
MEMORANDUM

DATE: June 8, 2012
TO: City Council Members
FROM: Russell Weeks
RE: Proposed Resolution Authorizing Mayor Ralph Becker to Sign Interlocal Agreement Eliminating Free Bus Service from the Downtown Free Fare Zone
CC: Cindy Gust-Jenson, David Everitt, Ed Rutan, DJ Baxter, Frank Gray, Robin Hutcheson, Wilf Sommerkorn, Jennifer Bruno, Rusty Vetter, Neil Lindberg, Bob Farrington, John Naser, Janice Jardine, Nick Tarbet, Brian Fullmer

This memorandum is a follow up to a proposed resolution that would authorize Mayor Ralph Becker to sign an interlocal agreement that would require people who ride Utah Transit Authority buses to pay for bus service in downtown Salt Lake City's free-fare zone.

The City Council is scheduled to hold a public hearing on the proposed resolution at its June 12 meeting. The meeting is scheduled to start at 7 p.m. in the City Council Chamber, Room 315 of the City & County Building, 451 South State Street. The Council heard a briefing on the proposed resolution at its May 22 work session.

KEY POINTS

- The proposed agreement would supersede any previous agreements involving the downtown free-fare zone. The proposed agreement would end bus service within the free fare zone but retain free service on TRAX trains within the zone. A portion of the City's *Transportation Master Plan* also would have to be amended.
- The Utah Transit Authority has listed several items as potential consideration to Salt Lake City for ending free bus service in the free-fare zone. The Transit Authority's proposals appear on Page 5 of this memorandum in the section titled *Consideration and Value*.
- In simplest terms, under three agreements between Salt Lake City and the Utah Transit Authority, the free-fare zone, including bus service in it, is compensation for permitting the Transit Authority to operate on City streets for 85 to 100 years.
- The City Attorney's Office has indicated that if Salt Lake City relinquishes any portion of the rights it has under the three agreements with UTA, it should identify a value for any consideration it will receive from UTA in exchange for giving up those rights. It should be noted that the City Attorney's Office indicated that the value of any consideration received could be intangible as well as tangible, as long as the consideration and its value are clearly stated. The Attorney's Office also has advised that, although it is not required, the most prudent way to address consideration for ending free bus service in the free-fare zone is to have the City prepare a public benefit study and hold a public hearing on the study.

- Questions before the City Council are: Should bus service in the downtown free fare zone continue to be a free service or should it not? If free bus service is eliminated, what would the City accept annually for the next 85 to 100 years in exchange for relinquishing its contractual rights of having people ride the bus for free within the free-fare zone?
- At a June 1 meeting attended by staff members from Mayor Becker's Administration and the City Council Office, UTA representatives agreed that the value of the bus service is \$194,000 per year instead of an earlier, \$100,000 annual estimate.
- The Downtown Alliance supports UTA ending free bus service in the free-fare zone, but recommends that negotiating terms governing the free fare zone provides "an opportunity to review progress on the Downtown in Motion Transportation Master Plan."¹ The City Council has adopted *Downtown in Motion* as part of the City's *Transportation Master Plan*.

ISSUES/QUESTIONS FOR CONSIDERATION

- Is there an objective measure to use to arrive at a value that the Utah Transit Authority receives for operating a light rail system on Salt Lake City streets?
- UTA has estimated that the value of the bus service is \$194,000 per year.
- UTA has indicated that if free bus service in the free-fare zone is ended, the agency would have to hold its own public hearing on the proposal. (It should be noted that the public benefit process outlined in Utah Code Annotated 10-8-2 has specific legal requirements including making the public benefit study available for public inspection 14 days before the scheduled public hearing. The time to prepare the report may influence dates for public hearings on the report and by UTA.)
- The City Council has received public comment from constituents who perceive that UTA bus service has been reduced in Salt Lake City in recent years. Might residents view the elimination of free bus service within the free-fare zone as a service reduction?
- The City Council may wish to seek a legal opinion about whether consideration outlined in existing agreements was intended to last for the length of the agreements.
- Staff has attached a map depicting the percentage of Salt Lake City population below the poverty level and City Council districts.

OPTIONS

- Adopt the proposed resolution after the future public benefit hearing.
- Do not adopt the proposed resolution after the future public benefit hearing.
- Adopt the proposed resolution after the future public benefit hearing but amend the resolution.
- Delay formal consideration of the proposed resolution until the Administration – perhaps working with UTA – defines the value of the annual cost of the Transit Authority's use of City streets, compares it to UTA's estimate of values it may deliver to Salt Lake City residents and businesses, and recommends items that will articulate the value the City will receive for relinquishing its contractual rights for free bus service in the free-fare zone.

POTENTIAL MOTIONS

PERTAINING TO THE PUBLIC HEARING

- I move that the City Council close the public hearing and refer this item to a later date.
- I move that the City Council continue the public hearing.

Council staff will prepare motions pertaining to the proposed resolution after direction from the City Council.

BACKGROUND/DISCUSSION

The Downtown Free Fare Zone is bordered roughly by 200 East, 500 South, 400 West and North Temple streets. It includes jogs on State Street to take in the State Capitol complex, the Library Station slightly east of 200 East Street, and along 200 South Street West to take in the Salt Lake Central station at 600 West Street.

As indicated, the proposed agreement accompanying the resolution would change three previous agreements between Salt Lake City and the Utah Transit Authority. The three agreements are the *Fixed Guideway Transit Corridor Agreement* of 1996, the *Bus Services Agreement* of 1996, and the *TRAX Extension Agreement* of 2008.

At the time the first two agreements were negotiated the free fare zone was intended as something to provide Salt Lake City residents for UTA's laying rail on City streets, according to Alice Steiner, who negotiated the agreements for the City.² At the time the most direct beneficiaries of the north-south rail line were perceived as City businesses, not necessarily residents. According to Ms. Steiner, the negotiations did not include estimating the value of the streets, but a mutual accord in which UTA used the streets for free, and the City received the free-fare zone. The rail free-fare zone mirrored the bus free-fare zone, which already existed, to avoid the potential confusion of overlapping free-fare zones.

The new proposed agreement also would affect the City's *Transportation Master Plan* because the City Council on November 11, 2008, adopted an ordinance to make *Downtown in Motion, the Salt Lake City Downtown Transportation Master Plan*, part of the City's own *Transportation Master Plan*. It should be noted that the UTA Board of Trustees unanimously adopted a resolution on March 28, 2007, "concurring with and in support of" the *Downtown in Motion* transportation plan.

It also might be noted that in 2006 the City and UTA negotiated an agreement that included potentially extending the free-fare zone to the Salt Lake Central station (Intermodal Hub). However, the Transit Authority unilaterally extended the zone there before the opening of the FrontRunner commuter rail line in April 2008.

Here are summaries of the three agreements:

Fixed- Guideway Transit Corridor Agreement

The *Fixed Guideway Transit Corridor Agreement* authorized UTA to operate light rail cars along 200 West, 700 South, Main, and South Temple streets for 50 years with two automatic renewals of 25 years each.³ For that, Section 4 of the agreement said:

- “All transportation services relating to light rail or bus services provided by UTA within the Central Business District shall be offered free of charge for passengers which both board and deboard within the Central Business District.”⁴
- “UTA shall offer a shuttle service on Main Street from North Temple to 400 South in accordance with the Bus Services Agreement.”⁵
- “UTA agrees that up to 10 feet, subject to availability (to be mutually determined by UTA and the City), of UTA Property, whether now existing or obtained by UTA in the future, together with access to and from such property, may be used, without cost to the City, as a bicycle path, consistent with the City’s *Bikeways Master Plan* and the Salt Lake County *Regional Trails Plan*, as the same may be amended from time to time, or any similar plans used in substitution thereof. Such use shall be subject to such reasonable terms and conditions, including those relating to safety and liability issues, as UTA and the City shall agree to in a separate agreement. Each party agrees to fully cooperate with the other in good faith to accomplish the purposes of this paragraph.”⁶

Bus Services Agreement

The *Bus Services Agreement* in its first section focused on the development of a plan “on or prior to September 1, 1998” for operating a shuttle service on Main Street between North Temple and 400 South streets. However, the second section allowed UTA to eliminate the shuttle service within six months after receiving notice from the City requesting that the service be discontinued.

Section 3 of the agreement reads:

Approval of bus service within the Central Business District. In addition to providing the shuttle service described in Section 1 within the Shuttle Service Area, UTA agrees that the following conditions shall apply to its regular bus service within the area circumscribed by, and including 500 South, 200 East, 400 West, and North Temple (the Central Business District):

- a. Bus service to passengers which both board and deboard within the Central Business District shall be provided by UTA free of charge.
- b. The City shall approve the location and length of all bus stops within the Central Business District.
- c. The City shall approve the design of all bus shelters within the Central Business District.
- d. Bus shelters within the Central Business District shall be free of advertising, except for schedules and informational signs relating to the public transit system, and except as may otherwise be approved by the City.
- e. UTA shall maintain and repair all bus shelters, and shall keep the same neat, clean and free from graffiti.⁷

Section 4 of the agreement reads:

All shuttle services and facilities required hereunder shall be provided by UTA at UTA’s cost. UTA acknowledges that the duties and obligation of UTA hereunder are undertaken by UTA in partial consideration for the rights granted by the City to UTA in the Corridor Agreement, including without limitation the right to use certain City streets for the light rail system.⁸

TRAX Extension Project to the Airport

On May 13, 2008, the City Council adopted Ordinance No. 23 of 2008 clarifying an earlier motion to extend the free-fare zone to include the Library station east of 200 East and approving the execution and delivery of all documents necessary for Mayor Ralph Becker to sign an interlocal agreement between Salt Lake City and UTA to extend UTA's TRAX System to the Salt Lake City International Airport. The City Council Transportation and Mobility Subcommittee in 2008 recommended expanding the free-fare zone to the Library station, in part based on recommendations from the *Downtown in Motion* plan.

As in earlier pacts, the Airport extension interlocal agreement involved the City allowing UTA to operate a light-rail line on City streets for 50 years plus two automatic renewals of 25 years each when the original term expired. The agreement also called for the City to pay UTA – through bonding and acting as a conduit – a maximum principal amount of \$35 million plus in-kind contributions totaling \$9.77 million.⁹

CONSIDERATION AND VALUE

The items below were forwarded by the Utah Transit Authority as potential consideration for ending free bus service in the free-fare zone:

- Expansion of the TRAX free-fare zone to include the North Temple station, scheduled to open in April, 2013.
- Addition of signs on all TRAX station platforms describing the free-fare zone.
- Promotion of free-fare zone on UTA website.
- Widespread communication through media and advertising of changes to the free-fare zone.
- Contribution of \$100,000 to support bike share program.

The Transit Authority also indicated its commitment to continue to work with the City and other stakeholders on transit and community initiatives already under way and coming in the near future including the following:

- Working to add a TRAX line between Airport and the University of Utah which would restore direct University- to-downtown service.
- Working to improve safety downtown through physical and operational improvements.
- Working to develop the downtown streetcar including evaluating fare options.
- Communicating and promoting the low-income programs available through UTA's various programs.
- Participating in discussions about how to attract business (large and small) to downtown.
- Working to open Airport TRAX early – in April 2013.
- Working to redevelop UTA properties in conjunction with the Granary project.
- Working to complete the Sugarhouse Streetcar project.

Here are suggestions City Council staff has received about items that might be consideration for eliminating free bus service in the free-fare zone:

- Re-establish link between the downtown and the University of Utah.
- Offer Eco-passes to businesses with less than 35 employees.
- Delay ending free-fare zone until distance-based fares are initiated.
- Require clear signage on UTA stations and TRAX trains that communicate the existence of the free fare zone downtown.
- Require that UTA advertise the free-fare zone routinely through media outlets.

- Ask the Transit Authority to participate in a joint evaluation or support an independent review of various interlocal agreements to identify the status of the components of the agreements and identify whether any components have not been implemented or followed.
- Expand the free fare zone for TRAX either west along North Temple, or south along the North-South line, or both.
- Include future street car stops in the free-fare zone.
- Help Salt Lake City replace short-term trips lost by ending free bus service through other kinds of transportation or programs.
- Create passes at extremely reduced rates for low income residents to mitigate the effect of eliminating free bus service in the free fare zone.
- Offer Eco-passes to Salt Lake City residents at the same rates large public agencies and companies receive to increase ridership and potential income for UTA.
- Provide a circulator on a scale lesser than a full-size bus, particularly for disabled people who live and work downtown.
- Establish a process to complete the planned rail lines on 400 South Street that would create a downtown rail circulator.
- Require that UTA bus shelters downtown carry electronic “next bus arrives” information.

Downtown Alliance Recommendations

The following suggestions are from a letter sent to the City Council Chair on April 9 from the Downtown Alliance. The Alliance suggested that the City, “Work with the Transit Authority to implement ... proposals from the *Downtown in Motion* plan including:

- Adopting the recommended alignment for new TRAX track downtown.
- Obtaining stakeholder agreement that new track will be required in downtown by about 2015.
- Conducting follow-on project development steps including refining ridership estimates, developing operating plans, and preparing conceptual designs to ensure new tracks can be completed when required.
- Identifying sources of capital funding to allow construction of new tracks in Downtown by about 2015.
- Studying additional streetcar access to downtown from surrounding neighborhoods not served directly by UTA.
- Building streetcar lines to neighborhoods where high density development is planned.
- Implementing branded-bus corridors.
- Exploring routes, costs, and funding potential for a dedicated downtown bus shuttle service to connect key activity centers.
- Exploring and possibly implementing additional TRAX service downtown by running trains on existing TRAX lines.¹⁰

Downtown in Motion Plan

The *Downtown in Motion* plan involved people from a spectrum of downtown interests and was funded by Salt Lake City, the Transit Authority, the Utah Department of Transportation, the Salt Lake Chamber and The Downtown Alliance.

Chapter 6, titled *Travel by Bus*, says:

UTA’s bus system is an integral component of the Downtown Salt Lake City transportation infrastructure. Although UTA will be making substantial investments in the expansion of TRAX in the Salt

Lake Valley, and the introduction of the FrontRunner in 2008, UTA buses will carry nearly 50 percent of the transit riders into and out of Downtown each day.

Over the past two years, UTA has developed a new and more efficient bus plan for the Salt Lake Service district outside Downtown Salt Lake City. One of UTA's key objectives is to coordinate regional bus operations in Downtown with other modes, particularly TRAX and FrontRunner, so that the bus system complements other services. One of the City's goals is to make the bus system easier to use for mobility within Salt Lake City and within Downtown.

UTA is striving for a bus plan that enjoys broad support from the City and the Downtown business community. Increasing the visibility and status of buses serving Downtown through better signage, way finding, and passenger amenities will help improve patronage and the use of buses for shorter distance trips within the City and the study area. Establishing a new bus passenger center and better transfer coordination Downtown is a key step in achieving UTA and the City's objectives. The bus passenger center will have easy walking access to TRAX and be located by concentrated work destinations.¹¹

The chapter included the following policies to make the plan work:

- Continue State Street and 200 South as the main corridors for bus service downtown.
- Bus service will be provided on other streets to provide appropriate transit coverage in concert with light rail and shuttles.
- Bus stops Downtown will be comfortable and attractive spaces. Major bus stops will have schedule and next-bus arrival information.
- Organize bus system Downtown to support Branded Bus Corridors for circulation within downtown as discussed in Shuttle Element. Branded Bus Corridors should be created on State Street and 200 South and other corridors where there is sufficiently frequent bus service.¹²
- Develop a Bus Passenger Center at 200 South and State Street.

Chapter 8, titled *Travel by Shuttle*, of the study says in part, "The Downtown Circulator/Shuttle Plan addresses the role of public transit to improve short and long-term mobility in Downtown Salt Lake City. Similar to other elements of *Downtown in Motion*, circulation must be considered as one element of a comprehensive transportation strategy for Downtown. The synergy afforded by a variety of transit services will provide strong circulation and shuttle services between key destinations, while serving the future needs of employees, business owners, shoppers, residents and visitors."¹³

The section goes on to say:

The Downtown Circulator/Shuttle Plan was developed in tandem with the TRAX and Bus Plans as part of the overall transit strategy for Downtown Salt Lake City. The Downtown TRAX Plan was developed first, since rail transit is the most capital intensive and most permanent type of transit. Next, key elements in the Bus Plan such as the location of a new bus passenger center at 200 South/State Street were established.

The approach to addressing Downtown circulation needs was to first identify how regional transit—both TRAX and bus—entering Downtown could be better employed to meet circulation needs within Downtown. After that, unmet needs were addressed by an analysis and a range of Downtown circulator/shuttle options as possibilities to further augment mobility options. The analysis concluded that 2030 Downtown circulation needs could be met by a combination of the following:

- TRAX service, with the expanded infrastructure recommended in the TRAX Plan and implementation of TRAX service on the planned Mid-Jordan Line, the West Valley City Line, and the Airport Line.
- Branded Bus Corridors, where standard UTA buses or other types of buses could be specially marked to operate on specific corridors.
- A dedicated Downtown shuttle service that would connect key activity centers.

- An expanded Free Fare Zone.¹⁴

The chapter further recommends retaining “a transit Free Fare Zone in Downtown and expand it to include the Library TRAX Station, the Intermodal Hub, and the hotels on 600 South.”¹⁵

Perhaps the key questions the City Council must consider is should a value be set on the Transit Authority operating on Salt Lake City streets for roughly 85 to 100 years (a minimum of 35 and 50 years); how it should be set, and whether it can be set. It appears to City Council staff that fare box collections as an offsetting value is equally uncertain.

In the last year the City Council staff has prepared estimates of the amount of sales tax revenue generated by Salt Lake City that UTA receives. But the estimates are city-wide and not specific to the downtown. Conversely, UTA has provided a summary of Salt Lake City bus routes with each route’s annual cost and “investment per rider” (subsidy beyond fare box collections). But again, the estimates are not specific to downtown Salt Lake City. Both items are attached to this memorandum.

ENDNOTES

¹ Please see attached letter.

² E-mail, Alice Steiner, May 24, 2012.

³ *Fixed Guideway Transit Corridor Agreement*. Page 6.

⁴ Ibid. Page 9.

⁵ Ibid. Page 9.

⁶ Ibid. Pages 9-10.

⁷ *Bus Services Agreement*, Pages 5-6.

⁸ Ibid. Page 6.

⁹ Salt Lake City Council staff memorandum, May 2, 2008, Page 1.

¹⁰ Please see attached letter.

¹¹ *Downtown in Motion*, Page 29

¹² Ibid. Page 33.

¹³ Ibid. Page 44.

¹⁴ Ibid. Pages 46 and 47.

¹⁵ Ibid. Page 48.

MEMORANDUM

DATE: May 18, 2012
TO: City Council Members
FROM: Russell Weeks
RE: Proposed Resolution Authorizing Mayor Ralph Becker to Sign Interlocal Agreement Eliminating Free Bus Service from the Downtown Free Fare Zone
CC: Cindy Gust-Jenson, David Everitt, Ed Rutan, DJ Baxter, Frank Gray, Robin Hutcheson, Wilf Sommerkorn, Jennifer Bruno, Rusty Vetter, Neil Lindberg, Bob Farrington, John Naser, Janice Jardine, Nick Tarbet, Brian Fullmer

This memorandum pertains to a proposed resolution that would authorize Mayor Ralph Becker to sign an interlocal agreement that would require people who ride Utah Transit Authority buses to pay for that service in downtown Salt Lake City's free-fare zone.

The City Council is scheduled to receive a briefing from the Administration at its May 22 work session. The work session is scheduled to start at 2 p.m. in Room 326 of the City & County Building, 451 South State Street.

KEY POINTS

- The proposed agreement would supersede any previous agreements involving the downtown free-fare zone. The proposed agreement would end bus service as a portion of the free fare zone but retain free service on TRAX trains within the zone. A portion of the City's *Transportation Master Plan* also would have to be amended.
- In simplest terms, under three agreements between Salt Lake City and the Utah Transit Authority, the free-fare zone, including bus service in it, is compensation for permitting the Transit Authority to operate on City streets for 85 to 100 years.
- The City Attorney's Office has indicated that if Salt Lake City relinquishes any portion of the rights it has under the three agreements with UTA, it should identify the value it will receive from UTA in exchange for giving up those rights.
- A question before the City Council is: What would the City accept annually for the next 85 to 100 years in exchange for relinquishing its contractual rights of having people ride the bus for free within the free-fare zone?
- The Transit Authority estimates that it is losing about \$100,000 in fares from people riding buses for free and perhaps \$900,000 a year from people riding trains for free in the free-fare zone, but does that mean the value of UTA's estimated revenue loss is the equal value of allowing UTA to operate light rail trains on City streets for the terms of previous agreements?

