018-03-05

March 28, 2018

WHEREAS, the Utah Transit Authority (the “Authority”) is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Board of Trustees of the Authority (the “Board”), in keeping with the Federal Transit Administration’s requirements for public transit agencies and the Civil Rights Act of 1964 has considered and reviewed the Provo – Orem Bus Rapid Transit Title VI Equity Analysis (“Title VI Equity Analysis”) prepared by Authority staff; and

WHEREAS, the Board has desires to approve the Title VI Equity Analysis.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority:

1. That the Provo – Orem Bus Rapid Transit Title VI Equity Analysis prepared by Authority staff, a copy of which is attached hereto as Exhibit A, is hereby approved by the Authority.
2. That the Board hereby ratifies any and all actions taken by the Authority’s President/CEO, General Counsel, and staff in furtherance of and effectuating the intent of this Resolution.
3. That a copy of this Resolution shall be submitted to the Federal Transit Administration.
4. That the corporate seal be attached hereto.

Approved and adopted this 28th day of March 2018.

Greg Bell, Chair
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on the 28th day of March 2018.

Greg Bell, Chair
Board of Trustees

Robert K. Biles, Secretary/Treasurer

Approved As To Form:

Legal Counsel

Exhibit A

Title VI Service and Fare Equity Analysis

Provo-Orem Bus Rapid Transit

Utah Transit Authority

Prepared by: Andrew Gray

Graphics and Data by: Joseph Taylor



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Introduction

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Utah Transit Authority has committed to the Federal Transit Administration's (FTA) Title VI objectives set forth in Circular 4702.1B ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.

The following analysis is of proposed changes to be implemented in August of 2018. These changes are being proposed to improve service delivery and connectivity throughout Utah County locations, including two major universities. Though the proposed changes are facially neutral, this analysis, in accordance with FTA requirements, will ensure that these changes will not have disproportionately negative impacts on minority and low-income populations within UTA's service area. If these changes are found to be discriminatory, UTA will take all prescribed and prudent steps to ensure services are equitable and compliant with federal guidelines and requirements.

FTA Circular 4702.1B specifically requires "transit providers that have implemented or will implement a New Start, Small Start, or other new fixed guideway capital project *shall conduct a service and fare equity analysis. The service and fare equity analysis will be conducted six months prior to the beginning of revenue operations* [emphasis added], whether or not the proposed changes to existing service rise to the level of 'major service change' as defined by the transit provider. All proposed changes to parallel or connecting service will be examined. If the entity that builds the project is different from the transit provider that will operate the project, the transit provider operating the project shall conduct the analysis. The service equity analysis shall include a comparative analysis of service levels pre-and post- the New Starts/Small Starts/new fixed guideway capital project. The analysis shall be depicted in tabular format and shall determine whether the service changes proposed (including both reductions and increases) due to the capital project will result in a disparate impact on minority populations. The transit provider shall also conduct a fare equity analysis for any and all fares that will change as a result of the capital project."

Pursuant to this guidance and requirement, UTA has conducted this Service and Fare Equity Analysis for the Provo-Orem BRT fixed guideway project and related changes. It is with the express permission of the Federal Transit Administration that UTA brings the analysis before the board five months prior to the beginning of revenue operations.

Summary of Proposed Changes

Provo-Orem Bus Rapid Transit:

Utah Transit Authority will begin operation of the Provo-Orem Bus Rapid Transit (BRT) in August of 2018. The proposed Provo-Orem BRT will serve Utah Valley University, Brigham Young University, Downtown Provo, two malls, two commuter rail stations and several other key locations throughout Provo and Orem. Peak headways are proposed at 6 minutes and will have increased amenities both at stops and on the transit vehicle itself.

Changes to Parallel or Connecting Service

As the Provo-Orem BRT is completed, it will replace the existing routes 830 and 838's. It will also absorb their operational budget. The 830 presently runs nearly the exact routing as the proposed BRT line from the Orem FrontRunner commuter rail station to the Provo station. The 830 has 15 minute headways. The 838 runs from the Provo station and connects the University mall and the East Bay Technology Park and runs three times in the morning and three times in the evening. The transition will decrease the number of stops on both of these routes.

Routes 830, 811, 850 and 862 currently service the Mount Timpanogos Transit Center, which is a quarter mile away from a proposed BRT Station. The 830 stop at this location will not be replaced by the Provo-Orem BRT. Routes 811, 850 and 862 will be moving stop locations to more efficiently interface with the new BRT station. Route 862 had s proposed alignment change to better interface with the Provo-Orem BRT and provide better service.

Additional Proposed Changes

The Utah Transit Authority has proposed two other changes that may be approved to come into service at the same time that the Provo-Orem BRT will. These changes are pending budgetary approval, but are included in this analysis in order ensure Title VI requirements are incorporated in the decision making process. They will increase and target service to communities in the Utah Valley in an effort to increase access and ridership.

Fare Considerations

There is a proposal from the Mountainland Association of Governments to provide a sponsored fare for the Provo-Orem BRT which would be at no cost to the individual rider. Sponsorship would pay what would have been collected through farebox recovery.

UTA Policy and Definitions

UTA has developed corporate policy 1.1.28 Title VI Compliance Policy to define and evaluate the impacts of proposed major services changes on minority and low-income populations in conjunction with a public outreach process. In developing this policy, UTA solicited feedback through newspapers within the service area, published on UTA's website (rideuta.com), and Utah's government website in the public notices section (Utah.gov) which provides translation options. In conjunction with the Salt Lake County Office of Diversity Affairs, which maintains an email list of local entities and individuals with interest in diversity issues, UTA sent an email notification soliciting feedback in the development of this policy. Additional targeted outreach was done, which included mailing a letter and the policy or sending emails to community organizations that work with minority or low-income populations.

The following references to policy are from subsections of corporate policy 1.1.28 and were created to ensure that all equity analyses are performed using the same parameters and are in line with FTA Circular 4702.1B.

Definitions

- A. *"Disparate Impact"* refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.
- B. *"Bus Rapid Transit (BRT)"* refers to a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations. Since BRT contains features similar to a light rail or subway system, it is often considered more reliable, convenient and faster than regular bus services. With the right features, BRT is able to avoid the delays that can slow regular bus services, like being stuck in traffic and queuing to pay on board.
- C. *"Disproportionate Burden"* refers to a neutral policy or practice that disproportionately affects the low-income population more than non-low-income populations.
- D. *"Low-income Population"* refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/ transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FTA program, policy or activity.

- E. "Minority Person" include the following:
1. American Indian or Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
 2. Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
 3. Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
 4. Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
 5. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- F. "Minority Population" means any readily identifiable group of minority persons who live in geographic proximity.
- G. "National Origin" means the particular nation in which a person was born, or where the person's parents or ancestors were born.
- H. "System Average" The system average is the averages of minorities and low-income persons within the total populous of the geographic regions UTA serves. The present system averages are expressed below in tabular format using 2011-2015 5-year population estimates provided by the American Community Survey (ACS).

<i>Low-Income System Average:</i>	
Population:	2,243,746
Low-Income Population:	457,949
Percent Low-income:	20.4%

<i>Minority System Average:</i>	
Population:	2,277,455
Minority Population:	499,870
Percent Minority:	21.9%

Major Service Change

UTA will consider the following types of changes to be "major changes", which require public input and a Title VI equity analysis in compliance with FTA's Circular 4702.1B

- a) The Addition of Service;
- b) A proposed service level reduction in miles, hours, or trips of thirty three percent (33%) or more of any route;
- c) The elimination of all service during a time period (peak, midday, evening, Saturday, or Sunday);

- d) A proposed twenty-five (25%) or greater change in route alignment;
- e) A proposed fare change.

Evaluation and Analysis of Service and Fare Changes

1. UTA will analyze proposed major changes to service and any proposed fare changes in accordance with FTA's Circular C 4702.1B as amended.
2. UTA will evaluate the impacts of all major service changes cumulatively when there is more than one route being affected for a service change period
3. UTA will primarily utilize American Community Survey (ACS) Data, block group data and/or ridership data to evaluate and analyze any proposed major service and fare changes. This data will be analyzed with Geographic Information System (GIS) software.
4. UTA will rely on population data and use the smallest geographic area that reasonably has access to the stop or station effected by the proposed major service change. This will be translated into a one-quarter mile radius to a bus stop, one-half mile to a light rail station and three miles to a commuter rail station.

Disparate Impact and Disproportionate Burden

1. UTA will measure the burdens of service and fare changes on minority riders to determine when minority riders are bearing a disparate impact from the change between the existing service or fare and the proposed service or fare.
2. UTA will measure the burdens of service and fare changes on low-income riders to determine when low-income riders are bearing a disproportionate burden of the change between the existing service or fare and the proposed service or fare.
3. A threshold of 5% will be used to determine disparate impact on minority populations and disproportionate burden on low-income populations. This 5% is based on the margin of error from the US Census data that UTA uses to determine the populations in the service area. This means that if the burden of the service or fare change on minority or low-income populations is more than 5% worse than it is for the non-protected populations, then the change will be considered either a disparate impact or a disproportionate burden.

Finding a Disparate Impact

1. At the conclusion of UTA's Analysis, if UTA finds a disparate impact on the basis of race, color, or national origin, UTA shall seek to modify the proposed changes in a way that will mitigate the adverse effects that are disproportionately borne by minorities.

Modifications made to the proposed changes must be reanalyzed in order to determine whether the modifications actually removed the potential disparate impacts.

2. If UTA chooses not to alter the proposed services changes despite the potential disparate impact on minority populations, or if UTA finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service or fare change, UTA may implement the change only if:
 - a. UTA has substantial legitimate justification for the proposed change; and
 - b. UTA can show that there are no alternatives that would have a less disparate impact on the minority riders but would still accomplish the transit provider's legitimate program goals. In order to show this, UTA must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative

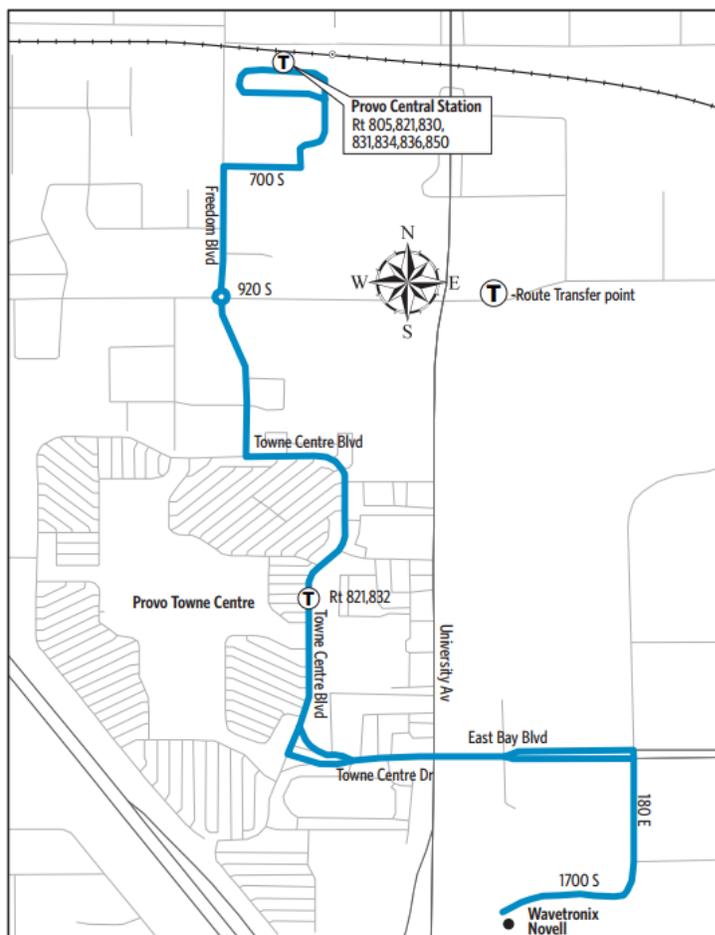
Finding a Disproportionate Burden

If at the conclusion of the analysis, UTA finds that low-income populations will bear a disproportionate burden of the proposed major service change, UTA will take steps to avoid, minimize, or mitigate impacts where practicable. UTA will also describe alternatives available to low-income passengers affected by the service changes.

Route 838 – Removal

Route 838 runs six times per day, three in the morning and three in the afternoon. The schedule is shown below. This route averages 42 boardings per day and is primarily focused on connecting the FrontRunner station to shopping and employment destinations. The 838 will be replaced by the Provo Orem BRT. The route of the Provo-Orem BRT will not follow the exact path of the 838 it is replacing, but it will provide ample opportunity through similar stop locations and an additional stop on the southern end of the East Bay Technology Park to get to and from the same locations with increased service.

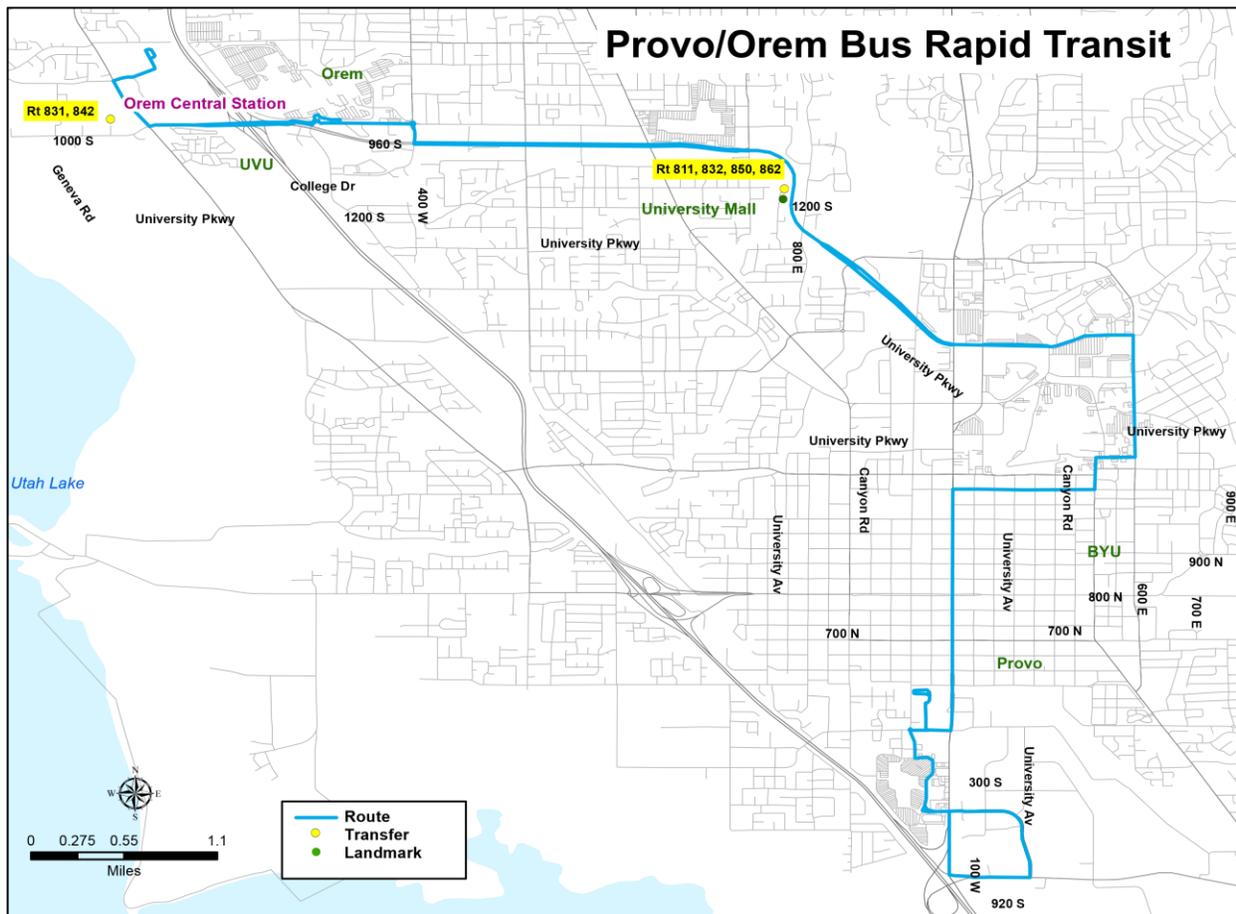
Route 838-East Bay



Provo Central Station	Provo Towne Centre Mall	East Bay	Provo Towne Centre Mall	Provo Central Station
747a	751a	753a	756a	800a
817	821	823	826	830
847	851	853	856	900
429p	433p	435p	438p	442p
459	503	505	508	512
529	533	535	538	542

Provo-Orem BRT - Addition

The proposed Provo-Orem BRT will serve Utah Valley University, Brigham Young University, Downtown Provo, two malls, two commuter rail stations and several other key locations. Residential density in key sections of the project is the highest in Utah outside downtown Salt Lake. However, the area was designed with insufficient highway capacity, and what capacity exists is now overwhelmed. At peak hours, University Parkway and University Avenue both have very long wait times, with traffic waiting 2-4 cycle lengths just to reach the front of the line. In that environment sits Route 830, the most heavily used in the county in terms of passengers per mile, but it is stuck in the same traffic.

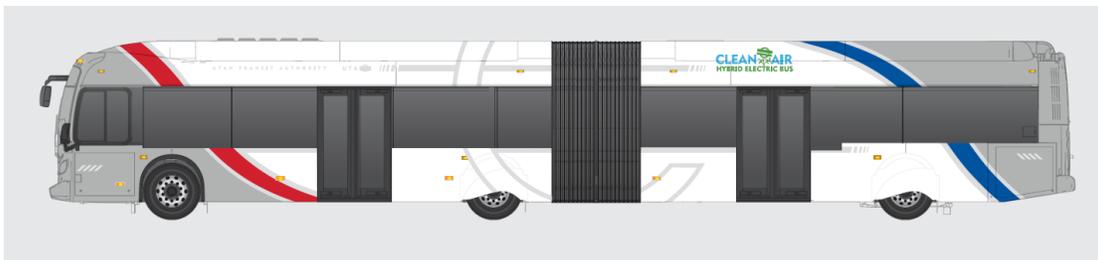


There is market demand to intensify and redevelop the corridor. There is room to widen, and giving another lane to vehicles is one option for creating capacity needed to serve emerging redevelopment, but this is a temporary solution that may encourage more auto dependency. The more sustainable solution is the congestion free transit that bus rapid transit would offer. 51% of the Provo-Orem BRT's route will offer dedicated lanes that regular traffic will not be

able to access. In addition, UTA will include GPS in the buses that will interface with stop lights that will prioritize any transit vehicles running behind schedule. In a travel forecasting report conducted jointly by Metro Analytics and the Wasatch Front Regional Council, it was estimated one-way boardings will be around 12,000 per day which will greatly benefit both the community utilizing the Provo-Orem BRT and decrease traffic for those not riding this service.



