



FARES ROUTING SHEET

Department: Fares Contract Number: _____

CONTRACT SECTION

Fares

Document Type (Drop Down)	<input checked="" type="checkbox"/> Pre-Approval	<input type="checkbox"/> Contract Approval
Contract Admin	Kensy Kunkel	
Originator	Andrea Packer	
Institution/Partner	Salt Lake City	
Type of Agreement:	<input checked="" type="checkbox"/> Contract	<input type="checkbox"/> Letter of Agreement <input type="checkbox"/> Other* _____
Dates of Service	Start Date _____	End Date _____
Basis for Negotiation	SLC approached UTA with interest in promoting ridership on routes with increased service.	
Purpose/Description	SLC will sponsor the fare for routes 9, 21, and 2. The number of days they will sponsor the fare is not yet determined.	

FINANCE SECTION

Fares

Total Revenue	\$5,962 per Day	<input checked="" type="checkbox"/> Receivable	<input type="checkbox"/> Donated
Is amount an estimate?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Account Code	<u>1000.40304ALL</u>		
Attachments	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Basis for Calculation	UTA calculated a ridership estimate using EFC and APC data. Because of limited data, UTA did not deduct ridership for children 5 and under, those riding free, or discounted riders and to balance this no increase in ridership from the promotion was added. Below are the per day calculations. 5,314 - Route 9, 21, 2 Weekday Average APC Boardings in Sept. 2018 2,929 - Route 9, 21, 2 Average ECO/ED Boardings Fare Rate - \$2.50 per Boarding $5,314 - 2,929 = 2,385 \times \$2.50 = \$5,962.50$		

APPROVAL SECTION

	Route to?	Name	Signature
Legal/Compliance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<u>Mike Bell</u>	
Risk	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<u>David Pitcher</u>	
Manager/Program Manager	<input type="checkbox"/> Yes <input type="checkbox"/> No	<u>-</u>	
Dir., Sr. Mgr., or RGM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<u>Andrea Packer</u>	
Chief	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<u>Nichol Bourdeaux</u>	
Executive Director	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<u>Steve Meyer</u>	
Board Approval	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		

3. 900 South 900 East

Approximate Address: NW Corner of 900 South and 900 East

Power Source: Solar

Concrete Pad: No

Station Capacity: 20 Single-Sided docks (=8 docks heading north-south + 12 docks heading east-west)

Station Dimensions: 57'7" (=25'9" [docks heading north/south *with* 4'3" kiosk baseplate] + 31'10" [docks heading east/west *without* 4'3" kiosk baseplate] x 15.5" (5'9" with docked bike)

Note: We will need the tree located near the kiosk trimmed back for solar panel clearance. We will need to purchase 2 additional endcaps for this station for T-shaped design (4 endcaps in total)

900 S 900 E







COUNCIL STAFF REPORT

CITY COUNCIL of SALT LAKE CITY

TO: City Council Members

FROM: Russell Weeks, Kira Luke
Public Policy Analysts

DATE: August 29, 2019

RE: TRANSPORTATION CHOICE FUNDS INTERLOCAL AGREEMENTS WITH SALT LAKE COUNTY

Item Schedule:

Briefing: September 3, 2019

Set Date: N/A

Public Hearing: N/A

Potential Action: September
17, 2019

ISSUE AT-A-GLANCE

Goal of the briefing: To discuss proposed contracts with Salt Lake County pertaining to reimbursements for transportation projects and studies.

- The Administration has transmitted five interlocal agreements between Salt Lake County and the City that would reimburse the City a total \$8.87 million for two transportation construction projects and three transportation studies. Salt Lake County awarded the City money in the form of grants because the five items were found to be regionally significant projects or facilities.
- The City Council on April 23 authorized allocating the money when it adopted Ordinance No. 16 of 2019 that amended the City's budget for Fiscal Year 2018-2019.
- The term of each agreement is for the earlier date of when the City has been "disbursed, in aggregate, the Maximum Reimbursable Amount, the date this Agreement is terminated, or December 31, 2024."
- The funds the County will use to reimburse the City come from the quarter-cent tax increase authorized by the Legislature's passage of SB136 in 2018.