- The Downtown Alliance supports UTA ending free bus service in the free-fare zone, but recommends that negotiating terms governing the free fare zone provides “an opportunity to review progress on the Downtown in Motion Transportation Master Plan.”¹ The City Council has adopted *Downtown in Motion* as part of the City’s *Transportation Master Plan*.

OPTIONS

- Adopt the proposed resolution.
- Do not adopt the proposed resolution.
- Adopt the proposed resolution with amendments.
- Delay formal consideration of the proposed resolution until the Administration – perhaps working with UTA – defines the value of the annual cost of the Transit Authority’s use of City streets, compares it to UTA’s estimate of values it may deliver to Salt Lake City residents and businesses, and recommends items that will articulate the value the City will receive for relinquishing its contractual rights for free bus service in the free-fare zone..

POTENTIAL MOTIONS

Council Staff will prepare motions after the City Council briefing.

ISSUES/QUESTIONS FOR CONSIDERATION

- What is an objective measure to use to arrive at a value that the Utah Transit Authority receives for operating a light rail system on Salt Lake City streets?
- What is an objective measure to use to arrive at a value that Salt Lake City residents and businesses receive for access to free bus service within the free-fare zone?
- The City Council has received public comment from constituents who perceive that UTA bus service has been reduced in Salt Lake City in recent years. Might residents view the elimination of free bus service within the free-fare zone as a service reduction?

BACKGROUND/DISCUSSION

The Downtown Free Fare Zone is bordered roughly by 200 East, 500 South, 400 West and North Temple streets. It includes jogs on State Street to take in the State Capitol complex, the Library Station slightly east of 200 East Street, and along 200 South Street West to take in the Salt Lake Central station at 600 West Street.

As indicated, the proposed agreement accompanying the resolution would change three previous agreements between Salt Lake City and the Utah Transit Authority. The three agreements are the *Fixed Guideway Transit Corridor Agreement* of 1996, the *Bus Services Agreement* of 1996, and the *TRAX Extension Agreement* of 2008. The new agreement also would affect the City’s *Transportation Master Plan* because the City Council on November 11, 2008, adopted an ordinance to make *Downtown in Motion*, the *Salt Lake City Downtown Transportation Master Plan*, part of the City’s own *Transportation Master Plan*. It should be noted that the UTA Board of Trustees unanimously adopted a resolution on March 28, 2007, “concurring with and in support of” the *Downtown in Motion* transportation plan.

It also might be noted that in 2006 the City and UTA negotiated an agreement that included potentially extending the free-fare zone to the Salt Lake Central station (Intermodal Hub). However, the Transit Authority unilaterally extended the zone there before the opening of the FrontRunner commuter rail line in April 2008.

Here are summaries of the three agreements:

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Downtown in Motion Plan

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Over the past two years, UTA has developed a new and more efficient bus plan for the Salt Lake Service district outside Downtown Salt Lake City. One of UTA's key objectives is to coordinate regional bus operations in Downtown with other modes, particularly TRAX and FrontRunner, so that the bus system complements other services. One of the City's goals is to make the bus system easier to use for mobility within Salt Lake City and within Downtown.

UTA is striving for a bus plan that enjoys broad support from the City and the Downtown business community. Increasing the visibility and status of buses serving Downtown through better signage, way finding, and passenger amenities will help improve patronage and the use of buses for shorter distance trips within the City and the study area. Establishing a new bus passenger center and better transfer coordination Downtown is a key step in achieving UTA and the City's objectives. The bus passenger center will have easy walking access to TRAX and be located by concentrated work destinations.⁸

The chapter included the following policies to make the plan work:

- Continue State Street and 200 South as the main corridors for bus service downtown.
- Bus service will be provided on other streets to provide appropriate transit coverage in concert with light rail and shuttles.
- Bus stops Downtown will be comfortable and attractive spaces. Major bus stops will have schedule and next-bus arrival information.
- Organize bus system Downtown to support Branded Bus Corridors for circulation within downtown as discussed in Shuttle Element. Branded Bus Corridors should be created on State Street and 200 South and other corridors where there is sufficiently frequent bus service.⁹
- Develop a Bus Passenger Center at 200 South and State Street.

Chapter 8, titled *Travel by Shuttle*, of the study says in part, “The Downtown Circulator/Shuttle Plan addresses the role of public transit to improve short and long-term mobility in Downtown Salt Lake City. Similar to other elements of *Downtown in Motion*, circulation must be considered as one element of a comprehensive transportation strategy for Downtown. The synergy afforded by a variety of transit services will provide strong circulation and shuttle services between key destinations, while serving the future needs of employees, business owners, shoppers, residents and visitors.”¹⁰

The section goes on to say:

The Downtown Circulator/Shuttle Plan was developed in tandem with the TRAX and Bus Plans as part of the overall transit strategy for Downtown Salt Lake City. The Downtown TRAX Plan was developed first, since rail transit is the most capital intensive and most permanent type of transit. Next, key elements in the Bus Plan such as the location of a new bus passenger center at 200 South/State Street were established.

The approach to addressing Downtown circulation needs was to first identify how regional transit—both TRAX and bus—entering Downtown could be better employed to meet circulation needs within Downtown. After that, unmet needs were addressed by an analysis and a range of Downtown circulator/shuttle options as possibilities to further augment mobility options. The analysis concluded that 2030 Downtown circulation needs could be met by a combination of the following:

- TRAX service, with the expanded infrastructure recommended in the TRAX Plan and implementation of TRAX service on the planned Mid-Jordan Line, the West Valley City Line, and the Airport Line.
- Branded Bus Corridors, where standard UTA buses or other types of buses could be specially marked to operate on specific corridors.
- A dedicated Downtown shuttle service that would connect key activity centers.
- An expanded Free Fare Zone.¹¹

The chapter further recommends retaining “a transit Free Fare Zone in Downtown and expand it to include the Library TRAX Station, the Intermodal Hub, and the hotels on 600 South.”¹²

CONSIDERATION AND VALUE

Here are suggestions City Council staff has received about items that might at least begin working toward consideration for eliminating free bus service in the free-fare zone:

- Ask the Transit Authority to participate in a joint evaluation or support an independent review of various interlocal agreements to identify the status of the components of the agreements and identify whether any components have not been implemented or followed.
- Expand the free fare zone for TRAX either west along North Temple, or south along the North-South line, or both.
- Include future street car stops in the free fare zone.
- Require clear signage on UTA stations and TRAX trains that communicate the existence of the free fare zone downtown.
- Require that UTA advertise the free fare zone routinely through media outlets.
- Create passes at extremely reduced rates for low income residents to mitigate the effect of eliminating free bus service in the free fare zone.
- Require that UTA bus shelters downtown carry electronic “next bus arrives” information.
- Offer Eco-passes to businesses with less than 35 employees.

The following suggestions are from a letter sent to the City Council Chair on April 9 from the Downtown Alliance. The Alliance suggested that the City, “Work with the Transit Authority to implement ... proposals from the *Downtown in Motion* plan including:

- Adopting the recommended alignment for new TRAX track downtown.
- Obtaining stakeholder agreement that new track will be required in downtown by about 2015.
- Conducting follow-on project development steps including refining ridership estimates, developing operating plans, and preparing conceptual designs to ensure new tracks can be completed when required.
- Identifying sources of capital funding to allow construction of new tracks in Downtown by about 2015.
- Studying additional streetcar access to downtown from surrounding neighborhoods not served directly by UTA.
- Building streetcar lines to neighborhoods where high density development is planned.
- Implementing branded-bus corridors.
- Exploring routes, costs, and funding potential for a dedicated downtown bus shuttle service to connect key activity centers.
- Exploring and possibly implementing additional TRAX service downtown by running trains on existing TRAX lines.¹³

Perhaps the key questions the City Council must consider is whether a value has been set on the Transit Authority operating on Salt Lake City streets for roughly 85 to 100 years (a minimum of 35 and 50 years), and how the value was set, or whether it can be set. It appears to City Council staff that fare box collections as an offsetting value is equally uncertain.

In the last year the City Council staff has prepared estimates of the amount of sales tax revenue generated by Salt Lake City that UTA receives. But the estimates are city-wide and not specific to the downtown. Conversely, UTA has provided a summary of Salt Lake City bus routes with each route’s annual cost and “investment per rider” (subsidy beyond fare box collections). But again, the estimates are not specific to downtown Salt Lake City. Both items are attached to this memorandum.

¹ Please see attached letter.

² *Fixed Guideway Transit Corridor Agreement*. Page 6.

³ Ibid. Page 9.

⁴ Ibid. Page 9.

⁵ *Bus Services Agreement*, Pages 5-6.

⁶ Ibid. Page 6.

⁷ Salt Lake City Council staff memorandum, May 2, 2008, Page 1.

⁸ *Downtown in Motion*, Page 29

⁹ Ibid. Page 33.

¹⁰ Ibid. Page 44.

¹¹ Ibid. Pages 46 and 47.

¹² Ibid. Page 48.

¹³ Please see attached letter.



April 9, 2012

Chairman Søren Simonsen
Salt Lake City Council

Dear Søren:

The Downtown Alliance supports a request by the Utah Transit Authority (UTA) to renegotiate terms of the inter-local agreement with Salt Lake City governing the downtown Free Fare Zone.

UTA first approached the Downtown Alliance about changes to the Free Fare Zone nearly two years ago. We spent several months discussing options and working with UTA officials to understand the operational challenges, security concerns and changing transit patterns that impact the Zone. They solicited our input and incorporated our suggestions by retaining the Free Fare zone for TRAX while recommending adjustments to the Free Fare Zone for busses. To be clear, we understand and support UTA's desire to remove bus service from the Free Fare Zone at this time but we would oppose any proposed removal of free TRAX service in the Zone. The connectivity provided by TRAX in the Free Fare Zone is essential for downtown commuters, residents and visitors.

Renegotiating the Zone provides a good opportunity for Salt Lake City, UTA and the business community to review progress made on the Downtown In Motion Transportation Master Plan adopted by the Salt Lake City Council on November 6, 2008. This Plan, developed by Salt Lake City, the RDA, UTA, UDOT, the Downtown Alliance and Salt Lake Chamber, includes specific recommendations to improve transportation downtown. As you consider renegotiating the terms that govern the Free Fare Zone, we encourage you to work with UTA to implement many of the proposals from that plan that have not yet been fully realized. Some of the short term actions recommended by the plan that relate specifically to UTA include:

- Adopt the recommended alignment for new TRAX track in downtown
- Obtain stakeholder agreement that new track will be required in downtown by approximately 2015
- Conduct follow-on project development steps including refining ridership estimates, development operating plans and prepare conceptual designs to ensure the new tracks can be completed when required
- Identify sources of capital funding to allow construction of new tracks in Downtown by approximately 2015
- Study additional streetcar access to downtown from surrounding neighborhoods not served directly by TRAX
- Build streetcar line(s) to neighborhoods where high density development is planned
- Negotiate revised Free Fare Zone agreements
- Implement Branded Bus Corridors

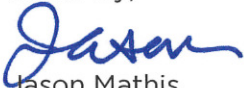
- Explore the routes, costs and funding potential for a dedicated downtown bus shuttle service to connect key activity centers
- Explore and possibly implement additional TRAX service downtown, running trains on existing TRAX lines

In addition to the recommendations identified by the Downtown In Motion Master Plan, we encourage you to work with UTA to restore direct TRAX service between downtown and the University of Utah. The University of Utah and downtown are the two largest single destination and embarkation points for TRAX. While we understand UTA's decision making process in eliminating this direct TRAX service, as a neighborhood we miss the connectivity and look forward to renewed direct TRAX service as funding and routing changes allow.

We also see the proposed Bike Share program, set to launch downtown in 2013 as a good alternative for Free Fare Zone bus trips many downtown residents, commuters and visitors may currently be making. While we have raised significant private sector funds to cover many of the capital costs associated with the launch of this system, we are still looking for public sector and other funding sources to help meet our financial obligations for the launch of this new transportation initiative. Officials from Salt Lake City and the Utah Transit Authority have expressed enthusiasm for this program and we hope to work with both entities as formal funding partners who can help make this new program a reality for downtown.

We appreciate the valuable role UTA plays in downtown commerce and in the quality of life for residents across the region. We also recognize their leadership locally and nationally. We support their application to change the terms of the inter-local agreement with Salt Lake City and encourage you to use this opportunity to develop even more ways we can work together to strengthen and connect downtown with other Utah communities.

Sincerely,



Jason Mathis
Executive Director

cc: Mayor Ralph Becker, Salt Lake City
Council Member Jill Remington Love, Salt Lake City
Council Member Carlton Christensen, Salt Lake City
Council Member Luke Garrott, Salt Lake City
Council Member Charlie Luke, Salt Lake City
Council Member Kyle LaMalfa, Salt Lake City
Council Member Stan Penfold, Salt Lake City
Mike Allegra, General Manager, UTA
Jerry Benson, COO, UTA
Downtown Alliance Board of Trustees

SALT LAKE CITY SHARE OF UTA OPERATING REVENUE

City support of light rail includes significant allocations of public funds to UTA starting with public votes to increase UTA's share of sales tax revenue for UTA operations. City Council staff estimates that in 2009 and 2010 sales tax revenue for UTA from Salt Lake City was roughly equal to UTA fare box revenue in the entire transit system. In 2009 Salt Lake City sales tax collections accounted for 28.6 percent of Salt Lake County sales tax revenue allocated to UTA, 18.6 percent of all UTA sales tax revenue, and 11.4 percent of UTA's total revenue. In 2010, sales tax collections in Salt Lake City were 32.5 percent of all Salt Lake County sales tax revenue allocated to UTA, 21.2 percent of all UTA sales tax revenue, and 13.3 percent of total revenue. The \$32,053,446 in sales tax revenue for UTA generated in Salt Lake City in 2009, and the \$36,528,943 generated in the city for UTA in 2010 are roughly equivalent to the \$33,530,449 generated by passenger fares in the six-county region in 2009 and the \$35,160,063 generated by passengers in 2010.

In addition to sales tax revenue, Salt Lake City participated financially in the Main Street to University line (1/64th cent of city sales tax revenue for 10 years); allocated \$11 million to help pay the cost to extend light rail from 200 South 400 West to the Central Station at 250 South 600 West Street; and spent nearly \$1 million in Salt Lake City Redevelopment Agency funds to build a light rail station at 900 South 200 West. For the light rail line to the airport along North Temple the City agreed to pay UTA roughly \$10 million to \$15 million – the difference between the \$35 million cost of a portion of the project and a percentage of vehicle registration fees assigned to UTA for the project – plus \$5.5 million in in-kind contributions. In addition, the City agreed to issue a \$16.4 million sales tax bond for the construction of the North Temple Viaduct. The bond would be repaid with funds generated by a special assessment area, community development area, and a City loan to the community development area until property tax revenue from new development occurs.

METHOD FOR CALCULATING SALT LAKE CITY SHARE OF UTA SALES TAX REVENUE

The Utah Transit Authority is a public regional transportation agency. Its adopted total budgets for the years ending December 31, 2009, and December 31, 2010, respectively were \$279,403,474 and \$274,681,307, according to comprehensive annual financial reports published by UTA.

In 2009, revenue of \$171,854,169 (61.5 percent) came from state sales tax collections allocated to UTA. Another \$60,198,723 (21.5 percent) came from federal subsidies for maintenance and operation, and \$33,530,449 (12 percent) came from passenger collections. In 2010, revenue of \$171,893,732 (62.6 percent) came from state sales tax collections allocated to UTA; \$59,137,764 (21.5 percent) from federal maintenance and operation subsidies; and \$35,160,063 (12.8 percent) from passenger revenues, according to UTA's annual reports.

Sales tax for UTA is collected in Box Elder, Davis, Salt Lake, Tooele, Utah, and Weber counties. Salt Lake County by far is the largest contributor of sales tax revenue to the Transit Authority. In 2009 and 2010, UTA received respectively \$112,076, 511 and \$112,379,368 in sales tax revenue collected in Salt Lake County. The next largest sales tax generator is Utah County where UTA collected \$25.2 million in 2009 and \$25.4 million in 2010.

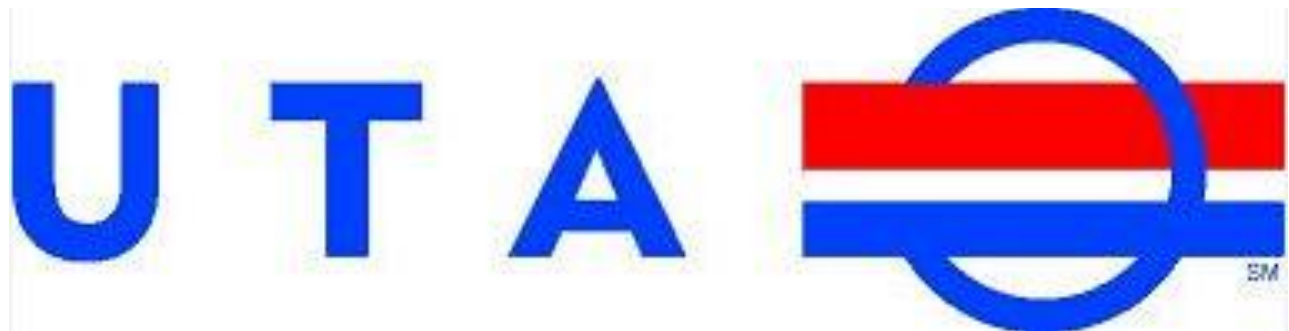
Salt Lake County's share of sales tax revenue equals 65.2 percent of UTA's 2009 sales tax revenue and 65.4 percent of UTA's 2010 sales tax revenue. Part of the reason for the difference in revenue UTA receives from purchases in Salt Lake County is county residents voted in November 2006 to raise the sales tax by a quarter cent for UTA projects. The tax rate for Salt Lake County is .6875 of 1 percent of sales tax revenue. In Box Elder, Davis and Weber counties the tax rate is .55 of 1 percent. The rate in Tooele County is .30 of 1 percent, and the rate in Utah County is .5260 of 1 percent.

Sales tax point of sale revenue collected in Salt Lake City for municipal purposes was \$46,623,195 in 2009 and \$53,133,009 in 2010. (The State Tax Commission collects 1 percent of point of sale revenue – the figures for 2009 and 2010 in Salt Lake City. Then the Tax Commission apportions all revenue collected from municipalities back to municipalities based on one-half point of sale and one-half population.)

Salt Lake City Council staff multiplied the amount of revenue – the 1 percent for municipalities collected in Salt Lake City in 2009 and 2010 – by UTA's sales tax rate of .6875 percent. Under that formula, sales tax revenue in Salt Lake City accounted for \$32,053,446 of the \$112,076,511 collected in Salt Lake County in 2009 and \$36,528,943 of the \$112,379,368 collected in Salt Lake County in 2010.

In 2009 Salt Lake City sales tax revenue made up 28.6 percent of Salt Lake County revenue allocated to UTA. In 2010 the figure was 32.5 percent. In larger terms, sales tax revenue generated by sales in Salt Lake City in 2009 made up 18.6 percent of all UTA sales tax revenue in 2009 and 11.4 percent of UTA's total revenue. In 2010, the figure rose to 21.2 percent of all UTA sales tax revenue and 13.3 percent of total revenue. In comparison, revenue generated by passenger fares in 2009 was \$33,530,449. Passenger revenue in 2010 was \$35,160,063.

SALT LAKE CITY TRANSIT SUMMARY



Introduction

The purpose of this document is to mid to high level summary about the UTA transit service that is operated in and out of Salt Lake City. This is not a reflection of all the bus routes that UTA operates, it only contains routes that either start/end in Salt Lake City and those routes that travel inside Salt Lake City.

Investment Per Rider (IPR)

UTA has a responsibility to use operating money (tax subsidies) effectively and efficiently. This means using each dollar to get as many riders as possible. One method of measuring the effectiveness and efficiency is to measure the IPR of each route.

The IPR calculated for this document is the basic IPR (it is not fully allocated). It is calculated by the following equation

$$\text{IPR} = \frac{\text{Cost} - \text{Revenue}}{\text{Ridership}}$$

Cost = The operating costs of the route which includes labor and fuel.