In addition to a dedicated lane, UTA will be constructing stations much like a light rail which will decrease wait time. An artist's rendering is shown above of the Provo Library Station concept. This illustration shows seating, shelter, garbage receptacles, card readers and TVMs. The Authority has also ordered 25 articulating buses, 18 of which will be in service at any time. These buses will provide ample seating and near level-boarding from stations. As shown in the image below, they have five doors to accommodate center platform stations in the middle of the road (as shown in the image above) and side platform stations with one station on each side of the road.



Fare Considerations

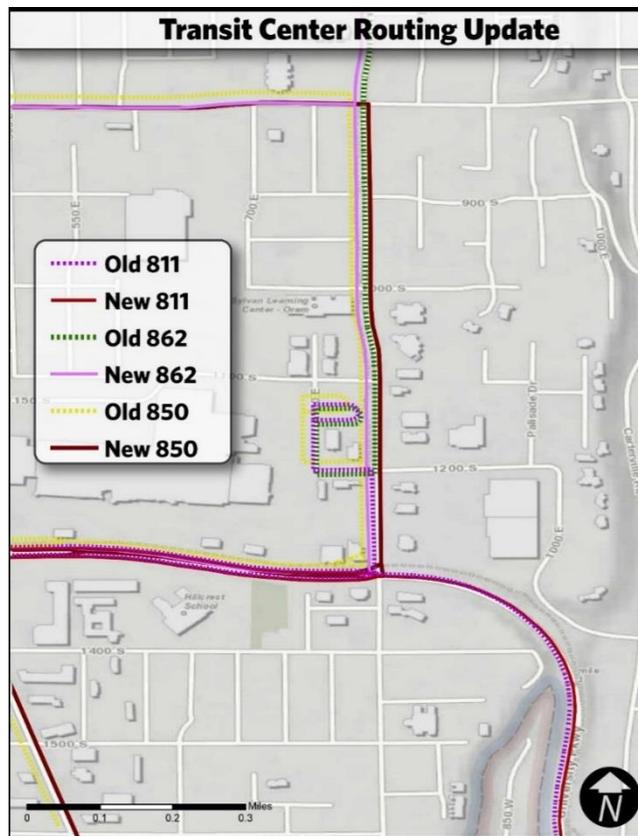
Mountainland Association of Governments (MAG) has expressed interest in allocating funding to sponsor the fare of the Provo-Orem BRT. This fare sponsorship would require no fare to be paid by the individual rider, but would be paid on their behalf by MAG. If this proposal is not approved, UTA may offer no cost to riders as a promotional fare with no plans to have this exceed the six month promotional fare period. If, for any reason, the promotional fare period is going to be exceeded, UTA will conduct a fare equity analysis before it becomes the permanent fare in accordance with UTA policy and FTA requirements.

Mt. Timpanogos Transit Center – Stop Relocation

The Mount Timpanogos Transit Center is located at 1145 South 750 East, just east of the University Place Mall. The routing requires the present service on the 830 to divert from University Parkway, turn at the light, stop at the transit center, then proceed south ultimately taking another turn to get back onto University Parkway. A map is shown below. Eliminating this detour will make the Provo-Orem BRT more efficient. A station will be placed on University Parkway less than a quarter mile away from the Mt. Timpanogos Transit Center.



In response to this, there will also be a need to modify other routes servicing the Transit Center in order to increase connectivity to the Provo-Orem BRT. Routes 811, 850 and 862 will have their trips to the Mount Timpanogos Transit Center adjusted to meet the nearest Provo-Orem BRT station. The 811 will stop along University Parkway and *not* proceed north to the transit center. The 850 will stop at the BRT station and not turn into the transit center. The 862 will proceed south on 800 East, West on University Parkway and go around the block utilizing State Street and 800 South. UTA considers these changes included in the stop to station comparative analysis of the 830 removal as these other routes have the same populations impacted as those of the 830. Additionally, stops along the 862 are listed as mitigation in this area as it connects northern riders to the new BRT Station. See below for a map illustrating the new routing.

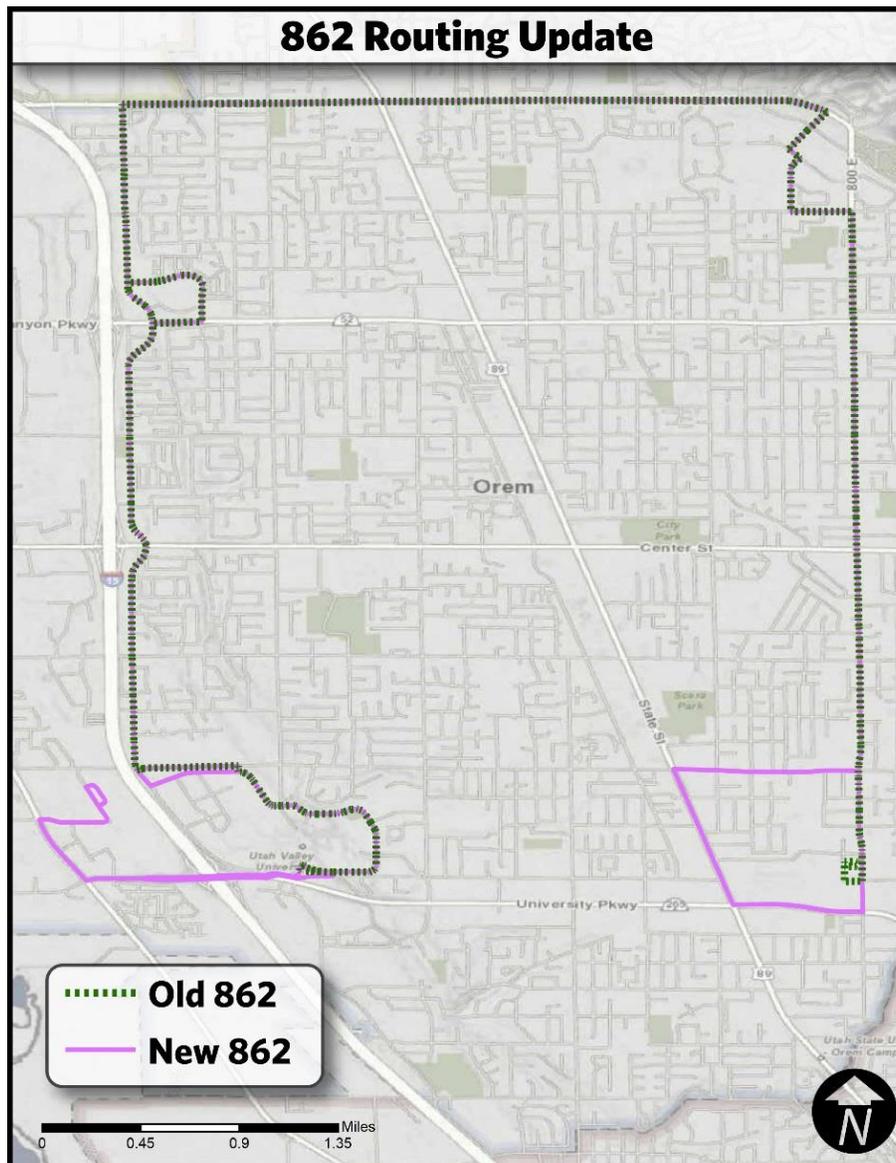


Route 821 – Realignment

It is proposed to realign route 821 in the northern section of its route, specific to how it approaches the Provo Central Station where Frontrunner and the Provo-Orem BRT have stations. The route will remain on State Street until it can approach the Provo Central Station from the north where riders can connect with the Provo-Orem BRT and reach destinations previously directly reached by the 821 such as the East Bay Technology Park.

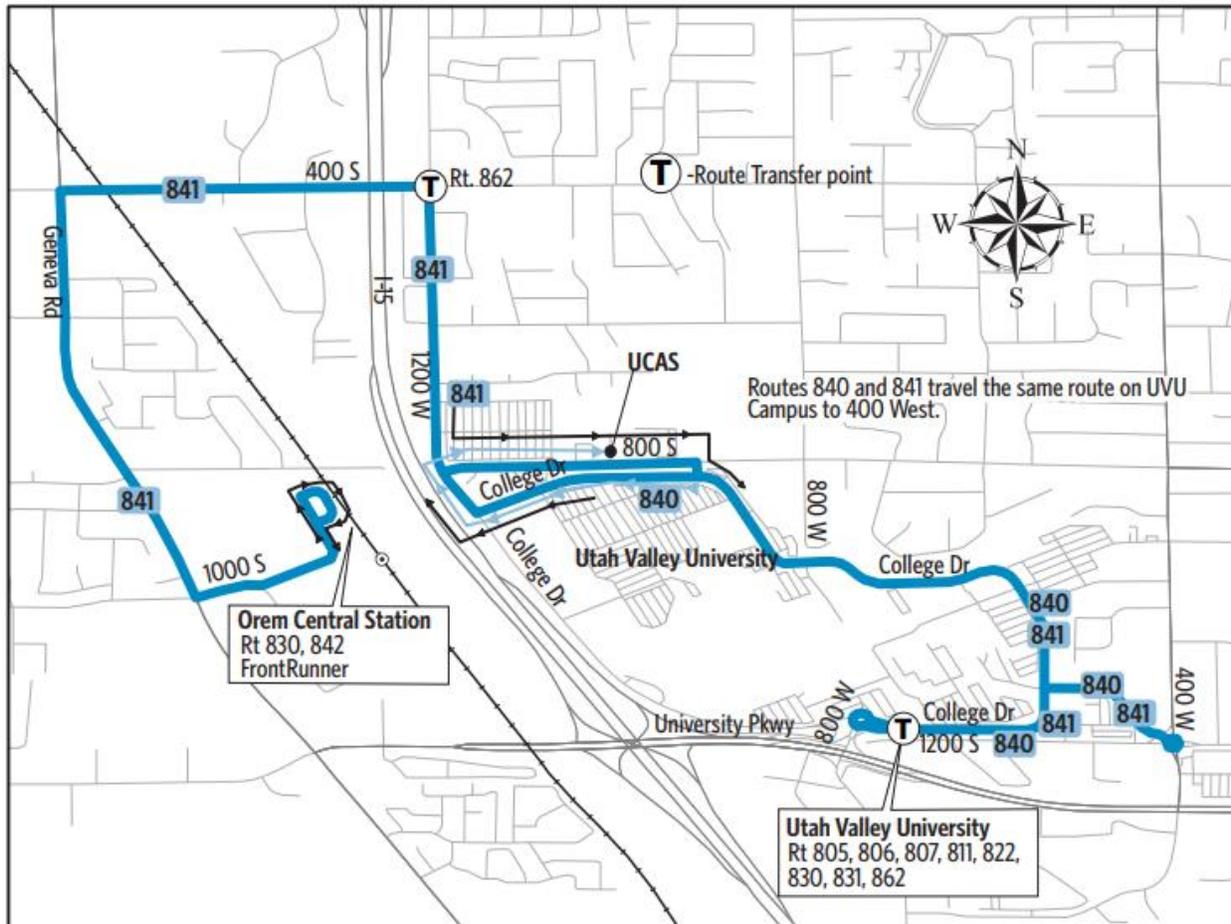
Route 862 – Addition to Route

On the northern end of the proposed Provo-Orem BRT route, there are some proposed changes to the route 862 which would add service to the Orem FrontRunner station. These stops are included as a mitigating factor as they provide some connectivity that may have been lost to those in the area who were accustomed to accessing the 830 on one of the stops on Geneva Road. Additionally, there is some rerouting, as shown in the image below, on the east side of the route that will eliminate the Mount Timpanogos Transit Center from the route then connect the 862 to the BRT station on University Parkway then go around the block.



Route 840 – Elimination

Route 840 follows nearly the same routing as the 841 but only runs around the UVU campus. It is proposed to eliminate service to this route due to low utilization and reallocate the resources to and increase capacity on the 841 by providing up to three buses at stops during high demand periods.



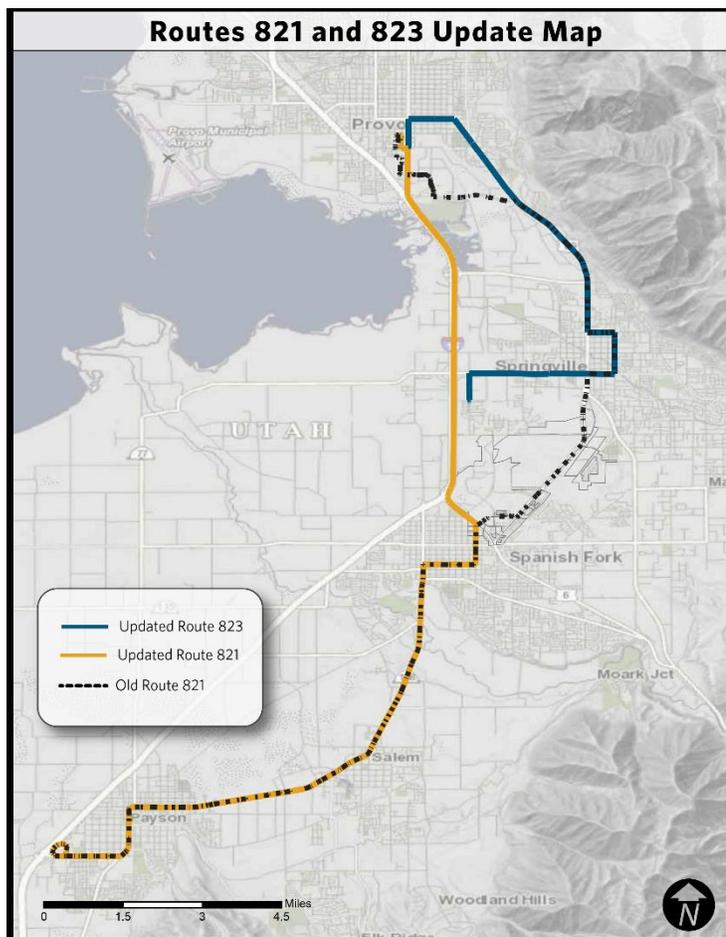
The ridership of the 840 averages 88 boardings per day during spring semester at UVU and 117 times during the fall. In comparison, the 841 has 1,142 average boardings per day in the spring and 1,403 in the fall. The difference shows that there is higher ridership demand from the Orem Central Station going to the UVU campus than going around the campus itself. There will be a reduction in the number times a bus will stop at each stop as combined 841 and 840 headways will be reduced, but the highest demand is for capacity when a FrontRunner train stops and riders are seeking to get to campus. The 841 headways would be 30 minutes.

Additional Proposed Changes

In addition to the changes listed above, the Timpanogos business unit has proposed additional improvements to service. These proposed service changes are in conjunction with the Provo-Orem BRT and therefore are added to this analysis per the FTA Circular 4702.1B's requirement that "all proposed changes to parallel or connecting service will be examined." These changes are pending budgetary approval and may not be put into service, but will be analyzed here in order to ensure both compliance with FTA requirements and that they are not inadvertently discriminatory to minority and/or low-income populations.

Route 821 – Split into two routes

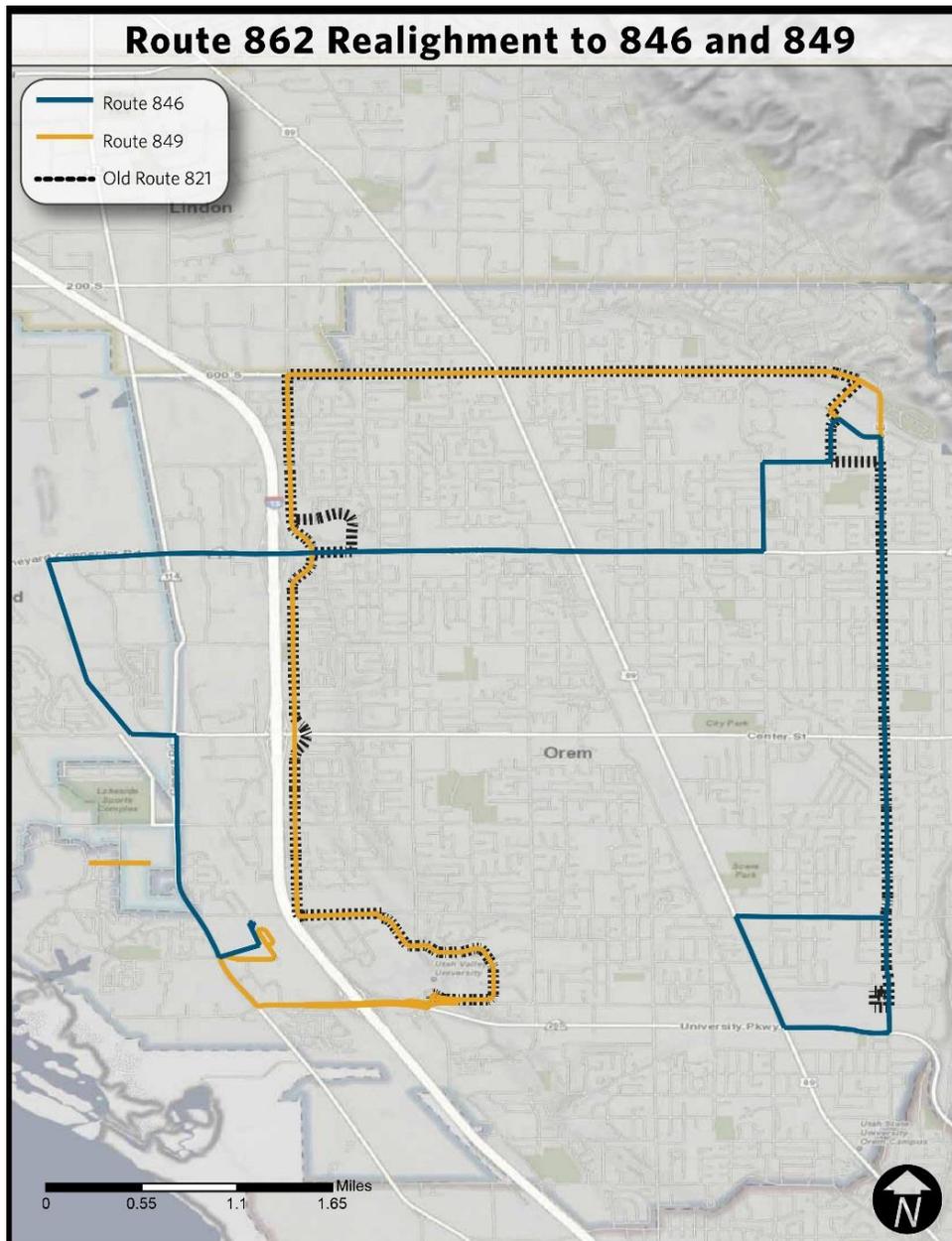
As shown in the image to the right, it is proposed to take the existing 821, shown as a dotted line, and turn it into two routes. At present, this route takes people North and South between Provo Central Station the cities of Spanish Fork, Salem and Payson. In an effort to expedite the time spent in transit, it is proposed to divert what would be the new 821 after passing through Spanish Fork on to the freeway directly and up to the Provo Central Station. The proposed new route 823 would serve more of Springville and take the new northern routing previously explained for the 821. The stops being eliminated between Springville and Spanish Fork are, by in large, unused. The most used stop averages eleven boardings



per day, but is 1,085 feet from a stop that will be kept. Of the remaining eight stops, four of them average zero boardings per day, two average three boardings and the remaining two stops average 1 and 2 boardings per day respectively. The proposal would increase headways to 30 minutes during peak times on the weekdays and 60 minute peak headways on Saturday.

