

**AGENDA OF THE REGULAR MEETING
OF THE
BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY**

PUBLIC NOTICE is hereby given of the
Regular Meeting of the
Board of Trustees of the Utah Transit Authority at
1:30 p.m. on Wednesday, June 28, 2017,
at the Utah Transit Authority Headquarters located at
669 West 200 South, Salt Lake City, Utah
Golden Spike Conference Rooms

www.rideuta.com/board

1. **Welcome to UTA Board Meeting** **Robert McKinley**, Board Chair
2. **Pledge of Allegiance** **Rebecca Cruz**, Board of Trustees Support
3. **Safety First Minute** **Dave Goeres**, Chief Safety, Security & Technology Officer
4. **Item(s) for Consent** **Robert McKinley**
 - a. [Approval of May 24, 2017 Meeting Report](#)
 - b. [March/April Financial Reports & Dashboard](#)
5. **General Public Comment Period** **Robert McKinley**

(The Board of Trustees invites brief comments or questions from the public. Please note, 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. A spokesperson who has been asked by a group to summarize their comments may be allowed five minutes to speak.)
6. **President/CEO Report** **Jerry Benson**, President/CEO
7. **Presentations/Informational Items** **Robert McKinley**
 - a. Benchmark Survey Report Nichol Bourdeaux
 - b. Operations Planning: (Bus/Rail) Presentation Todd Provost
8. **R2017-06-01: Resolution to Conditionally: 1) Remove Property from TOD Designation; 2) Declare Property as Surplus; 3) Set Conditions for Possible Conveyance of Property; and 4) Describe Parameters for Purchase and Sale Agreement to Clearfield City**
 - a. [Presentation of Item](#) Bob Biles
 - b. *Public Input*
 - c. Board Discussion and Decision/Action

9. **R2017-06-02: Resolution to Approve Title VI Equity Analysis Related to August Change Day**
a. [Presentation of Item](#)
b. *Public Input*
c. Board Discussion and Decision/Action
Jayme Blakesley
10. **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.
Robert McKinley
11. **Action Taken Regarding Matters Discussed in Closed Session** **Robert McKinley**
12. **Action Items** **Robert McKinley**
a. R2017-06-03: Collective Bargaining Agreement
Kim Ulibarri
13. **Other Business** **Robert McKinley**
a. Transportation Governance & Funding Task Force Update
Bret Millburn
14. **Adjourn** **Robert McKinley**

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
801-287-2580
rcruz@rideuta.com

Where Falls Happen

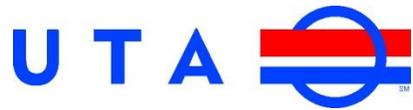


Pay Attention



UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	June 28, 2017
CONTACT PERSON:	Robert W. McKinley, Chair
SUBJECT:	Minutes of the UTA Board Meeting
BACKGROUND:	The minutes were distributed to the Board and any revisions or changes have been incorporated. The minutes are presented for approval.
ALTERNATIVES:	<ul style="list-style-type: none">• Approve as presented• Amend and approve• No action
RATIONALE FOR PREFERRED ALTERNATIVE:	The minutes have been reviewed by the Board.
FINANCIAL IMPACT:	None
LEGAL REVIEW:	The minutes have been reviewed by legal staff and found to have no obvious legal ramifications.
EXHIBITS:	<ul style="list-style-type: none">• 05-24-17 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
May 24, 2017**

Board Members Present:

Robert McKinley, Chair

Sherrie Hall Everett, Vice Chair

Jeff Acerson

Cortland Ashton

Greg Bell

Necia Christensen

Karen Cronin

Babs De Lay

Charles Henderson

Dannie McConkie

Bret Millburn

Brent Taylor

Troy Walker

Board Members Excused/Not in Attendance: Jeff Hawker

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

Welcome and Call to Order. Chair McKinley welcomed attendees and called the meeting to order at 1:36 p.m. with twelve voting board members present. The board and meeting attendees then recited the Pledge of Allegiance.

Safety Minute. Chair McKinley yielded the floor to Dave Goeres, UTA acting President/CEO, for a brief safety message.

General Public Comment Period. Public comment was given by Tammi Diaz and George Chapman.

Presentations/Informational Items.

Overview of the Board Workshop to be Held on June 2-3, 2017. Trustee Henderson introduced Dan Adams from The Langdon Group. Mr. Adams will be facilitating the board workshop in June. Mr. Adams delivered a brief overview of the approach the board can expect during the workshop.

Trustee Taylor asked if governance would be included on the agenda of the workshop. Trustee Henderson indicated that there is time allocated to that topic on the agenda and said he would have a conversation with Trustee Taylor prior to the workshop.

Special Presentation to Kathy Fellows and Rachel Staheli. Chair McKinley recognized Kathy Fellows and Rachel Staheli – two riders who helped stop a bus when it began rolling while its operator was outside the vehicle assessing a mechanical issue. A motion that any citizen who saves a life on a UTA vehicle receive a lifetime pass on UTA was made by Trustee De Lay and seconded by Trustee Walker. The motion carried by unanimous consent.

President/CEO Report. Mr. Goeres, as acting President/CEO, delivered a report on the following topics:

- UTA's Rider's License
- Proposition 1
- State of good repair work on 700 South
- Cyber security

Chair McKinley indicated that his law firm has done some work for Stadler Rail (Stadler), one of the potential parties in the contemplated Clearfield transaction. He further stated that he had no personal involvement with his firm's work for Stadler and no financial interest in it. He recused himself from discussion and voting on the matter and asked Vice Chair Everett to assume control of the meeting.

Resolution: R2017-05-01: Clearfield Conditional Approval.

Presentation of Item. Vice Chair Everett outlined the process that has taken place to date relative to this item. Jayme Blakesley, UTA General Counsel, shared background regarding the potential conflict of a former board member linked to that former board

member's business relationship with Stadler. Mr. Blakesley referenced Utah law and UTA policy related to the potential conflict. He also noted that some of the items the U.S. Attorney reviewed prior to signing the non-prosecution agreement in April related to property transactions and the conflicts of interest of board members. Mr. Blakesley then outlined from a legal perspective actions UTA has taken on the Clearfield transaction conflict of interest concern which include sending letters to Clearfield City (Clearfield), Davis County, and Stadler asking if any current or former UTA officials were involved in the proposed transaction; meeting in-person with Stadler's counsel (Mr. Blakesley read an email from Lucy Andre, counsel for Stadler, who confirmed former UTA board member Sheldon Killpack is involved in Stadler's pre-construction work and may be involved in the actual construction work); and contacting the U.S. Attorney's office. Questions were posed by the board and answered by Mr. Blakesley.

Mr. Blakesley concluded by stating that Mr. Killpack became acquainted with Stadler officials in 2015 when he took a non-UTA trip to Switzerland while serving on the UTA board but added that no business relationship was formed at that time; that Mr. Killpack resigned from the UTA board in 2015; that more than a year passed between the time of Mr. Killpack's resignation and the time he became involved in a business relationship with Stadler; that no other UTA officials are involved in the proposed Clearfield transaction; and that no violations of law or policy have taken place.

Paul Drake, UTA Senior Manager of Real Estate and Transit-Oriented Development, delivered a presentation on the proposed sale of the Clearfield Station property. Mr. Drake indicated actions before the board today include 1) providing consent for Clearfield to seek entitlements on 28.25 acres at the site and 2) providing conditional approval on the sale of the 28.25 acres and an option on an additional 8.75 acres. The conditional approval is designed to protect UTA's interests until the specified conditions are met. The presentation included a table of trade-offs based on two hypothetical scenarios at the site if 1) the property is sold to Clearfield or 2) retained by UTA for transit-oriented development. Questions on the numbers in table, including questions on the rows labeled "Jobs/Residents" and "Land Value," were posed by the board and answered by Mr. Drake. Steve Meyer, UTA Capital Development Director, answered questions about the initial purchase of the property. Mr. Drake concluded by summarizing the conditions required for conditional approval. Additional questions were posed by the board and answered by Mr. Drake. Trustee Bell asked that the property be evaluated to determine if there are legitimate UTA uses for the remnant parcels.

Vice Chair Everett asked about the designation of remnant property versus surplus property. Mr. Blakesley indicated the property slated for sale to Clearfield needs to be removed from the transit-oriented development program and declared surplus prior to the sale. He added that the property in question is being considered for surplus status only because of the purchase request from Clearfield.

Trustee Walker requested adding a condition to the conditional agreement regarding the future zoning of the remnant properties, including zoning for high-density use. Trustee Taylor concurred with Trustee Walker. Trustee Ashton suggested negotiating a repurchase agreement or conditional restriction on the property allowing UTA the right of first refusal should Stadler vacate the property. Trustee Bell agreed with Trustee Ashton. Trustee Bell then expressed discomfort with the two disparate appraisal values and suggested a "highest and best use" study be included in the third appraisal which is currently in process. He further expressed concern that the property has not been listed on the open market to ascertain its true market value. Trustee Cronin remarked that the property is not being surplus by the city government definition of surplus (land no longer needed by the city), but rather is being sold as part of a loosely defined partnership relationship with Clearfield. She remarked that this sale would set a precedent for land UTA owns in other cities and recommended proceeding with carefully considered, "fiscally-minded" action. Trustee Christensen reminded the board that UTA is charged with working with the individual communities it serves to achieve the results they want and the public sentiment in Clearfield was clearly supportive of the land sale to Stadler.