Revenue = The average fare box revenue

Ridership = The number of passenger trips provided by monthly operator counts

Value of the Airport TRAX Line operating in the North Temple Corridor

- Improves transit visibility and presence
- Improves the vitality of the businesses within ¼ - ½ mile of each transit station
- Enhances the connectivity to the rest of the valley and to the regional system
- Creates the foundation and framework for future community/neighborhood links

Route 2 to the U Connector

- Improves the ease of connectivity from Salt Lake Central Hub along the north side of the University of Utah Campus to the University Hospital.
- Improves transit travel time from the hub to the U
- Improves economic improvement and development possibilities along the 200 South corridor.

Salt Lake Central Station Transit Hub

The Salt Lake Central Station Transit Hub circulates 71 buses per hour during the weekday peak travel times. These buses connect with each other, TRAX, and Commuter Rail to create a network of distribution through all of Salt Lake City and now to Park City. In addition to UTA services there is a connection to Amtrak and Greyhound that allows patrons to use public transit as a part of their domestic travel trip. For circulation inside of Salt Lake City aside from transit the hub provides a bicycle center and an U-Share Car Share Center.

Across all the modes, there are over 700 to 1000 passengers per hour connecting and circulating through the hub

Event Management Plan for U of U Football Games and Other Major Events

UTA has partnered with the University of Utah to reduce the transit congestion during football games and other major events to provide quick and efficient movement of workers, spectators, students and others. Currently the plan has successfully targeted a 10% mode share and have “cleared” ridership base from the event within 45 minutes to an hour after the event has ended. This includes workers and support staff personnel that are unable to leave until the majority of the spectators are gone.

Providing Transit Service to Industrial Areas

Providing service to industrial areas has a unique set of challenges that office complexes and other employment centers do not generally have.

Industrial areas are generally are not transit friendly by design. They are located a significant distance away from major transit stations. The development generally has little to no sidewalk and does not have good pedestrian access. Roadways do not support putting in transit stops, and there generally only one way in and one way out.

The types of jobs that are generally housed in these industrial parks are shift work with many having 24/7 operations. The work force is generally spread over the valley creating a multiple transfer trip on transit with increased travel times exceeding double the auto travel time. Because of the schedule of employees and geographical origins of employees, there is not a large concentration of workers on any given shift that would provide enough ridership to sustain transit investment.

A combination of all of these factors, create many challenges to provide justification for traditional transit service such as a local city bus. However, UTA has taken these challenges and create opportunity by using other resources to meet transit needs in these types of industrial parks. Some of these alternatives have been vanpool programs and ridesharing programs. On a much more

creative side we have partnered with the employer as they create a shuttle from a major transit stop to connect and create an ease of distribution.

As development and re-development occur in the industrial parks and more and more transit infrastructure is built to provide better connectivity it is possible in the future to see more sustainable transit investment by way of a local bus service to replace vanpools and ridesharing programs.

Inter County Services

There are several trips per weekday that come from other counties in to Salt Lake City. Many of these trips are commuter type trips that only run peak service. Below is a brief summary by county.

Tooele County

3 Routes

24 daily trips

Annual Cost \$766,420

Daily ridership 798

Service IPR \$3.09

Utah County

8 Routes

44 daily trips

Annual Cost \$1,854,537

Daily ridership 1,946

Service IPR \$3.06

Weber/Davis County and routes through North Salt Lake

9 Routes

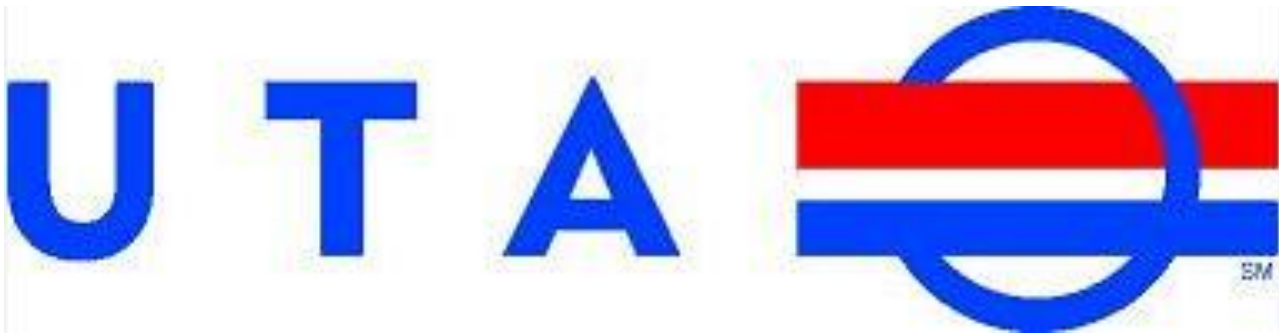
183 daily trips

Annual Cost \$7,223,304

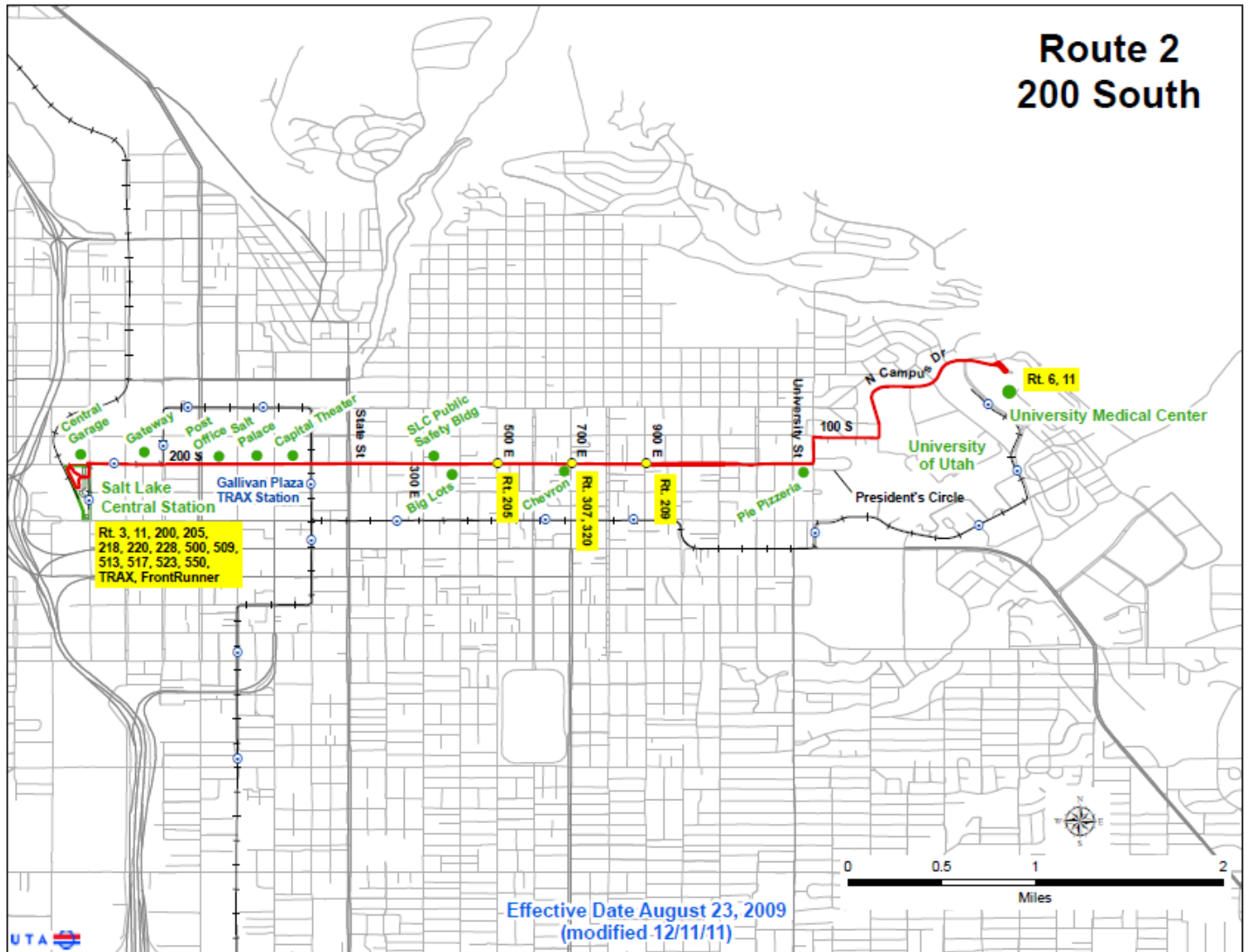
Daily ridership 7,575

Service \$3.06

LOCAL SLC ROUTES



ROUTE 2 (2 TO THE U)
200 SOUTH
SALT LAKE CENTRAL TO U OF U



Route 2 Summary

Service/Frequency

WKD 15 min
 SAT 60 min

Daily Ridership

WKD 2551
 SAT 316

Annual Cost

WKD \$745,360
 SAT \$36,663

Daily Trips

WKD 114
 SAT 28

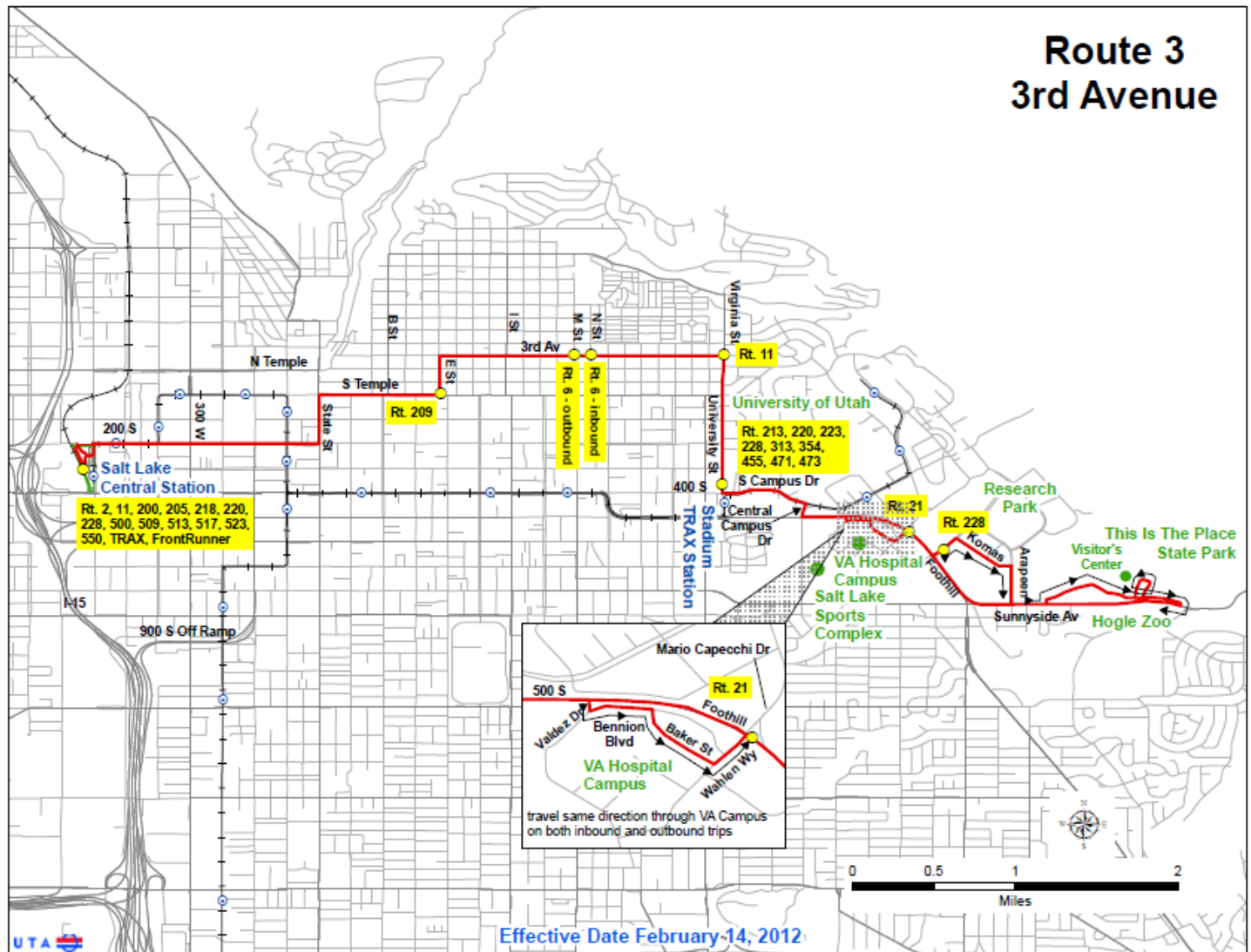
IPR

WKD \$0.43
 SAT \$1.51

On Time Reliability

Approx. 88%

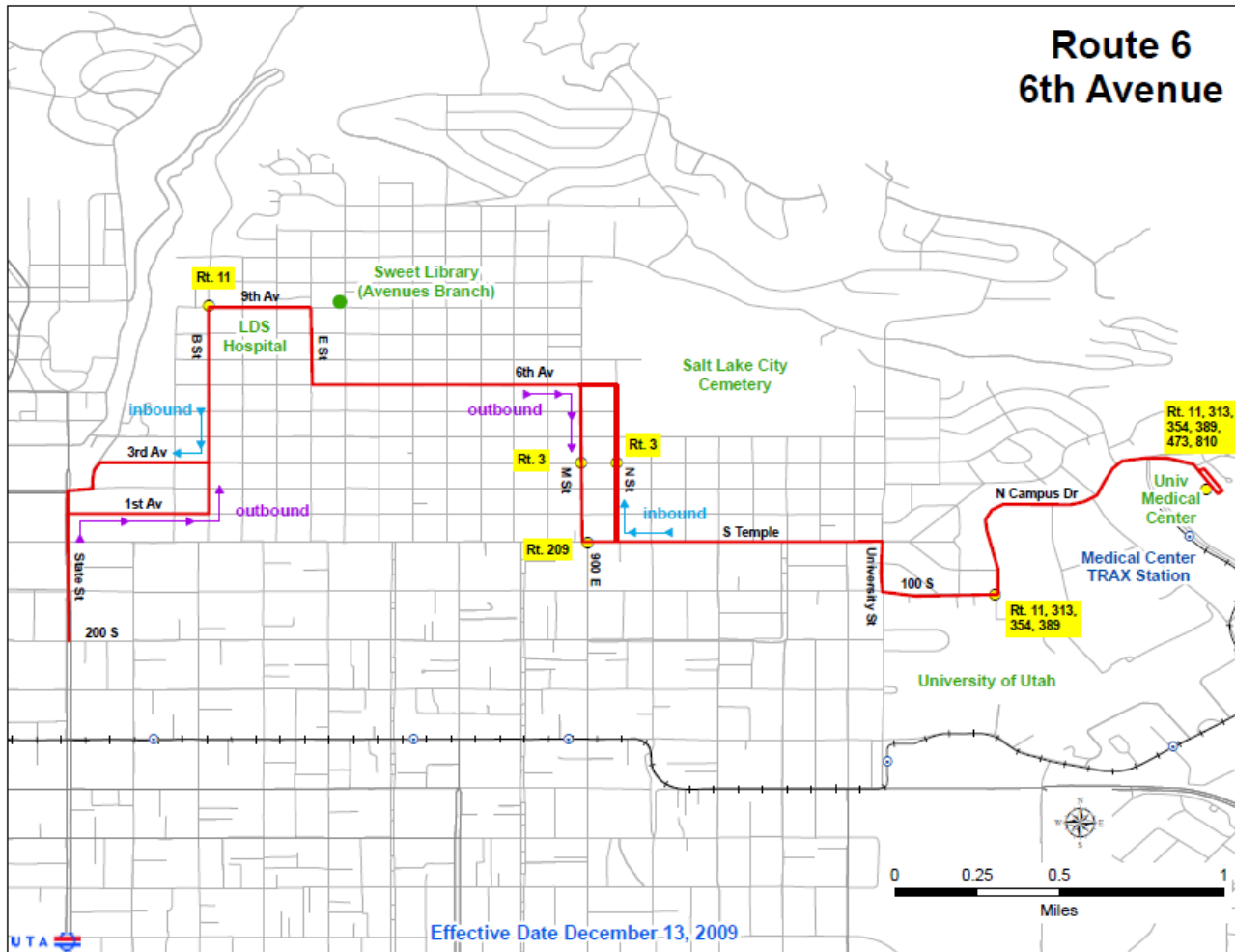
ROUTE 3
3rd Avenue
CONNECTING SL Central Station to VA Hospital



Route 3 Summary

<u>Service/Frequency</u>		<u>Daily Ridership</u>		<u>Annual Cost</u>	
WKD	30min	WKD	882	WKD	\$480,471
SAT	45 min	SAT	196	SAT	\$56,565
<u>Daily Trips</u>		<u>IPR</u>		<u>On Time Reliability</u>	
WKD	50	WKD	\$1.42	Approx. 78%	
SAT	30	SAT	\$2.03		

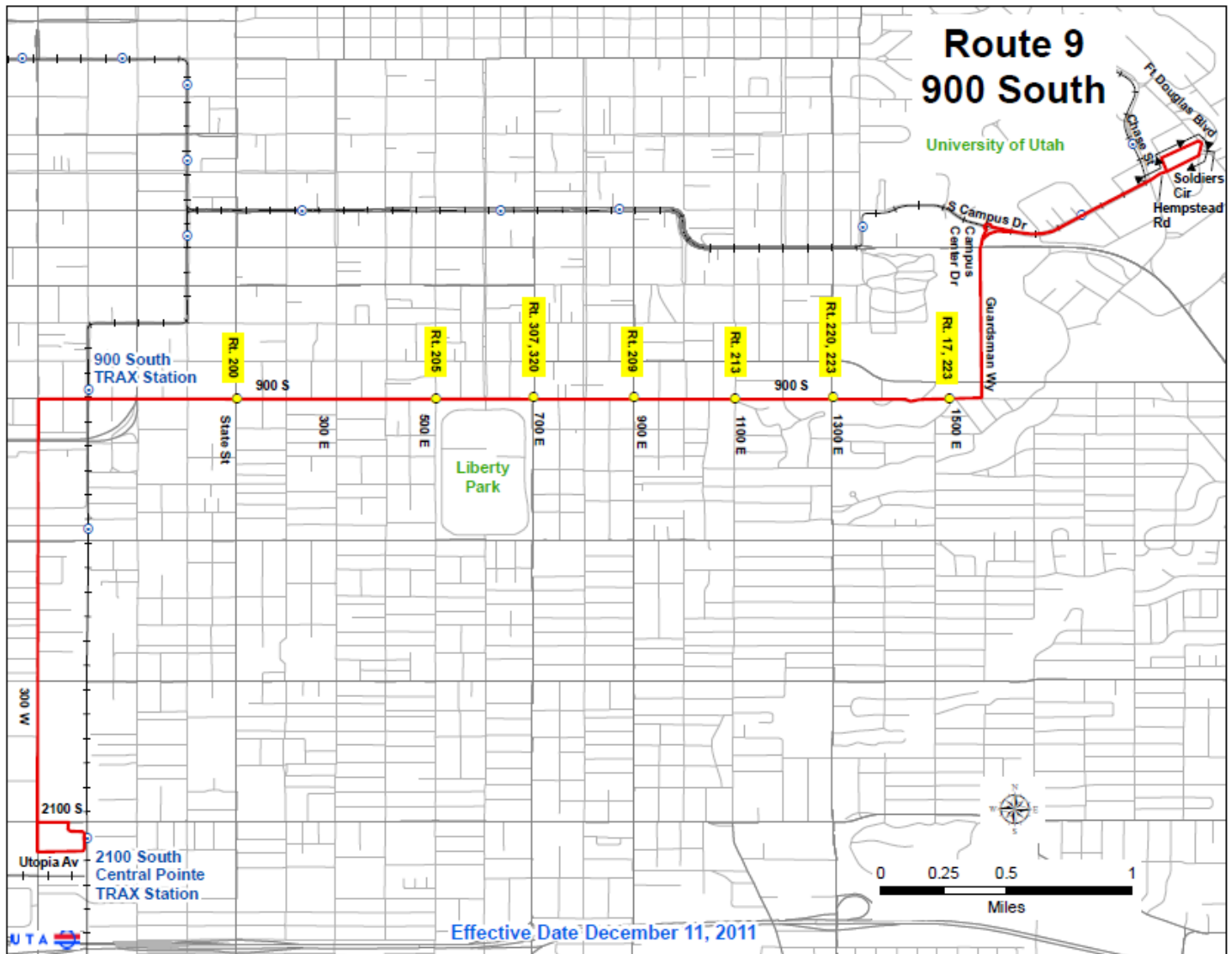
ROUTE 6
6TH Avenue
CONNECTING SL Central Station to VA Hospital