Route 862 – Split into two routes

It is proposed to take the existing 862 route with the proposed alignment changes previously explained and create two new routes. The proposed route 846 will follow the eastern edge of the existing 862 and will take a western course that will provide additional service to Orem and Vineyard as it continues past the freeway and provides new service on the west of the Freeway. The proposed route 849 will continue on the alignment of the 862 and carries it all the way down through Orem, UVU and ends at the Provo Central Station. Both the 846 and 849 will have 30 minute peak headways on the weekdays and 60 minute peak headways on Saturday.



Analysis of Proposed Changes

UTA is required to analyze the potential impacts of any major service change as it relates to Low-income populations and minority populations. Pursuant to this requirement, UTA has created the following maps, tables and related data. The data in this section was compiled utilizing American Community Survey (ACS) 2011-2015 5-year estimates, which was dispersed into census blocks, in lieu of the larger block groups. This was done in order to use the smallest geographic area possible for the analysis. The distribution was dictated by population ratios from 2010 Census Data. Analysis was done based on the stops of the route. All stops have had a one quarter mile radius applied to them based on the actual accessibility of the route by road. Any census block that is overlapped by this “walkability radius” has its population included as those effected by the proposed changes. These aggregated numbers are compiled as a comparison group to the service area’s average to determine disparate impact and disproportionate burden.

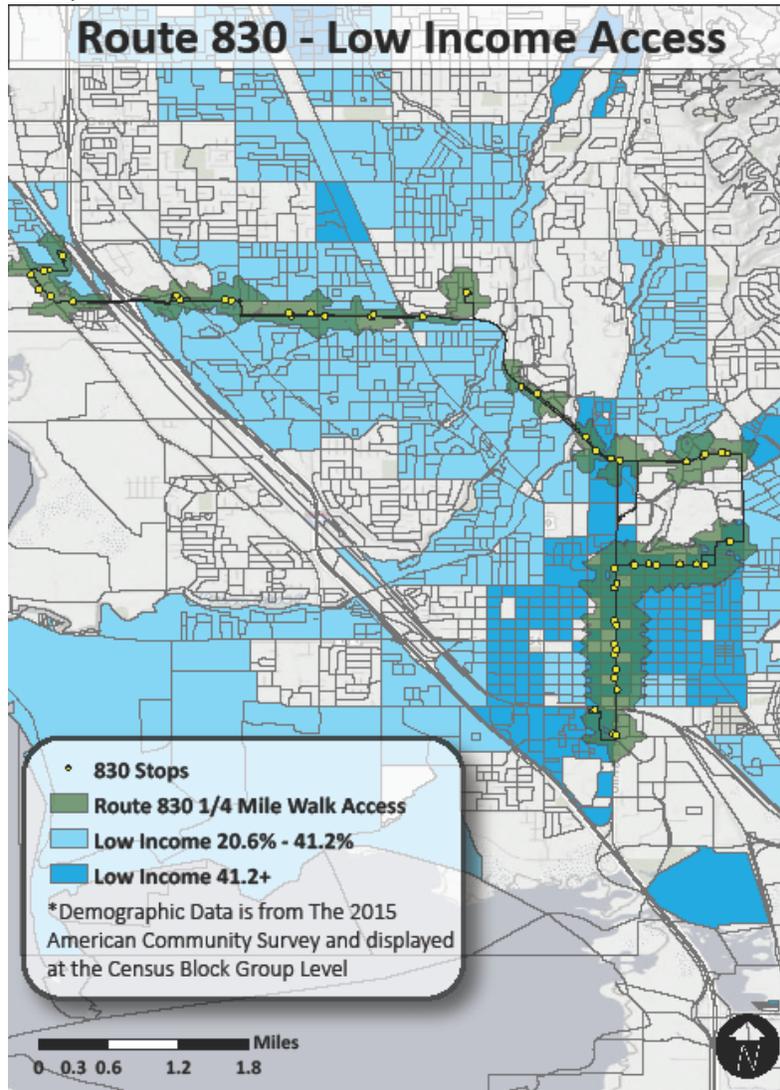
When analyzing a bus stop, UTA uses a one quarter mile walk radius from the stop. However, since the transit behaviors of a BRT more closely resemble a light rail platform than a traditional bus stop, UTA conducted further research and consultation with the Federal Transit Administration (FTA) to determine if the half mile metric was applicable to bus rapid transit. We considered many factors in regards to the decision of what is a reasonable distance someone would walk to ride the Provo-Orem BRT. The place of boarding is in a dedicated station where the amenities are comparable to a light rail station. The proposed headways, at 6 minutes, are less than half of that of the rail system in Salt Lake City. The transit vehicles are large, articulating and have five doors that resemble level boarding. In light of these differences, UTA has determined that a half mile walk radius is the appropriate measure for this mode of transportation, which is the standard practice in many studies and corroborated by the FTA.

Please note that any disparity in population size between Low Income and Minority Populations is due to the way in which American Community Survey counts low income populations. “Group quarters”, a type of housing, is eliminated from low income ACS data, resulting in the reduced population for that demographic. Group quarters includes residential treatment centers, group homes, military barracks, correctional facilities and college residence halls.

The maps in this section will show the route, individual stops with a walkability radius, and census blocks with concentrations of low-income individuals or minority individuals above the system average, which are shaded according to density.

Route 830

Low-Income Analysis



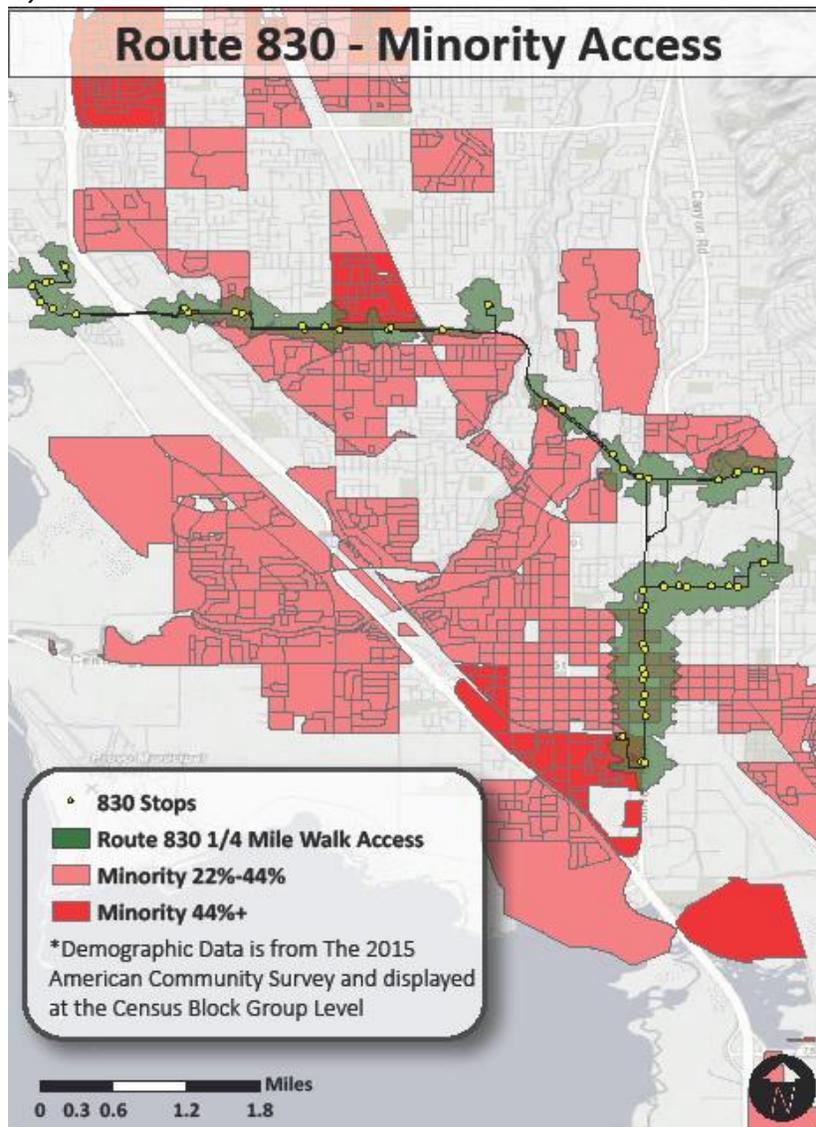
The total impacted population compared to the system average are shown below in tabular format below.

Low-income System Average	
Total Population:	2,243,746
Low-income Population:	457,949
Percent low-income:	20.4%

Route 821 – Increased Access	
Total Population:	29,571
Low-income Population:	7,171
Percent low-income:	24.3% (3.9%)

As expressed in the table above, the total low-income population impacted by this elimination is 3.9% greater than the system average.

Minority Analysis



The total impacted population compared to the system average are shown below in tabular format below.

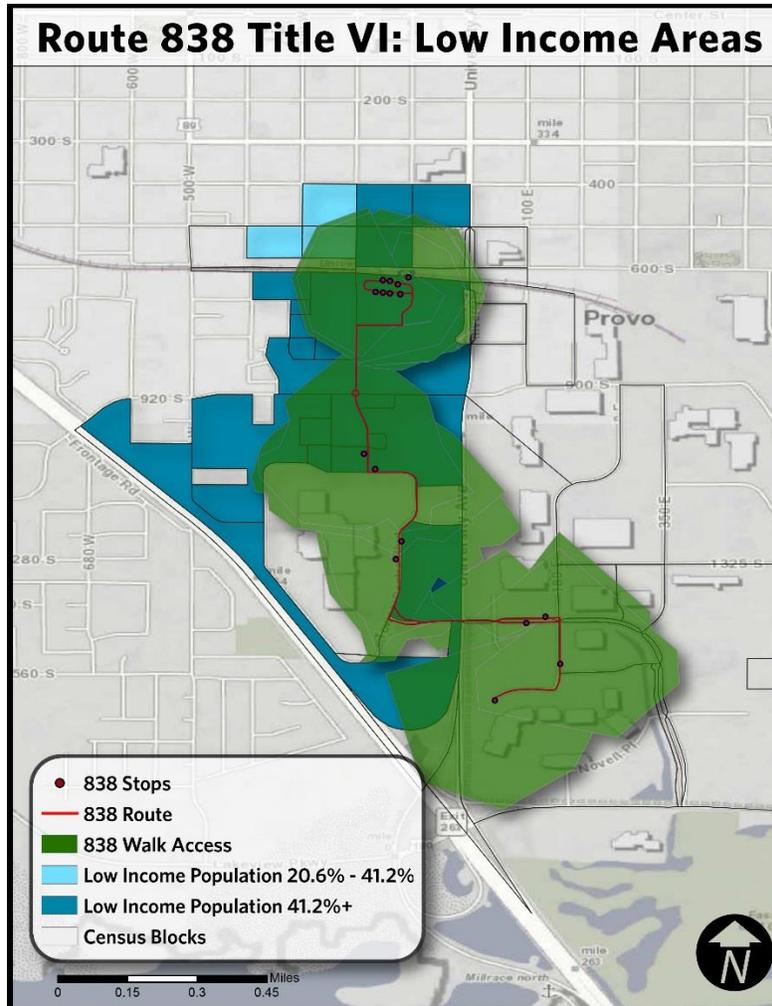
Minority System Average	
Total Population:	2,277,445
Low-income Population:	499,870
Percent low-income:	21.9%

Route 821 & 823 – Increased Access	
Total Population:	36,159
Low-income Population:	6,858
Percent low-income:	19% (-2.9%)

As expressed in the table above, the low-income population impacted by this elimination is 2.9% below the system average.

Route 838

Low-Income Analysis



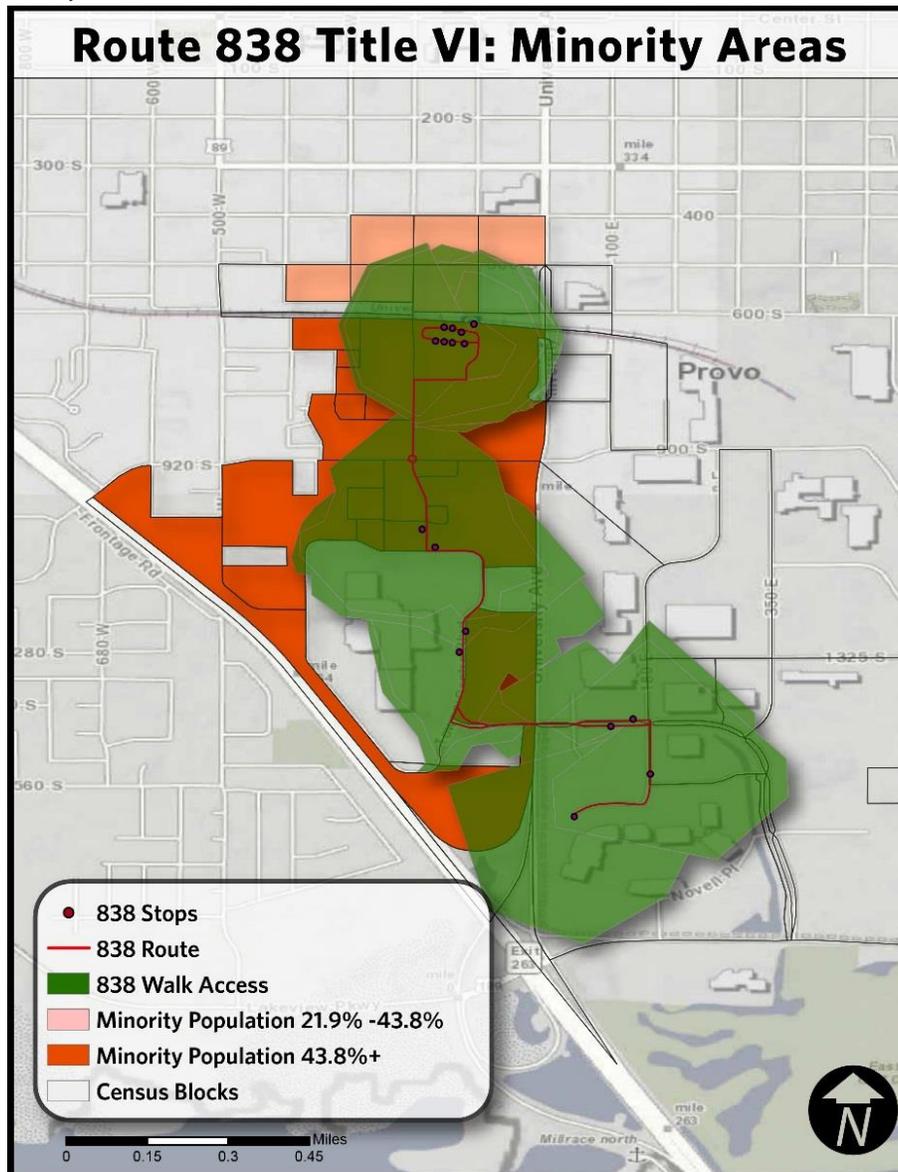
The total impacted population compared to the system average are shown below in tabular format below.

Low-income System Average	
Total Population:	2,243,746
Low-income Population:	457,949
Percent low-income:	20.4%

Route 821 – Increased Access	
Total Population:	1,546
Low-income Population:	785
Percent low-income:	50.8% (30.4%)

As expressed in the table above, the total low-income population impacted by this elimination is 30.4% greater than the system average.

Minority Analysis



The total impacted population compared to the system average are shown below in tabular format below.

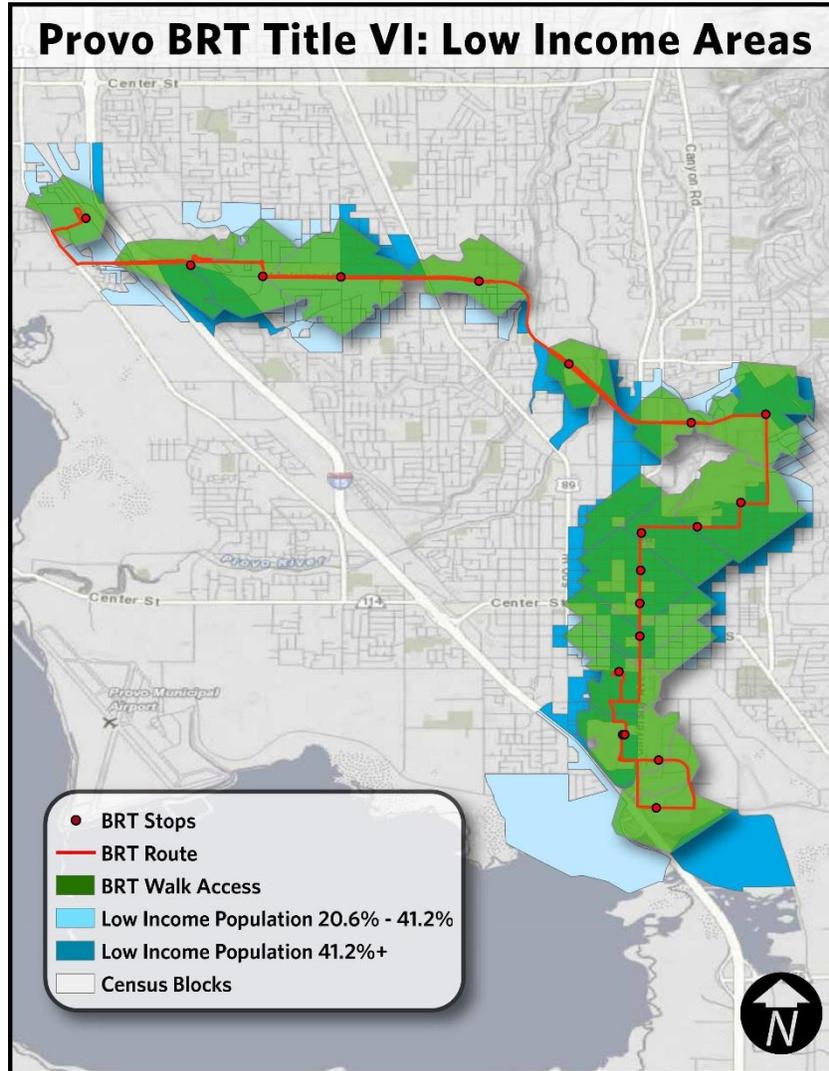
Minority System Average	
Total Population:	2,277,445
Low-income Population:	499,870
Percent low-income:	21.9%

Route 821 & 823 – Increased Access	
Total Population:	1,519
Low-income Population:	928
Percent low-income:	58.3% (36.4%)

As expressed in the table above, the low-income population impacted by this elimination is 36.4% above the system average.