POLICY QUESTIONS

1. When does the Administration expect to complete each of the three studies?



2. What kind of public outreach does the Administration foresee for the studies, particularly for the two studies that involve people and businesses next to or near multi-modal transit or bus hubs?
3. How would the City work with Millcreek, Holladay, and South Salt Lake on the transit alternatives analysis for the S-Line extension? Would the other cities' involvement include financial participation in the analysis?

ADDITIONAL & BACKGROUND INFORMATION

The largest project is an estimated \$4.3 million for the design and construction of an urban multi-use trail along 900 South from 600 West to Lincoln Street (approx. 940 East), excluding 300 West Street to West Temple Street.

The second largest project is an estimated \$2.8 million project to design and construct mobility and safety improvements on State Street (US-89) from 600 South Street to 900 South Street. The project will include wider sidewalks, improved transit stops, a slower design speed – pending UDOT approval – parallel parking pockets, reduced driveways, street furniture, street trees, and mid-block crossings. Additionally, design of high-comfort bike routes on streets to either side of State Street from 900 South Street to 3300 South Street with connections to State Street amenities.

The largest study involves using a \$942,500 allocation for the development of a multi-modal circulation plan, preliminary engineering of selected street and trail corridors, and the completion of a transit alternatives analysis for an extension of the S-Line streetcar line or other Sugar House to Millcreek transit. The plan would be developed in partnership with Millcreek, Holladay, and South Salt Lake, according to the transmittal letter.

The next largest study involves using a \$400,000 allocation to determine conceptual design and a cost estimate to have 200 South Street between 600 West Street and 900 East Street function as a transit corridor and a transit hub incorporating walking, bicycling, shared mobility, private automobiles and freight. It should be noted that the *Transit Master Plan* identified the “East Downtown,” vicinity of 200 South and 700 East as a location that would “provide additional layover capacity to support implementation of the FTN (Frequent Transit Network).”¹ Potentially, the location would be in the 200 South Street right of way.

The final study involves using a \$300,000 allocation to identify a site for a multi-modal hub facility and develop a preliminary facility and cost estimates for a multi-modal bus hub near North Temple and Redwood Road, according to the transmittal letter.

¹ Transit Master Plan Executive Summary, Page 20; Transit Master Plan, Page 2-17.

EXHIBIT A
PROJECT DESCRIPTION
for
SALT LAKE CITY

(1) Project Title: Life on State: Design and Catalytic Site Implementation

Project Description:	Design and construct mobility and safety improvements on State Street (US-89) from 600 South to 900 South. Project to include wider sidewalks, improved transit stops, a slower design speed (pending UDOT approval), parallel parking pockets, reduced driveways, street furniture, street trees, and mid-block crossings. Additionally, design of high-comfort bike routes on streets to either side of State Street from 900 South to 3300 South with connections to State Street amenities. Active transportation infrastructure to be included in accordance with Salt Lake County Bikeway Design and Active Transportation Implementation Plan and Bicycle Wayfinding Protocol. Note: If Life on State project does not move forward in Salt Lake City, Salt Lake County will work with Salt Lake City to re-designate funding to other Salt Lake City requested road and/or trail projects.
Maximum Reimbursable Amount:	\$2,800,000.00

EXHIBIT A
PROJECT DESCRIPTION
for
SALT LAKE CITY

- (1) **Project Title:** Greater Millcreek/Sugar House Circulation Plan

Project Description:	Creation of a multi-modal circulation plan, preliminary engineering of selected street and trail corridors, and the completion of a Transit Alternatives Analysis for the S-Line extension or other Sugar House-Millcreek Transit.
Maximum Reimbursable Amount:	\$942,500.00

EXHIBIT A
PROJECT DESCRIPTION
for
SALT LAKE CITY

(1) Project Title: 200 South Transit Corridor

Project Title: 200 South Transit Corridor	Project Title: 200 South Transit Corridor
Maximum Reimbursable Amount:	\$400,000.00