Route 6 Summary

<u>Service/Frequency</u>		<u>Daily Ridership</u>		<u>Annual Cost</u>	
WKD	30 min	WKD	744	WKD	\$405,439
SAT	60 min	SAT	188	SAT	\$38,427
SAT	60 min	SUN	140	SUN	\$49,199
<u>Daily Trips</u>		<u>IPR</u>		<u>On Time Reliability</u>	
WKD	58	WKD	\$1.40	Approx. 86%	
SAT	30	SAT	\$3.20		
SUN	22	SUN	\$1.70		

ROUTE 9
900 SOUTH
CONNECTING U OF U TO 2100 SOUTH



Route 9 Summary

Service/Frequency

WKD 30/60 min

Daily Ridership

WKD 362

Annual Cost

WKD \$384,163

Daily Trips

WKD 45

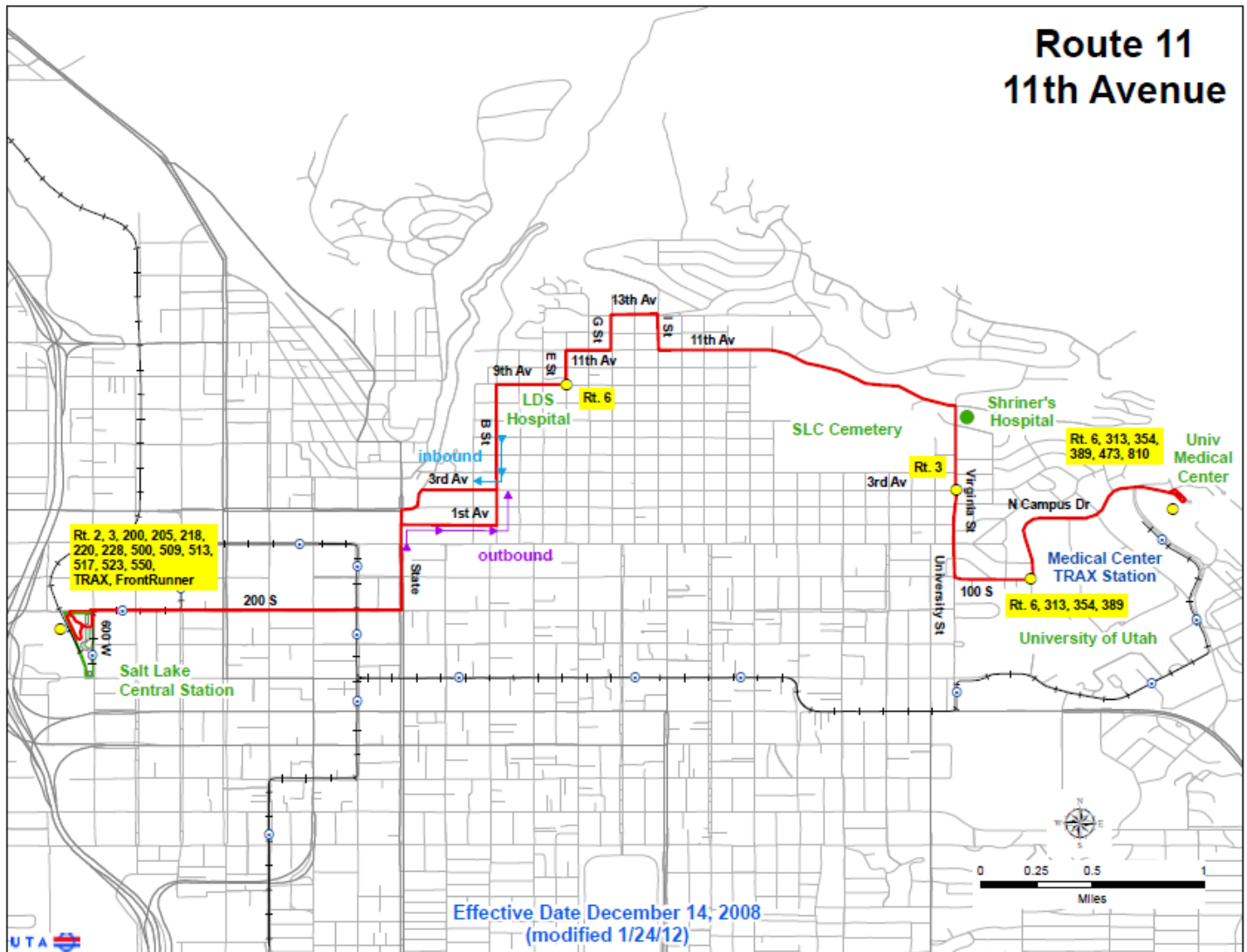
IPR

WKD \$3.45

On Time Reliability

Approx 85%

ROUTE 11
11TH AVENUE
SALT LAKE CENTRAL TO MEDICAL CENTERS



Route 11 Summary

Service/Frequency

WKD 30/60 min

Daily Ridership

WKD 553

Annual Cost

WKD \$337,160

Daily Trips

WKD 40

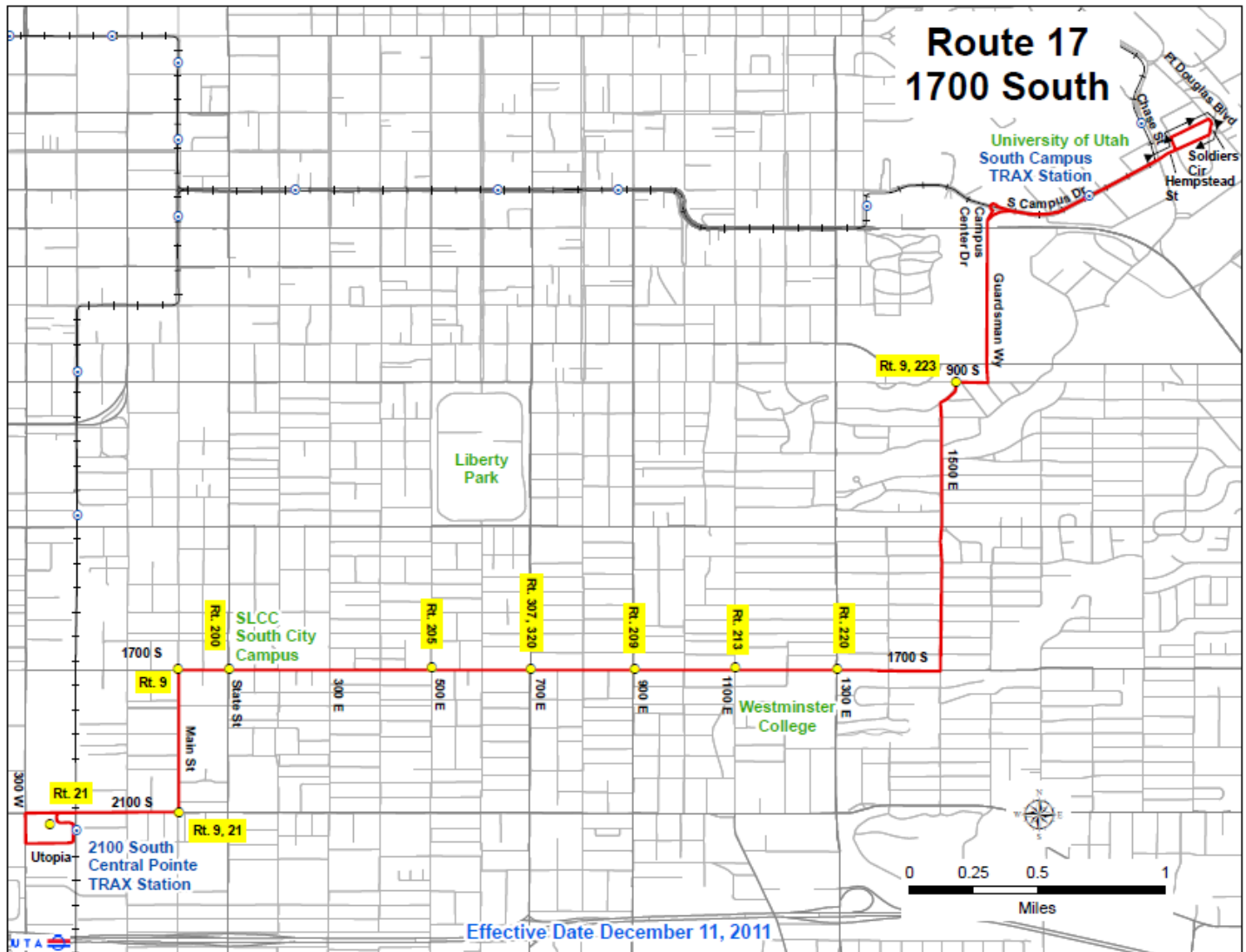
IPR

WKD \$1.68

On Time Reliability

87%

ROUTE 17
1700 SOUTH
CONNECTING 2100 SOUTH TO THE U OF U



Route 17 Summary

Service/Frequency

WKD 30/60 min

Daily Ridership

WKD 443

Annual Cost

WKD \$341,165

Daily Trips

WKD 42

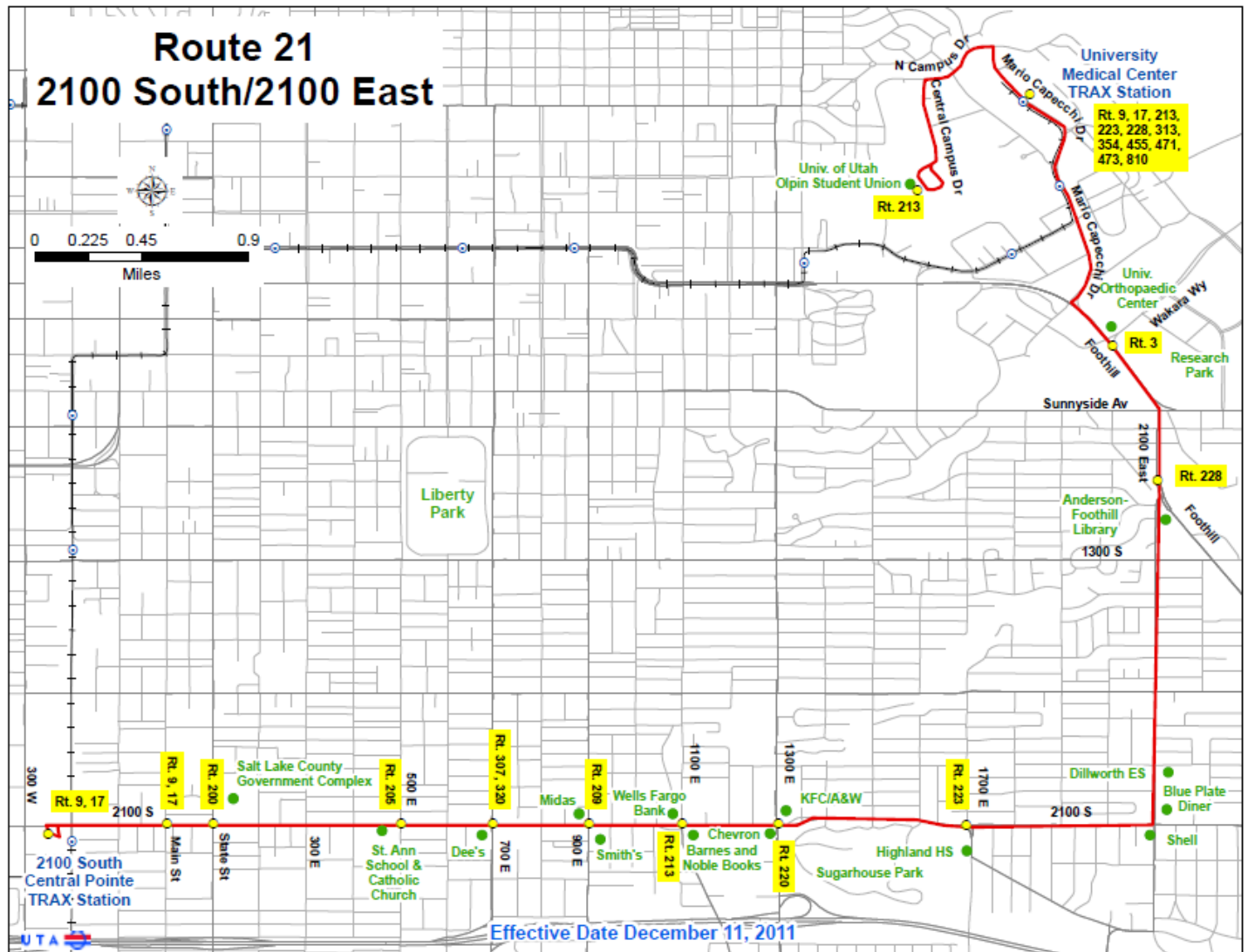
IPR

WKD \$2.31

On Time Reliability

Approx. 86%

ROUTE 21
BUSINESS PARK SHUTTLE
CONNECTING WVC/SLC



Route 21 Summary

Service/Frequency

WKD	15 min
SAT	30 min
SUN	80 min

Daily Ridership

WKD	2070
SAT	905
SUN	222

Annual Cost

WKD	\$1,021,710
SAT	\$104,517
SUN	\$35,047

Daily Trips

WKD	114
SAT	50
SUN	16

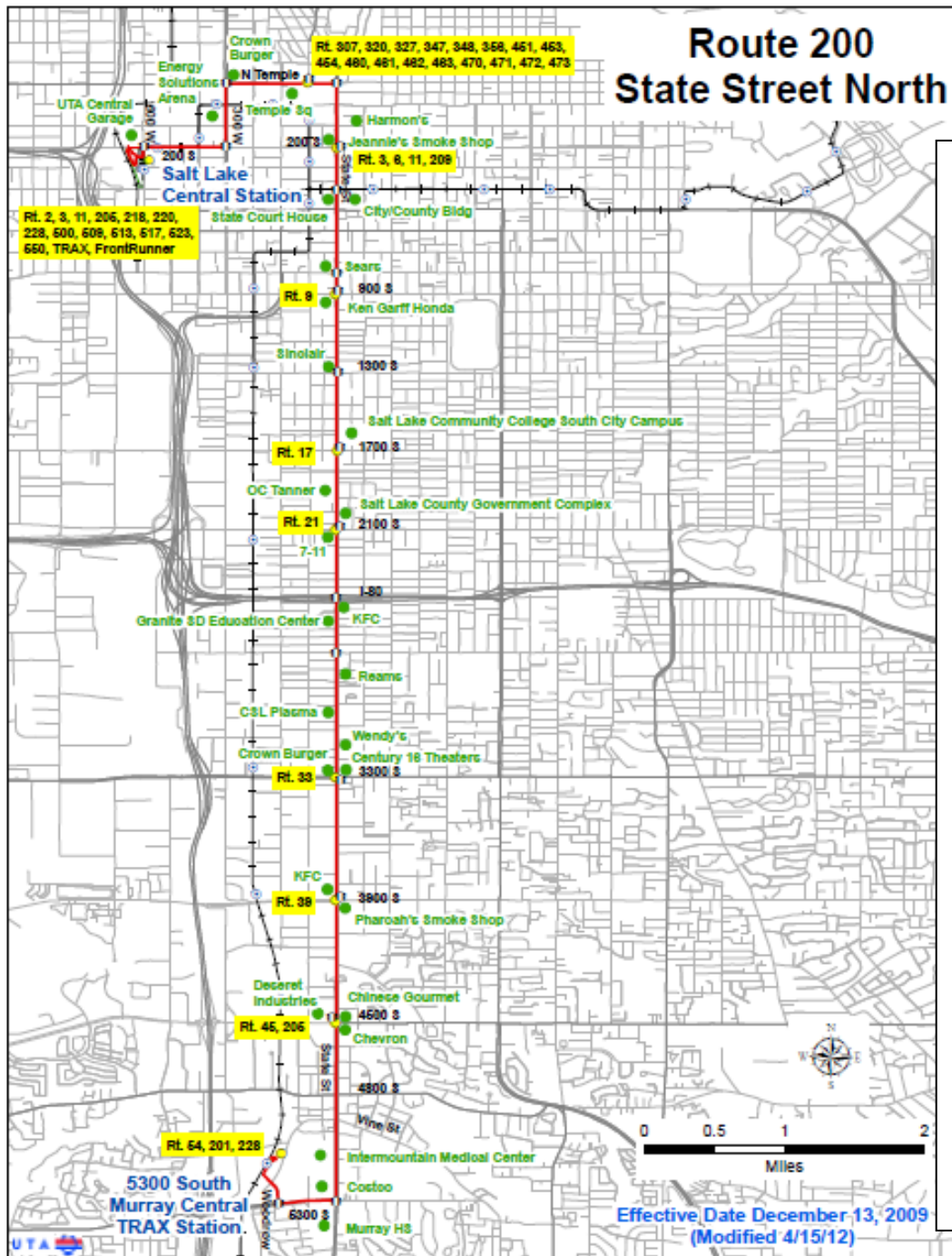
IPR

WKD	\$1.22
SAT	\$1.50
SUN	\$2.10

On Time Reliability

Approx. 85%

ROUTE 200 **STATE STREET NORTH**



Route 220 Summary

Service/Frequency

WKD	15min
SAT	15 min
SUN	30 min

Daily Ridership

WKD	4372
SAT	2242
SUN	632

Annual Cost

WKD	\$1,638,053
SAT	\$283,475
SUN	\$128,883

Daily Trips

WKD	121
SAT	104
SUN	35

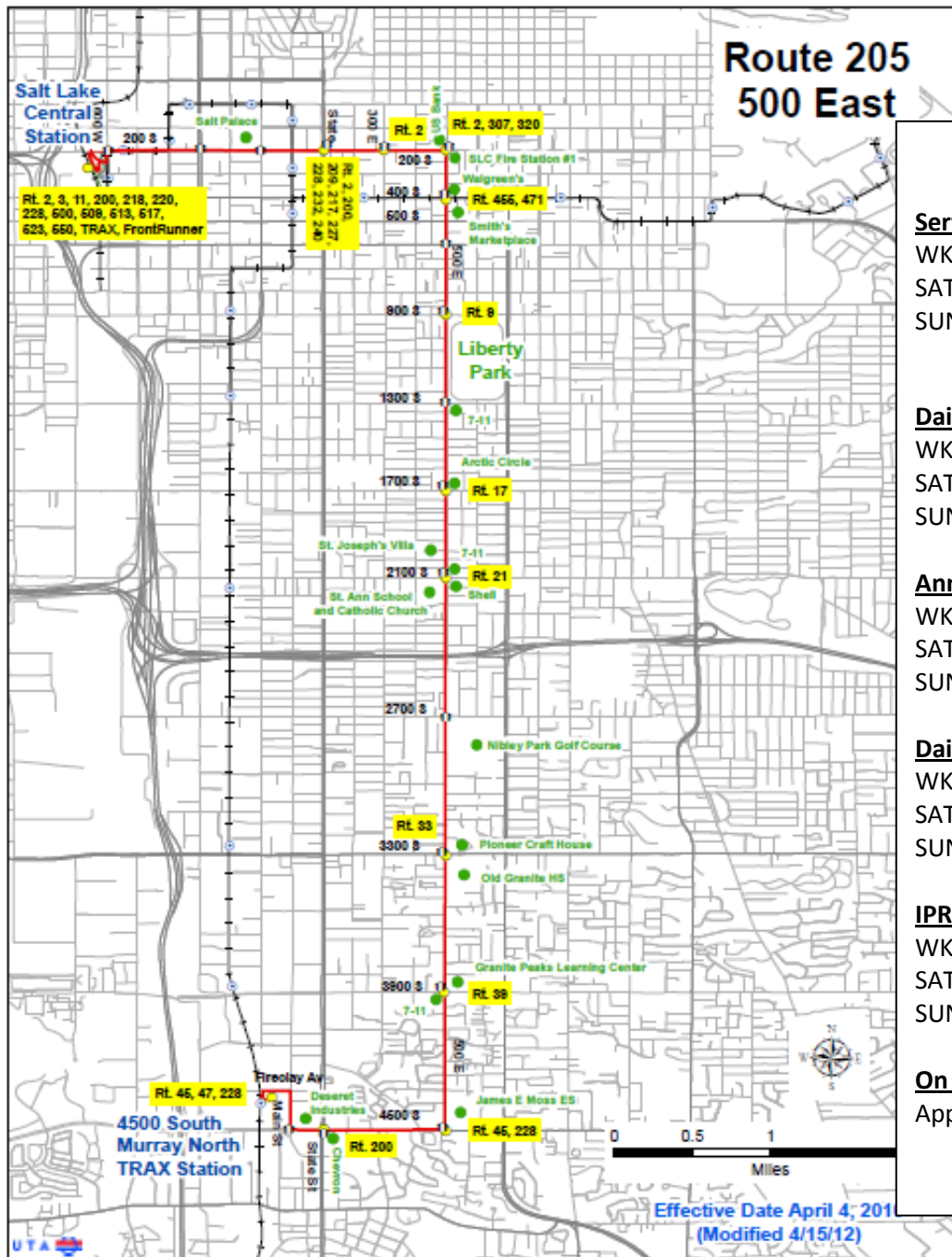
IPR

WKD	\$0.76
SAT	\$1.71
SUN	\$2.68

On Time Reliability

Approx. 73%

ROUTE 205 **500 EAST**



Route 205 Summary

Service/Frequency

WKD	15min