Mayor Mark Stephens of Clearfield City addressed the board. He spoke in support of the sale and to some specific concerns raised by the board, including Clearfield's intent for zoning and development on UTA's remnant parcels.

Public Input. Online comments were compiled and distributed to the board prior to the meeting. Matt Sibul, in the capacity of acting secretary to the board, stated that a total of 71 comments were received online and that seventy percent were in favor, twenty percent were opposed, and ten percent were neutral to the resolution. Mr. Sibul then noted that the sixteen comments were received from a broad cross-section of residents, business owners, and educational institution officials at the board's May 10, 2017, public meeting in Clearfield and that all comments were supportive of the Stadler project. Following Mr. Sibul's summary, in-person comment was given by Mike Bouwhuis representing the Davis Technical College and George Chapman.

Board Discussion and Decision/Action. Discussion ensued. Trustee Bell opined that there is a public relations issue with former board member Sheldon Killpack's involvement with Stadler, particularly since his initial introduction to company representatives took place when he was actively serving on UTA's board. Still, Trustee Bell expressed general support for the property sale. Trustee Cronin asked about the assumptions in the trade-offs slide in Mr. Drake's presentation. Mr. Drake responded that the projections assumed strong city and market support and were intended to contrast optimal scenario possibilities on the site. Following a question from Trustee Millburn, Mr. Drake clarified that all the projections in the trade-off slide were calculated using UTA's current transit-oriented development guidelines. Additional questions were posed by the board and answered by Mr. Drake. Trustee Millburn voiced support for the sale. Trustee Taylor said he was not ready to vote in favor of the property sale because job creation and economic development are not in UTA's purview and that trustees, as representatives of the taxpayers, should be focused on getting the best value for the property. He expressed discomfort with the selling the land directly to Clearfield without a bidding process, having a site plan that does not qualify as a transit-oriented development, and not having the third appraisal in-hand. Trustee Taylor suggested alternatives of selling the property at the higher appraisal value with Clearfield funding the purchase from the commission disbursement authorization (CDA) it has in place or recovering funding through zoning changes on the remnant parcels agreed to in the final contract with Clearfield.

Trustee Henderson left the meeting at 3:31 p.m.

A motion to approve the resolution was made by Trustee Christensen and seconded by Trustee Millburn. Mr. Blakesley clarified that the resolution entails removing the property from the TOD program, changing the property designation to surplus, and approving the conditional sale of the property to Clearfield City (including the sale of option to purchase the additional 8.75 acres). Mr. Blakesley then outlined the conditions that would be included in the conditional approval. Discussion ensued. Trustee De Lay expressed dissatisfaction with the zoning, platting, and pricing of the property given the health of the current market. An amendment to the initial motion to include the negotiation of minimum building heights as part of the conditions in the conditional agreement was proposed by Trustee Walker. The amendment was accepted by Trustee Christensen. An amendment to the initial motion to include a reversionary conditions for the property was made by Trustee Ashton. The amendment was accepted by Trustee Christensen. Mr. Blakesley restated the amended motion which was to approve the resolution as drafted with the addition of 1) the inclusion of a reversionary measure for

the property to return to UTA if the contemplated sale is not completed, or that UTA be given a right of first refusal on the property if the contemplated sale is completed and Stadler abandons the property in the future, and 2) the inclusion of a requirement to negotiate with Clearfield a minimum building height on UTA's remnant parcels. Trustee Bell moved for a division of the motion and requested votes on each amendment. Vice Chair Everett called for a vote on Trustee Walker's amendment. The amendment carried by majority consent with nine aye votes from Trustees McConkie, Christensen, Taylor, Acerson, Walker, Everett, Bell, Millburn, and Ashton; one nay vote from Trustee De Lay; and one abstention from Chair McKinley. Vice Chair Everett called for a vote on Trustee Ashton's amendment. The amendment carried by majority consent with nine aye votes from Trustees McConkie, Christensen, Taylor, Acerson, Walker, Everett, Bell, Millburn, and Ashton; one nay vote from Trustee De Lay; and one abstention from Chair McKinley. Further discussion ensued. Trustee Bell asked if Clearfield has made public the price it will be offering to Stadler on the land. Trustee Millburn responded that Clearfield has not. Vice Chair Everett called for a vote on the amended motion. The amended motion was approved by majority consent with eight aye votes from Trustees McConkie, Christensen, Acerson, Walker, Everett, Bell, Millburn, and Ashton; two nay votes from Trustees Taylor and De Lay; and one abstention from Chair McKinley.

Vice Chair Everett declared a short recess at 4:02 p.m.

Chair McKinley resumed control and reconvened the meeting at 4:11 p.m.

Resolution: R2017-05-02: BP 4.1.10 – Code of Conduct Proposed Revision and Financial Disclosure Process.

Presentation of Item. Chair McKinley stated that 1) the submission of code of conduct forms is required by state law and those documents are considered public and 2) the financial disclosure forms are required by policy and are considered confidential. Mr. Blakesley referenced the federal and state laws related to the code of conduct forms. He then stated that the reason UTA has an elevated standard regarding financial disclosures is to assist in identifying actual or potential conflicts of interest. Mr. Blakesley said UTA's disclosure process is modeled after the federal disclosure process. He added that federal financial disclosure forms are considered personal and confidential.

Riana De Villiers, UTA Chief of Internal Audit, delivered a presentation on the 2016 and 2017 financial disclosures processes and proposed changes to the 2017 process. Trustee Taylor disclosed that he owns a student housing condominium in Provo near the Provo Orem bus rapid transit line currently under construction. He mentioned that a decision regarding how to manage the conflict is pending. Trustee De Lay disclosed conflicts with

her personal residence and an investment property she owns across the street from the Clark Planetarium in downtown Salt Lake City. Mr. Blakesley stated that the location of a personal residence is not considered for purposes of determining conflicts of interest; however, conflicts identified with an investment property require either divestiture of the asset or recusal from voting on topics impacting the asset. Mr. Blakesley added that conflicts are defined as investments within 0.5 miles of a transit station or permanent transit line (bus or rail) and noted that the distance of 0.5 miles is an industry standard. Trustee Taylor opined that he does not agree with the process for determining property conflicts. Trustee Bell suggested that the policy be updated to require disclosure but still allow the disclosing trustee to vote and also to incorporate a provision that the board can vote to require recusal from any trustee with conflicts on case-by-case basis. Mr. Blakesley countered that the state code prohibits board members from voting on anything that would impact their private economic interests. Trustee Taylor proposed that the type of property (raw ground vs. developed property) be considered. Mr. Blakesley mentioned a Denver study examining properties near transit rail lines that showed an overwhelming increase in property value near those lines. He added that properties located near permanent transit lines realize an increase in both value and return on investment. Trustee Ashton disclosed that he owns two properties near ski resorts in the Cottonwood canyons and that clarification is needed on whether these properties present a conflict. When the discussion concluded, Ms. De Villiers finished her presentation. Ruth Hawe, UTA Senior Counsel, provided a summary of proposed changes to the board's financial disclosure form.

Trustees Taylor and Bell expressed sentiments that the proposed changes are excessive, especially those pertaining to travel. Trustee Christensen said the form is "onerous" and requested an electronic option be made available. Chair McKinley suggested referring the policy to the Stakeholder and Government Relations Committee for review with a charge to bring it back to the board for the June board meeting. Mr. Blakesley asked that whatever the board decides, it reaffirm its commitment to transparency. Trustee Taylor recommended constructing the form so it can be disclosed publicly and/or having the disclosure submissions reviewed by a third party.

Trustee Acerson left the meeting at 4:37 p.m.

Public Input. No in-person comment was given.

Board Discussion and Decision/Action. Brief discussion ensued. Questions were posed by the board and answered by staff.

A motion to table the resolution for committee review prior to the June board meeting was made by Trustee Millburn and seconded by Trustee Christensen. The motion carried by unanimous consent.

Provo Orem TRIP Property Report.

Presentation of Item. Chair McKinley stated that the property acquisition team was previously authorized to initiate eminent domain proceedings on several properties along the Provo Orem Transportation Improvement Project (TRIP) alignment. Steve Meyer, UTA Capital Development Director, said staff is recommending approval for the initiation of eminent domain proceedings on eleven additional properties. Discussion ensued. Mr. Blakesley stated his preference that the approval be made by resolution and ultimately suggested the request be made by resolution and addressed during the board workshop on June 2-3, 2017.

Public Input. No comments were received online. In-person comment was given by George Chapman.

Board Discussion and Decision/Action. Brief discussion ensued. A motion to table the item and include it as a resolution incorporating all properties on the Provo Orem TRIP (both properties currently approved for the eminent domain process and properties to be added for approval to initiate the eminent domain process) on the June 2-3, 2017, board workshop agenda, was made by Trustee Millburn and seconded by Trustee Walker. The motion carried by unanimous consent.

Closed Session. No closed session was held.