EXHIBIT A
PROJECT DESCRIPTION
for
SALT LAKE CITY

(1) Project Title: Westside Multimodal Hub Study

Project Description:	Identification of site for multimodal hub facility; develop preliminary facility design, project phasing, and cost estimates. Salt Lake County Bikeway Design and Active Transportation Implementation Plan: Bicycle Wayfinding Protocol to be used as reference on the North Temple corridor between 400 West and Redwood Road.
Maximum Reimbursable Amount:	\$300,000.00

EXHIBIT A
PROJECT DESCRIPTION
for
SALT LAKE CITY

(1) Project Title: 9-Line Trail Center Section

Project Description:	Construction of an urban multi-use trail along 900 South from 600 West to Lincoln Street (approx. 940 East), excluding 300 West to West Temple.
Maximum Reimbursable Amount:	\$4,338,218.00

2019 Budget Amendment #3

Detailed Operating Budget Reallocation Information

1. **Reallocation of Costs from Planning to Customer Experience (\$463,263).** Moves three existing personnel and associated operating costs from UTA Planning department to the new Customer Experience department. Planning department is shown as Non-Operating department and Customer Experience is shown as Administrative department, necessitating the move in summary amounts.

2. **Salt Lake County 4th Quarter (\$6,000,000).** Transfer of \$6,000,000 in sales tax from Salt Lake County 4th quarter budgeted for operating expense funding to funding for capital expenditures. See 2019 Capital Budget Amendment Detail Project Information for detail on capital projects being funded.

3. **Salt Lake City Purchased Services (Net \$1,887,351 reduction).** Adjustment of amount and transfer of budget from general budget line item to specific budget categories.
 - a. Reduce Salt Lake City Purchased Service revenues by \$1,887,351 for 2019 to reflect later than expected start of program in 2019.
 - b. Reduce Salt Lake City Purchased Services expenses by \$1,887,351 to reflect lower funding due to later start of 2019 services.
 - c. Allocate funding from the general Salt Lake Purchased Services line item to specific departments that will be incurring expenses for services provided. Impacted departments:
 - i. Salt Lake Business Unit – Addition of \$2,406,617
 - ii. Riverside Business Unit – Addition of \$160,277
 - iii. Operations Planning – Addition of \$86,403
 - iv. Customer Service – Addition of \$86,403
 - v. Training – Addition of \$287,870
 - vi. Recruiting – Addition of \$89,670
 - vii. Public Relations and Marketing – Addition of \$86,409

Salt Lake City purchased services requires an addition of 50 full time equivalents (FTE). The FTEs by department are shown in the chart below.