SAT	30 min
SUN	60 min

Daily Ridership

WKD	2759
SAT	1145
SUN	400

Annual Cost

WKD	\$1,371,336
SAT	\$138,542
SUN	\$57,730

Daily Trips

WKD	109
SAT	55
SUN	19

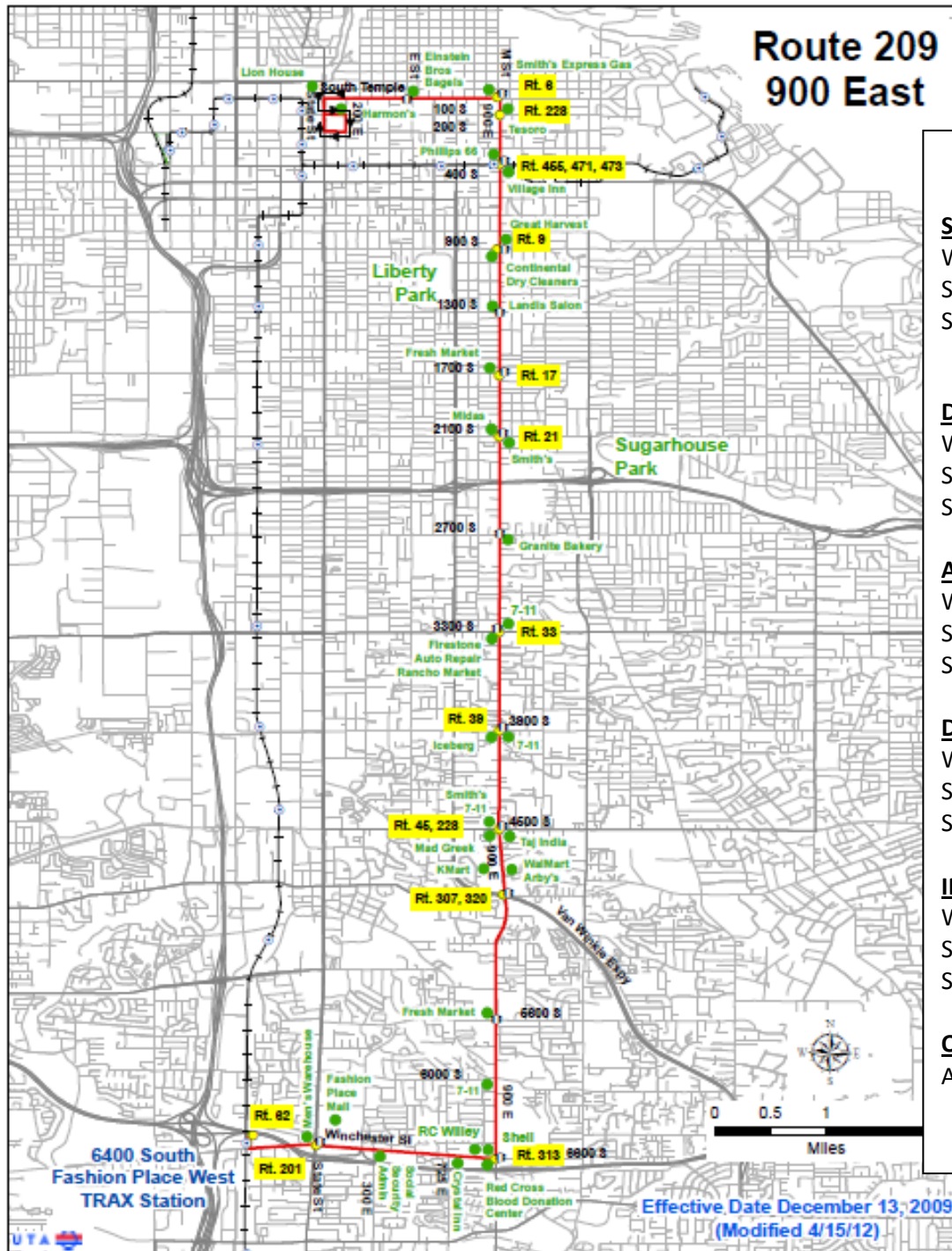
IPR

WKD	\$1.24
SAT	\$1.61
SUN	\$1.69

On Time Reliability

Approx. 84%

ROUTE 209 900 EAST



Route 209 Summary

Service/Frequency

WKD	15 min
SAT	30 min
SUN	60 min

Daily Ridership

WKD	2476
SAT	1097
SUN	444

Annual Cost

WKD	\$1,674,965
SAT	\$154,224
SUN	\$82,849

Daily Trips

WKD	110
SAT	53
SUN	23

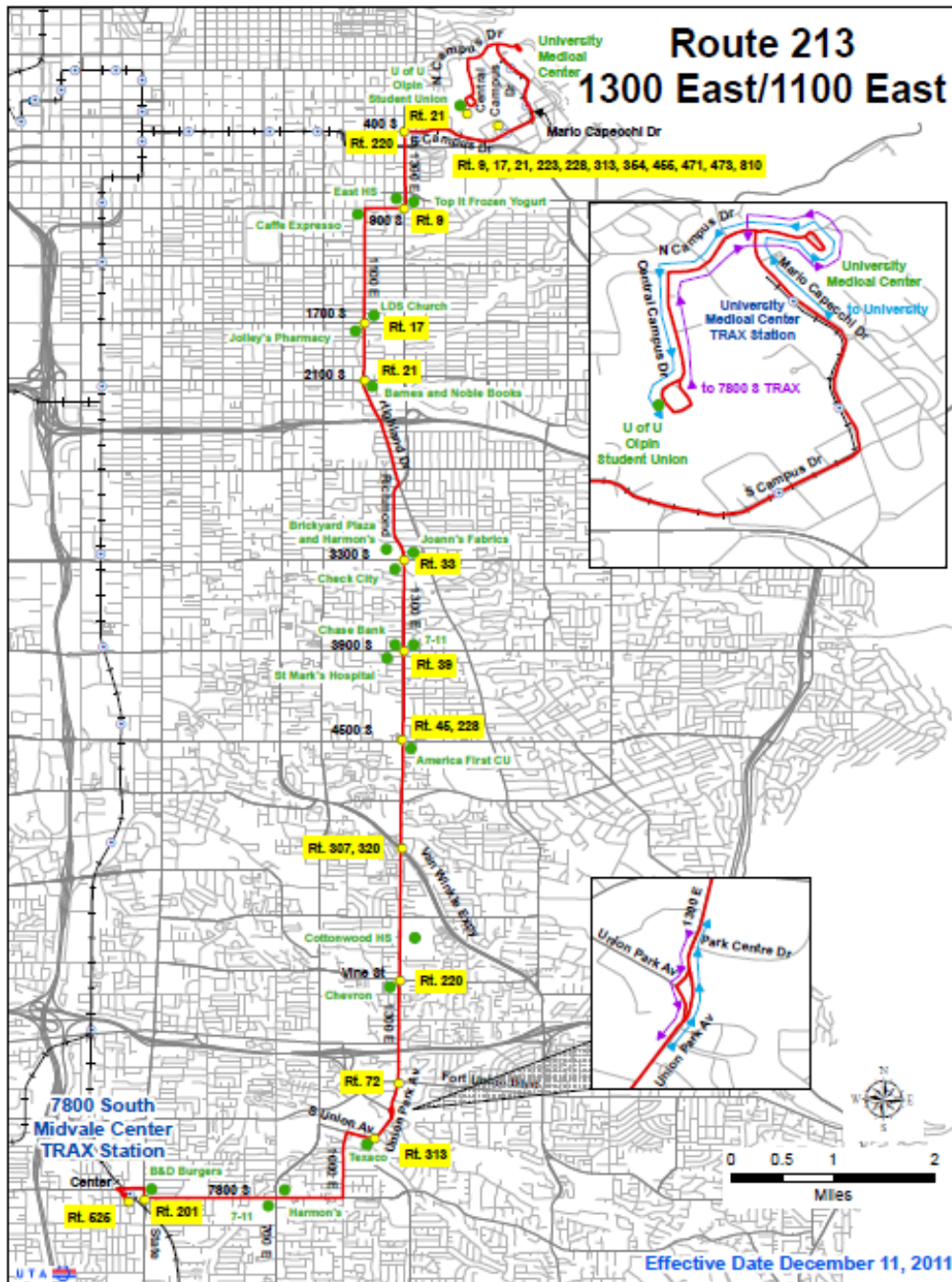
IPR

WKD	\$1.95
SAT	\$1.98
SUN	\$2.39

On Time Reliability

Approx. 86%

ROUTE 213
1300 EAST/1100 EAST
CONNECTING SOUTH VALLEY TO THE U OF U



Route 213 Summary

Service/Frequency

WKD	30 min
SAT	60 min

Daily Ridership

WKD	1305
SAT	273

Annual Cost

WKD	\$938,225
SAT	\$91,330

Daily Trips

WKD	52
SAT	22

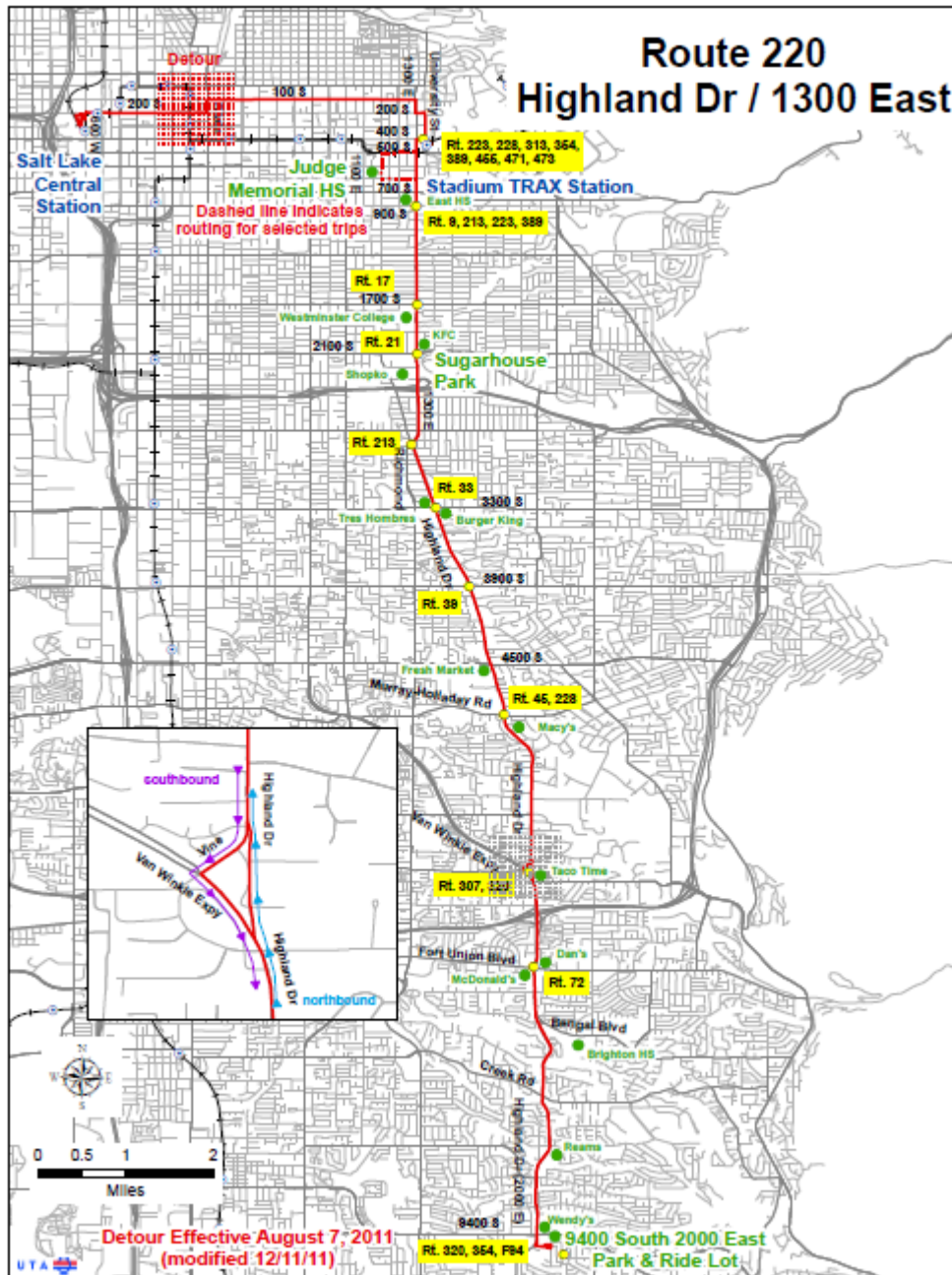
IPR

WKD	\$2.11
SAT	\$5.11

On Time Reliability

Approx. 86%

ROUTE 220
HIGHLAND DRIVE/1300 EAST
CONNECTING SOUTH VALLEY, THE U OF U TO DOWNTOWN



Route 220 Summary

Service/Frequency

WKD	15/30 min
SAT	30 min
SUN	50 min

Daily Ridership

WKD	1724
SAT	747
SUN	258

Annual Cost

WKD	\$1,665,787
SAT	\$212,386
SUN	\$88,219

Daily Trips

WKD	84
SAT	57
SUN	20

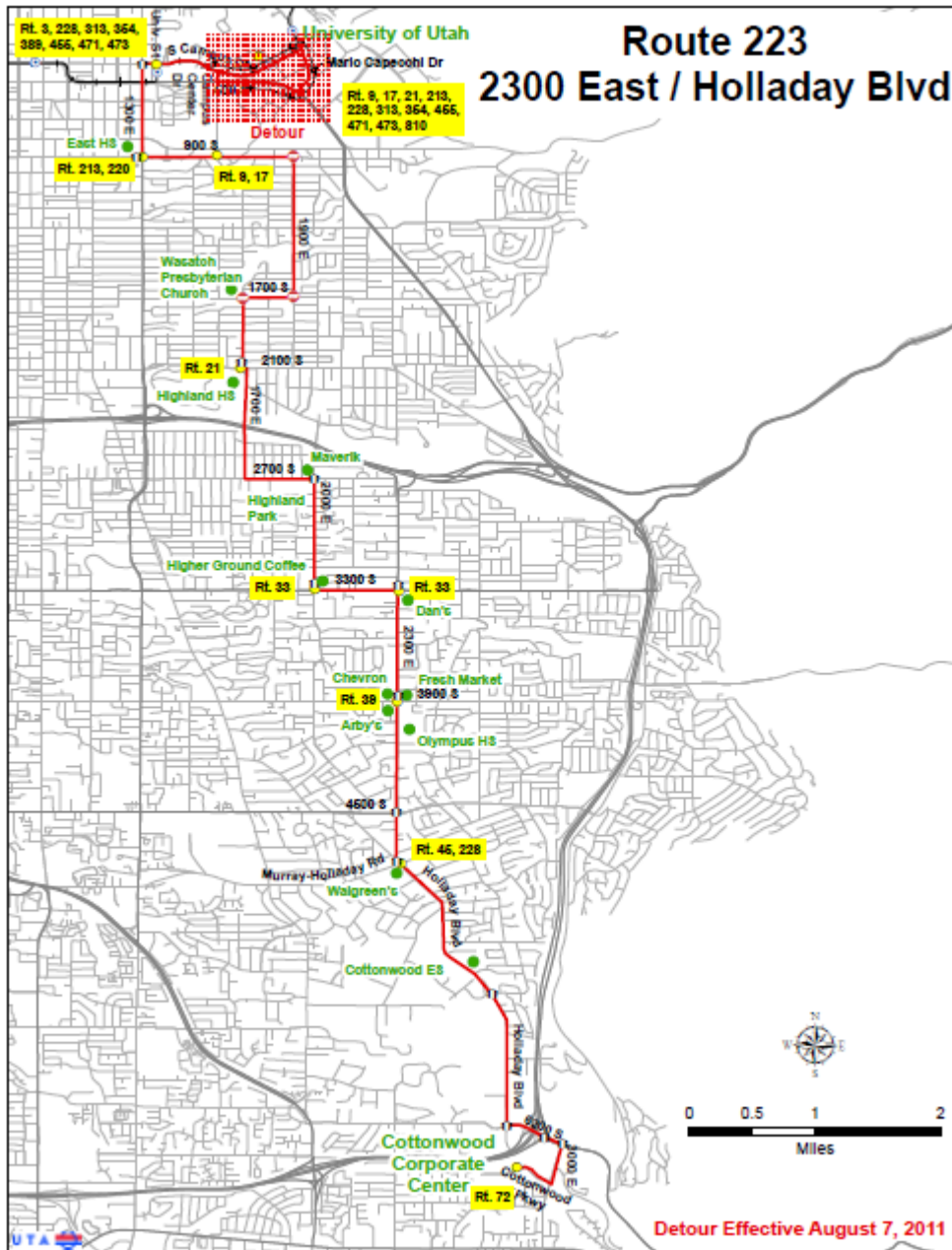
IPR

WKD	\$3.08
SAT	\$4.75
SUN	\$5.39

On Time Reliability

Approx. 84%

ROUTE 223
2300 EAST
CONNECTING SOUTH VALLEY TO U OF U



Route 223 Summary

Service/Frequency

WKD 120 min

Daily Ridership

WKD 146

Annual Cost

WKD \$226,069

Daily Trips

WKD 16

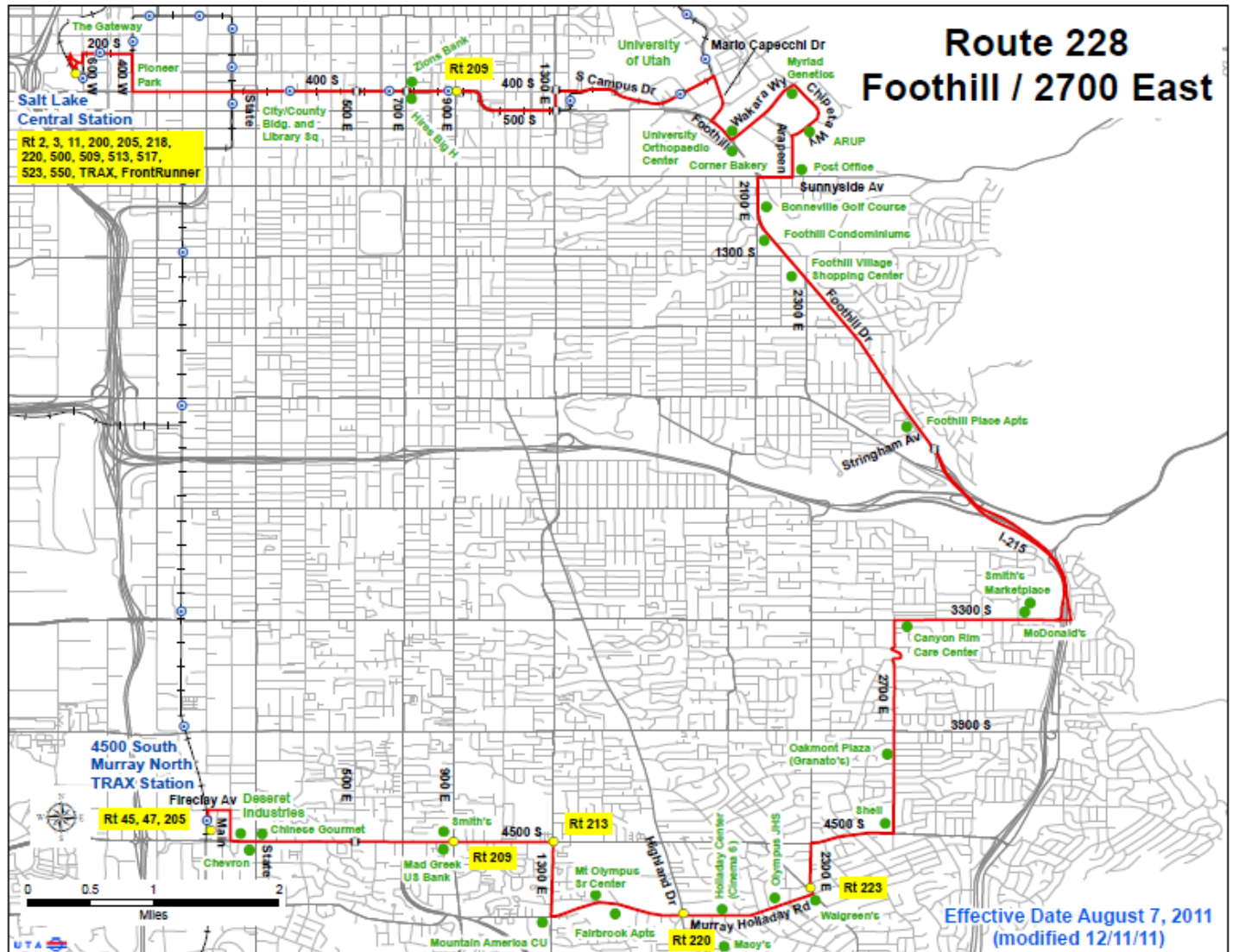
IPR

WKD \$5.37

On Time Reliability

Approx. 93%

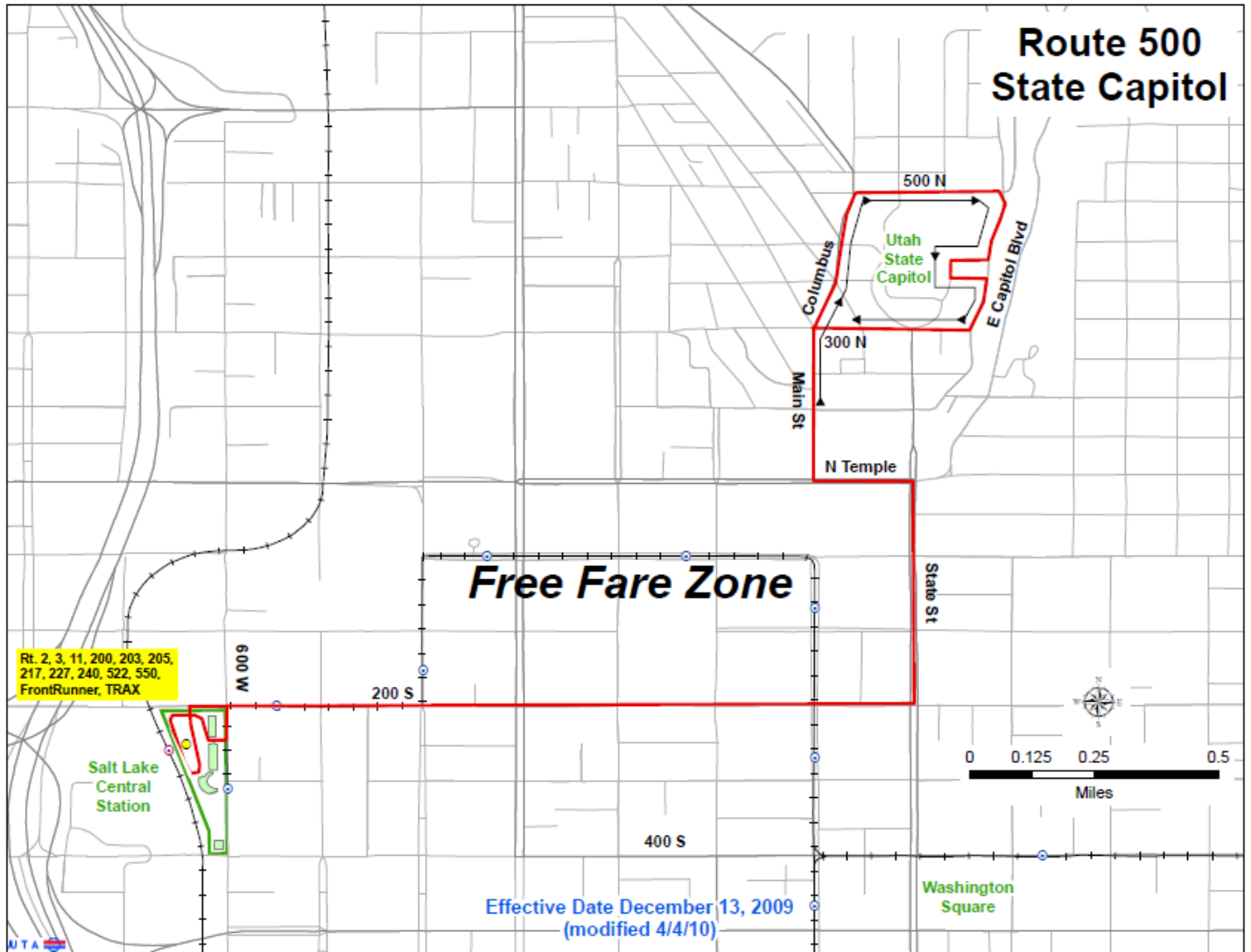
ROUTE 228
2700 EAST/FOOTHILL DR
EAST BENCH SERVICE



Route 228 Summary

<u>Service/Frequency</u>	<u>Daily Ridership</u>	<u>Annual Cost</u>
WKD 30/60	WKD 917	WKD \$960,006
<u>Daily Trips</u>	<u>IPR</u>	<u>On Time Reliability</u>
WKD 45	WKD \$3.40	Approx. 82%