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

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

- Approval of April 26, 2017 Meeting Report
- Approval of March 22, 2017 Revised Meeting Report
- Approval of April 12, 2017 Meeting Report
- December 2016/January 2017/February 2017 Financial Reports and Dashboard

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

Presentations/Informational Items.

Internal and External Audits Update. Trustee Walker highlighted the work of the internal audit team. Ms. De Villiers then delivered a presentation on the results of audits performed in the first quarter of 2017 and summarized external audit activities during that same period.

Other Business. Chair McKinley reminded the board of the Transit Academy scheduled on Wednesday, May 31.

Adjournment. The meeting was adjourned at 5:09 p.m. by motion.

Transcribed by Cathie Griffiths
Assistant to the President/CEO
Utah Transit Authority
cgriffiths@rideuta.com
801.237.1945

[Video](#) and [audio](#) recordings of this meeting are posted online.

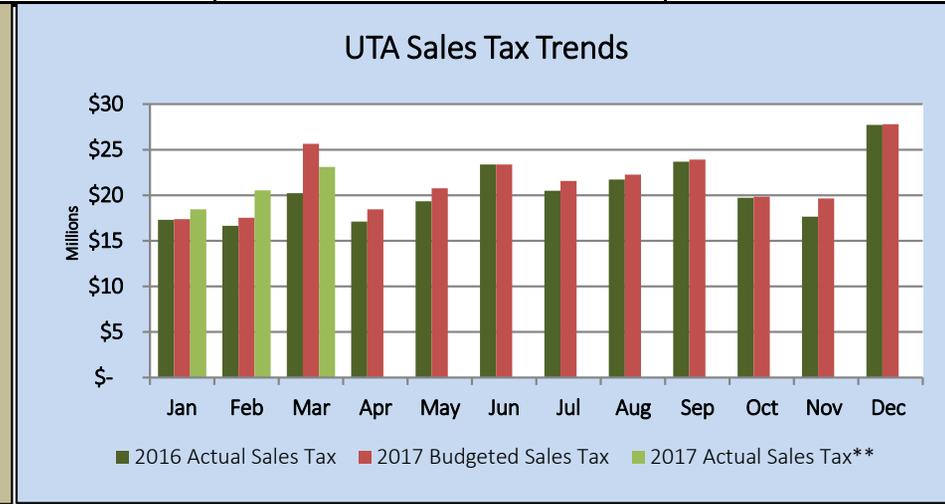
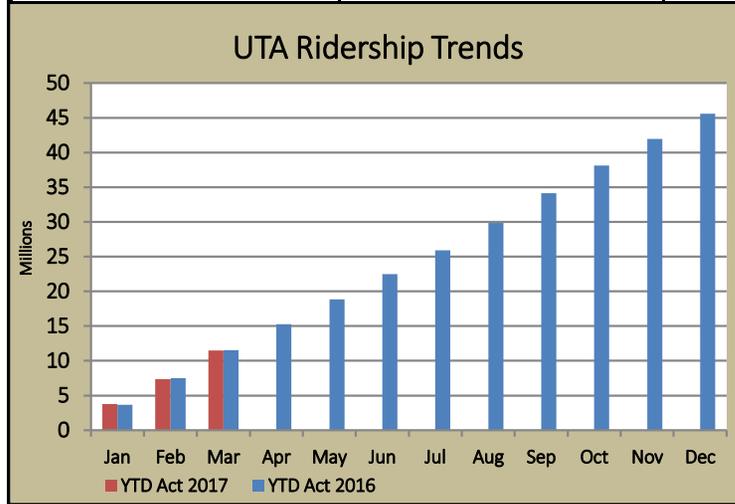
UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	June 28, 2017
TITLE:	Monthly Finance Reports
UTA EXECUTIVE/RESPONSIBLE STAFF MEMBER:	Robert Biles
SUBJECT:	March/April 2017 Monthly Dashboards and Financial Reports
BACKGROUND:	In accordance with Board direction, staff prepares and presents a monthly financial statements to the Board for their review.
ALTERNATIVES:	none
BOARD STRATEGIC FOCUS ALIGNMENT:	Stewardship & Accountability
FINANCIAL IMPACT:	
LEGAL REVIEW:	N/A
EXHIBITS:	1. Dashboards: Mar/Apr 2. Monthly Financial Reports: Mar/Apr

Utah Transit Authority

Board Dashboard: March 31, 2017

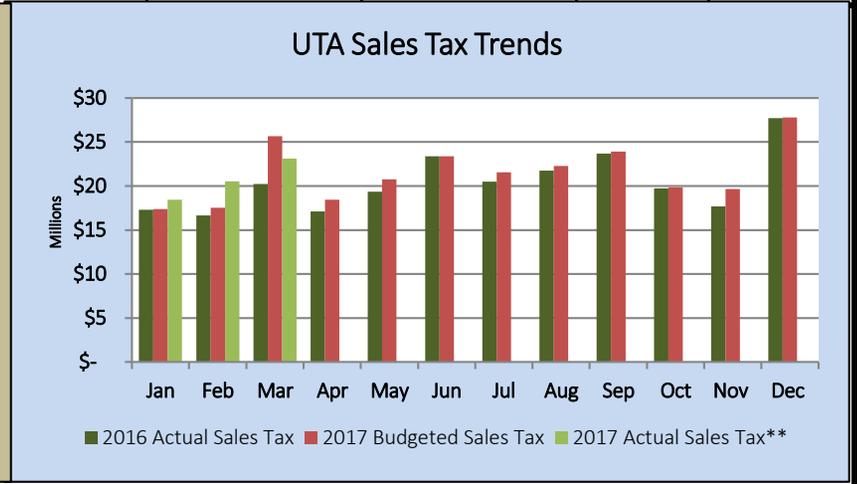
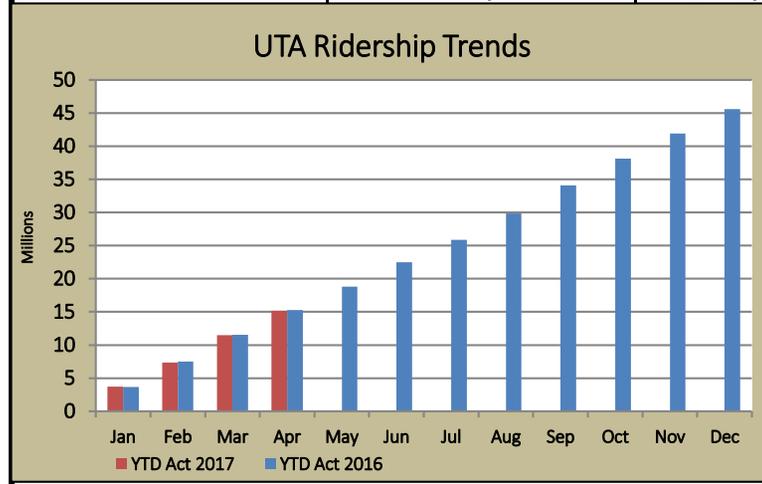
Financial Metrics	Fav/ (Unfav) %				Fav/ (Unfav) %			
	Mar Actual	Mar Budget			YTD Actual	YTD Budget		
Sales Tax (Mar '17 mm \$)	\$ 23.1	\$ 25.6	\$ (2.54)	-9.9%	\$ 62.1	\$ 60.5	\$ 1.54	2.5%
Fare Revenue (mm)	\$ 4.4	\$ 4.4	\$ 0.01	0.2%	\$ 12.7	\$ 13.3	\$ (0.59)	-4.4%
Operating Exp (mm)	\$ 21.7	\$ 21.6	\$ (0.17)	-0.8%	\$ 62.5	\$ 66.3	\$ 3.73	5.6%
Investment Per Rider (IPR)	\$ 4.22	\$ 4.50	\$ 0.28	6.2%	\$ 4.34	\$ 4.50	\$ 0.16	3.6%
IPR adj for fuel savings	\$ 4.31	\$ 4.50	\$ 0.19	4.2%	\$ 4.46	\$ 4.50	\$ 0.04	0.9%
UTA Diesel Price (\$/gal)	\$ 1.71	\$ 2.50	\$ 0.79	31.6%	\$ 1.65	\$ 2.50	\$ 0.85	34.1%
Operating Metrics	Mar Actual	Mar-16	F/ (UF)	%	YTD Actual	YTD 2016	F/ (UF)	%
Ridership (mm)	4.1	4.0	0.1	1.7%	11.5	11.5	(0.0)	-0.4%
Alternative Fuels	\$/gal				YTD Actual			
CNG Price (Bus Diesel Equiv rtl)	\$ 1.15	Revenue Development (mm\$)			\$ 5.04			
Debt Service	Mar Actual	Mar-16	Var	%	YTD Actual	YTD 2016	Var	%
Debt Service (net mm)	\$ 8.81	\$ 8.85	\$ (0.04)	-0.4%	\$ 26.70	\$ 26.54	\$ 0.17	0.6%