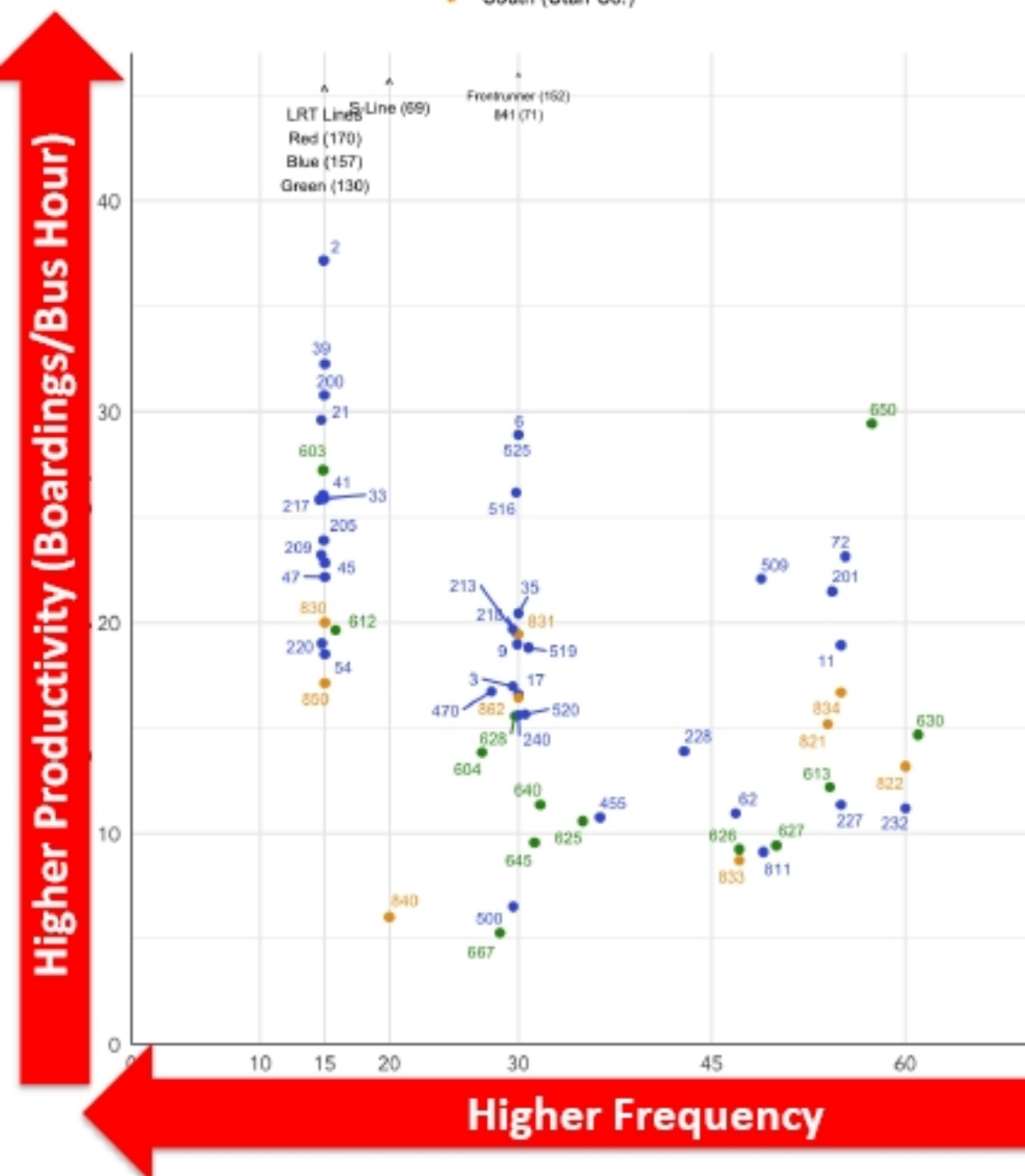
Department	FTE	Description
Salt Lake Central Operations	39	Operators
Salt Lake Central Operations	2	Operations Supervisors
Salt Lake Central Maintenance	1	Service Employee
Salt Lake Central Maintenance	<u>1</u>	Bus Vehicle Maintenance Supervisor
Total Salt Lake Central	<u>43</u>	
Paratransit Operations	3	Extra Board Operators
Paratransit Operations	1	Operations Supervisor
Paratransit Operations	<u>1</u>	Radio Controller
Total Paratransit	<u>5</u>	
Chief People Officer	1	Recruiter
Customer Service	<u>1</u>	Customer Communication and Social Media Specialist
Total	<u>50</u>	

4. **Parts Freight Expense (\$331,682).** Adjust freight expense budget for various units due to technical issue with budget system that led to understatement of budgeted amount. Net increase in budget expense of \$331,682 will reduce allocation from the 2019 budget to the UTA Early Debt Retirement Reserve.