ROUTE 500
STATE CAPITAL CONNECTOR



Route 500 Summary

Service/Frequency

WKD 30 min

Daily Ridership

WKD 341

IPR

WKD \$2.71

Annual Cost

WKD \$296,255

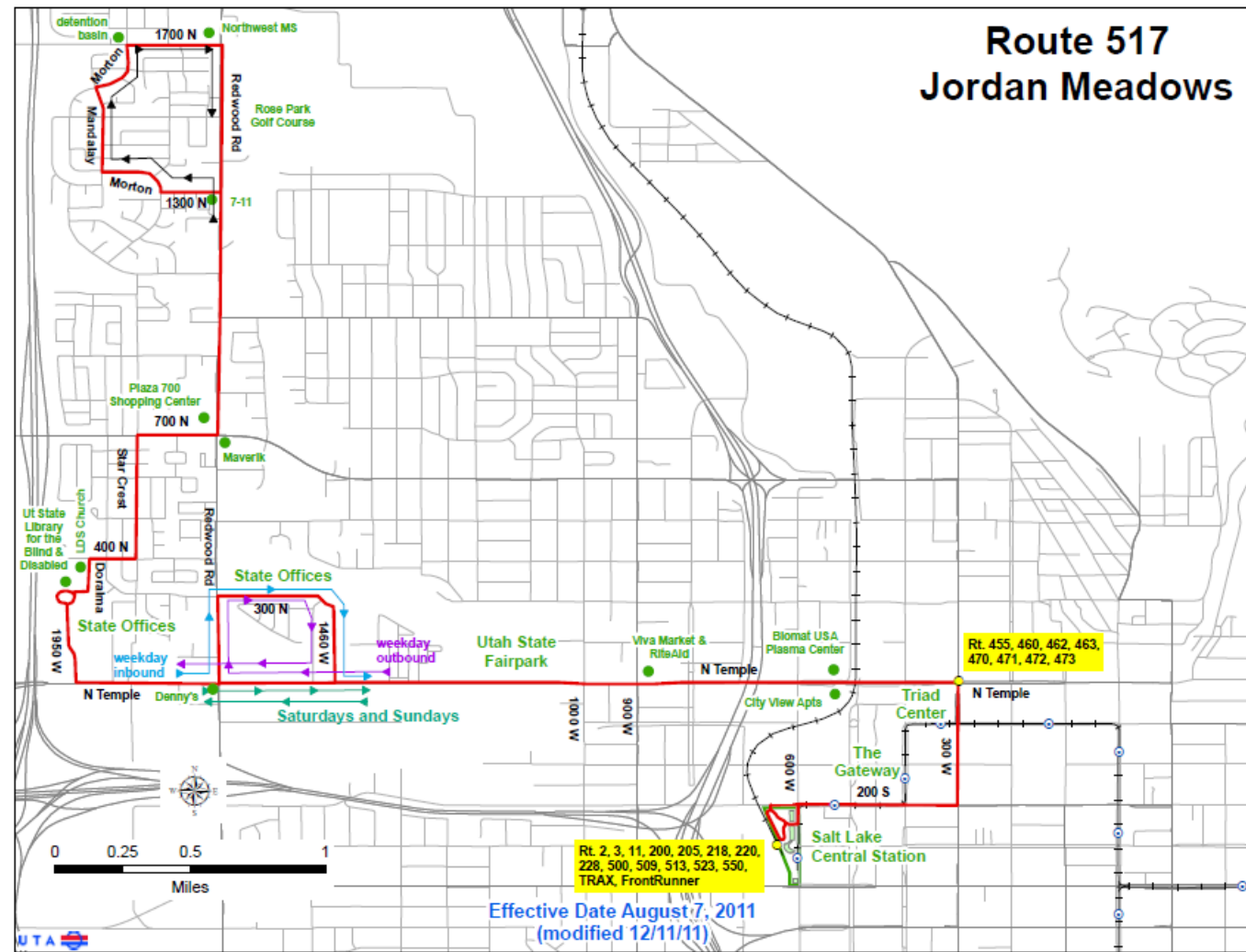
Daily Trips

WKD 55

On Time Reliability

Approx. 88%

ROUTE 517
JORDAN MEADOW & REDWOOD ROAD TO SLC
via NORTH TEMPLE



Route 517 Summary

Service/Frequency

WKD	30 min
SAT	60 min
SUN	60 min

Annual Cost

WKD	\$566,874
SAT	\$69,006
SUN	\$61,770

On Time Reliability

Approx 69% with construction on NT
 Approx 89% without construction

Daily Ridership

WKD	1254
SAT	425
SUN	187

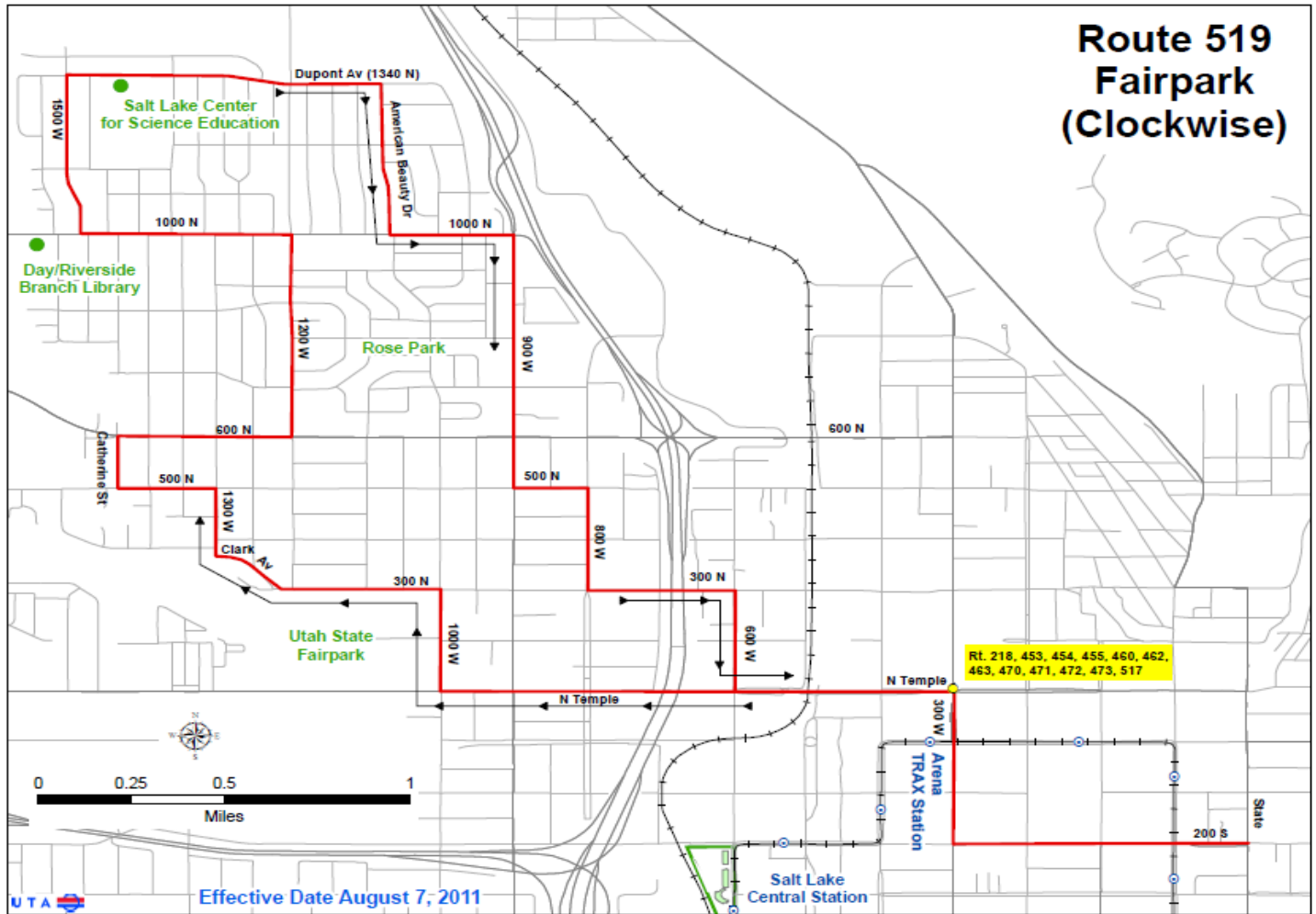
Daily Trips

WKD	59
SAT	28
SUN	20

IPR

WKD	\$1.07
SAT	\$2.40
SUN	\$4.78

ROUTE 519 FAIRPARK



Route 519 Summary

Service/Frequency

WKD	30 min
SAT	60 min
SUN	90 min

Annual Cost

WKD	\$330,498
SAT	\$37,974
SUN	\$36,859

On Time Reliability

Approx 85%

Daily Ridership

WKD	707
SAT	347
SUN	104

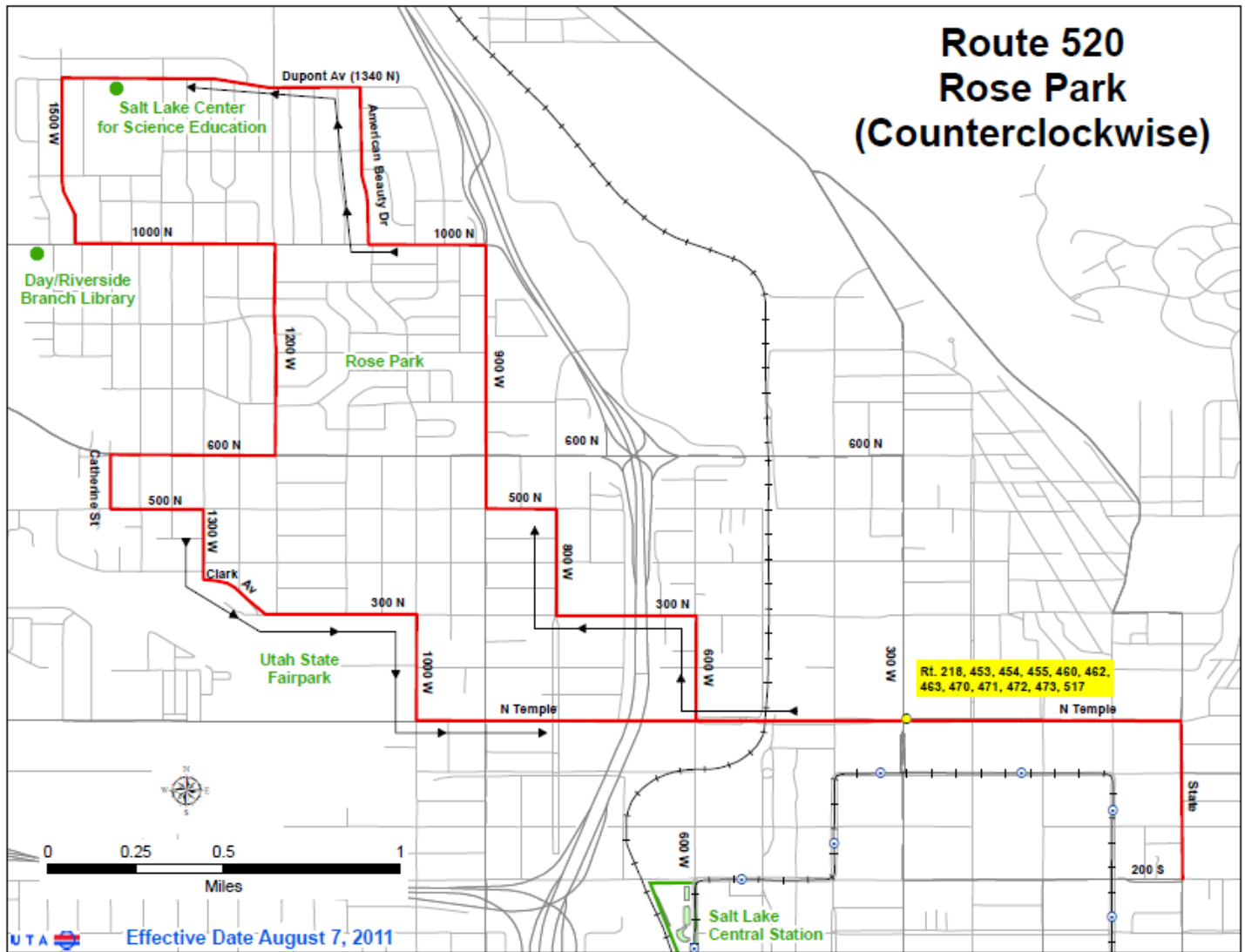
Daily Trips

WKD	54
SAT	29
SUN	14

IPR

WKD	\$1.13
SAT	\$1.39
SUN	\$5.18

ROUTE 520 ROSE PARK



Route 520 Summary

Service/Frequency

WKD 30 min

On Time Reliability

Approx 72%

Annual Cost

WKD \$331,758

Daily Ridership

WKD 518

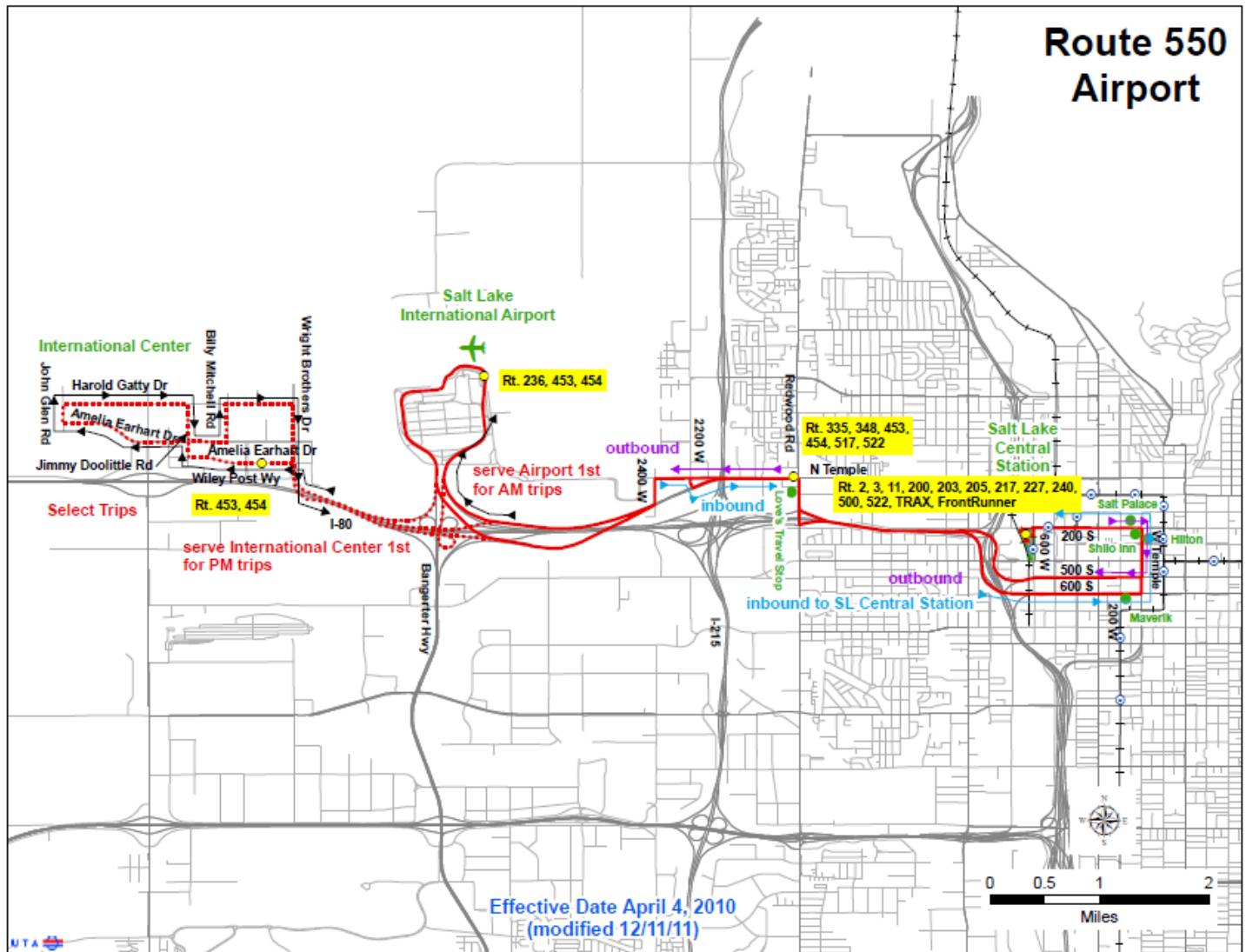
Daily Trips

WKD 50

IPR

WKD \$1.82

ROUTE 550 **AIRPORT/INTERNATIONAL CENTER**



Route 550 Summary

Service Frequency

WKD	30 min
SAT	60 min
SUN	60 min

Annual Costs

WKD	\$514,962
SAT	\$49,369
SUN	\$40,513

On-Time Reliability

Approx 86%

Daily Ridership

WKD	622
SAT	228
SUN	127

Daily Trips

WKD	56
SAT	30
SUN	20

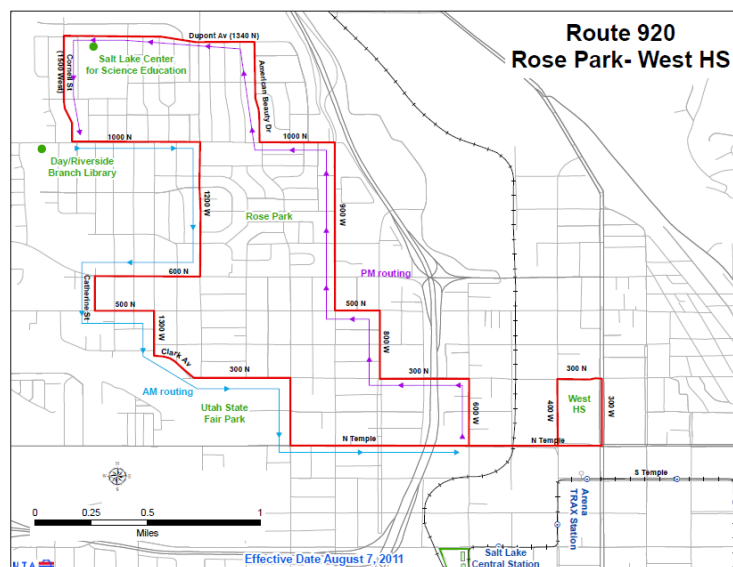
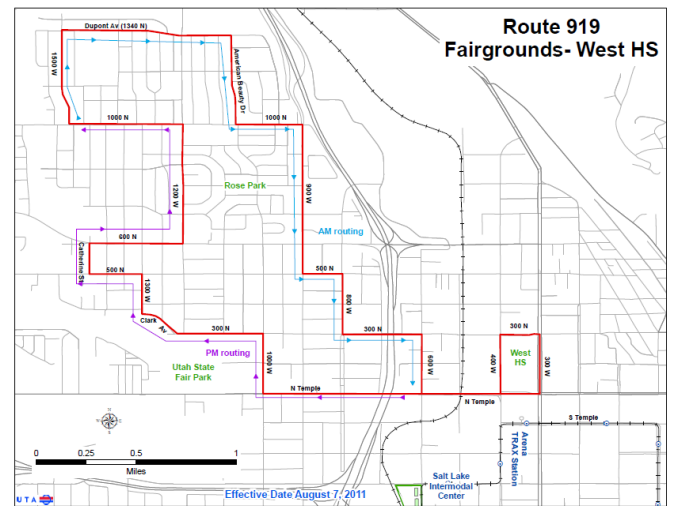
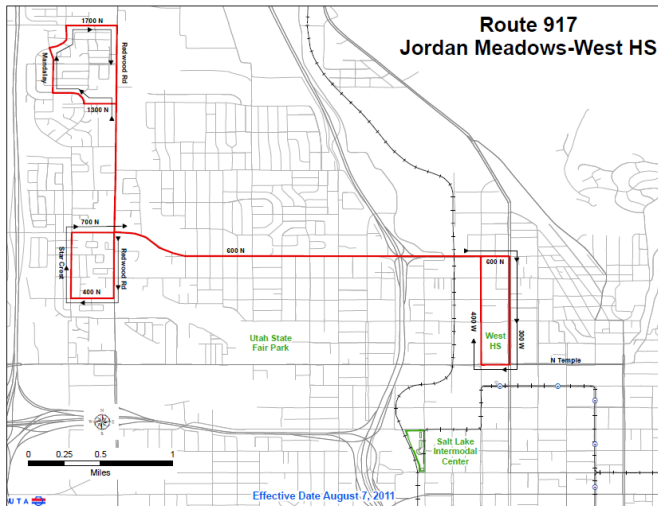
IPR

WKD	\$2.56
SAT	\$3.44
SUN	\$4.19

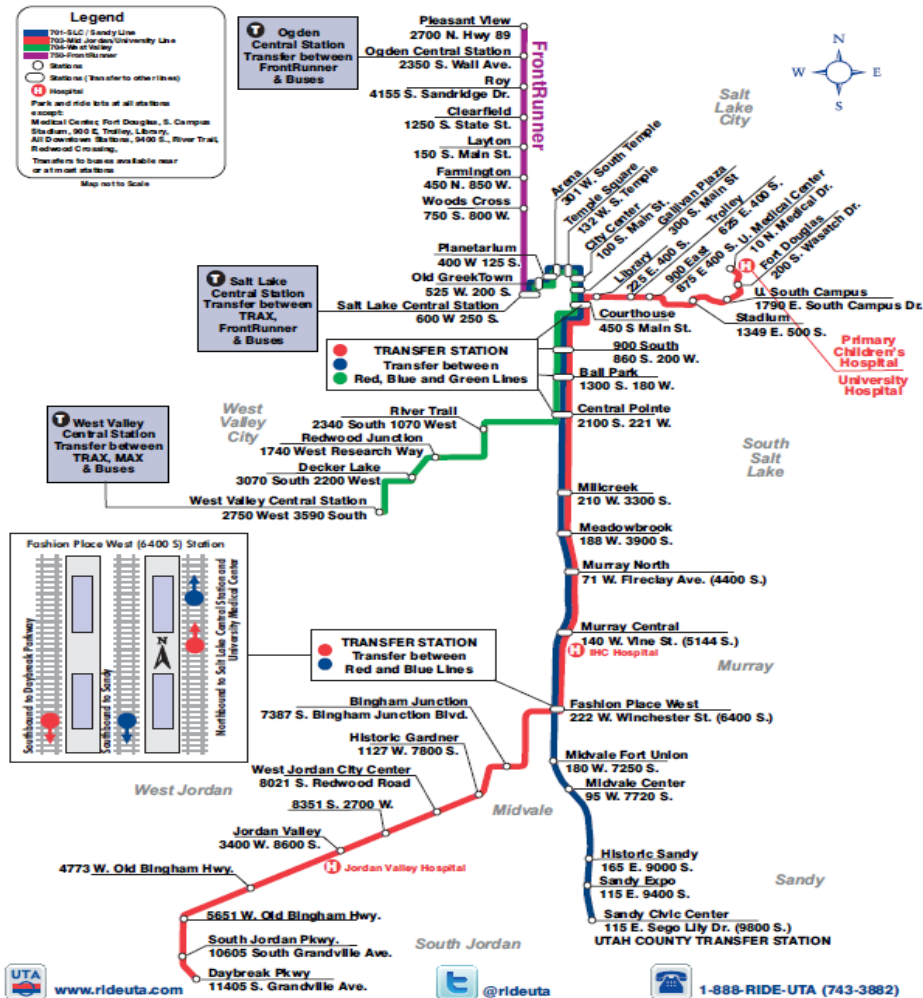
WEST HIGH SCHOOL TRIPPER SERVICE ROUTES 917, 919, 920