Utah Transit Authority

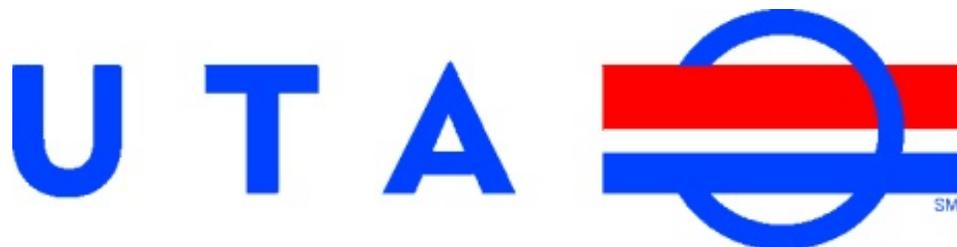
Board Dashboard: April 30, 2017

Financial Metrics	Fav/ (Unfav)				Fav/ (Unfav)			
	Apr Actual	Apr Budget		%	YTD Actual	YTD Budget		%
Sales Tax (Mar '17 mm \$)	\$ 23.1	\$ 25.6	\$ (2.54)	-9.9%	\$ 62.1	\$ 60.5	\$ 1.54	2.5%
Fare Revenue (mm)	\$ 4.3	\$ 4.4	\$ (0.15)	-3.4%	\$ 17.0	\$ 17.7	\$ (0.74)	-4.2%
Operating Exp (mm)	\$ 20.4	\$ 22.2	\$ 1.84	8.3%	\$ 82.9	\$ 88.5	\$ 5.57	6.3%
Investment Per Rider (IPR)	\$ 4.37	\$ 4.50	\$ 0.13	2.9%	\$ 4.35	\$ 4.50	\$ 0.15	3.3%
IPR adj for fuel savings	\$ 4.50	\$ 4.50	\$ -	0.0%	\$ 4.47	\$ 4.50	\$ 0.03	0.7%
UTA Diesel Price (\$/gal)	\$ 1.86	\$ 2.50	\$ 0.64	25.7%	\$ 1.70	\$ 2.50	\$ 0.80	32.0%
Operating Metrics	Apr Actual	Apr-16	F/ (UF)	%	YTD Actual	YTD 2016	F/ (UF)	%
Ridership (mm)	3.7	3.8	(0.1)	-2.2%	15.2	15.3	(0.1)	-0.8%
Alternative Fuels	\$/gal	Revenue Development (mm\$)			YTD Actual			
CNG Price (Bus Diesel Equiv rt)	\$ 1.29				\$ 5.04			
Debt Service	Apr Actual	Apr-16	Var	%	YTD Actual	YTD 2016	Var	%
Debt Service (net mm)	\$ 8.75	\$ 8.86	\$ (0.11)	-1.3%	\$ 35.46	\$ 35.40	\$ 0.05	0.2%



Utah Transit Authority
Financial Statement
(Unaudited)

March 31, 2017



KEY ITEM REPORT
(UNAUDITED)
As of March 31, 2017

EXHIBIT 1-1

	2017 YTD ACTUAL	2017 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Sales Tax	\$ 61,052,036	\$ 60,531,000	\$ 521,036	1%
2 Passenger Revenue	12,703,780	13,293,219	(589,439)	-4%
3 Other Revenue	15,780,542	17,873,784	(2,093,242)	-12%
4 Total Revenue	89,536,358	91,698,003	(2,161,645)	-2%
5 Net Operating Expenses	(62,544,209)	(66,274,560)	3,730,351	6%
Net Operating Income (Loss)	26,992,149	25,423,443	1,568,706	6%
6 Debt Service	26,704,676	26,338,743	(365,933)	-1%
7 Other Non-Operating Expenses	1,180,650	1,514,862	334,212	22%
8 Sale of Assets	(2,359,229)	-	2,359,229	100%
9 Contribution to Capital Reserves	\$ 1,466,052	\$ (2,430,162)	\$ 3,896,215	160%
10 Bond Debt Service - Series 2007A CAB	47,577			
11 Amortization	(1,705,465)			
12 Depreciation	37,680,000			
13 Total Non-cash Items	\$ 36,022,112			

2017 PERFORMANCE MEASURES

RIDERSHIP

	2016 Actual	Current Month	YTD
14	45,572,702	4,105,652	11,476,167

REVENUE DEVELOPMENT

	YTD
15 Federa/Local/Regional	\$ 5,040,885

OPERATING INVESTMENT PER RIDER

16 Net Operating Expense	\$ 62,544,209	Net Operating Expense	\$ 62,544,209
17 Less: Passenger Revenue	- (12,703,780)	Less: Passenger Revenue	- (12,703,780)
18		Plus: Diesel Savings	+ 1,329,976
19 Subtotal	49,840,429	Subtotal	51,170,405
20 Divided by: Ridership	÷ 11,476,167	Divided by: Ridership	÷ 11,476,167
21 Investment per Rider	\$ 4.34	Investment per Rider	\$ 4.46

SUMMARY FINANCIAL DATA
(UNAUDITED)

EXHIBIT 1-2

As of March 31, 2017

BALANCE SHEET

	3/31/2017	3/31/2016
CURRENT ASSETS		
1 Cash	\$ 9,492,957	\$ 8,106,985
2 Investments (Unrestricted)	16,543,719	33,057,968
3 Investments (Restricted)	198,721,294	157,893,492
4 Receivables	59,514,899	51,937,245
5 Receivables - Federal Grants	14,972,104	18,757,169
6 Inventories	28,886,510	21,622,599
7 Prepaid Expenses	1,919,342	2,224,242
8 TOTAL CURRENT ASSETS	\$ 330,050,826	\$ 293,599,701
9 Property, Plant & Equipment (Net)	3,066,554,905	3,171,341,683
10 Other Assets	125,839,662	146,996,614
11 TOTAL ASSETS	\$ 3,522,445,393	\$ 3,611,937,998
12 Current Liabilities	\$ 20,958,011	\$ 23,339,103
13 Other Liabilities	237,046,869	240,797,443
14 Net Pension Liability	112,925,121	117,437,871
15 Outstanding Bonds	2,126,802,972	2,085,672,069
16 Equity	1,024,712,419	1,144,691,513
17 TOTAL LIABILITIES & EQUITY	\$ 3,522,445,393	\$ 3,611,937,998

RESTRICTED CASH AND CASH EQUIVALENTS RECONCILIATION

RESTRICTED RESERVES		
18 Debt Service Reserves	40,025,937	39,899,644
19 2015A Sub Interest Reserves	2,242,664	13,455,983
20 Debt Service Interest Payable	27,573,863	30,734,091
21 Risk Contingency	7,452,631	7,374,673
22 Box Elder County ROW (sales tax)	5,459,173	4,763,620
23 Mountain Accord	250,708	1,600,095
24 Joint Insurance Trust	3,256,602	3,039,873
25 UT County Bond Proceeds	49,503,046	-
26 Amounts held in escrow	4,410,169	5,625,806
27 TOTAL RESTRICTED RESERVES	\$ 140,174,793	\$ 106,493,784
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 CASH AND EQUIVALENTS	\$ 198,721,294	\$ 157,893,492

SUMMARY FINANCIAL DATA

EXHIBIT 1-3

(UNAUDITED)

As of March 31, 2017

REVENUE & EXPENSES

	ACTUAL Mar-17	ACTUAL Mar-16	YTD 2017	YTD 2016
REVENUE				
1 Passenger Revenue	\$ 4,438,297	\$ 4,228,949	\$ 12,703,780	\$ 12,939,138
2 Advertising Revenue	195,833	185,417	587,499	556,251
3 Investment Revenue	114,998	106,851	438,390	764,655
4 Sales Tax	25,296,314	20,235,751	59,012,314	54,191,751
5 Sales Tax - Prop 1	866,722	-	2,039,722	-
6 Other Revenue	262,524	254,901	803,721	752,367
7 Fed Operations/Preventative Maint.	4,911,567	4,543,773	13,950,932	13,672,673
8 TOTAL REVENUE	\$ 36,086,255	\$ 29,555,642	\$ 89,536,358	\$ 82,876,835
OPERATING EXPENSE				
9 Bus Service	\$ 7,953,339	\$ 7,108,712	\$ 22,194,948	\$ 20,014,068
10 Commuter Rail	1,964,778	1,607,176	5,449,206	4,752,443
11 Light Rail	2,302,080	2,993,133	7,588,011	8,639,145
12 Maintenance of Way	1,263,052	1,615,391	3,940,608	4,382,424
13 Paratransit Service	1,831,047	1,641,779	5,040,864	4,620,967
14 RideShare/Van Pool Services	230,089	271,796	657,043	665,219
15 Operations Support	3,606,898	3,449,220	10,832,428	9,818,685
16 Administration	2,593,466	2,173,157	6,841,101	6,346,281
17 TOTAL OPERATING EXPENSE	\$ 21,744,749	\$ 20,860,364	\$ 62,544,209	\$ 59,239,232
18 NET OPERATING INCOME (LOSS)	\$ 14,341,506	\$ 8,695,278	\$ 26,992,149	\$ 23,637,603
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 414,672	\$ 391,699	\$ 1,180,650	\$ 1,115,066
20 Major Investment Studies	-	93,945	-	170,161
21 Offsetting Investment Studies	-	-	-	-
22 Bond Principal	729,167	1,130,834	2,187,501	3,392,501
23 Bond Interest	7,401,084	6,830,711	22,572,658	20,492,133
24 Bond Funded Interest - 2015A Sub	373,777	747,555	1,121,332	2,242,665
25 Bond Cost of Issuance/Fees	16,600	16,600	17,100	16,600
26 Lease Cost	290,036	122,657	806,085	395,150
27 Sale of Assets	(190,692)	(51)	(2,359,229)	5,232
28 TOTAL NON-OPERATING EXPENSE	\$ 9,034,644	\$ 9,333,950	\$ 25,526,097	\$ 27,829,508
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 5,306,862	\$ (638,672)	\$ 1,466,052	\$ (4,191,905)
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 15,859	\$ 15,091	\$ 47,577	\$ 45,273
31 Bond Premium/Discount Amortization	(1,321,256)	(1,293,967)	(3,963,769)	(3,881,901)
32 Bond Refunding Cost Amortization	685,192	803,355	2,055,576	2,410,065
33 Future Revenue Cost Amortization	67,576	67,576	202,728	202,728
34 Depreciation	12,560,000	12,927,497	37,680,000	38,816,497
35 NET OTHER EXPENSES (NON-CASH)	\$ 12,007,371	\$ 12,519,552	\$ 36,022,112	\$ 37,592,662