Proposed BRT

Low-Income Analysis



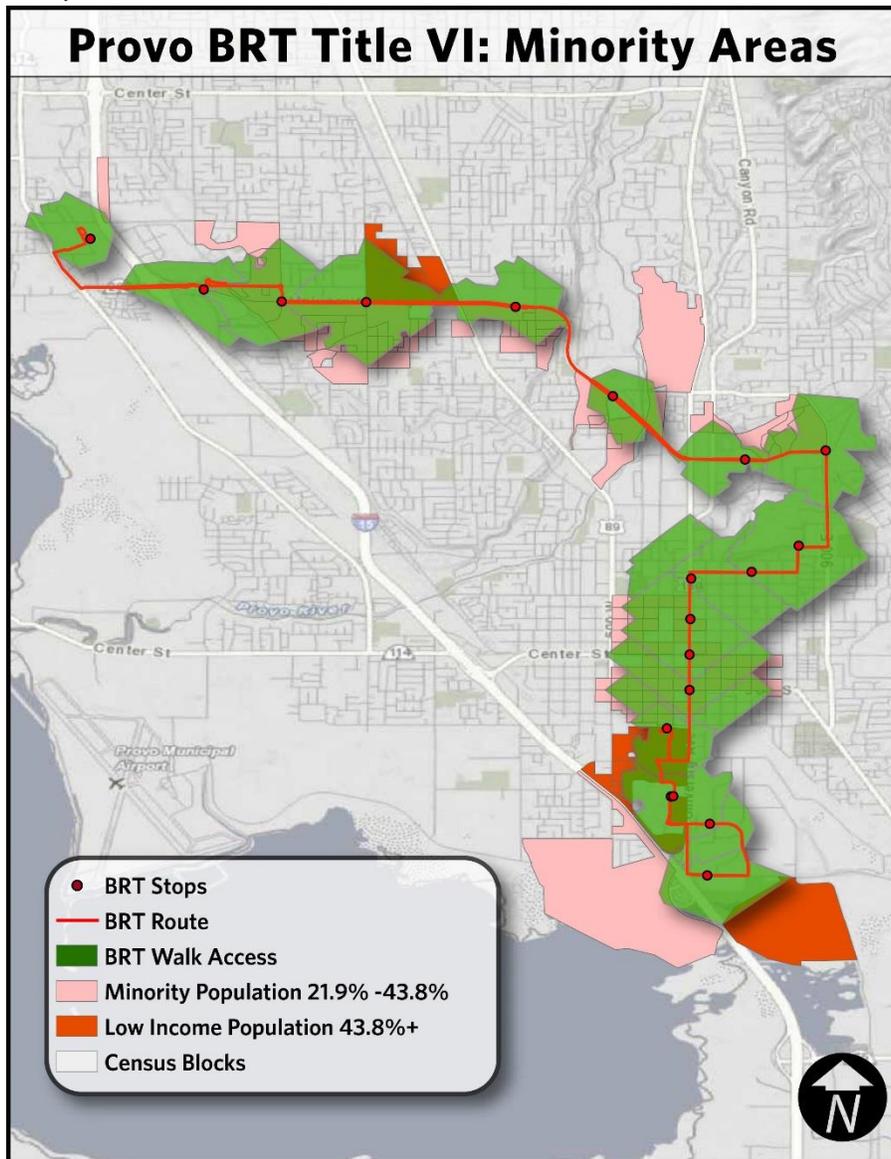
The total impacted population compared to the system average are shown below in tabular format below.

Low-income System Average	
Total Population:	2,243,746
Low-income Population:	457,949
Percent low-income:	20.4%

Route 821 – Increased Access	
Total Population:	45,479
Low-income Population:	24,647
Percent low-income:	53.9% (33.5%)

As expressed in the table above, the total low-income population impacted by this addition 33.5% greater than the system average.

Minority Analysis



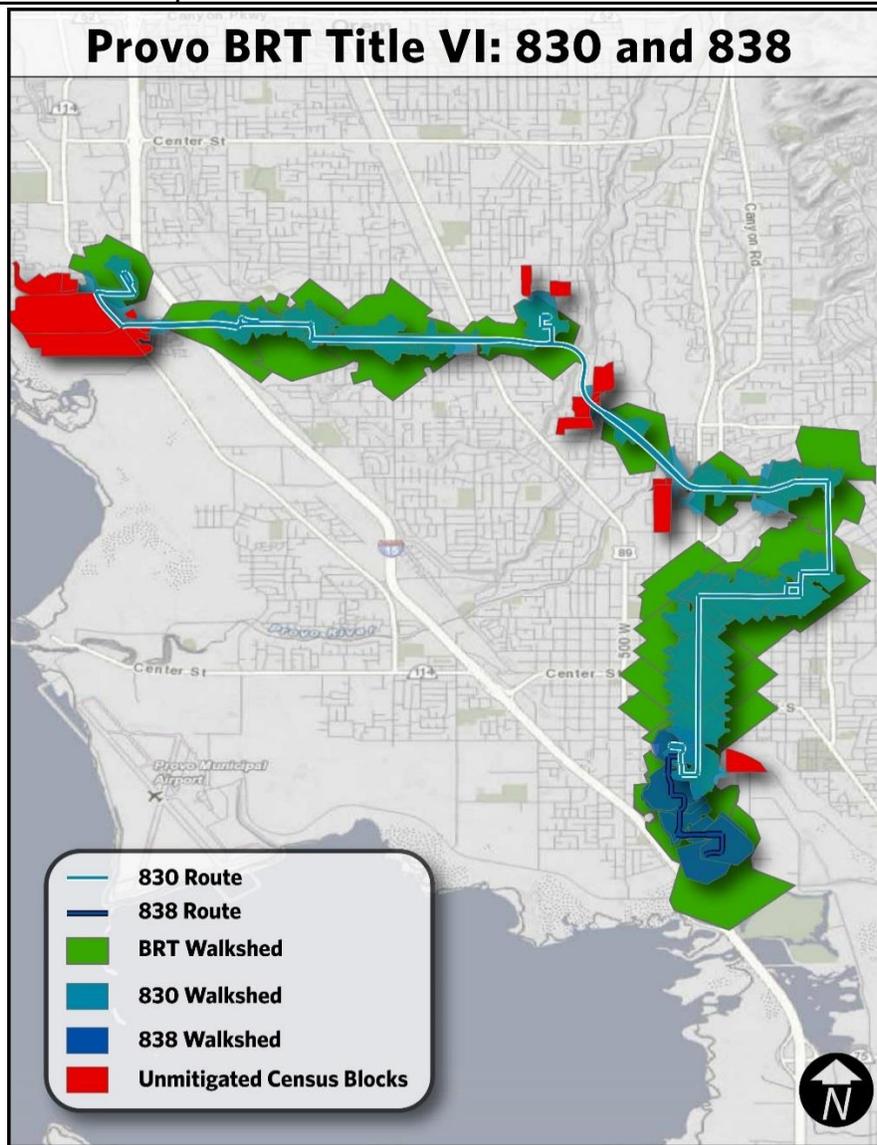
The total effected population compared to the system average are shown below in tabular format below.

Minority System Average	
Total Population:	2,277,445
Low-income Population:	499,870
Percent low-income:	21.9%

Route 821 & 823 – Increased Access	
Total Population:	53,882
Low-income Population:	11,816
Percent low-income:	21.9%

As expressed in the table above, the minority population impacted by this addition is at the system average.

Comparative Analysis of Route 830 & 838 to Provo-Orem BRT



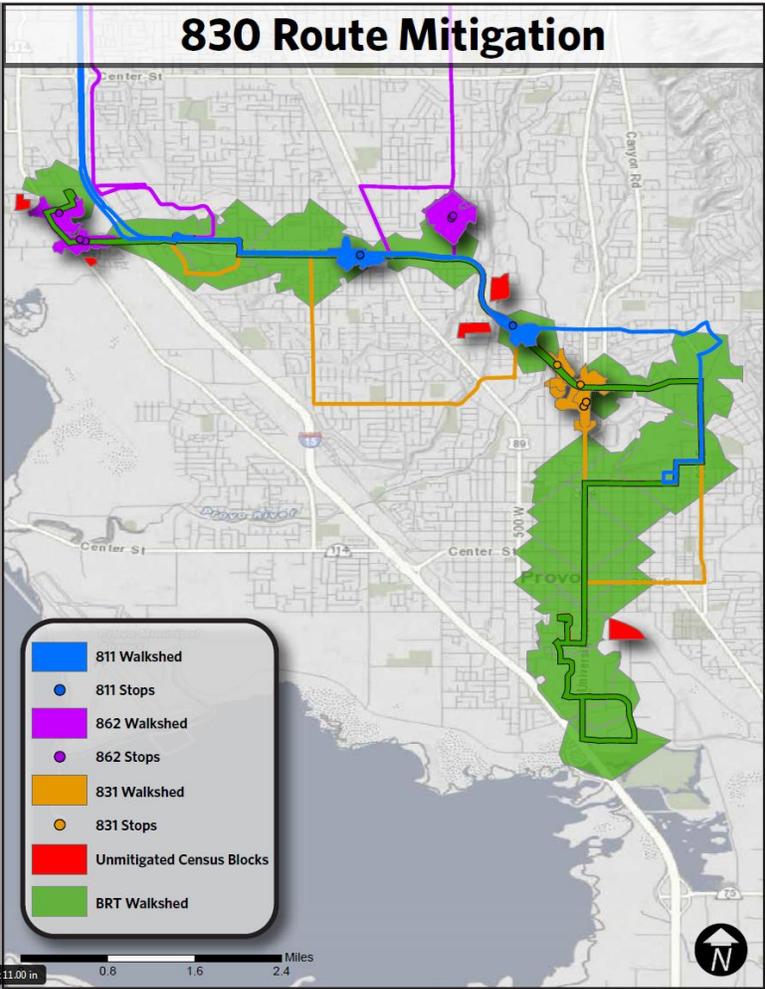
<i>Low-Income Population:</i>	
Population:	1,470
Low-Income Population:	365
Percent Low-income:	24.8% (+4.4%)

<i>Minority Population:</i>	
Population:	1,599
Minority Population:	279
Percent Minority:	17.4% (-4.5%)

As expressed in the table above, the number of people excluded from the impacted populations is numerically a small (less than 3% of the BRT's service area). Low-income people negatively impacted by this replacement are 4.5% more than the system average while the minority population is 4.5% less than the system average. It also completely mitigates route 838.

Route 830 & 838 Removal – Mitigating Stops

Low-Income and Minority Analysis with mitigation from routes 831, 811 and an extended 862



The total effected population by the proposed elimination of Route 830 and not covered by the Proposed BRT or mitigating stops are shown below in tabular format below.

<i>Low-Income Population:</i>	
Population:	406
Low-Income Population:	105
Percent Low-income:	25.9% (+5.5%)

<i>Minority Population:</i>	
Population:	441
Minority Population:	77
Percent Minority:	17.5% (-4.4%)

As expressed in the table above, the total low-income population negatively impacted by this elimination and with the addition of mitigating stops and an increased BRT access is 5.5% greater than the system average. The minority population is 4.4% less than the system average. The total population not covered represents 28% of the non-mitigated areas and .8% of the BRT’s service area.

Fares Consideration

The FTA Circular 4702.1B states that transit providers “shall analyze any available information generated from ridership surveys” when choosing datasets for fare changes. In the 2015 and 2016, UTA conducted an On-Board Survey of over 16,000 people where demographics were collected and compiled based on several factors, route being one of them. Route 830 had 210 respondents and will be the dataset used in examining the possibility of a sponsored fare. 27 of the respondents selected, “prefer not to answer” on the income question. That difference is shown in the tables below. The sponsored fare that may be contributed by Mountainland Association of Government is designed to cover the portion of the operation budget that is anticipated to be covered by fare collection revenue and would cover the rider’s fare. The individual rider would not be expected to pay a fare.

Average from all Surveyed

<i>Low-Income Pop. (Under 10k annual):</i>	
Population:	13,306
Low-Income Population:	1,601
Percent Low-income:	12%

<i>Low-Income Pop. (Under 20k annual):</i>	
Population:	13,306
Low-Income Population:	3,531
Percent Low-income:	26.5%

<i>Low-Income Pop. (Under 30k annual):</i>	
Population:	13,306
Low-Income Population:	5,915
Percent Low-income:	44.5%

Minority Population:	
Population:	16,408
Low-Income Population:	4,081
Percent Low-income:	24.9%

Average from all surveyed on 830

<i>Low-Income Pop. (Under 10k annual):</i>	
Population:	183
Low-Income Population:	38
Percent Low-income:	20.8% (+8.8%)

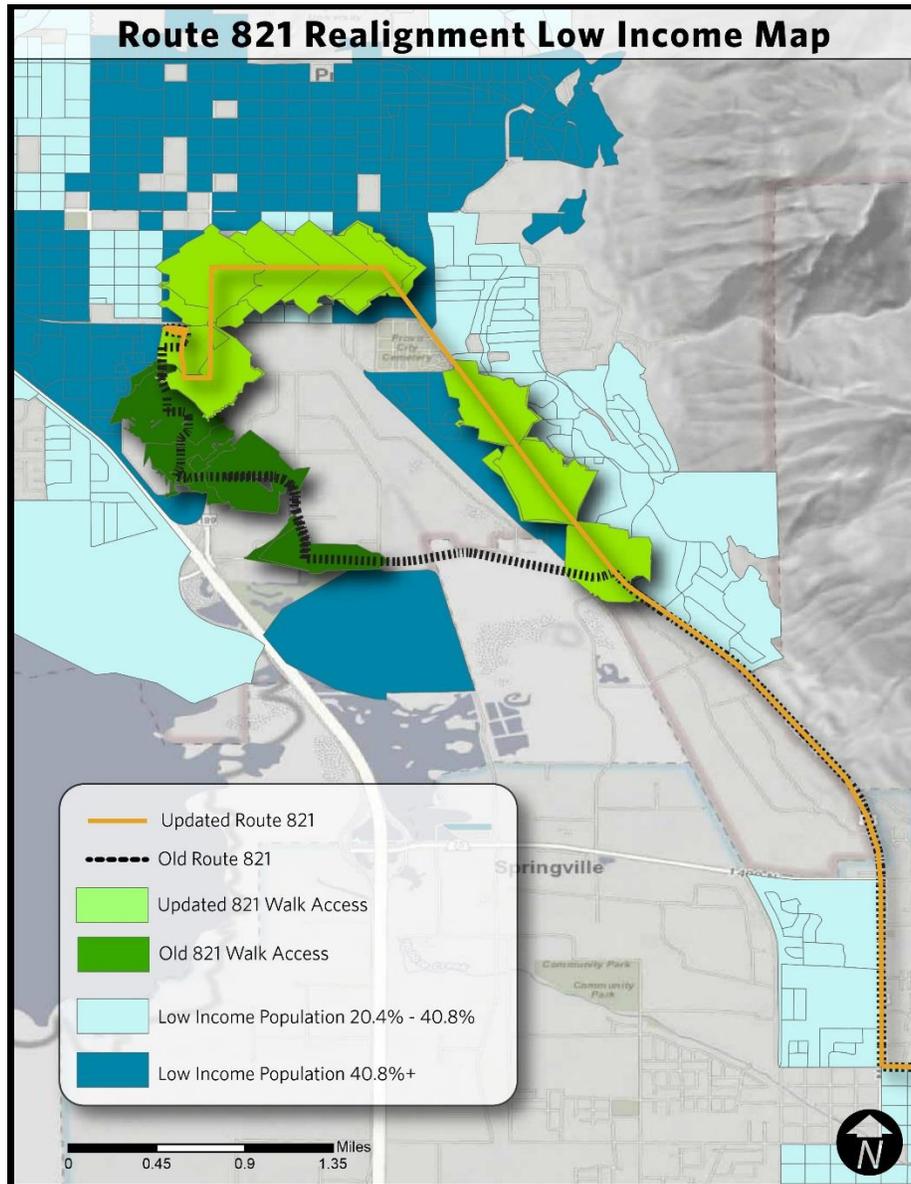
<i>Low-Income Pop. (Under 20k annual):</i>	
Population:	183
Low-Income Population:	78
Percent Low-income:	42.6% (+16.1%)

<i>Low-Income Pop. (Under 30k annual):</i>	
Population:	183
Low-Income Population:	114
Percent Low-income:	62.3% (+17.8%)

Minority Population:	
Population:	210
Minority Population:	61
Percent Minority:	29% (+4.1%)

Route 821 – Realignment

Low-Income Analysis

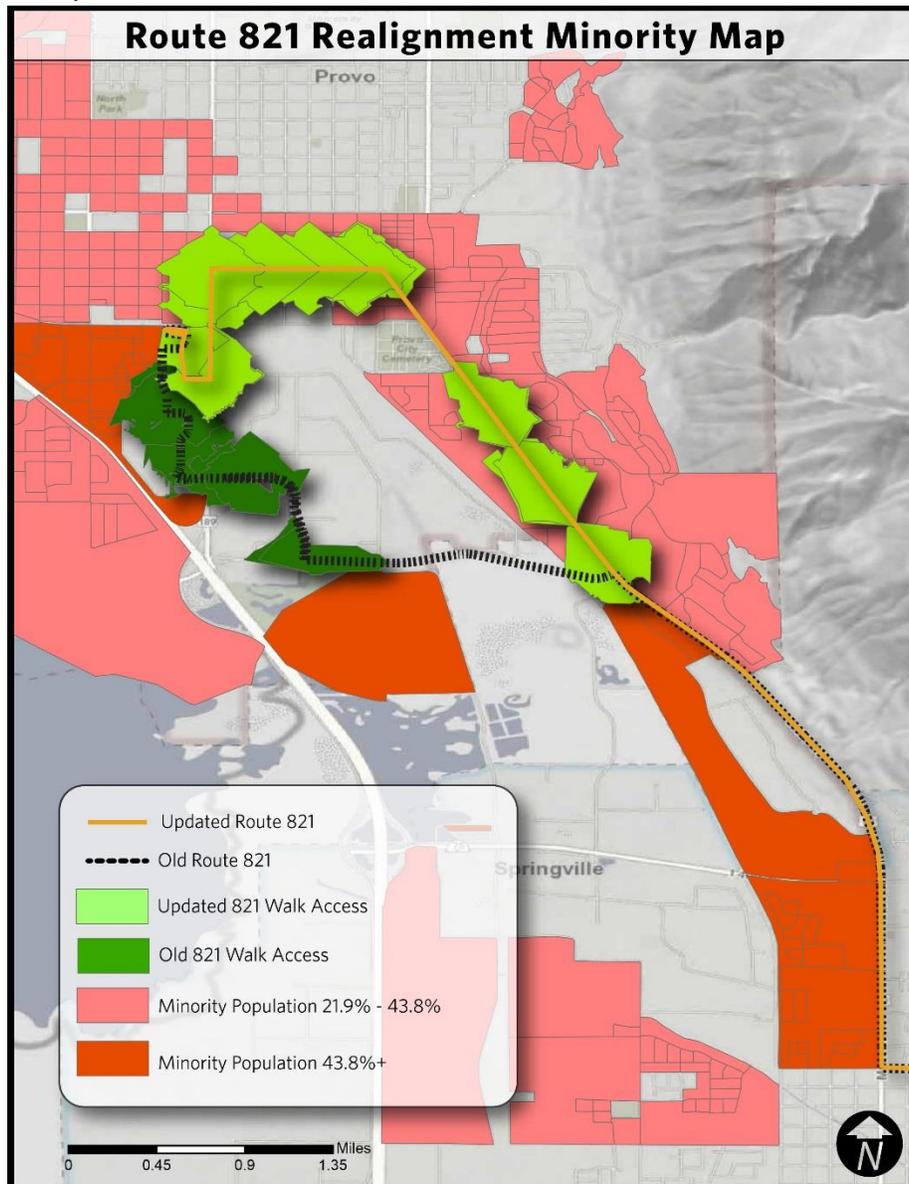


Low-income System Average	
Total Population:	2,243,746
Low-income Population:	457,949
Percent low-income:	20.4%

Route 821 – Increased Access	
Total Population:	8,813
Low-income Population:	3,727
Percent low-income:	42.3% (21.9%)

As expressed in the table and figure above, the low-income populations impacted by this addition is 21.9% above the system average.