This service only runs 183 days out of the year, 13 trips per day at an annual cost of \$107,604 and a daily ridership of 840 passenger trips per day.

These routes are our most efficient routes in the system producing an IPR of -\$0.02 per rider. They run similar routing as the routes 517, 519, and 520 except terminate at West High School



TRAX & FRONTRUNNER MAP UTA



Current Rail System

3 TRAX Lines

Blue Line – Sandy to Salt Lake Central Station

149 WKD Trips, 126 SAT trips, 78 SUN Trips

Avg WKD Boardings = 24,148, Avg SAT Boardings = 16,628 Avg SUN Boardings = 5,466

Red Line – Daybreak to University of Utah

154 WKD Trips, 114 SAT trips, 82 SUN Trips

Avg WKD Boardings = 22,873, Avg SAT Boardings = 12,544 Avg SUN Boardings = 5,439

Green Line – West Valley Intermodal Center to Salt Lake Central Station

154 WKD Trips, 117 SAT, 79 SUN Trips

Avg WKD Boardings = 9,760, Avg SAT Boardings = 9,507 Avg SUN Boardings = 3,951

1 Commuter Rail Line

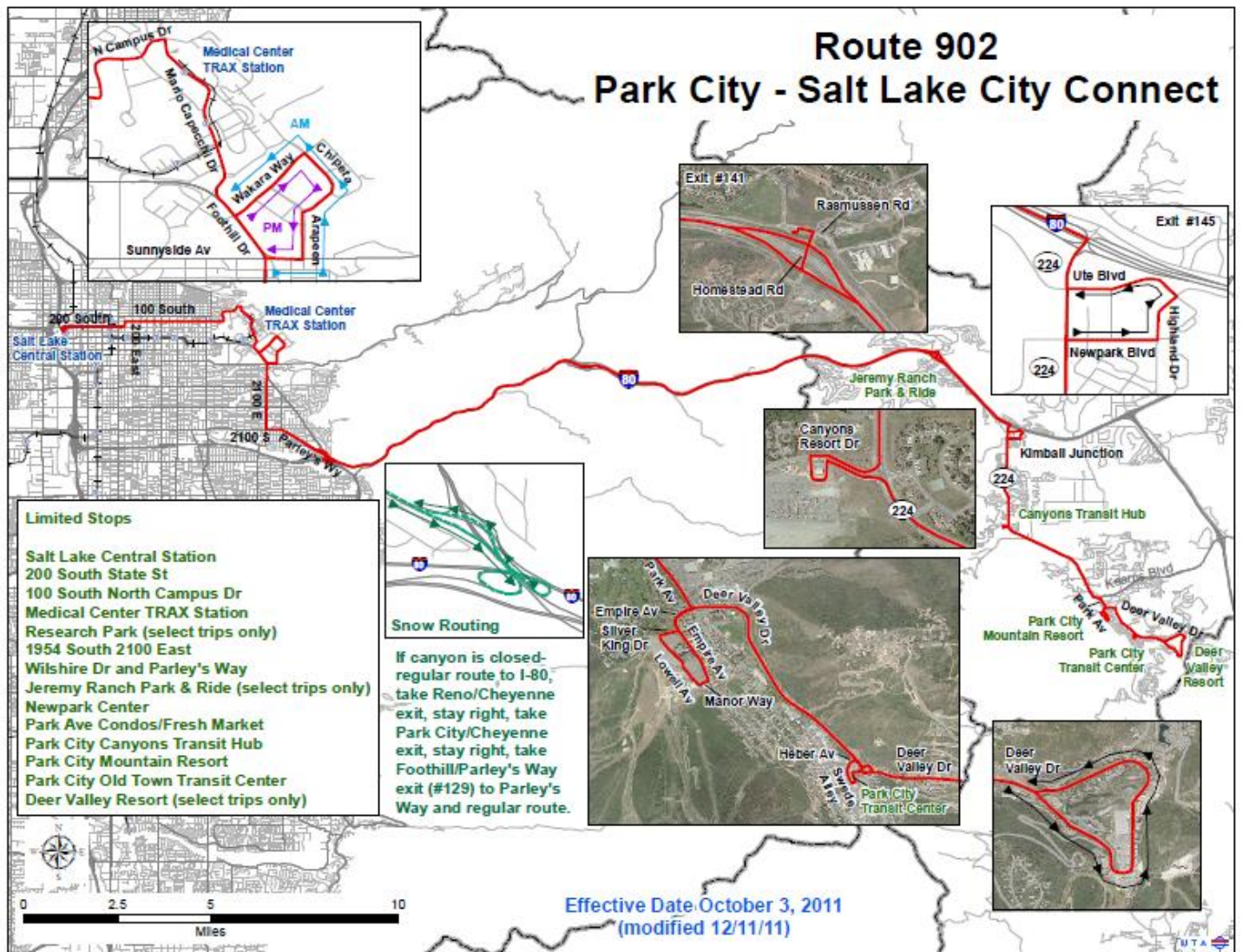
FrontRunner North – Ogden to the Salt Lake Central Station

58 WKD Trips, 34 SAT Trips

Avg WKD Boardings = 54,000, Avg SAT Boardings = 3,500

ROUTE 902

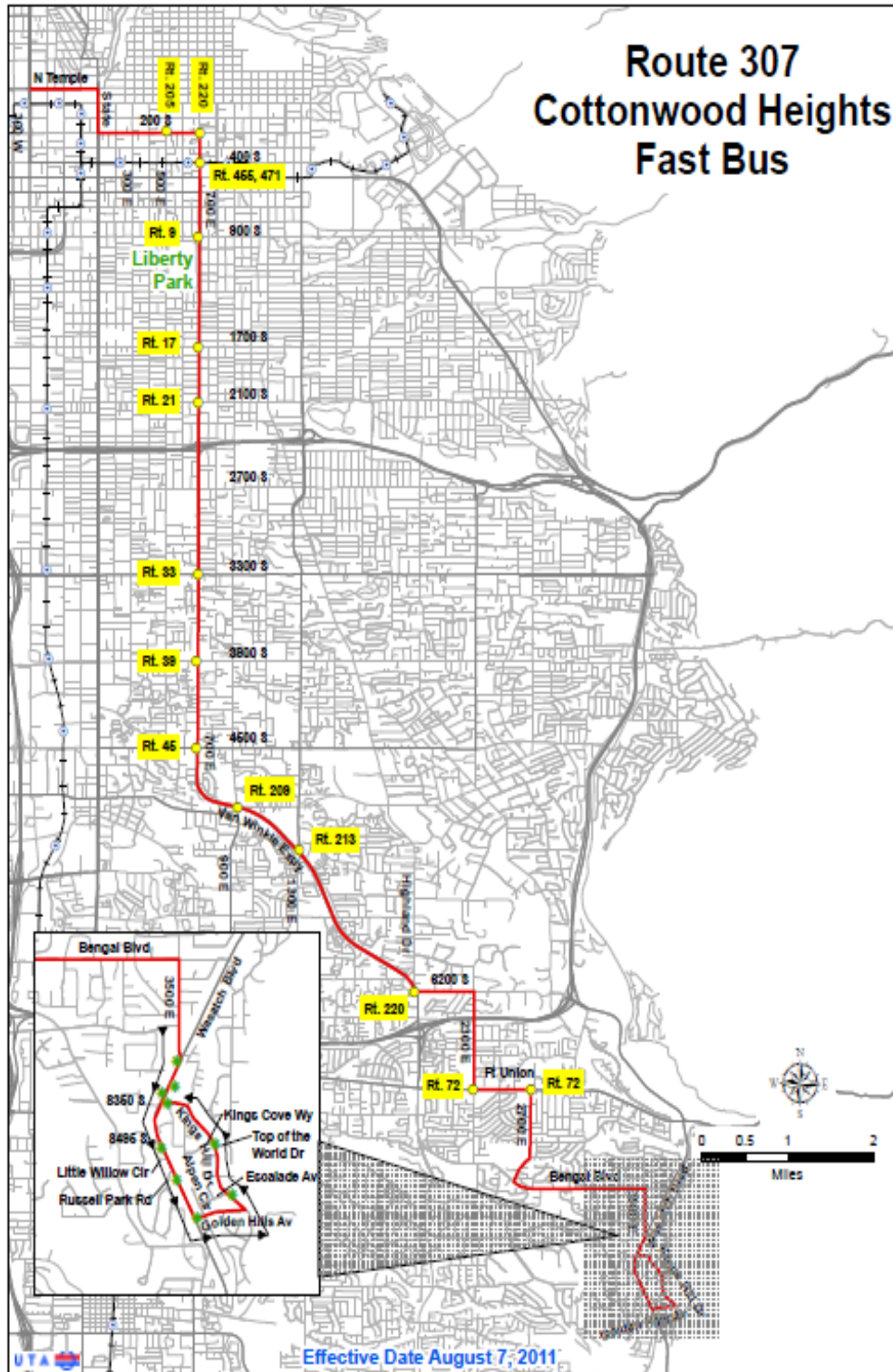
PARK CITY SALT LAKE CITY CONNECTOR



Route 902 Summary

The Park City/Salt Lake City connector is a pilot program established through creative partnering with Summit County, Ski Resorts and Utah Transit Authority. It currently runs limited service to cover the demand of major travel times between Salt Lake City and Park City. Average daily ridership ranges between 150-200 passenger trips per day. The fare structure is separate from UTA or Park City's fare structure. Fare revenues are used to cover operating costs. Summit County and the resorts cover the gap of operating costs not met by fare revenue.