CURRENT MONTH

	ACTUAL Mar-17	BUDGET Mar-17	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 4,438,297	\$ 4,431,073	\$ 7,224	0%
2 Advertising Revenue	195,833	194,409	1,424	1%
3 Investment Revenue	114,998	174,826	(59,828)	-34%
4 Sales Tax	25,296,314	24,772,000	524,314	2%
5 Sales Tax - Prop 1	866,722	870,000	(3,278)	0%
6 Other Revenue	262,524	532,562	(270,038)	-51%
7 Fed Operations/Preventative Maint.	4,911,567	5,056,131	(144,564)	-3%
8 TOTAL REVENUE	\$ 36,086,255	\$ 36,031,001	\$ 55,254	0%
OPERATING EXPENSE				
9 Bus Service	\$ 7,953,339	\$ 7,724,141	\$ (229,198)	-3%
10 Commuter Rail	1,964,778	1,924,109	(40,669)	-2%
11 Light Rail	2,302,080	2,308,376	6,296	0%
12 Maintenance of Way	1,263,052	1,567,044	303,992	19%
13 Paratransit Service	1,831,047	1,810,704	(20,343)	-1%
14 RideShare/Van Pool Services	230,089	214,620	(15,469)	-7%
15 Operations Support	3,606,898	3,474,527	(132,371)	-4%
16 Administration	2,593,466	2,553,177	(40,289)	-2%
17 TOTAL OPERATING EXPENSE	\$ 21,744,749	\$ 21,576,698	\$ (168,051)	-1%
18 NET OPERATING INCOME (LOSS)	\$ 14,341,506	\$ 14,454,303	\$ (112,797)	-1%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 414,672	\$ 504,954	\$ 90,282	18%
20 Major Investment Studies	-	-	-	
21 Offsetting Investment Studies	-	-	-	
22 Bond Principal	729,167	729,138	(29)	0%
23 Bond Interest	7,401,084	7,344,779	(56,305)	-1%
24 Bond Funded Interest - 2015A Sub	373,777	374,000	223	0%
25 Bond Cost of Issuance/Fees	16,600	5,000	(11,600)	-232%
26 Lease Cost	290,036	326,664	36,628	11%
27 Sale of Assets	(190,692)	-	190,692	
28 TOTAL NON-OPERATING EXPENSE	\$ 9,034,644	\$ 9,284,535	\$ 249,891	3%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 5,306,862	\$ 5,169,768	\$ 137,094	3%
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	12,560,000			
35 NET OTHER EXPENSES (NON-CASH)	\$ 12,007,371			

BUDGET TO ACTUAL REPORT
(UNAUDITED)

EXHIBIT 1-5

As of March 31, 2017

YEAR TO DATE

	ACTUAL Mar-17	BUDGET Mar-17	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 12,703,780	\$ 13,293,219	\$ (589,439)	-4%
2 Advertising Revenue	587,499	583,227	4,272	1%
3 Investment Revenue	438,390	524,478	(86,088)	-16%
4 Sales Tax	59,012,314	58,488,000	524,314	1%
5 Sales Tax - Prop 1	2,039,722	2,043,000	(3,278)	0%
6 Other Revenue	803,721	1,597,686	(793,965)	-50%
7 Fed Operations/Preventative Maint.	13,950,932	15,168,393	(1,217,461)	-8%
8 TOTAL REVENUE	\$ 89,536,358	\$ 91,698,003	\$ (2,161,645)	-2%
OPERATING EXPENSE				
9 Bus Service	\$ 22,194,948	\$ 22,874,924	\$ 679,976	3%
10 Commuter Rail	5,449,206	5,787,436	338,230	6%
11 Light Rail	7,588,011	8,655,739	1,067,728	12%
12 Maintenance of Way	3,940,608	4,583,051	642,443	14%
13 Paratransit Service	5,040,864	5,432,112	391,248	7%
14 RideShare/Van Pool Services	657,043	643,860	(13,183)	-2%
15 Operations Support	10,832,428	10,455,137	(377,291)	-4%
16 Administration	6,841,101	7,842,301	1,001,200	13%
17 TOTAL OPERATING EXPENSE	\$ 62,544,209	\$ 66,274,560	\$ 3,730,351	6%
18 NET OPERATING INCOME (LOSS)	\$ 26,992,149	\$ 25,423,443	\$ 1,568,706	6%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 1,180,650	\$ 1,514,862	\$ 334,212	22%
20 Major Investment Studies	-	-	-	
21 Offsetting Investment Studies	-	-	-	
22 Bond Principal	2,187,501	2,187,414	(87)	0%
23 Bond Interest	22,572,658	22,034,337	(538,321)	-2%
24 Bond Funded Interest - 2015A Sub	1,121,332	1,122,000	668	0%
25 Bond Cost of Issuance/Fees	17,100	15,000	(2,100)	-14%
26 Lease Cost	806,085	979,992	173,907	18%
27 Sale of Assets	(2,359,229)	-	2,359,229	
28 TOTAL NON-OPERATING EXPENSE	\$ 25,526,097	\$ 27,853,605	\$ 2,327,508	8%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 1,466,052	\$ (2,430,162)	\$ 3,896,215	160%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 47,577			
31 Bond Premium/Discount Amortization	(3,963,769)			
32 Bond Refunding Cost Amortization	2,055,576			
33 Future Revenue Cost Amortization	202,728			
34 Depreciation	37,680,000			
35 NET OTHER EXPENSES (NON-CASH)	\$ 36,022,112			

CAPITAL PROJECTS
(UNAUDITED)

As of March 31, 2017

EXHIBIT 1-6

	2017 ACTUAL	ANNUAL BUDGET	PERCENT
1 REVENUE VEHICLES	\$ 2,375,233	\$ 39,407,000	6.0%
2 INFORMATION TECHNOLOGY	599,751	10,634,000	5.6%
3 FACILITIES, MAINTENANCE & ADMIN. EQUIP.	272,439	2,274,000	12.0%
4 CAPITAL PROJECTS	1,017,585	34,589,000	2.9%
5 PROVO OREM BRT	2,942,996	120,308,000	2.4%
6 RAIL MAINTENANCE	13,527	1,562,000	0.9%
7 STATE OF GOOD REPAIR	1,599,648	24,137,000	6.6%
8 PROP 1 PROJECTS	87,595	11,221,000	0.8%
9 5310 GRANTS	92,296	1,834,000	5.0%
10 TOTAL	<u>\$ 9,001,070</u>	<u>\$ 245,966,000</u>	3.7%
REVENUES			
11 GRANT	\$ 5,541,038	\$ 21,656,000	25.6%
12 PROVO-OREM TRIP	2,942,996	120,308,000	2.4%
13 LEASES	-	34,057,000	0.0%
14 BONDS	-	15,033,000	0.0%
15 SALE OF ASSETS	-	9,511,000	0.0%
16 TRANSFER FROM OPERATING (PROP 1)	-	4,178,000	0.0%
17 UTA FUNDING	517,036	41,223,000	1.3%
18 TOTAL	<u>\$ 9,001,070</u>	<u>\$ 245,966,000</u>	3.7%