Minority Analysis

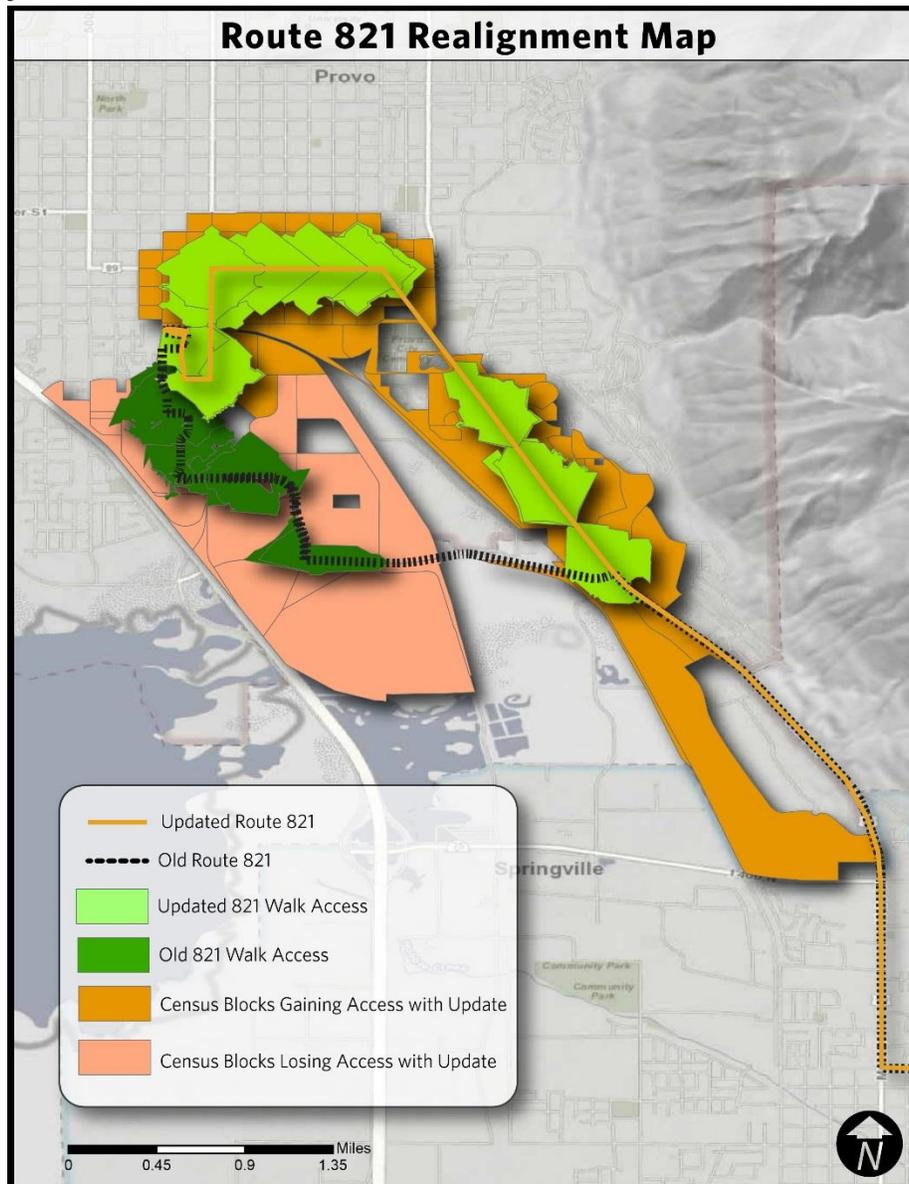


Minority System Average	
Total Population:	2,277,455
Minority Population:	499,870
Percent Minority:	21.9%

Route 821 – Increased access	
Total Population:	8,888
Minority Population:	2,875
Percent Minority:	32.4% (10.5%)

As expressed in the table and figure above, the minority populations impacted by this addition is 10.5% above the system average.

Analysis of Lost Access



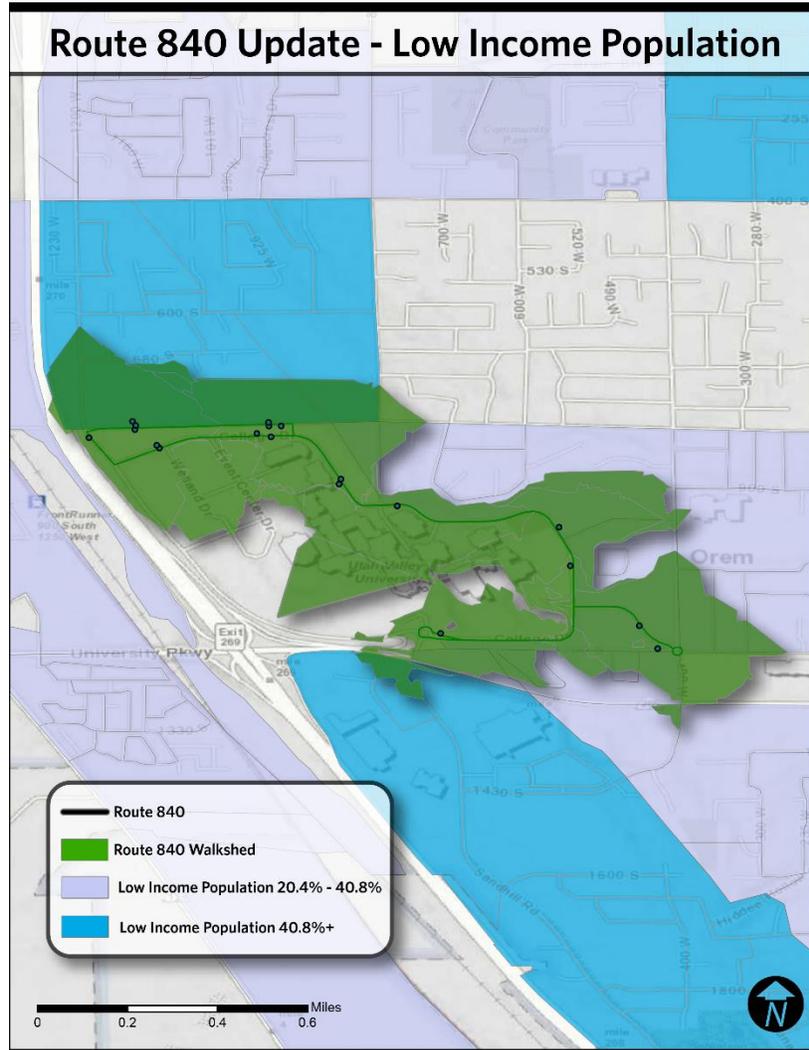
Minority Population Losing Access	
Total Population:	680
Minority Population:	437
Percent Minority:	64.3% (42.4%)

Low-income Population Losing Access	
Total Population:	670
Minority Population:	356
Percent Minority:	53.9% (33.5%)

As stops have been eliminated, the map above shows those who have both gained and lost access, with the table specifically focusing on those *losing access* to previous stops. The minority populations impacted by this addition is 7% above the system average and low-income is 24% above the system average.

Route 840

Low-Income Analysis

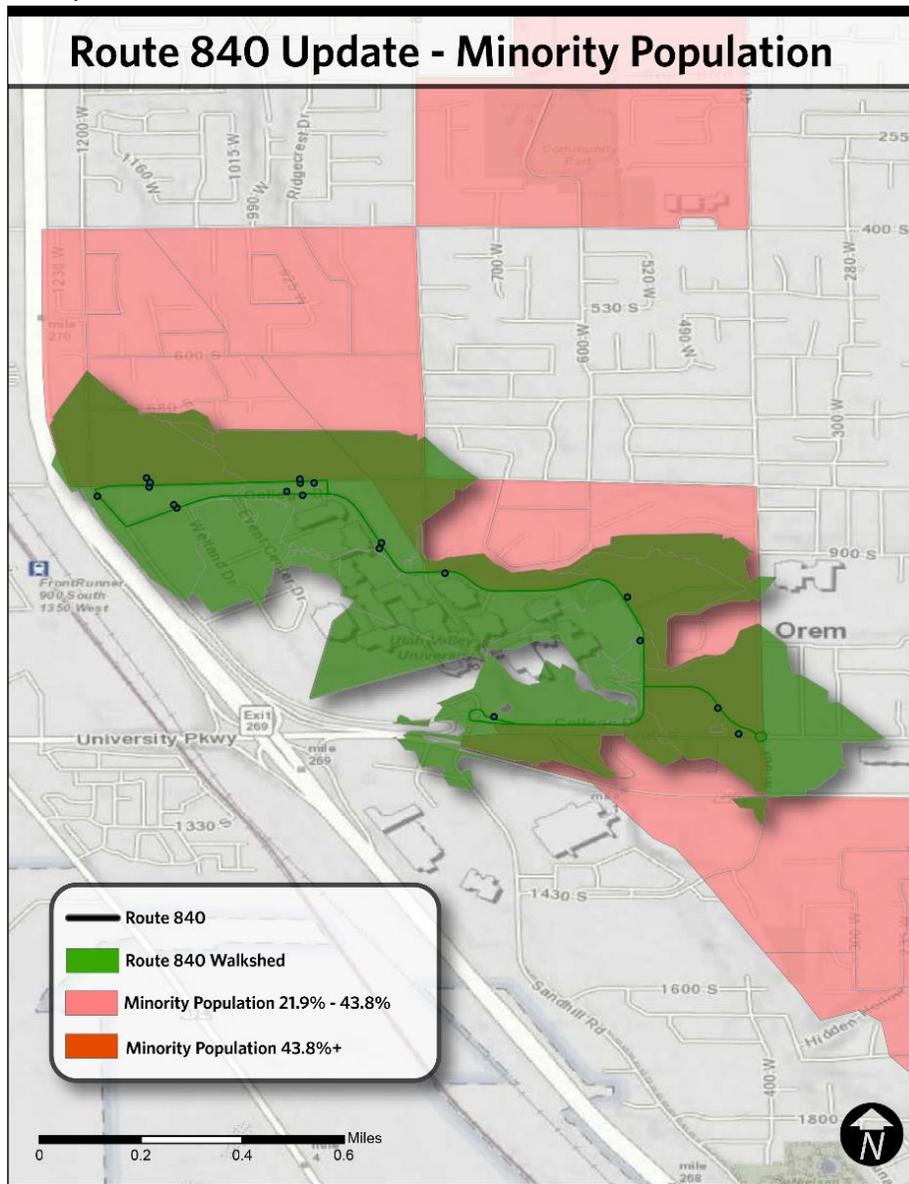


Low-income System Average	
Total Population:	2,243,746
Low-income Population:	457,949
Percent low-income:	20.4%

Route 821 – Increased Access	
Total Population:	3,629
Low-income Population:	1,327
Percent low-income:	36.6% (16.2%)

As expressed in the table and figure above, the low-income populations impacted by this addition is 16.2% above the system average.

Minority Analysis



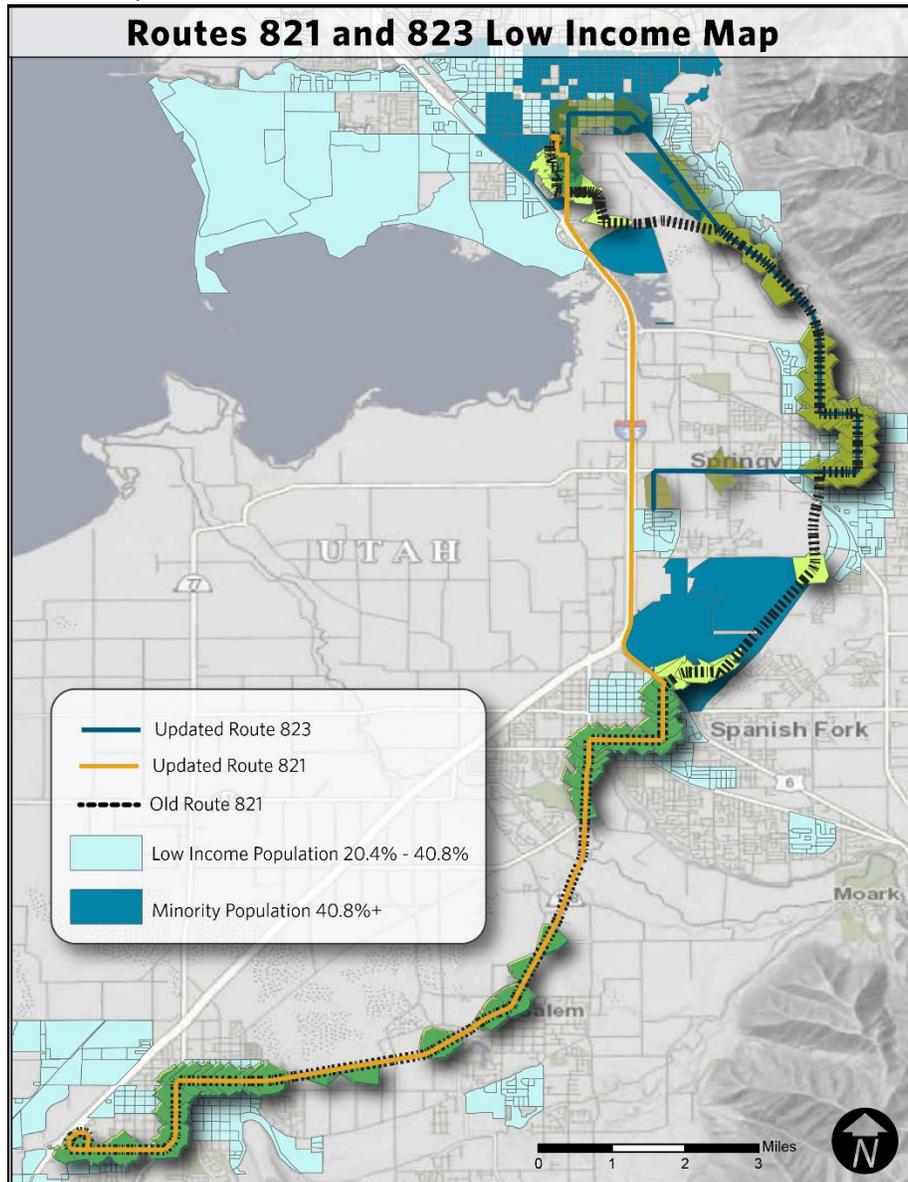
Minority System Average	
Total Population:	2,277,445
Low-income Population:	499,870
Percent low-income:	21.9%

Route 821 & 823 – Increased Access	
Total Population:	3,683
Low-income Population:	916
Percent low-income:	24.9% (3%)

As expressed in the table and figure above, the minority populations impacted by this addition is 3% above the system average.

Route 821 – Split into 821 & 823

Low-Income Analysis

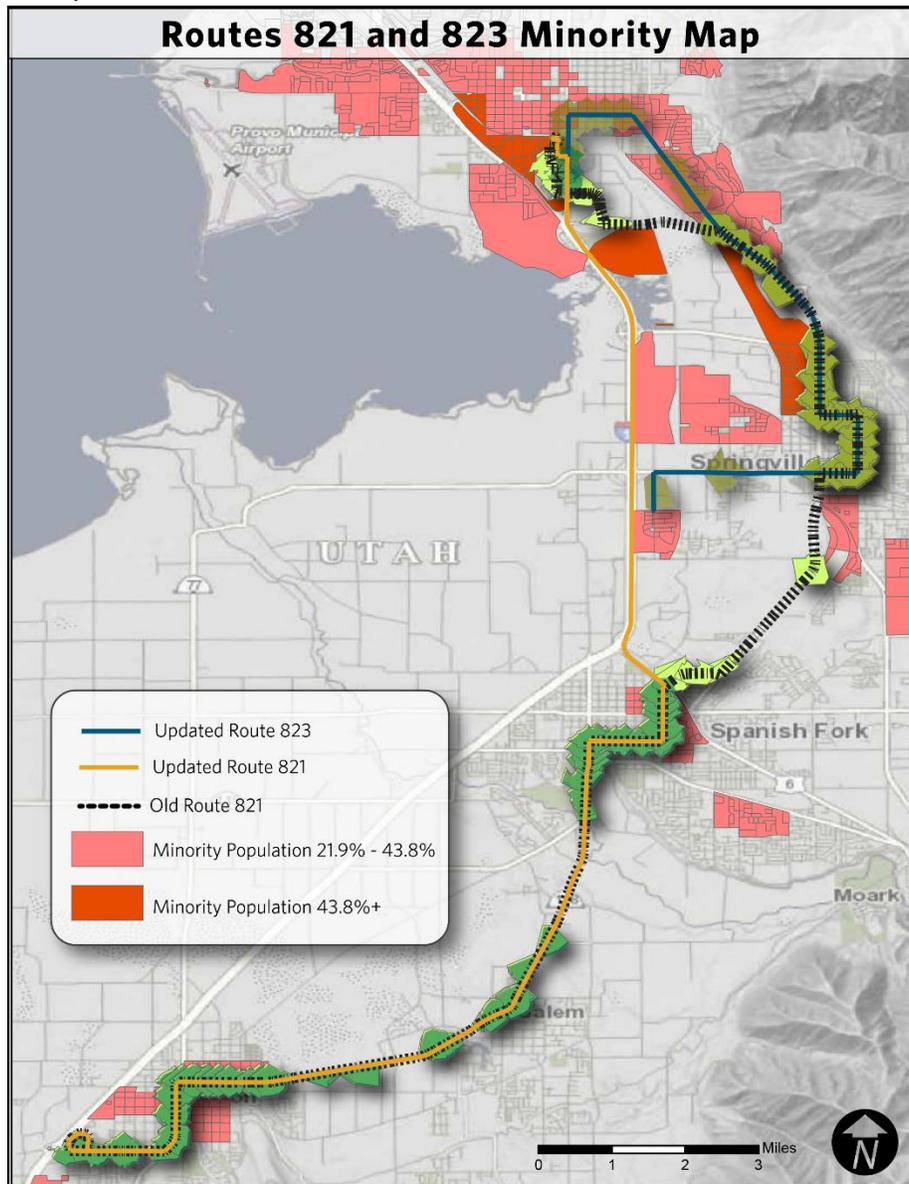


Low-income System Average	
Total Population:	2,243,746
Low-income Population:	457,949
Percent low-income:	20.4%

Route 864 – Increased Access	
Total Population:	9258
Low-income Population:	3,776
Percent low-income:	40.8% (20.4%)

The table and figure above show the stops and distribution of low-income populations that are *gaining access* as a result of the proposed changes. The low-income populations *benefitting from* this addition is 20.4% above the system average.