UTA Routes' Productivity & Frequency

UTA All-Day Routes, Weekdays, April 2018

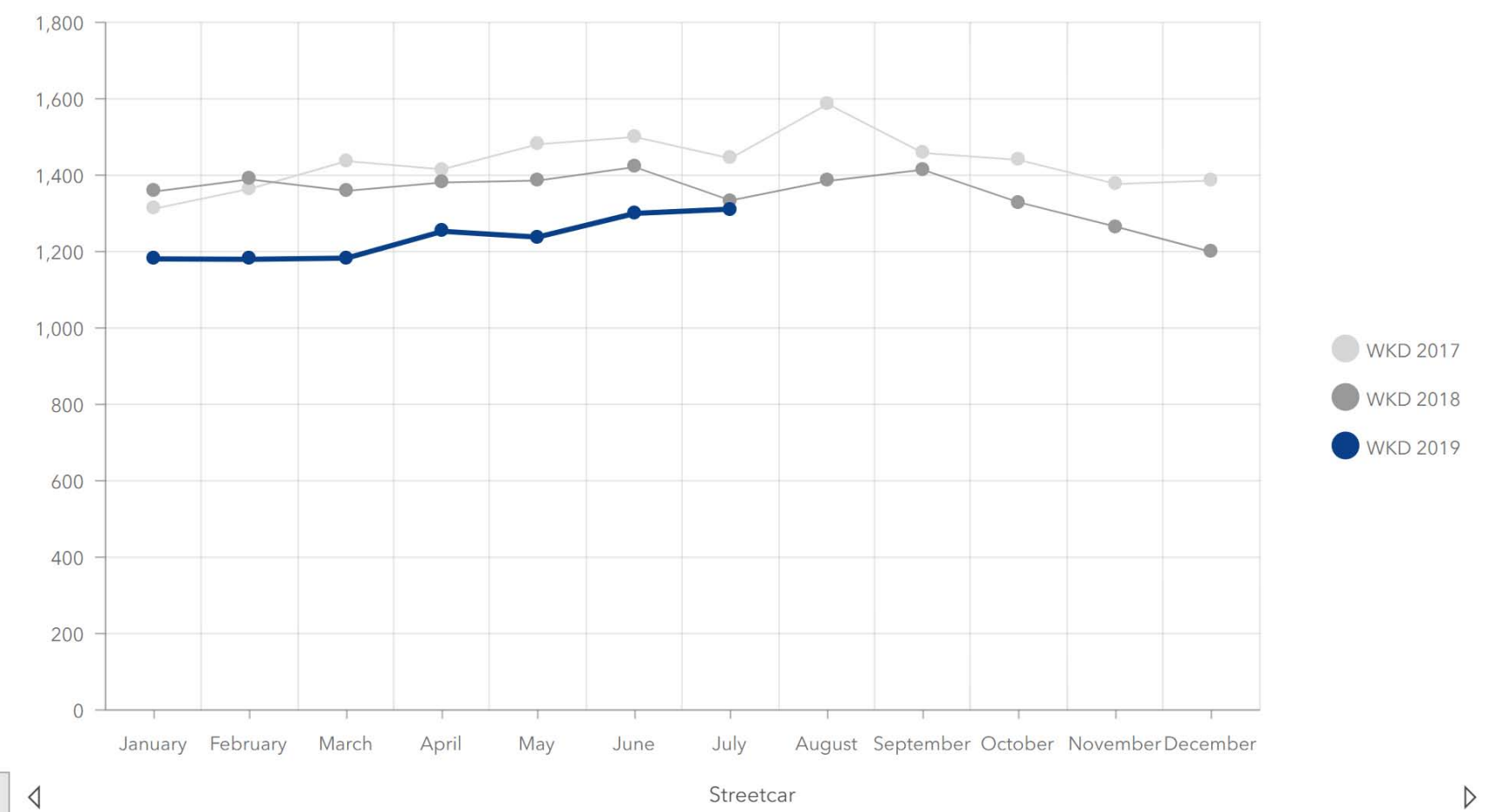
- Region
- Central (Salt Lake & Tooele Cos.)
 - North (Weber, Davis, Box Elder Cos.)
 - South (Utah Co.)