As of March 31, 2017

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	Mar-17	Mar-16	2017	2016
UTA				
Fully Allocated Costs	21,744,948	20,592,448	62,544,210	58,913,870
Passenger Farebox Revenue	4,438,296	4,228,948	12,703,780	12,939,138
Passengers	4,105,652	4,038,369	11,476,168	11,523,485
Farebox Recovery Ratio	20.4%	20.5%	20.3%	22.0%
Actual Investment per Rider	\$4.22	\$4.05	\$4.34	\$3.99
GOAL Investment per Rider				
BUS SERVICE				
Fully Allocated Costs	10,782,788	9,582,805	30,270,368	27,331,042
Passenger Farebox Revenue	1,466,347	1,719,137	4,793,885	5,307,272
Passengers	1,803,443	1,789,507	5,042,371	5,126,636
Farebox Recovery Ratio	13.6%	17.9%	15.8%	19.4%
Actual Investment per Rider	\$5.17	\$4.39	\$5.05	\$4.30
LIGHT RAIL SERVICE				
Fully Allocated Costs	5,375,618	5,644,136	16,594,627	16,971,899
Passenger Farebox Revenue	1,497,954	1,519,419	4,118,449	4,529,759
Passengers	1,683,536	1,662,750	4,678,412	4,705,285
Farebox Recovery Ratio	27.9%	26.9%	24.8%	26.7%
Actual Investment per Rider	\$2.30	\$2.48	\$2.67	\$2.64
COMMUTER RAIL SERVICE				
Fully Allocated Costs	3,161,533	3,188,273	8,946,103	8,554,611
Passenger Farebox Revenue	451,571	432,399	1,332,668	1,328,880
Passengers	434,757	390,124	1,208,699	1,113,759
Farebox Recovery Ratio	14.3%	13.6%	14.9%	15.5%
Actual Investment per Rider	\$6.23	\$7.06	\$6.30	\$6.49
PARATRANSIT				
Fully Allocated Costs	2,008,916	1,792,679	5,554,077	5,068,768
Passenger Farebox Revenue	693,267	209,331	1,449,777	727,041
Passengers	77,754	80,782	214,573	225,887
Farebox Recovery Ratio	34.5%	11.7%	26.1%	14.3%
Actual Investment per Rider	\$16.92	\$19.60	\$19.13	\$19.22
RIDESHARE				
Fully Allocated Costs	416,094	384,554	1,179,034	987,550
Passenger Farebox Revenue	329,157	348,663	1,009,000	1,046,186
Passengers	106,162	115,207	332,113	351,918
Farebox Recovery Ratio	79.1%	90.7%	85.6%	105.9%
Actual Investment per Rider	\$0.82	\$0.31	\$0.51	(\$0.17)

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Mar-17	Mar-16	2017	2016
FULLY ALLOCATED COSTS				
Bus Service	\$10,782,788	\$9,582,805	\$30,270,368	\$27,331,042
Light Rail Service	\$5,375,618	\$5,644,136	\$16,594,627	\$16,971,899
Commuter Rail Service	\$3,161,533	\$3,188,273	\$8,946,103	\$8,554,611
Paratransit	\$2,008,916	\$1,792,679	\$5,554,077	\$5,068,768
Rideshare	\$416,094	\$384,554	\$1,179,034	\$987,550
UTA	\$21,744,949	\$20,592,447	\$62,544,209	\$58,913,870
PASSENGER FAREBOX REVENUE				
Bus Service	\$1,466,347	\$1,719,137	\$4,793,885	\$5,307,272
Light Rail Service	\$1,497,954	\$1,519,419	\$4,118,449	\$4,529,759
Commuter Rail Service	\$451,571	\$432,399	\$1,332,668	\$1,328,880
Paratransit	\$693,267	\$209,331	\$1,449,777	\$727,041
Rideshare	\$329,157	\$348,663	\$1,009,000	\$1,046,186
UTA	\$4,438,296	\$4,228,949	\$12,703,779	\$12,939,138
PASSENGERS				
Bus Service	1,803,443	1,789,507	5,042,371	5,126,636
Light Rail Service	1,683,536	1,662,750	4,678,412	4,705,285
Commuter Rail Service	434,757	390,124	1,208,699	1,113,759
Paratransit	77,754	80,782	214,573	225,887
Rideshare	106,162	115,207	332,113	351,918
UTA	4,105,652	4,038,370	11,476,168	11,523,485
FAREBOX RECOVERY RATIO				
Bus Service	13.6%	17.9%	15.8%	19.4%
Light Rail Service	27.9%	26.9%	24.8%	26.7%
Commuter Rail Service	14.3%	13.6%	14.9%	15.5%
Paratransit	34.5%	11.7%	26.1%	14.3%
Rideshare	79.1%	90.7%	85.6%	105.9%
UTA	20.4%	20.5%	20.3%	22.0%
ACTUAL INVESTMENT PER RIDER				
Bus Service	\$5.17	\$4.39	\$5.05	\$4.30
Light Rail Service	\$2.30	\$2.48	\$2.67	\$2.64
Commuter Rail Service	\$6.23	\$7.06	\$6.30	\$6.49
Paratransit	\$16.92	\$19.60	\$19.13	\$19.22
Rideshare	\$0.82	\$0.31	\$0.51	(\$0.17)
UTA	\$4.22	\$4.05	\$4.34	\$3.99

SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)

EXHIBIT 1-9

As of March 31, 2017

<u>Classification</u>	<u>Total</u>	<u>Current</u>	<u>31-60 Days</u>	<u>61-90 Days</u>	<u>Over 90 Days</u>
Federal Government ¹	\$ 17,684,272	\$ 17,684,272			
Local Contributions ²	42,612,581	42,611,999			583
Interlocal Agreements	6,243,431	95,500	1,211,759		4,936,172
Contracts	3,657,861	2,690,344	195,521	238,688	533,307
Other ³	4,288,857	4,288,857			
Total	\$ 74,487,002	\$ 67,370,972	\$ 1,407,280	\$ 238,688	\$ 5,470,062

Percentage Due by Aging

Federal Government ¹	100.0%	0.0%	0.0%	0.0%
Local Contributions ²	100.0%	0.0%	0.0%	0.0%
Contracts	73.5%	5.3%	6.5%	14.6%
Other	100.0%	0.0%	0.0%	0.0%
Total	90.4%	1.9%	0.3%	7.3%

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

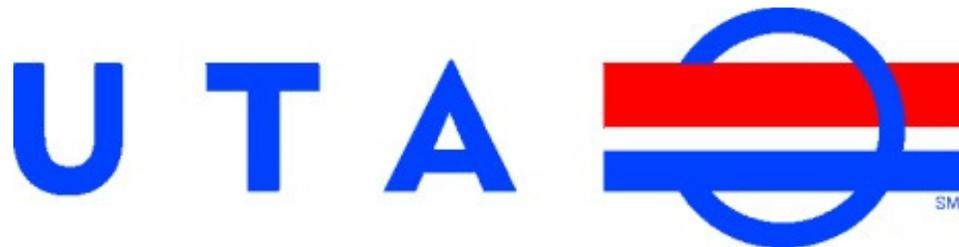
² Estimated sales tax to be distributed upon collection by the Utah State Tax Commission

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

Note: \$6.1m of receivables under Interlocal Agreements is due from UDOT.

Utah Transit Authority
Financial Statement
(Unaudited)

April 30, 2017



KEY ITEM REPORT
(UNAUDITED)

As of April 30, 2017

EXHIBIT 1-1

	2017 YTD ACTUAL	2017 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Sales Tax	\$ 84,990,236	\$ 78,975,000	\$ 6,015,236	8%
2 Passenger Revenue	16,983,346	17,724,292	(740,946)	-4%
3 Other Revenue	22,858,271	23,831,712	(973,441)	-4%
4 Total Revenue	124,831,853	120,531,004	4,300,849	4%
5 Net Operating Expenses	(82,912,296)	(88,485,662)	5,573,366	6%
Net Operating Income (Loss)	41,919,557	32,045,342	9,874,215	31%
6 Debt Service	35,456,922	35,118,324	(338,598)	-1%
7 Other Non-Operating Expenses	1,604,292	2,019,816	415,524	21%
8 Sale of Assets	(2,359,229)	-	2,359,229	100%
9 Contribution to Capital Reserves	\$ 7,217,572	\$ (5,092,798)	\$ 12,310,370	242%
10 Bond Debt Service - Series 2007A CAB	63,436			
11 Amortization	(2,273,954)			
12 Depreciation	50,240,000			
13 Total Non-cash Items	\$ 48,029,482			

2017 GOALS

RIDERSHIP

2016 Actual	April 2017	April 2016	Difference	2017 YTD	2016 YTD	Difference
14 45,572,702	3,682,984	3,765,229	-82,245	15,159,151	15,288,715	-129,564

REVENUE DEVELOPMENT

	YTD
15 Federa/Local/Regional	\$ 5,040,885

OPERATING INVESTMENT PER RIDER 2017 Budgeted IPR is \$4.50

	IPR		IPR (less diesel savings)
16 Net Operating Expense	\$ 82,912,296	Net Operating Expense	\$ 82,912,296
17 Less: Passenger Revenue	- (16,983,346)	Less: Passenger Revenue	- (16,983,346)
18		Plus: Diesel Savings	+ 1,767,092
19 Subtotal	65,928,950	Subtotal	67,696,042
20 Divided by: Ridership	÷ 15,159,151	Divided by: Ridership	÷ 15,159,151
21 Investment per Rider	\$ 4.35	Investment per Rider	\$ 4.47