Minority Analysis

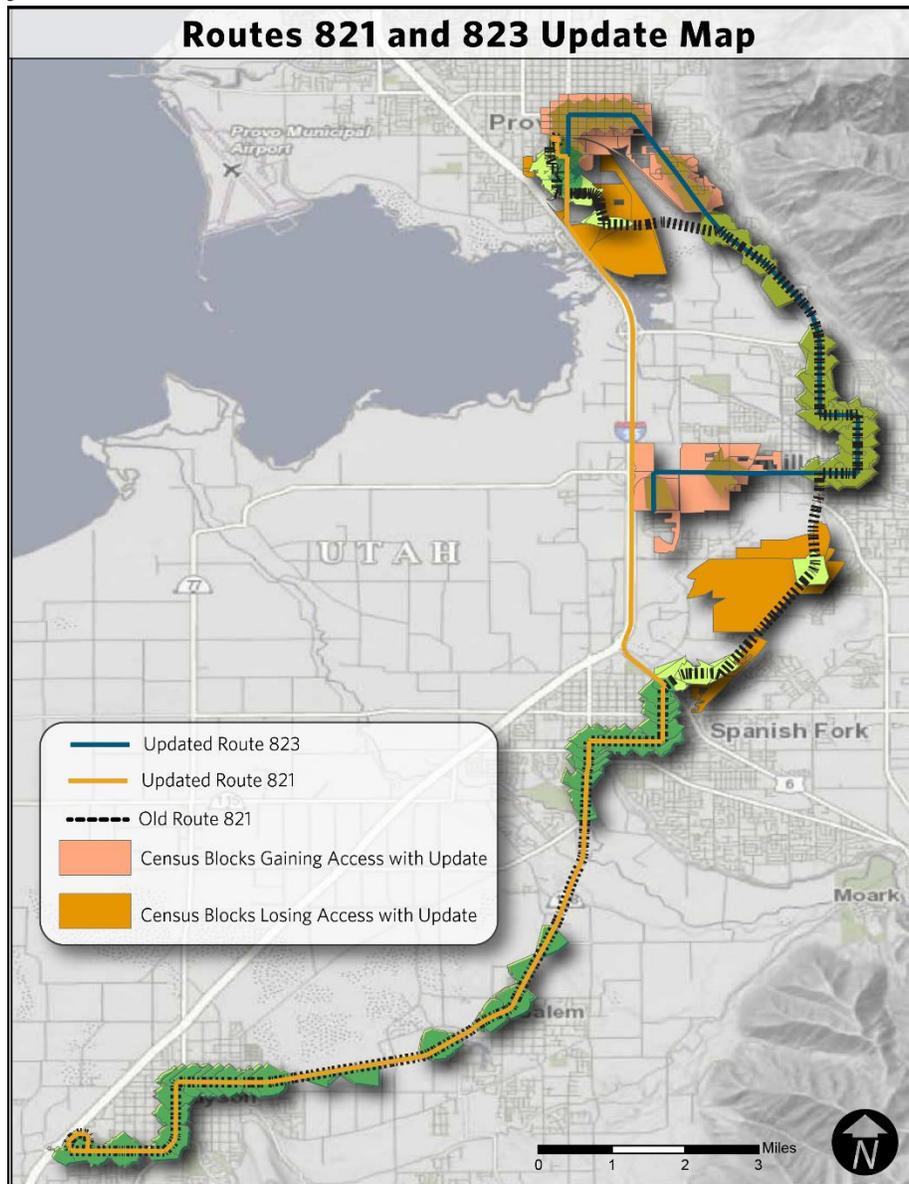


Minority System Average	
Total Population:	2,277,445
Low-income Population:	499,870
Percent low-income:	21.9%

Route 821 & 823 – Increased Access	
Total Population:	9,321
Low-income Population:	2,813
Percent low-income:	30.2% (8.3%)

The table and figure above show the stops and distribution of minority populations that are *gaining access* as a result of the proposed changes. The minority populations *benefiting from* this addition is 9.8% above the system average.

Analysis of Lost Access



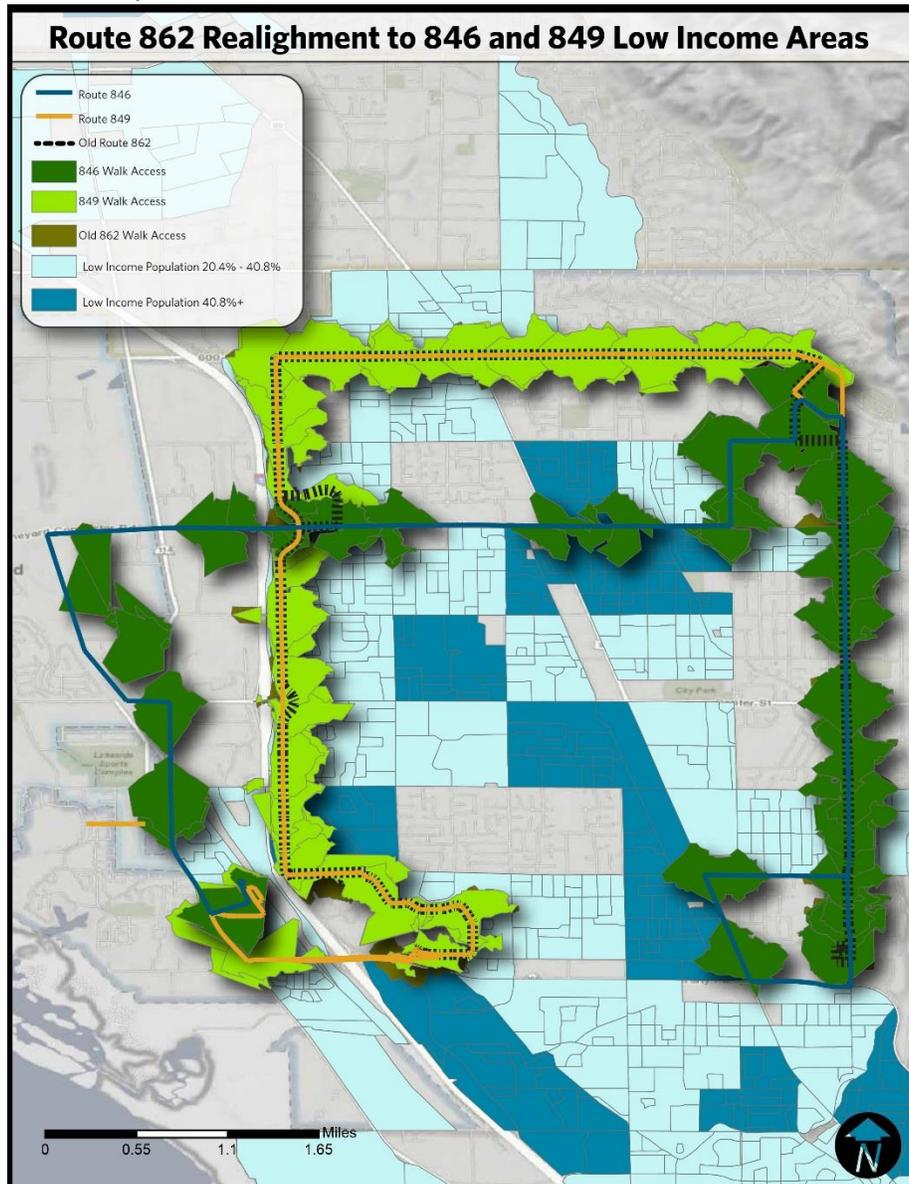
Minority Population Losing Access	
Total Population:	1,794
Minority Population:	519
Percent Minority:	28.9% (7%)

Low-income Population Losing Access	
Total Population:	1,740
Minority Population:	772
Percent Minority:	44.4% (24%)

As stops have been eliminated, the map above show those who have both gained and lost access, with the table specifically focusing on those *losing access* to previous stops. The minority populations impacted by this addition is 7% above the system average and low-income is 24% above the system average.

Route 862 – Split into 845 & 849

Low-Income Analysis



Low-income System Average	
Total Population:	2,243,746
Low-income Population:	457,949
Percent low-income:	20.4%

Route 864 – Increased Access	
Total Population:	15,540
Low-income Population:	4,875
Percent low-income:	31.4% (10%)

The table and figure above show the stops and distribution of low-income populations that are *gaining access* as a result of the proposed changes. The low-income populations *benefitting from* this addition is 10% above the system average.

Minority Analysis

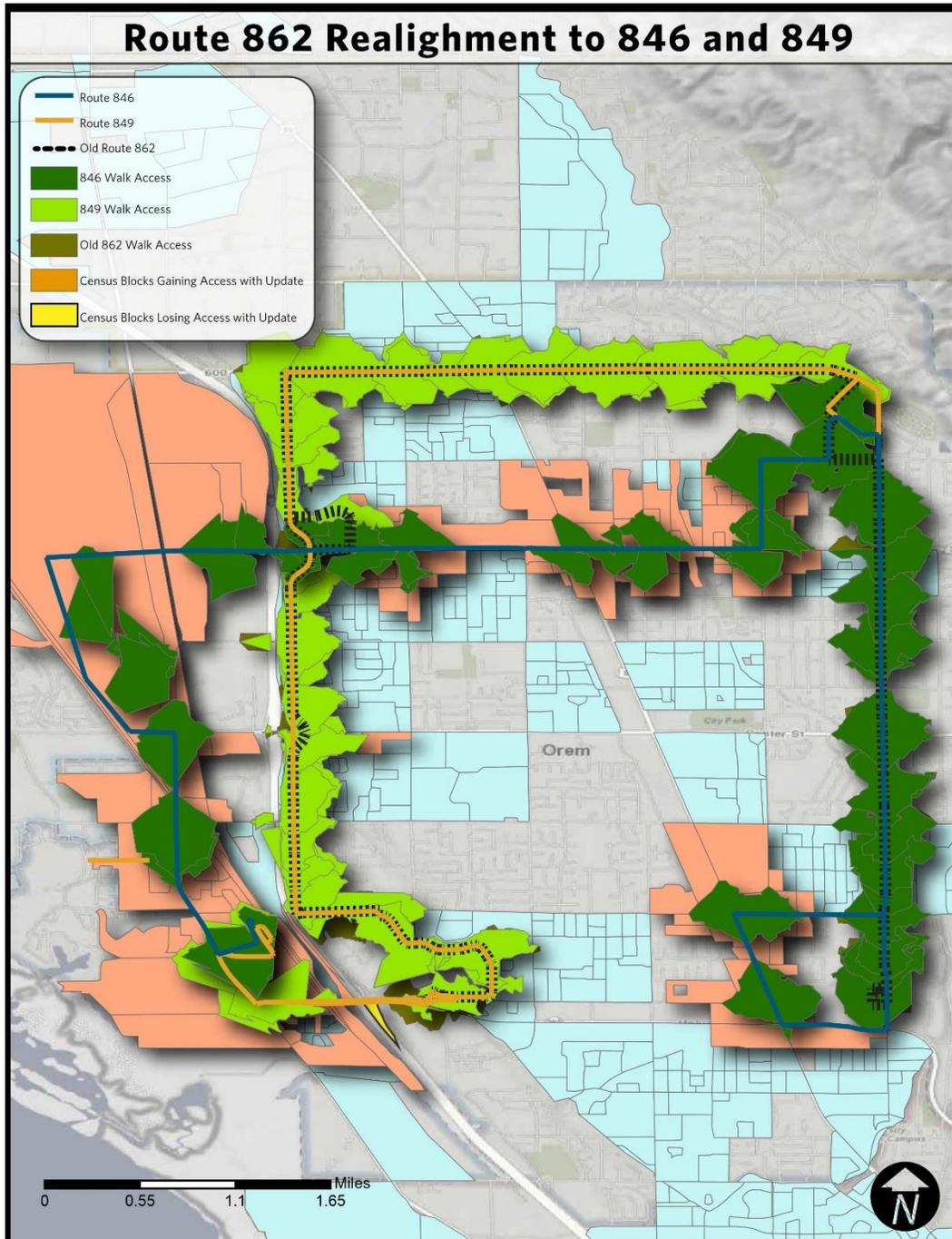


Low-income System Average	
Total Population:	2,243,746
Low-income Population:	457,949
Percent low-income:	20.4%

Route 821 & 823 – Increased Access	
Total Population:	18,404
Low-income Population:	4,542
Percent low-income:	24.7% (4.3%)

The table and figure above show the stops and distribution of minority populations that are *gaining access* as a result of the proposed changes. The minority populations *benefiting from* this addition is 4.3 % above the system average.

Analysis of Lost Access



As the changes were analyzed, the map above shows those who have both gained and lost access. There is only one census block that does not have access to the route when it used to, but there is nobody living in the census block. As such, nobody would lose access due to this proposed change.

Findings of Analysis

Replacement of Route 830

There were no findings of a disparate impact or disproportionate burden in the removal of the 830. The BRT covers all of the routing of the 830 with one exception at the Mount Timpanogos Transit Center. Though the number of stop to stations is not the same, the increased amenities, travel time and headways would drive people to travel farther to access the new service. When the comparison of stops with a quarter mile radius are overlaid with the new stations having a half mile radius, the populations excluded from this radius is minimal and within UTA’s threshold for Disparate Impact and Disproportionate burden. When mitigating stops from the 826, 850 and 811 are added, the number of people that do not fall within a quarter mile to a mitigating stop and/or a half mile to a BRT station decreases 82%. There is, however, a shift in demographics that may indicate that the low-income populations exceed the threshold set by the Authority in regards to disproportionate burden. However, considering the population size and the demographics of those directly impacted by the replacement being within the threshold, UTA has determined that this would *not* be considered a disproportionate burden.

Replacement of Route 838

There were no findings of a disparate impact or disproportionate burden in the removal of the 838. In examining the new stops with a half mile walk radius, we actually find that the numbers this route could serve is 51% low-income and 61% are minority. Close to 400 additional people fall within this new expanded walk radius and those who were added have a greater concentration of low-income and minority populations. Below are tables showing the demographics of those in the BRT as compared to the 838. There were no census blocks excluded from the comparison and there is likely a net gain for protected populations as shown in the tables below.

Provo-Orem BRT Stops covering the 838:

<i>Low-Income Population:</i>	
Population:	1866
Low-Income Population:	967
Percent Low-income:	51% (+30.6)

<i>Minority Population:</i>	
Population:	1914
Minority Population:	1174
Percent Minority:	61% (+39.1%)

Route 838:

<i>Low-Income Population:</i>	
Population:	1,546
Low-Income Population:	785
Percent Low-income:	50.8% (+30.4%)

<i>Minority Population:</i>	
Population:	1,519
Minority Population:	928
Percent Minority:	58.3% (+36.4%)

862 Alignment Changes

There were no findings of a disparate impact or disproportionate burden in the proposed alignment changes to the 862. The changes on the east side of the 862 will not provide any stop changes, excluding the Timpanogos Transit Center stop shifting to one that will connect riders to the Provo-Orem BRT. These changes have been determined to not detrimentally impact riders. The riders on the west side will benefit from the proposed addition of routing connecting Utah Valley University to the FrontRunner Station. The populations now receiving access to this route are listed below and are not outside of the UTA threshold for disparate impact or disproportionate burden in that they do not *negatively* impact low income and minority populations in excess of 5%, whereas the addition *positively* impacts the population below.

<i>Low-Income Population:</i>	
Population:	2559
Low-Income Population:	609
Percent Low-income:	25.5% (+5.1%)

<i>Minority Population:</i>	
Population:	3577
Minority Population:	609
Percent Minority:	17% (-4.9%)

Mt. Timpanogos Transit Center

In examining the changes being made to the Mt. Timpanogos Transit Center, it is clear that this detour would not have been efficient when trying to run the kind of service that the BRT will run. It requires light dependent left hand turns and a station is proposed to be built within one quarter mile of the Transit Center. Excluding this stop is easily mitigated by nearby route 862 stops where the route 862 will provide a connection to the Provo-Orem BRT station. The other changes being made to connect riders to the BRT instead of detouring to the Mt. Timpanogos Transit Center are required to access the new service and be effective. When considering the demographics of those being impacted, UTA does not identify any disproportionate burden or disparate impact in this change. The new station and mitigating stops provide adequate service to connect those used to boarding the 830 or other routes at this center.

Fare Considerations

The low-income and minority riders on the 830 are greater than the system average established by the most recent ridership survey. In consideration of this, UTA does not find a disproportionate burden or disparate impact on protected populations if the fare were sponsored as has been proposed. All riders, regardless of their status, would equally have access to the sponsored fare and the geographic and ridership data both indicate that this sponsored fare would be offered to minority populations equally or in excess of the system average and far exceed the system average for low-income populations.