ROUTE 307
COTTONWOOD HEIGHTS FAST BUS



Route 307 Summary

Service/Frequency

WKD Peak Only

Daily Ridership

WKD 148

Annual Cost

WKD \$146,628

Daily Trips

WKD 6

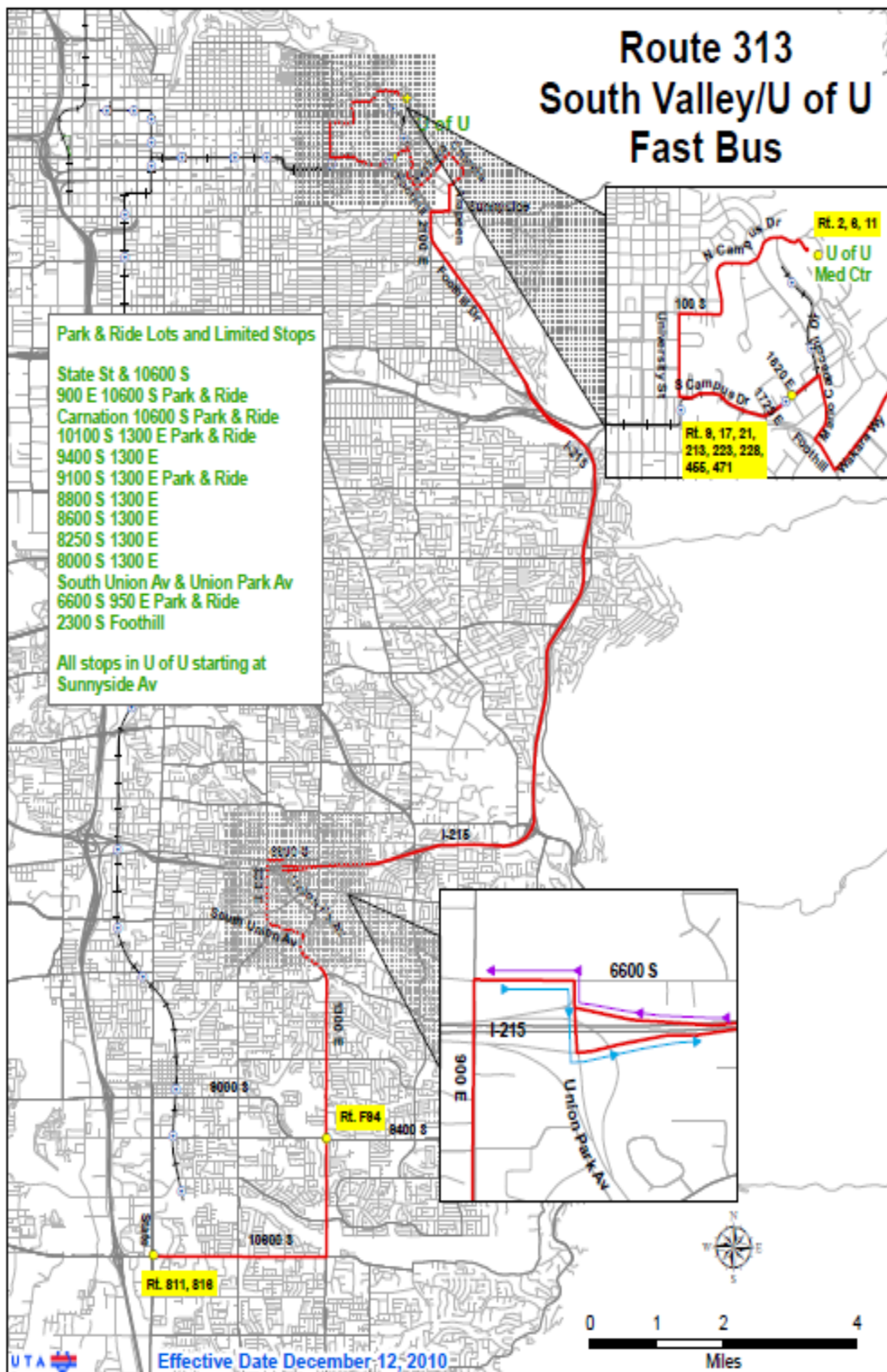
IPR

WKD \$3.21

On Time Reliability

Approx. 78.75%

ROUTE 313
SOUTH VALLEY U OF U FAST BUS



Route 313 Summary

Service/Frequency

WKD Peak Only

Daily Ridership

WKD 147

Annual Cost

WKD \$177,839

Daily Trips

WKD 6

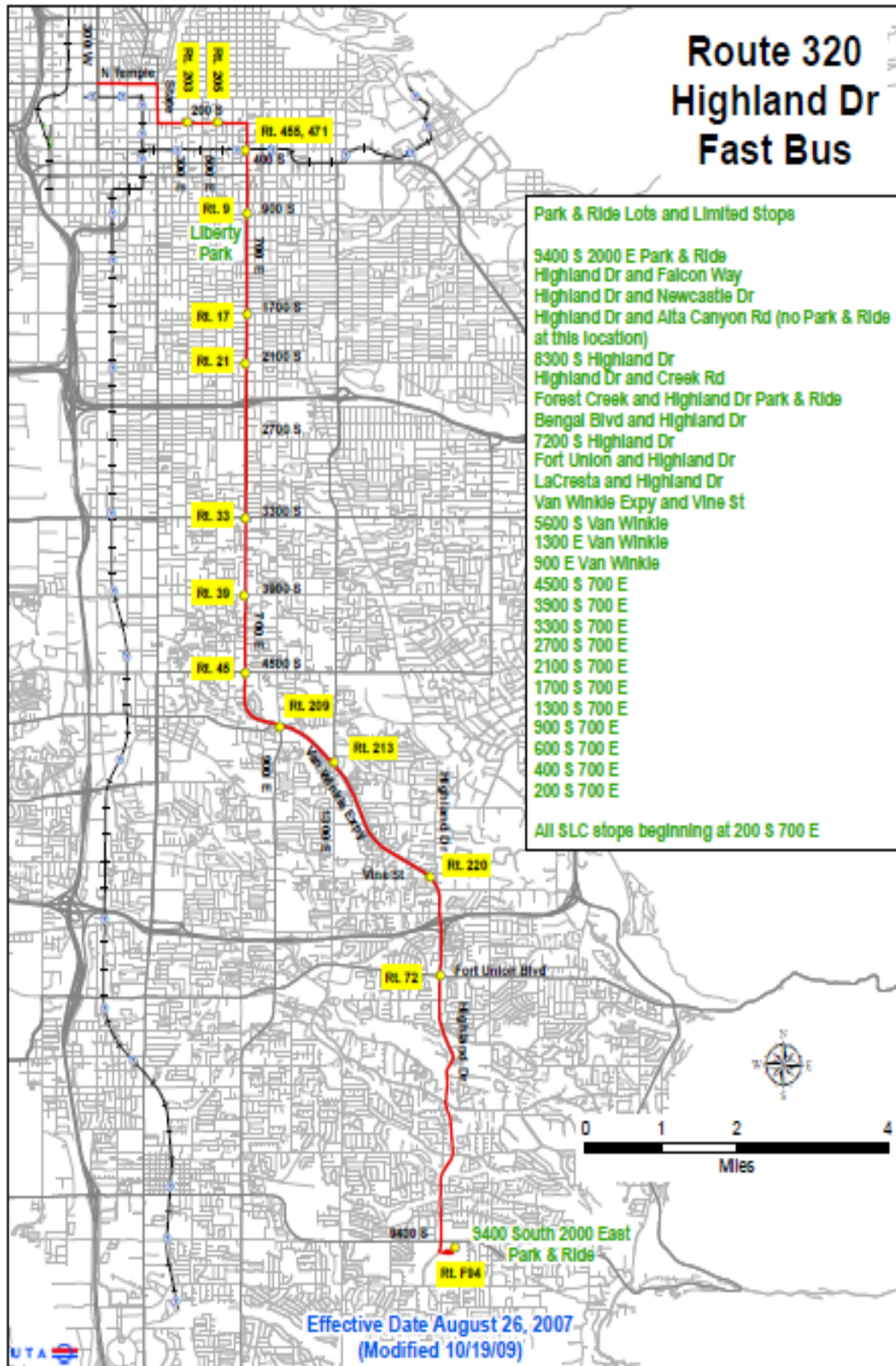
IPR

WKD \$4.04

On Time Reliability

Approx. 72%

ROUTE 320 HIGHLAND DR FAST BUS



Route 320 Summary

Service/Frequency

WKD Peak Only

Daily Ridership

WKD 123

Annual Cost

WKD \$78,693

Daily Trips

WKD 4

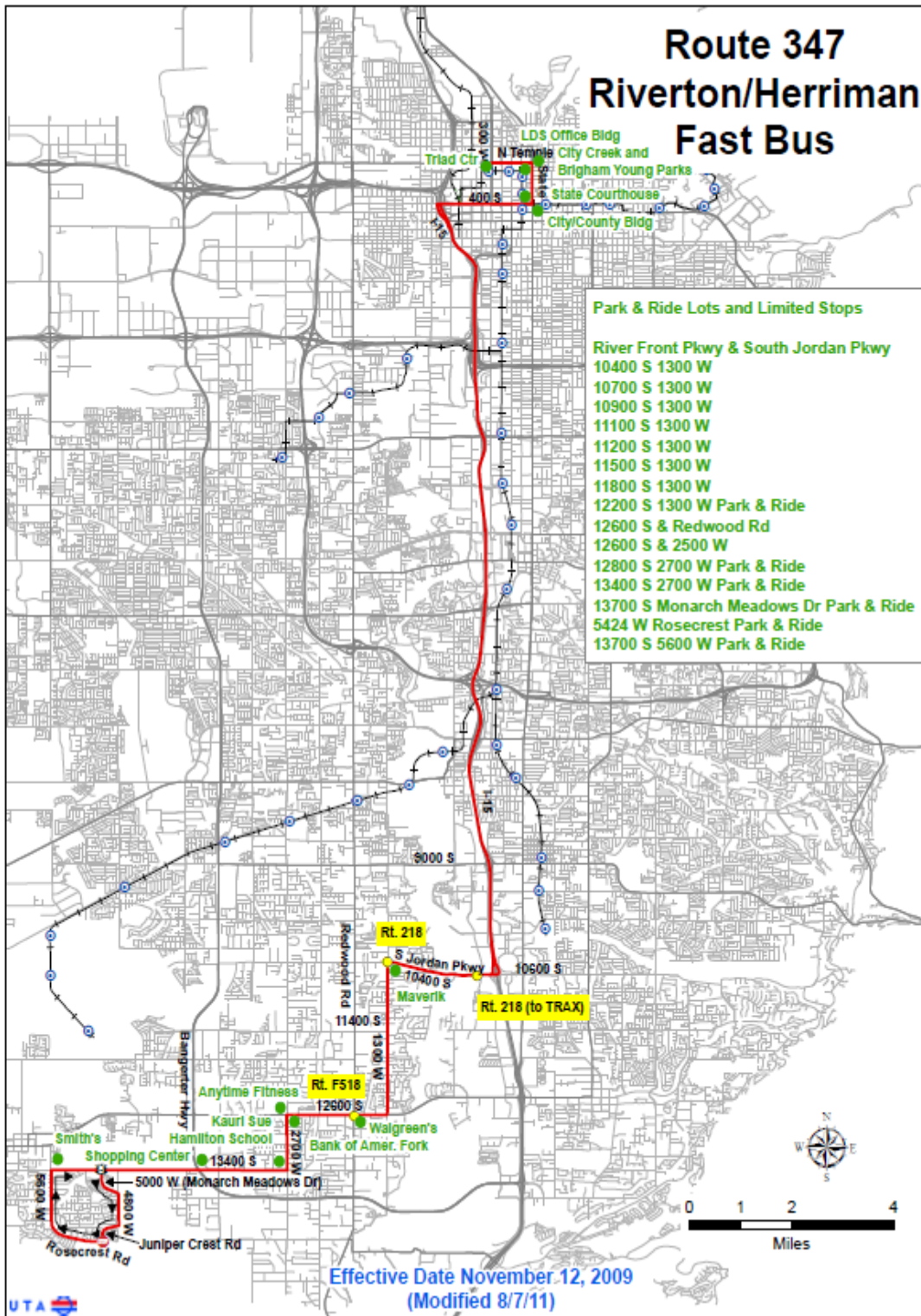
IPR

WKD \$1.82

On Time Reliability

Approx. 34.21%

ROUTE 347
RIVERTON/HERRIMAN FAST BUS



Route 347 Summary

Service/Frequency

WKD Peak Only

Daily Ridership

WKD 183

Avg Ridership Per Trip

WKD 45.75

Annual Cost

WKD \$147,224.60

Daily Trips

WKD 4

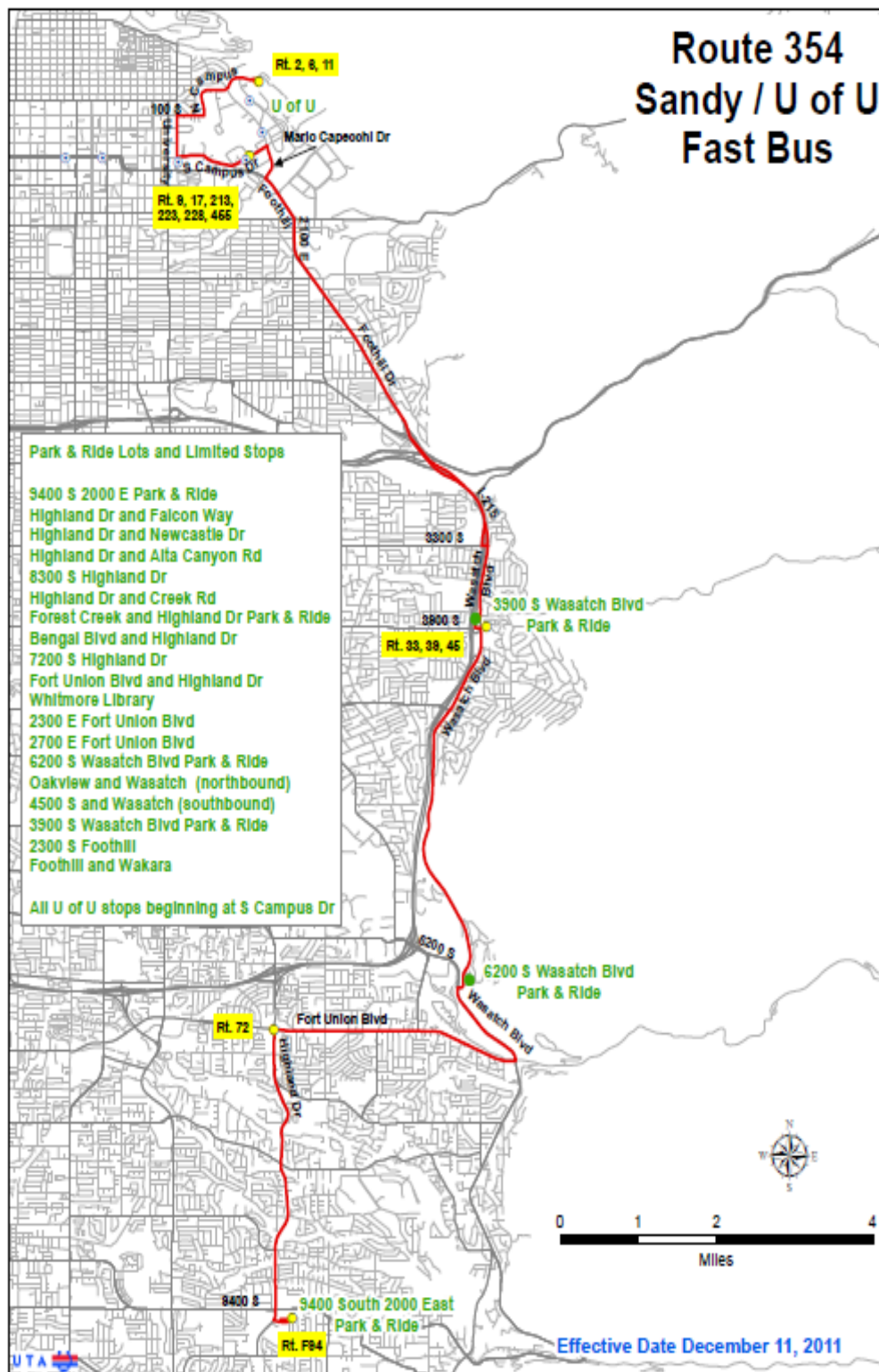
IPR

WKD \$2.47

On Time Reliability

Approx. 68%

ROUTE 354
SANDY TO U OF U FAST BUS



Route 354 Summary

Service/Frequency

WKD Peak Only

Daily Ridership

WKD 152

Annual Cost

WKD \$186,177

Daily Trips

WKD 6

IPR

WKD \$4.10

On Time Reliability


Approx. 96%



RALPH BECKER
MAYOR

SALT LAKE CITY CORPORATION
OFFICE OF THE MAYOR

CITY COUNCIL TRANSMITTAL


David Everitt, Chief of Staff

Date Received: 3/30/2012
Date sent to Council: 3/30/2012

TO: Salt Lake City Council
Søren Simonson, Chair

DATE: March 30, 2012

FROM: David Everitt, Chief of Staff
(801) 535-7732

SUBJECT: Revisions to the Free Fare Zone

STAFF CONTACT: David Everitt

DOCUMENT TYPE: Resolution

RECOMMENDATION: Consider a proposal by the Utah Transit Authority regarding the Free Fare Zone

BUDGET IMPACT: N/A

BACKGROUND/DISCUSSION: The Utah Transit Authority (UTA) has proposed that Salt Lake City amend the Free Fare Zone (FFZ) agreement to maintain free TRAX service and begin charging for bus service. UTA has requested this change to the FFZ for budgetary purposes and is part of UTA's plan for implementing a distance-based fare program by 2015.

PUBLIC PROCESS: None

RECEIVED

MAR 30 2012

Salt Lake City Mayor

SCANNED TO: *Mayor*
SCANNED BY: *Saulin*
DATE: *3-30-12*

451 SOUTH STATE STREET, ROOM 306
P.O. BOX 145474, SALT LAKE CITY, UTAH 84114-5474
TELEPHONE: 801-535-7704 FAX: 801-535-6331
www.slcgov.com



RESOLUTION No. _____ of 2012

Authorizing the Approval of an Interlocal Cooperation Agreement
Between Salt Lake City and Utah Transit Authority Concerning
Amendments to the Free Fare Zone

WHEREAS, Title 11, Chapter 13, U.C.A., 1953, as amended, allows public entities to enter into cooperative agreements to provide joint undertakings and services; and

WHEREAS, Utah Transit Authority ("UTA") operates a regional transit system, which system includes both bus and TRAX light rail service within the City;

WHEREAS, pursuant to prior agreements between UTA and the City, UTA has offered a "Free Fare Zone" program, a fare-free transit area within the central business district of the City;

WHEREAS, the City and UTA desire to amend the Free Fare Zone program according to the terms contained in the Interlocal Cooperation Agreement negotiated between the parties.

THEREFORE, BE IT RESOLVED by the City Council of Salt Lake City, Utah:

1. It does hereby approve the form and substance of the attached agreement as follows:

Interlocal Cooperation Agreement between Salt Lake City and

Utah Transit Authority Concerning Amendments to the Free Fare Zone.

2. Ralph Becker, Mayor of Salt Lake City, Utah, is hereby authorized to approve said agreement on behalf of Salt Lake City Corporation, subject to any minor changes which do not materially affect the rights and obligations of the City thereunder and as shall be approved by the Mayor, his execution thereof to constitute conclusive evidence of such approval.

Passed by the City Council of Salt Lake City, Utah, this ____ day of

_____, 2012.

SALT LAKE CITY COUNCIL

By _____
CHAIRPERSON

ATTEST:

CITY RECORDER

HB_ATT-#22798-v1-Resolution Approving Interlocal w/with UTA on Free Fare Zone 3-12

APPROVED AS TO FORM
Salt Lake City Attorney's Office
Date 3/28/12
By Eric V. [Signature]

INTERLOCAL AGREEMENT
REGARDING
FREE FARE ZONE AMENDMENTS

This Interlocal Agreement Regarding Free Fare Zone Amendments ("Agreement") is entered into this ____ day of _____, 2011, by and between Utah Transit Authority ("UTA"), a public transit district organized pursuant to Utah law, and Salt Lake City Corporation, a municipal corporation. ("SLC" or "the City").

RECITALS

WHEREAS, UTA operates a regional transit system, which system includes both bus and TRAX light rail service within the City;

WHEREAS, pursuant to prior agreements between UTA and the City, UTA has offered a "Free Fare Zone" program, a fare-free transit area within the central business district of the City;

WHEREAS, UTA and the City desire to amend the Free Fare Zone program as set forth below.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants and agreements hereafter set forth, the mutual benefits to the parties to be derived here from, it is hereby agreed as follows:

1. Amendment of the Free Fare Zone. UTA and the City hereby agree to amend the Free Fare Zone as follows:
 - a. Bus service is no longer part of the Free Fare Zone program. In other words, UTA will no longer waive fees for riding the bus, anywhere in the City. Hereafter, UTA will charge its customary fares for riding UTA buses.
 - b. The Free Fare Zone is limited to TRAX light rail only. TRAX passengers may ride for free when their entire trip – from boarding to exiting – is within the Free Fare Zone. The Free Fare Zone will consist of the following TRAX stations only:
 - i. Salt Lake Central Station
 - ii. Old Greek Town
 - iii. Planetarium Station
 - iv. Arena Station
 - v. Temple Square Station
 - vi. City Center Station
 - vii. Gallivan Center Station

- viii. Courthouse Station
- ix. Library Station

2. Prior Agreements Regarding the Free Fare Zone Superseded. This Agreement supersedes any and all prior agreements between UTA and the City regarding the Free Fare Zone program. To the extent such prior agreements address issues other than the Free Fare Zone, they are unaffected by this Agreement.
3. Ethical Standards. UTA represents that it has not: (a) provided an illegal gift or payoff to a City officer or employee or former City officer or employee, or his or her relative or business entity; (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 or bona fide commercial selling agencies for the purpose of securing business; (c) knowingly breached any of the ethical standards set forth in the City's conflict of interest ordinance, Chapter 2.44, Salt Lake City Code; or (d) knowingly influenced, and hereby promises that it will not knowingly influence, a City officer or employee or former City officer or employee to breach any of the ethical standards set forth in the City's conflict of interest ordinance, Chapter 2.44, Salt Lake City Code.

IN WITNESS HEREOF, the parties have each executed this Interlocal Agreement Regarding Free Fare Zone Amendments as of the date first set forth above.

SALT LAKE CITY CORPORATION

UTAH TRANSIT AUTHORITY

By: _____
Ralph Becker, Mayor

By: _____
Michael Allegra, General Manager

ATTEST AND COUNTERSIGN:

By: _____
Jerry Benson, Chief Operating Officer

By: _____
Chief Deputy City Recorder

APPROVED AS TO FORM AND LEGALITY:

APPROVED AS TO FORM AND LEGALITY:



Senior City Attorney

UTA Legal Counsel