**SUMMARY FINANCIAL DATA
(UNAUDITED)**

EXHIBIT 1-2

As of April 30, 2017

BALANCE SHEET

	<u>4/30/2017</u>	<u>4/30/2016</u>
CURRENT ASSETS		
1 Cash	\$ 9,721,509	\$ 10,418,516
2 Investments (Unrestricted)	15,517,071	24,620,928
3 Investments (Restricted)	204,830,932	159,675,926
4 Receivables	62,180,466	57,705,023
5 Receivables - Federal Grants	17,212,791	20,217,696
6 Inventories	29,183,642	21,840,746
7 Prepaid Expenses	1,672,138	1,941,472
8 TOTAL CURRENT ASSETS	\$ 340,318,549	\$ 296,420,307
9 Property, Plant & Equipment (Net)	3,054,133,642	3,158,486,296
10 Other Assets	125,159,839	146,144,707
11 TOTAL ASSETS	\$ 3,519,612,030	\$ 3,601,051,310
12 Current Liabilities	21,362,773	\$ 21,472,173
13 Other Liabilities	245,798,673	248,230,814
14 Net Pension Liability	112,925,121	117,437,871
15 Outstanding Debt	2,126,802,972	2,085,672,069
16 Equity	1,012,722,491	1,128,238,382
17 TOTAL LIABILITIES & EQUITY	\$ 3,519,612,030	\$ 3,601,051,310

RESTRICTED CASH AND CASH EQUIVALENTS RECONCILIATION

RESTRICTED RESERVES		
18 Debt Service Reserves	39,082,733	38,799,050
19 2015A Sub Interest Reserves	1,495,109	10,465,765
20 Debt Service Interest Payable	35,305,652	38,717,104
21 Risk Contingency	7,460,380	7,379,835
22 Box Elder County ROW (sales tax)	5,531,001	4,823,094
23 Mountain Accord	239,738	1,465,101
24 Joint Insurance Trust	3,256,602	3,039,873
25 UT County Bond Proceeds	49,503,046	-
26 Amounts held in escrow	4,410,169	3,586,397
27 TOTAL RESTRICTED RESERVES	\$ 146,284,431	\$ 108,276,218
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 CASH AND EQUIVALENTS	\$ 204,830,932	\$ 159,675,926

SUMMARY FINANCIAL DATA

EXHIBIT 1-3

(UNAUDITED)

As of April 30, 2017

REVENUE & EXPENSES

	ACTUAL Apr-17	ACTUAL Apr-16	YTD 2017	YTD 2016
REVENUE				
1 Passenger Revenue	\$ 4,279,566	\$ 3,870,078	\$ 16,983,346	\$ 16,809,216
2 Advertising Revenue	195,833	185,417	783,332	741,668
3 Investment Revenue	117,073	113,764	555,463	878,419
4 Sales Tax	23,199,922	18,706,207	82,212,236	72,897,958
5 Sales Tax - Prop 1	738,278	1,998	2,778,000	1,998
6 Other Revenue	301,658	257,173	1,105,379	1,009,540
7 Fed Operations/Preventative Maint.	6,463,165	4,579,954	20,414,097	18,252,627
8 TOTAL REVENUE	\$ 35,295,495	\$ 27,714,591	\$ 124,831,853	\$ 110,591,426
OPERATING EXPENSE				
9 Bus Service	\$ 6,951,731	\$ 6,503,177	\$ 29,146,679	\$ 26,517,245
10 Commuter Rail	1,713,856	1,679,247	7,163,062	6,431,690
11 Light Rail	2,766,249	2,841,406	10,354,260	11,480,551
12 Maintenance of Way	1,242,855	1,143,405	5,183,463	5,525,829
13 Paratransit Service	1,582,678	1,508,584	6,623,542	6,129,551
14 RideShare/Van Pool Services	252,403	227,595	909,446	892,814
15 Operations Support	3,592,808	2,937,505	14,425,236	12,756,190
16 Administration	2,265,507	1,970,916	9,106,608	8,317,197
17 TOTAL OPERATING EXPENSE	\$ 20,368,087	\$ 18,811,835	\$ 82,912,296	\$ 78,051,067
18 NET OPERATING INCOME (LOSS)	\$ 14,927,408	\$ 8,902,756	\$ 41,919,557	\$ 32,540,359
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 423,642	\$ 379,672	\$ 1,604,292	\$ 1,494,738
20 Major Investment Studies	-	5,279	-	175,440
21 Offsetting Investment Studies	-	-	-	-
22 Bond Principal	729,167	1,130,834	2,916,668	4,523,335
23 Bond Interest	7,401,084	6,830,711	29,973,742	27,322,844
24 Bond Funded Interest - 2015A Sub	373,777	747,555	1,495,109	2,990,220
25 Bond Cost of Issuance/Fees	-	4,600	17,100	21,200
26 Lease Cost	248,218	149,836	1,054,303	544,986
27 Sale of Assets	-	-	(2,359,229)	5,232
28 TOTAL NON-OPERATING EXPENSE	\$ 9,175,888	\$ 9,248,487	\$ 34,701,985	\$ 37,077,995
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 5,751,520	\$ (345,731)	\$ 7,217,572	\$ (4,537,636)
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 15,859	\$ 15,091	\$ 63,436	\$ 60,364
31 Bond Premium/Discount Amortization	(1,321,256)	(1,293,967)	(5,285,026)	(5,175,868)
32 Bond Refunding Cost Amortization	685,192	803,355	2,740,768	3,213,420
33 Future Revenue Cost Amortization	67,576	67,576	270,304	270,304
34 Depreciation	12,560,000	12,855,387	50,240,000	51,671,884
35 NET OTHER EXPENSES (NON-CASH)	\$ 12,007,371	\$ 12,447,442	\$ 48,029,482	\$ 50,040,104

ACTUAL REPORT
(UNAUDITED)
As of April 30, 2017

EXHIBIT 1-4

CURRENT MONTH

	ACTUAL Apr-17	BUDGET Apr-17	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 4,279,566	\$ 4,431,073	\$ (151,507)	-3%
2 Advertising Revenue	195,833	194,409	1,424	1%
3 Investment Revenue	117,073	174,826	(57,753)	-33%
4 Sales Tax	23,199,922	17,814,000	5,385,922	30%
5 Sales Tax - Prop 1	738,278	630,000	108,278	17%
6 Other Revenue	301,658	532,562	(230,904)	-43%
7 Fed Operations/Preventative Maint.	6,463,165	5,056,131	1,407,034	28%
8 TOTAL REVENUE	\$ 35,295,495	\$ 28,833,001	\$ 6,462,494	22%
OPERATING EXPENSE				
9 Bus Service	\$ 6,951,731	\$ 7,534,103	\$ 582,372	8%
10 Commuter Rail	1,713,856	1,906,342	192,486	10%
11 Light Rail	2,766,249	3,176,913	410,664	13%
12 Maintenance of Way	1,242,855	1,533,569	290,714	19%
13 Paratransit Service	1,582,678	1,810,704	228,026	13%
14 RideShare/Van Pool Services	252,403	214,620	(37,783)	-18%
15 Operations Support	3,592,808	3,470,892	(121,916)	-4%
16 Administration	2,265,507	2,563,958	298,451	12%
17 TOTAL OPERATING EXPENSE	\$ 20,368,087	\$ 22,211,101	\$ 1,843,014	8%
18 NET OPERATING INCOME (LOSS)	\$ 14,927,408	\$ 6,621,900	\$ 8,305,508	125%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 423,642	\$ 504,954	\$ 81,312	16%
20 Major Investment Studies	-	-	-	
21 Offsetting Investment Studies	-	-	-	
22 Bond Principal	729,167	729,138	(29)	0%
23 Bond Interest	7,401,084	7,344,779	(56,305)	-1%
24 Bond Funded Interest - 2015A Sub	373,777	374,000	223	0%
25 Bond Cost of Issuance/Fees	-	5,000	5,000	100%
26 Lease Cost	248,218	326,664	78,446	24%
27 Sale of Assets	-	-	-	
28 TOTAL NON-OPERATING EXPENSE	\$ 9,175,888	\$ 9,284,535	\$ 108,647	1%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 5,751,520	\$ (2,662,635)	\$ 8,414,155	316%
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	12,560,000			
35 NET OTHER EXPENSES (NON-CASH)	\$ 12,007,371			