Route 821 – Realignment

According to ACS data, the proposed changes would result in direct access to *this route* being eliminated to 680 people. The demographics of those individuals does result in a disparate impact and a disproportionate burden as more than half of those impacted have been identified as minority and/or low income. The proposed reroute would, however increase the number of people with a quarter mile walk access to this route by 13 times. Those with increased access are more than twice the system average in low-income (21.9%) and 10.5% over the system average for the minority population. In addition to the increased access brought by the 821 proposed realignment, those that live in the area where the route currently runs have access to the Provo-Orem BRT which will have increased service and will bring a direct connection to the proposed alignment of the 821. With the increased service on the BRT in the area and the added populations with access to the 821, it would appear that there is an actual net gain for minority and low-income populations than if service were not changed in the area. As this analysis is being performed prior to a public comment period, the feedback of the public will be accounted for as prior to this proposal being implemented.

Route 862 – Addition to Route

There were no findings of a disparate impact or disproportionate burden in the realignment of the 862. This does not exclude any populations from the change, but adds service and stops that mitigate some of the stops excluded in the 830 to Provo-Orem BRT replacement.

Route 840 – Elimination

There were no findings of a disparate impact in the proposed elimination of the 840. The data does indicate a disproportionate burden. In reviewing the proposal UTA has determined that in

removing this route from service in order to allocate resources to the much more heavily used 841, which services all the same stops, that the riders using this route will have an adequate mitigation in place to which they can plan their transit needs and would benefit from the increased capacity from the Provo Central Station to locations around campus.

Additional Proposed Changes

Route 821 – Split into 821 & 823

The northern realignment of the 821 was reviewed in the previous section and those concerns were addressed in that section of the analysis. When reviewing the additional proposal to realign the route to exclude stops between Spanish Fork and Springville, the data below shows the number of people excluded by this proposal not already analyzed in the 821 realignment.

Minority Population Losing Access	
Total Population:	1,114
Minority Population:	82
Percent Minority:	7.3% (-14.6%)

Low-income Population Losing Access	
Total Population:	1,070
Minority Population:	416
Percent Minority:	38.9% (18.5%)

As the table above indicates, there is a finding disproportionate burden, but no disparate impact on those that would lose access from the proposed change. It is worth noting again that the stops the proposal would eliminate, the most used stop averages 11 boardings per day and is 1,085 feet from a stop that will still be serviced. Of the remaining eight stops that would be eliminated, half of them average zero boardings per day and the other half do not exceed three average boardings per day. UTA is yet to go to public comment regarding this proposal and has not received budgetary approval to proceed, but will consider the feedback received regarding the change prior to implementation. Steps will be taken to avoid, minimize or mitigate any potential impacts that may be brought to light through the public comment period.

Based on ridership and the projected benefits UTA, has determined that there is a legitimate business justification to proceed with changes if approved.

Route 862 – Split into 846 & 849

There were no findings of a disparate impact or disproportionate burden in the proposal to create two routes out of the 862. There were no populated census blocks removed from a quarter mile walk access to current service and the populations with added service by the proposal are above both the low-income and minority system averages.

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Jerry Benson, President/CEO
SUBJECT:	International Travel Approval
BACKGROUND:	<p>In accordance with the Board Executive Limitations Policy No. 2.3.1, the Board is required to approve any international travel of the Authority's employees for Authority business.</p> <p>The request presented to you today is to send UTA's Environmental Steward and Sustainability Planner to the American Public Transportation Association's Sustainability and Multimodal Workshop in Vancouver, British Columbia. This workshop is designed for sustainability professionals to learn about a variety of specialty topics specific to their industry.</p> <p>The proposed travel approval is for July 29, 2018 to August 1, 2018. Costs are estimated at \$2,100.</p>
PREFERRED ALTERNATIVE:	<ul style="list-style-type: none">• Approve as presented
LEGAL REVIEW:	N/A
EXHIBITS:	<ul style="list-style-type: none">• R2018-03-01 Approval International Travel

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY APPROVING INTERNATIONAL TRAVEL**

R2018-03-01

March 28, 2018

WHEREAS, the Utah Transit Authority (the “Authority”) is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, Board Executive Limitations Policy No. 2.3.1 requires the Board to approve any international travel of the Authority’s employees for Authority business; and

WHEREAS, the Authority desires to send an employee to the American Public Transportation Association’s Sustainability and Multimodal Workshop in Vancouver, British Columbia in which sustainability professionals learn about a variety of topics such as livability and sustainable development, facilities planning, and clean bus technologies through industry speakers, engaging in peer-to learning and roundtable discussions, and participating in technical tours.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority:

1. That the Board hereby authorizes John Close, employed by the Authority as an Environmental Steward and Sustainability Planner, to travel to the 2018 APTA Sustainability and Multimodal Planning Workshop scheduled for July 29, 2018 to August 1, 2018 in Vancouver, British Columbia.
2. That the Board hereby ratifies any and all actions taken by the Authority’s President/CEO, General Counsel, and staff in furtherance of and effectuating the intent of this Resolution.
3. That the corporate seal be attached hereto.

Approved and adopted this 28th day of March 2018.

Greg Bell, Chair
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on the 28th day of March, 2018.

Greg Bell, Chair
Board of Trustees

Robert K. Biles, Secretary/Treasurer

Approved As To Form:

Legal Counsel

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Riana de Villiers, Chief Internal Auditor
SUBJECT:	Internal Audit Charter
BACKGROUND:	The International Standards for the Professional Practice of Internal Auditing directs that Internal Audit should have a charter which is reviewed by the Audit Committee on an periodic basis.
PREFERRED ALTERNATIVE:	Recommend for approval to the Board of Trustees
LEGAL REVIEW:	Legal has reviewed the document
EXHIBITS:	1) R2018-03-03: Adopting the Internal Audit Charter 2) Internal Audit Charter_2018

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY ADOPTING THE INTERNAL AUDIT CHARTER**

R2018-03-03

March 28, 2018

WHEREAS, the Utah Transit Authority (the “Authority”) is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Authority’s Internal Audit Department serves an important role in improving UTA's operations and systems of internal controls and adding value to the organization through independent, objective assurance and consultative support in the areas of risk management, control, and governance activities and process; and

WHEREAS, the Board desires to adopt a charter to establish the Authority’s Internal Audit Department’s scope of responsibility and to ensure an effective internal audit function.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority:

1. That the Board adopts the Internal Audit Charter for the Utah Transit Authority, a copy of which is attached hereto as Exhibit A.
2. That the Board hereby ratifies any and all actions taken by the Chief Internal Auditor, General Counsel, and the Authority’s management and staff in furtherance of and effectuating the intent of this Resolution.
3. That the Internal Audit Charter remain constituted until rescinded, amended, or superseded by further action of the Board of Trustees.
4. That the corporate seal be attached hereto.

Approved and adopted this 28th day of March 2018.

Greg Bell, Chair
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on the 28th day of March, 2018.

Greg Bell, Chair
Board of Trustees

Robert K. Biles, Secretary/Treasurer

Approved As To Form:

Legal Counsel

Exhibit A

INTERNAL AUDIT CHARTER

FOR THE UTAH TRANSIT AUTHORITY

The Board of Trustees ("Board") has established the Internal Audit Department ("Internal Audit") as a key component of the Utah Transit Authority's ("UTA") governance framework.

This 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 activities and processes.

SCOPE OF WORK

The scope of audit coverage is agency-wide including all departments and business units of UTA.

In order to fulfill its mission, Internal Audit assesses whether UTA's network of risk management, control, and governance processes, as designed and represented by management, is adequate and functioning in areas such as:

- Risk identification and management
- Operational control
- Accurate, reliable, and timely financial, managerial and operating information
- Compliance with policies, standards and procedures
- Adherence to applicable laws and regulations
- Management's achievement of goals and objectives
- Economic acquisition, efficient use, and adequate protection of resources
- Support of management in their interaction with the various internal organizations and external regulatory authorities as needed.

RESPONSIBILITIES

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

- Facilitate UTA's annual risk assessment
- 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
- Perform a preliminary assessment of the key processes and related internal controls supporting operations and financial reporting as part of the audit process
- Communicate preliminary assessment results and recommendations to management and the Audit Committee as part of the audit process
- Complete an internal audit to assess the key processes and related internal controls by testing the adequacy of design and operational effectiveness of the key controls supporting operations and financial reporting
- Communicate audit findings, recommendations and management action plans to management, the Audit Committee, and any other relevant parties through an audit report at the finalization of each audit
- Follow-up with management to assess whether 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 work in an open meeting
- Design and roll-out programs and practices around ethics, with support from General Counsel
- Assist in the investigations of suspected misconduct or fraudulent activities within the organization and notify management and, in the event of significant ethical violations, the Audit Committee of the results
- Support UTA management in their interaction with the external financial auditors
- Assist UTA management to facilitate other external compliance audits generally managed through other departments within UTA
- Assist UTA in identifying the 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 best 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 combination of the following:

- Assessments 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
- Reviews of financial and operating information
- Assessing whether corporate assets are properly safeguarded

- Reviews of computer-based systems focusing on data security, disaster recovery, and effective use of resources.
- Reviews of internal controls designed to ensure compliance with external laws and regulations, 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, such as reviews of due diligence activities and 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:

- Strategic and operational plans of UTA;
- Risk for potential loss 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.

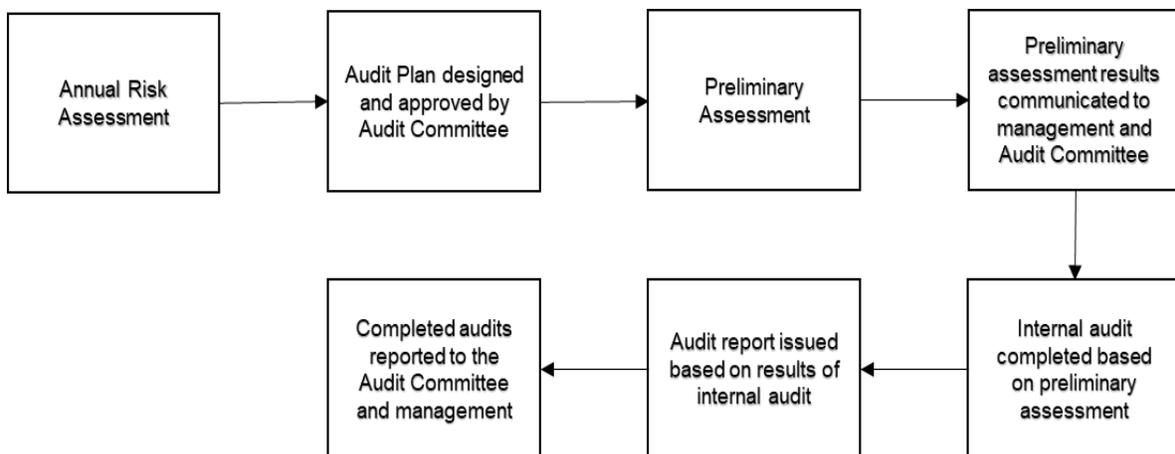
Each year, Internal Audit will work with UTA's leadership to perform risk assessment activities designed to identify and prioritize UTA's key risks. This information will be used to identify priorities to be addressed by the annual Audit Plan.

Based on the risk assessment performed, the Chief Internal Auditor will present a proposed annual Audit Plan to the Audit Committee for approval. Any significant deviation from the formally approved Audit Plan will be communicated to the Audit Committee.

The Internal Audit Plan 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.

BACKGROUND INFORMATION ON AUDIT PROCESS

The following process flow depicts the audit process at a high-level:



REPORTING

- A preliminary assessment report will be prepared by the Chief Internal Auditor following the assessment of a process or department to provide an initial view on the governance and control environment as part of the audit process.
- A final written report will be prepared and issued by the Chief Internal Auditor following the finalization 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.

INDEPENDENCE AND AUTHORITY

To provide for Internal Audit's independence, the Chief Internal Auditor reports directly to the Audit Committee. 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, if meeting the criteria of a closed session under Utah Code.

To maintain its independence, 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 be responsible to develop or install systems or procedures, prepare records, or engage in any other activity that would normally be audited but may perform a consulting role without any decision making authority.

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 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.

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	March 28, 2018
CONTACT PERSON:	Paul Drake, Sr. Manager of Real Estate and TOD
SUBJECT:	Resolution Approving Disposition of Box Elder Street Property Disposition
BACKGROUND:	<p>Murray City has proposed to purchase 2.97 acres of property north of Murray Central Station from the Authority for redevelopment purposes including the construction of a fire station. The property is no longer needed for transit purposes.</p> <p>Murray City has agreed to purchase the property at appraised market value, \$1,330,000, less a negotiated amount, \$200,000, for environmental remediation costs (the appraisal is available by request through boardoftrustees@rideuta.com). Net proceeds to UTA will be \$1,130,000.</p>
PREFERRED ALTERNATIVE:	Approve disposition of Box Elder Street property per terms of the Purchase and Sale Agreement
LEGAL REVIEW:	Legal has reviewed the transaction
EXHIBITS:	<ol style="list-style-type: none">1) Resolution - Approving Box Elder Street Property Disposition2) Purchase and Sale Agreement3) Voluntary Cleanup Program Cost Estimate

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY APPROVING SALE OF 2.97 ACRES OF REAL PROPERTY TO THE
REDEVELOPMENT AGENCY OF MURRAY CITY**

R2018-03-02

March 28, 2018

WHEREAS, the Utah Transit Authority (the "Authority") is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities - Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Authority currently owns 2.97 acres of real property located at approximately 4822, 4850, and 4865 South Box Elder Street in Murray City, Utah ("Property"); and

WHEREAS, the Authority does not foresee a need of the Property for any transit-related purpose; and

WHEREAS, the Redevelopment Agency of Murray City (the "Agency") desires to purchase the Property to facilitate the redevelopment of a core downtown area of Murray City for private and public uses that will contribute to the economic and revitalization of Murray City; and

WHEREAS, UTA received an appraisal for the Property in the amount of One Million and Three Hundred Thirty Thousand Dollars (\$1,330,000); and

WHEREAS, the Agency has completed an initial environmental evaluation which estimates the cost for environmental cleanup of the Property in an amount between Two Hundred Twenty Six Thousand Five Hundred Dollars and Six Hundred Ninety One Thousand Five Hundred Dollars (\$226,500 - \$691,500); and

WHEREAS, in light of the potential cost of the environmental cleanup and the Agency's assumption of responsibility for the Property's environmental condition, and the indemnification of UTA relating thereto, the Parties agree that a discount of the purchase price by Two Hundred Thousand Dollars (\$200,000) is appropriate under the circumstances.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the Board of Trustees hereby authorizes the President/CEO to convey 2.97 acres of real property located at approximately 4822, 4850, and 4865 South Box Elder Street in Murray City, Utah to the Redevelopment Agency of Murray City for One Million One Hundred Thirty Thousand Dollars (\$1,130,000) under and subject to the terms and conditions set forth in the Purchase and Sale Agreement between the Authority and the Redevelopment Agency of Murray City attached hereto as Exhibit 1.

2. That the Board hereby ratifies any and all actions taken by the Authority's President/CEO, General Counsel, and staff in furtherance of and effectuating the intent of this Resolution.
3. That the corporate seal be attached hereto.

Approved and adopted this 28th day of March 2018.

Greg Bell, Chair
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on the 28th day of March, 2018.

Greg Bell, Chair
Board of Trustees

Robert K. Biles, Secretary/Treasurer

Approved As To Form:

Legal Counsel

PURCHASE AND SALE AGREEMENT
DRAFT 2/27/18

THIS PURCHASE AND SALE AGREEMENT (“Agreement”) is made and entered into this ____ day of _____, 2017 (“Effective Date”), by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah (“Seller”) and THE REDEVELOPMENT AGENCY OF MURRAY CITY, a public body of the State of Utah (“Purchaser”). Seller and Purchaser are hereinafter sometimes collectively referred to as “parties” and either may be referred to individually as “party,” all as governed by the context in which such words are used.

RECITALS

WHEREAS, Seller is the owner of approximately 2.97 acres of real property (the “North Parcel”, the “South Parcel” and the “Road Parcel” and collectively the “Property”) located at approximately 4822 (the “North Parcel”), 4850 (the “South Parcel”) and 4865 (the “Road Parcel”) South Box Elder Street, in Murray City, Utah as depicted and described at Exhibit A (collectively referred to as the “Property”);

WHEREAS, Seller does not foresee a need of the Property for any transit-related purposes;

WHEREAS, Purchaser wants to purchase the Property to facilitate the redevelopment of a core downtown area of the Murray City (the “City”) for private and public uses that will contribute to the economic and revitalization of the City;

WHEREAS, Purchaser has undertaken a site assessment to determine the nature and extent of any oil or hazardous materials concerning the Property and has determined that the Property contains certain contaminants;

WHEREAS, Seller received an appraisal for the Property in the amount of One Million and Three Hundred Thirty Thousand Dollars (\$1,330,000);

WHEREAS, the Agency has completed an initial environmental evaluation which estimates the cost for environmental cleanup of the Property in an amount between Two Hundred Twenty Six Thousand Five Hundred Dollars and Six Hundred Ninety One Thousand Five Hundred Dollars (\$226,500 - \$691,500);

WHEREAS, in light of the potential cost of the environmental cleanup and the Agency’s assumption of responsibility for the Property’s environmental condition, the Parties agree that a discount of the purchase price by Two Hundred Thousand Dollars (\$200,000) is appropriate under the circumstances; and

WHEREAS, Seller is willing to sell, and Purchaser is willing to purchase, the Property according to the terms and conditions of this Agreement.

AGREEMENT

NOW THEREFORE, on the stated Recitals, which are incorporated herein by reference, and for and in consideration of the mutual covenants and agreements hereafter set forth, the mutual benefits to the parties to be derived herefrom, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. Purchase and Sale of the Property. Subject to the terms and conditions of this Agreement, Seller agrees to sell, and Purchaser agrees to purchase, the Property as depicted on the Boundary Exhibit Map and as generally described in the legal description attached hereto as Exhibit A, together with all appurtenances, rights-of-way or other rights benefiting the Property.
2. Purchase Price. Subject to the terms of this Agreement, Purchaser shall pay to Seller a total purchase price (the "Purchase Price") of ONE MILLION ONE HUNDRED THIRTY THOUSAND DOLLARS (\$1,130,000.00).
 - 2.1. The Purchase Price shall be paid as follows:
 - 2.2. On or before the Effective Date, Purchaser shall deposit into an escrow account (the "Escrow Account") established with Alta Title (the "Title Company"), whose address is 2180 South 1300 East, #270, Salt Lake City, Utah 84106, an initial deposit in the amount of FIVE THOUSAND DOLLARS (\$5,000.00) (the "Earnest Money Deposit"). In the event that this Agreement is terminated prior to the expiration of the Due Diligence Period as set forth in Articles 3 and 4, the Earnest Money Deposit shall be refunded to Purchaser.
 - 2.3. At the closing of the purchase contemplated in this Agreement (the "Closing"), the Earnest Money Deposit shall be paid to the Seller and credited against the Purchase Price. The balance of the Purchase Price shall be paid to Seller at the Closing.
3. Environmental Issues.
 - 3.1. Contamination. The Property is subject to environmental contamination, as disclosed in the reports listed on Exhibit C attached hereto (the "Environmental Reports"). Seller represents and warrants as follows:
 - a. Seller is not aware of any environmental contamination at the Property except as disclosed in the Environmental Reports.
 - b. No hazardous substances, hazardous materials, or pollutants have been released or disposed at the Property during the time period of Seller's ownership of the Property.
 - c. Seller has not received any environmental claims from any person related to the environmental contamination of the Property.