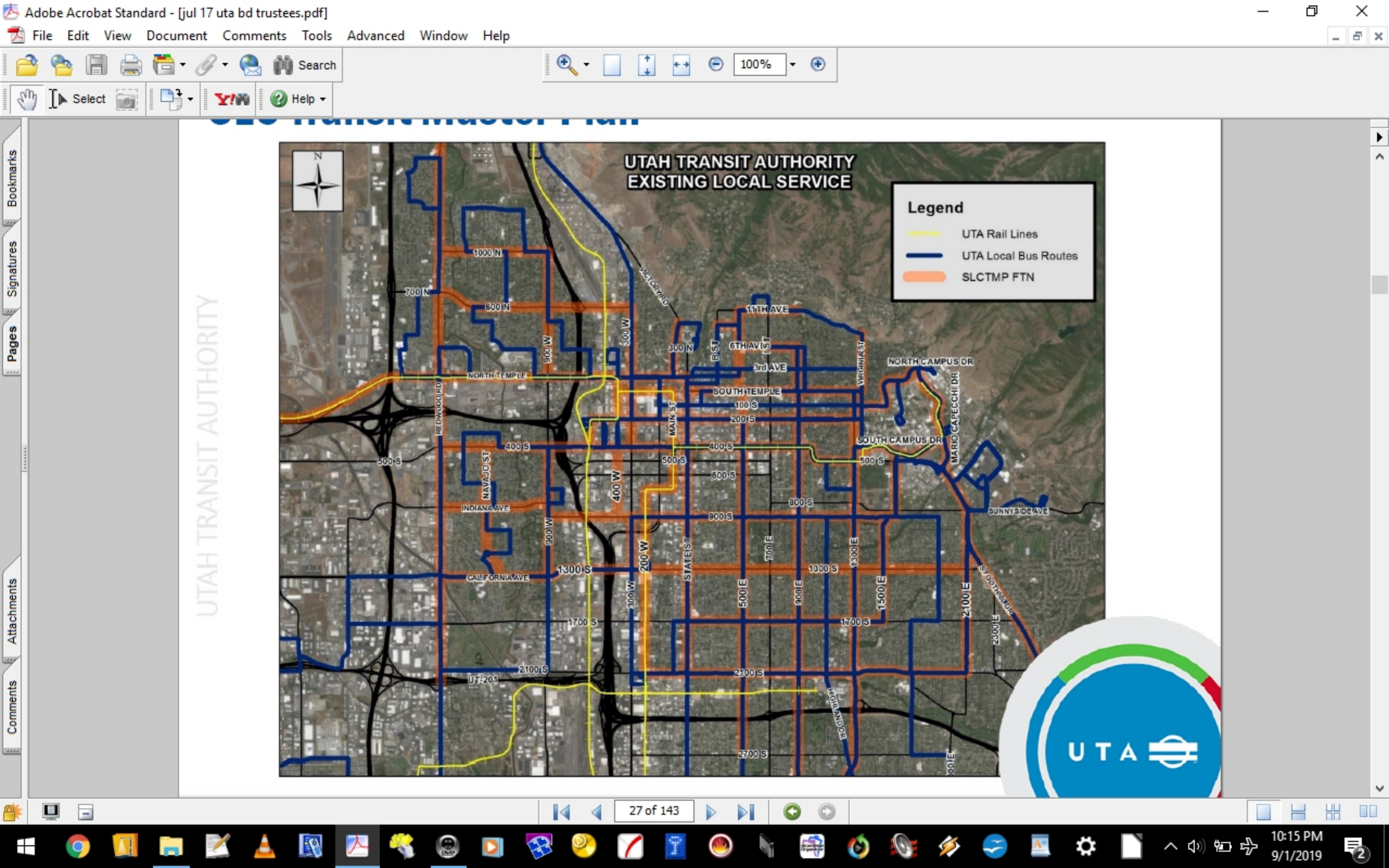


Frequency and Productivity at UTA

Many of UTA's most frequent routes are also among its most productive.

Streetcar Average Weekday Boardings





Unfunded Future Service Increases

UTAH TRANSIT AUTHORITY