Except for Seller's representations and warranties in this Section 3.1, Purchaser purchases the Property AS IS and assumes all risk associated with any environmental condition of the Property or surrounding properties and any liability arising therefrom, including, but

not limited to, any groundwater contamination thought to be resulting from the gas station site adjacent to the northeast portion of the Property. Purchaser further agrees to indemnify Seller with respect to any liability, losses, liens, claims, damages or other costs arising from third party claims against Seller related to any environmental condition of the Property, except as to any breach of Seller's representations and warranties provided in this Section 3.1. This Section 3.1 shall survive closing.

3.2. Voluntary Cleanup Program Costs. Upon Purchaser's request, Seller will participate with Purchaser, as co-applicant, in a Voluntary Cleanup Program ("VCP") with the Utah Department of Environmental Quality ("UDEQ") whereas the Parties will jointly enter into a VCP Agreement with UDEQ, with Purchaser assuming responsibility for remediation of the Property required under the VCP Agreement. Purchaser shall have authority, according to its sole discretion, to undergo, or not undergo, all environmental programs, efforts, and remediation work after Closing, including without limitation the authority to terminate any VCP Agreement. Purchaser shall solely and fully pay the any and all costs for the remediation of environmental conditions that it chooses to undergo.

3.3. Enforceable Written Assurance. Purchaser may, at its option, apply to UDEQ for an enforceable written assurance letter.

4. Right of Entry; Due Diligence Period. Purchaser is granted the right, for a period commencing on the Effective Date and extending for thirty (30) days thereafter (the "Due Diligence Period"), of entering the Property for the purpose of performing further surveys, soil and environmental tests and any other studies deemed necessary by Purchaser. With respect to the performance of inspections or testing pursuant to this Section, Purchaser agrees not to unreasonably interfere with the operations conducted on the Property. Purchaser further agrees to assume all risks and costs with respect to the entry upon the Property and to indemnify the Seller with respect to any losses, liens, claims, damages or other costs related to the acts or omissions of Purchaser or its agents pursuant to the right of entry herein granted. In the event that Purchaser terminates this Agreement for any reason prior to the Due Diligence Period, the right of entry granted in this Section shall automatically terminate. The obligations and indemnities of Purchaser as set forth in this Section shall survive the Closing and not be merged into any instrument of conveyance delivered at Closing.

5. Purchaser's Conditions to Closing. The following are Purchaser's conditions precedent to the Closing of the purchase and sale of the Property. If Purchaser's conditions to Closing are not satisfied, Purchaser shall have the option to waive the condition or terminate the Agreement. In the event that Purchaser fails to terminate the Agreement under this provision prior to the end of the Due Diligence Period, Purchaser shall be deemed to have waived its objections and this condition to Closing shall be deemed fulfilled. In the event of any termination because of the failure to meet any condition as set forth in this paragraph 5, the Earnest Money Deposit shall be refunded to Purchaser, and this Agreement shall be without any force and effect, and without further obligation of either party.

5.1. The Closing is subject to Purchaser's review of the title to the Property as outlined in this Section 5.1. Purchaser shall obtain from the Title Company a current commitment for an owner's policy of title insurance (the "Title Commitment") within ten (10) days from the Effective Date. No later than thirty (30) days following the Effective Date, Purchaser shall

advise Seller in writing of any objections which Purchaser has to the Title Commitment ("Purchaser's Objections"). Any title issues that are not identified as Purchaser's Objections during the above-referenced 30-day period will be deemed to have been accepted by the Purchaser. Upon receipt of written notice detailing Purchaser's Objections, Seller shall have an additional fifteen (15) business-days to either cure all of Purchaser's Objections or notify Purchaser that Seller is unable or unwilling to cure Purchaser's Objections within the fifteen-business-day period. In the event that Seller has not for any reason cured all of Purchaser's Objections within the fifteen-business-day cure period, Purchaser may either (i) terminate this Agreement by providing written notice to Seller prior to the expiration of the Due Diligence Period; or (ii) waive any unremedied objections to the title and proceed with the purchaser of the Property.

5.2. The Closing is subject to Purchaser's review of other matters affecting the Property as outlined in this Section 5.2. The Purchaser may, at Purchaser's sole discretion, examine any and all matters in connection with the Property, including, without limitation, the physical and environmental condition of the Property, land use regulations affecting the Property and the feasibility of developing the Property for the intended purposes. If the results of Purchaser's review are unsatisfactory to Purchaser, as determined at Purchaser's sole and absolute discretion, then Purchaser may elect to terminate this Agreement by giving Seller written notice of termination prior to the end of the Due Diligence Period.

5.3. The Closing is subject to Purchaser having completed, at Purchaser's sole cost and expense, all necessary actions to create a legal parcel of the Property to be conveyed.

5.4. In the event that Purchaser chooses to undergo a VCP, the Closing is subject to: (i) the entering into a VCP Agreement with UDEQ; (ii) UDEQ approval of the Final Remedial Action Plan ("RAP"); and (iii) an estimate prepared by the Environmental Consultant of the costs to implement the Final RAP that is approved by Purchaser.

5.5. The Closing is subject to the remediation costs to be estimated, by commercially reasonable standards, prior to Closing, to not exceed, TWO HUNDRED EIGHTY THOUSAND DOLLARS (\$280,000).

6. Covenants of Seller. Seller covenants with Purchaser as follows:

6.1. Seller shall preserve the Property in substantially the same condition as existing on the Effective Date.

6.2. Prior to Closing, except for entering into the VCP, Seller shall not enter into any contract or agreement with respect to the Property that will survive Closing or affect the use, operation or enjoyment of the Property after Closing, except as provided in this Agreement.

6.3. Seller will pay in full, prior to Closing, any and all bills and invoices for labor, goods, materials, utilities and services contracted by the Seller and relating to the Property.

6.4.All covenants made by Seller in this Agreement shall survive the Closing and shall not be merged into any instrument of conveyance delivered at Closing.

7. Closing.

7.1.The Closing shall be through escrow with the Title Company pursuant to written instructions consistent with the provisions of this Agreement.

7.2.At Closing, Seller shall deliver the following:

7.2.1. A duly executed and acknowledged Special Warranty Deed (in substantially the form as set forth in Exhibit B) conveying good and marketable title to the Property to Purchaser.

7.2.2. A Closing statement signed by Seller in a form and with content satisfactory to Purchaser and Seller.

7.2.3. Any other documents, instruments or agreements called for in this Agreement, or required by the Title Company for the issuance of title insurance, which have not previously been delivered.

7.3.At Closing, Purchaser shall deliver the following:

7.3.1. A counterpart of the Closing statement signed by Seller.

7.3.2. The balance of the Purchase Price as contemplated in Section 2.2.

7.3.3. Any other documents, instruments or agreements called for in this Agreement, or required by the Title Company for the issuance of title insurance, which have not previously been delivered.

7.4.The Closing shall occur through escrow at the offices of the Title Company on or before _____ (“Closing Date”), unless Purchaser shall have exercised its right to terminate this Agreement. Closing shall be pursuant to the provisions of this Agreement and in accordance with the general provisions of the usual form of escrow agreement used by the Title Company in similar transactions (with such special provisions inserted as may be required to conform to this Agreement).

7.5.Any ad valorem taxes and assessments against the Property shall be prorated at the Closing.

7.6.Purchaser and Seller shall each pay one-half of the Title Company’s fees for its services as escrow agent. Seller shall pay the premium for a standard-coverage title policy issued in conjunction with this Agreement and Purchaser shall have the option of purchasing additional or extended-coverage title insurance beyond the standard-coverage policy. The prorations, credits and adjustments at Closing shall otherwise be accomplished in accordance with the customary practices in Salt Lake County, except to the extent those practices may be inconsistent with the provisions of this Agreement. Except as may be provided to the contrary elsewhere in this Agreement, Purchaser and Seller shall each bear

and pay the expense of their own performance and the expense of providing the materials that are required to be provided by each of them under the provisions of this Agreement. Buyer and Seller shall each bear the cost of their own legal counsel.

8. Possession of Property; Risk of Loss. Possession of the Property shall be delivered to the Purchaser within 24 hours of the Closing. Seller shall bear all risk of casualty or other loss or damage to the Property until Closing, and Purchaser shall bear all risk of casualty and other loss or damage thereafter. The provisions of this Section shall survive the Closing and not be merged into any instrument of conveyance delivered at Closing.
9. Governing Law. The validity, interpretation, and performance of this Agreement shall be governed by the laws of the State of Utah, without regard to its law on the conflict of laws. Any dispute arising out of this Agreement shall be brought in a court of competent jurisdiction in Salt Lake County, State of Utah. The parties exclude any and all statutes, laws and treaties that would allow or require any dispute to be decided in another forum or by other rules of decision than those provided in this Agreement.
10. Notices. Any notice or other communication required or permitted under this Agreement must be in writing and may be given by personal delivery or by mail, registered or certified, return receipt requested, or by overnight delivery service postage prepaid. Mailed notices shall be addressed to the parties at the addresses appearing herein, but each party may change its address by written notice in accordance with this Section:

If to Seller:

UTAH TRANSIT AUTHORITY
Attn: Mailia Lauto'o
669 West 200 South
P.O. Box 30810
Salt Lake City, Utah 84130-0810

If to Purchaser:

REDEVELOPMENT AGENCY OF MURRAY CITY
Attn: Tim Tingey, RDA Executive Director
5025 South State Street
Murray, Utah 84107

11. Default.

- 11.1. Either party shall be deemed in default under this Agreement if: (a) the warranties or representations made by such party shall be untrue or shall be discovered to be untrue; or (b) such party shall fail to meet, comply with or perform any covenant, agreement or obligation on its part required within the time limits and in the manner required by this Agreement.
- 11.2. If Seller defaults under this Agreement (including Seller's obligation to close), Purchaser shall be entitled to (i) bring an action for specific performance of this Agreement; (ii) terminate Purchaser's obligations under this Agreement by written notice

to Seller with a copy to Title Company, in which event the Earnest Money Deposit shall be returned immediately to Purchaser and Seller shall immediately reimburse Purchaser for its costs to apply for and enter the VCP Program and its costs to prepare a RAP incurred between the Effective Date and Closing Date only; or (iii) close, in which event Purchaser may pursue its available remedies at law or in equity.

11.3. In the event Purchaser defaults in its obligation to close the purchase of the Property, the Earnest Money Deposit shall be paid to seller as liquidated damages, it being understood that Seller's actual damages in the event of such default are difficult to ascertain and that, after negotiation, such proceeds represent the parties' best estimate of such damages. Seller shall have no other remedy, at law or in equity, for any default by Purchaser.

11.4. In the event that either party brings a legal action to enforce its rights or remedies under this Agreement, the prevailing party with respect to such action shall be entitled to recover reasonable costs and fees (including reasonable attorneys' fees) incurred with respect to the prosecution or defense of such enforcement action.

12. Time of the Essence. Time is of the essence with respect to this Agreement and each and every provision hereof.

13. Calculation of Days under Agreement. Unless specifically identified to the contrary, all references to "days" in this Agreement shall mean calendar days, beginning with the first day after the time period commences and ending at the close of business on the last day of the referenced time period. To the extent that the last day of any designated time period occurs on a Saturday, Sunday or legal holiday recognized by the State of Utah, then such period shall be deemed to conclude at the close of business on the following business day.

14. Brokers' Fees. There are no broker's fees incurred or claimed as the result of the purchase and sale contemplated in this Agreement.

15. Amendment; Headings of Sections. This Agreement contains the entire agreement between the parties hereto with respect to the transactions contemplated in this Agreement and may not be modified or amended except by a written instrument executed by each of the parties hereto. The headings of the sections of this Agreement have been inserted for convenience of reference only and shall not affect any construction or interpretation of this Agreement.

16. Successors and Assigns. The terms and conditions of this Agreement shall be binding upon and shall inure to the benefit of the heirs, personal representatives, successors and assigns of the parties hereto.

17. Exhibits. The Exhibits attached to this Agreement are incorporated into and made a part of this Agreement as if fully set forth in this Agreement.

18. Mutual Release. After Closing and in exchange for consideration called for herein and the other terms and provisions of this Agreement, Seller and Purchaser hereby release, acquit and forever discharge each other of and from any, all and every claim, or cause of action including, without limitation, any claims based on common law, statutory claims, violations, demands,

rights, damages, costs, civil fines or penalties, expenses, compensation and liability of whatever kind or nature, in any way arising out of, or related to the contamination, whether known or unknown, of the Property or the Remediation Work (collectively, "Claims"), except to the extent that such Claim relates to the party's failure to comply with or breach of the terms of this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement in duplicate as of the date first herein written.

SELLER:

PURCHASER:

UTAH TRANSIT AUTHORITY

REDEVELOPMENT AGENCY OF
MURRAY CITY

By: _____

Name: Jerry Benson
Title: President /CEO

By: _____

Name: Brett A. Hales
Title: RDA Chair

By: _____

Name: Paul Drake
Title: Sr. Mgr. Real Estate & TOD

By: _____

Name: Jennifer Kennedy
Title: City Recorder

Approved as to Content

By: _____

Name: Tim Tingey
Executive Director

UTA Approved as to Form

Approved as to Form

By: _____

Name: _____
Title: Legal Counsel

By: _____

Name: G.L. Critchfield
Title: Deputy City Attorney

EXHIBIT A

LEGAL DESCRIPITON OF THE PROPERTY AND SURVEY

EXHIBIT B

SPECIAL WARRANTY DEED

When Recorded Please Return to:
MURRAY CITY CORPORATION
5025 South State Street
Murray, UT 84107

SPECIAL WARRANTY DEED

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah (hereafter "GRANTOR") hereby conveys in fee and warrants by, through or under it but not otherwise, to the REDEVELOPMENT AGENCY OF MURRAY CITY, a public body of the State of Utah (hereafter "GRANTEE"), all of Grantor's interest in the following described real property situated in Salt Lake County, State of Utah:

Tax Parcel Nos. 211223000010000, 21122300130000, 21122300160000.

The property described in Exhibit A attached hereto and incorporated herein by this reference.

Subject to easements, restrictions and rights of way appearing of record or enforceable in law or in equity.

GRANTOR:

UTAH TRANSIT AUTHORITY

By _____
Its _____

Approved as to Form:

Legal Counsel

By _____
Its _____

STATE OF UTAH)
 :SS
COUNTY OF _____)

The foregoing instrument was acknowledged to me this ____ day of _____ by _____ and _____, the _____ and _____, respectively, of Utah Transit Authority.

Notary Public

EXHIBIT C
ENVIRONMENTAL REPORTS

EXHIBIT D
REMEDIATION PLAN

Summary report:	
Litéra® Change-Pro TDC 10.1.0.400 Document comparison done on 2/27/2018 12:21:52 PM	
Style name: Default Style	
Intelligent Table Comparison: Active	
Original DMS: iw://DMS.JONESWALDO.COM/slc/1446234/1	
Modified DMS: iw://DMS.JONESWALDO.COM/slc/1446234/2	
Changes:	
<u>Add</u>	72
Delete	50
Move From	0
<u>Move To</u>	0
<u>Table Insert</u>	0
Table Delete	0
<u>Table moves to</u>	0
Table moves from	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
Total Changes:	122



March 5, 2018

Murray City
5025 South State Street
Murray, Utah 84107

Attn: Mr. Tim Tingey
P: (801) 264-2681
E: ttingey@murray.utah.gov

Re: Cost Estimate for VCP and Remediation
Utah Transit Authority Lots
4800 South Box Elder Street
Murray, Salt Lake County, Utah 84107
Terracon Project No. 61177111

Dear Mr. Tingey:

The following tables show the estimated costs for addressing impacts associated with the above-referenced property through the Utah Department of Environmental Quality (UDEQ) Voluntary Cleanup Program. These costs were originally presented in our proposal dated November 21, 2017.

Project Cost – VCP Application and Supporting Documents	
Task 1 – Preparation of the VCP Application	\$1,500
Task 2 – Preparation of Draft Remedial Action Plan	\$13,000
Task 3 – VCP Review and Comment	\$1,200
Task 4 – Public Comment and Final RAP Submittal	\$3,000
Task 5 – Remediation (see below)	TBD
Task 5 – Remediation Completion Report	\$3,300
Task 6 – Materials Management Plan	\$2,000
<i>Total Cost</i>	<i>\$24,000</i>

TBD – To be determined at a later date.

Terracon Consultants, Inc. 6949 South High Tech Drive Salt Lake City, Utah 84047
P (801) 545-8500 F (801) 545-8600 terracon.com

Cost Estimate for VCP and Remediation

UTA Lots ■ Murray, Utah

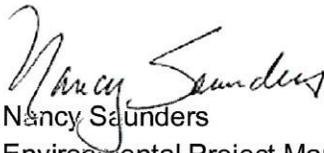
March 5, 2018 ■ Terracon Project No. 61177111

Remediation Estimate	
VCP Application Fee	\$2,500
VCP Regulatory Oversight	\$20,000 - \$50,000
Soil excavation and transportation to landfill	Assumed included in construction costs
Disposal of fill material at Salt Lake County Landfill – this assumes removing soil from an area of 72,310 square feet to an average depth of three feet (i.e., ~8,034 cubic yards or 13,658 tons of soil). Landfill costs depend on concentrations of metals and assume the soil is not a hazardous material: \$5.35 to \$31.35 / ton. Based on similar projects, the tipping fee will likely be closer to the lower end of the range than the higher end.	\$75,000 - \$430,000
Installation of a Vapor Mitigation System – this is based on the building footprint of 16,901 square feet (typically \$3-5/sq. ft. plus 25% for footings/penetrations)	\$65,000 - \$110,000
Terracon Oversight of RAP Implementation (depends on contractor time to complete work, but rough costs are estimated)	\$40,000 - \$75,000
<i>Total Cost:</i>	<i>\$202,500 - \$667,500</i>
Total: \$226,500 - \$691,500	

If you should have any questions or comments regarding this information, please contact either of the undersigned.

Sincerely,

Terracon Consultants, Inc.



Nancy Saunders

Nancy Saunders
Environmental Project Manager



Craig Eaton
Manager, Environmental Services