**BUDGET TO ACTUAL REPORT
(UNAUDITED)**

EXHIBIT 1-5

As of April 30, 2017

YEAR TO DATE

	ACTUAL	BUDGET	VARIANCE	%
	Apr-17	Apr-17	FAVORABLE (UNFAVORABLE)	FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 16,983,346	\$ 17,724,292	\$ (740,946)	-4%
2 Advertising Revenue	783,332	777,636	5,696	1%
3 Investment Revenue	555,463	699,304	(143,841)	-21%
4 Sales Tax	82,212,236	76,302,000	5,910,236	8%
5 Sales Tax - Prop 1	2,778,000	2,673,000	105,000	4%
6 Other Revenue	1,105,379	2,130,248	(1,024,869)	-48%
7 Fed Operations/Preventative Maint.	20,414,097	20,224,524	189,573	1%
8 TOTAL REVENUE	\$ 124,831,853	\$ 120,531,004	\$ 4,300,849	4%
OPERATING EXPENSE				
9 Bus Service	\$ 29,146,679	\$ 30,409,027	\$ 1,262,348	4%
10 Commuter Rail	7,163,062	7,693,778	530,716	7%
11 Light Rail	10,354,260	11,832,652	1,478,392	12%
12 Maintenance of Way	5,183,463	6,116,620	933,157	15%
13 Paratransit Service	6,623,542	7,242,816	619,274	9%
14 RideShare/Van Pool Services	909,446	858,480	(50,966)	-6%
15 Operations Support	14,425,236	13,926,030	(499,207)	-4%
16 Administration	9,106,608	10,406,259	1,299,651	12%
17 TOTAL OPERATING EXPENSE	\$ 82,912,296	\$ 88,485,662	\$ 5,573,366	6%
18 NET OPERATING INCOME (LOSS)	\$ 41,919,557	\$ 32,045,342	\$ 9,874,215	31%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 1,604,292	\$ 2,019,816	\$ 415,524	21%
20 Major Investment Studies	-	-	-	
21 Offsetting Investment Studies	-	-	-	
22 Bond Principal	2,916,668	2,916,552	(116)	0%
23 Bond Interest	29,973,742	29,379,116	(594,626)	-2%
24 Bond Funded Interest - 2015A Sub	1,495,109	1,496,000	891	0%
25 Bond Cost of Issuance/Fees	17,100	20,000	2,900	15%
26 Lease Cost	1,054,303	1,306,656	252,353	19%
27 Sale of Assets	(2,359,229)	-	2,359,229	
28 TOTAL NON-OPERATING EXPENSE	\$ 34,701,985	\$ 37,138,140	\$ 2,436,155	7%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 7,217,572	\$ (5,092,798)	\$ 12,310,370	242%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 63,436			
31 Bond Premium/Discount Amortization	(5,285,026)			
32 Bond Refunding Cost Amortization	2,740,768			
33 Future Revenue Cost Amortization	270,304			
34 Depreciation	50,240,000			
35 NET OTHER EXPENSES (NON-CASH)	\$ 48,029,482			

**CAPITAL PROJECTS
(UNAUDITED)**

As of April 30, 2017

EXHIBIT 1-6

	2017 ACTUAL	ANNUAL BUDGET	PERCENT
EXPENSES			
1 REVENUE VEHICLES	\$ 2,519,217	\$ 39,407,000	6.4%
2 INFORMATION TECHNOLOGY	743,869	10,634,000	7.0%
3 FACILITIES, MAINTENANCE & ADMIN. EQUIP.	326,487	2,274,000	14.4%
4 CAPITAL PROJECTS	1,728,806	34,589,000	5.0%
5 PROVO OREM BRT	8,887,478	120,308,000	7.4%
6 RAIL MAINTENANCE	27,849	1,562,000	1.8%
7 STATE OF GOOD REPAIR	2,166,427	24,137,000	9.0%
8 PROP 1 PROJECTS	239,493	11,221,000	2.1%
9 5310 GRANTS	92,296	1,834,000	5.0%
10 TOTAL	\$ 16,731,921	\$ 245,966,000	6.8%
REVENUES			
14 GRANT	\$ 5,541,038	\$ 21,656,000	25.6%
16 PROVO-OREM TRIP	8,887,478	120,308,000	7.4%
17 LEASES	-	34,057,000	0.0%
18 BONDS	-	15,033,000	0.0%
19 SALE OF ASSETS	-	9,511,000	0.0%
15 TRANSFER FROM OPERATING (PROP 1)	-	4,178,000	0.0%
20 UTA FUNDING	-	41,223,000	0.0%
21 TOTAL	\$ 14,428,516	\$ 245,966,000	5.9%

**FAREBOX RECOVERY & IPR
(UNAUDITED)**

EXHIBIT 1-7

As of April 30, 2017

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	Apr-17	Apr-16	2017	2016
UTA				
Fully Allocated Costs	20,368,086	18,908,855	82,912,295	77,822,723
Passenger Farebox Revenue	4,279,566	3,870,076	16,983,346	16,809,217
Passengers	3,682,984	3,765,229	15,159,152	15,288,715
Farebox Recovery Ratio	21.0%	20.5%	20.5%	21.6%
Actual Investment per Rider	\$4.37	\$3.99	\$4.35	\$3.99
GOAL Investment per Rider				
BUS SERVICE				
Fully Allocated Costs	9,634,657	8,817,444	39,905,025	36,148,486
Passenger Farebox Revenue	1,836,696	1,539,121	6,630,581	6,846,393
Passengers	1,576,273	1,660,270	6,618,644	6,786,906
Farebox Recovery Ratio	19.1%	17.5%	16.6%	18.9%
Actual Investment per Rider	\$4.95	\$4.38	\$5.03	\$4.32
LIGHT RAIL SERVICE				
Fully Allocated Costs	5,704,479	5,141,398	22,299,105	22,113,296
Passenger Farebox Revenue	1,532,799	1,433,303	5,651,248	5,963,063
Passengers	1,540,130	1,545,063	6,218,542	6,250,348
Farebox Recovery Ratio	26.9%	27.9%	25.3%	27.0%
Actual Investment per Rider	\$2.71	\$2.40	\$2.68	\$2.58
COMMUTER RAIL SERVICE				
Fully Allocated Costs	2,851,123	2,976,092	11,797,226	11,530,703
Passenger Farebox Revenue	469,119	420,725	1,801,787	1,749,606
Passengers	376,732	355,916	1,585,431	1,469,675
Farebox Recovery Ratio	16.5%	14.1%	15.3%	15.2%
Actual Investment per Rider	\$6.32	\$7.18	\$6.30	\$6.66
PARATRANSIT				
Fully Allocated Costs	1,755,760	1,645,224	7,309,837	6,713,992
Passenger Farebox Revenue	116,074	142,373	1,565,851	869,414
Passengers	67,284	73,546	281,857	299,433
Farebox Recovery Ratio	6.6%	8.7%	21.4%	12.9%
Actual Investment per Rider	\$24.37	\$20.43	\$20.38	\$19.52
RIDESHARE				
Fully Allocated Costs	422,068	328,696	1,601,101	1,316,246
Passenger Farebox Revenue	324,878	334,555	1,333,878	1,380,741
Passengers	122,565	130,435	454,678	482,353
Farebox Recovery Ratio	77.0%	101.8%	83.3%	104.9%
Actual Investment per Rider	\$0.79	(\$0.04)	\$0.59	(\$0.13)

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Apr-17	Apr-16	2017	2016
FULLY ALLOCATED COSTS				
Bus Service	\$9,634,657	\$8,817,444	\$39,905,025	\$36,148,486
Light Rail Service	\$5,704,479	\$5,141,398	\$22,299,105	\$22,113,296
Commuter Rail Service	\$2,851,123	\$2,976,092	\$11,797,226	\$11,530,703
Paratransit	\$1,755,760	\$1,645,224	\$7,309,837	\$6,713,992
Rideshare	\$422,068	\$328,696	\$1,601,101	\$1,316,246
UTA	\$20,368,087	\$18,908,854	\$82,912,294	\$77,822,723
PASSENGER FAREBOX REVENUE				
Bus Service	\$1,836,696	\$1,539,121	\$6,630,581	\$6,846,393
Light Rail Service	\$1,532,799	\$1,433,303	\$5,651,248	\$5,963,063
Commuter Rail Service	\$469,119	\$420,725	\$1,801,787	\$1,749,606
Paratransit	\$116,074	\$142,373	\$1,565,851	\$869,414
Rideshare	\$324,878	\$334,555	\$1,333,878	\$1,380,741
UTA	\$4,279,566	\$3,870,077	\$16,983,345	\$16,809,217
PASSENGERS				
Bus Service	1,576,273	1,660,270	6,618,644	6,786,906
Light Rail Service	1,540,130	1,545,063	6,218,542	6,250,348
Commuter Rail Service	376,732	355,916	1,585,431	1,469,675
Paratransit	67,284	73,546	281,857	299,433
Rideshare	122,565	130,435	454,678	482,353
UTA	3,682,984	3,765,230	15,159,152	15,288,715
FAREBOX RECOVERY RATIO				
Bus Service	19.1%	17.5%	16.6%	18.9%
Light Rail Service	26.9%	27.9%	25.3%	27.0%
Commuter Rail Service	16.5%	14.1%	15.3%	15.2%
Paratransit	6.6%	8.7%	21.4%	12.9%
Rideshare	77.0%	101.8%	83.3%	104.9%
UTA	21.0%	20.5%	20.5%	21.6%
ACTUAL INVESTMENT PER RIDER				
Bus Service	\$4.95	\$4.38	\$5.03	\$4.32
Light Rail Service	\$2.71	\$2.40	\$2.68	\$2.58
Commuter Rail Service	\$6.32	\$7.18	\$6.30	\$6.66
Paratransit	\$24.37	\$20.43	\$20.38	\$19.52
Rideshare	\$0.79	(\$0.04)	\$0.59	(\$0.13)
UTA	\$4.37	\$3.99	\$4.35	\$3.99

**SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)**

EXHIBIT 1-9

As of April 30, 2017

<u>Classification</u>	<u>Total</u>	<u>Current</u>	<u>31-60 Days</u>	<u>61-90 Days</u>	<u>Over 90 Days</u>
Federal Government ¹	\$ 20,656,867	\$ 20,656,867			
Local Contributions ²	46,017,994	46,017,412			583
Interlocal Agreements	6,305,675	62,244	95,500	1,211,759	4,936,172
Contracts	1,800,631	1,115,076	283,945		401,610
Other ³	4,612,089	4,612,089			
Total	\$ 79,393,257	\$ 72,463,688	\$ 379,445	\$ 1,211,759	\$ 5,338,365

Percentage Due by Aging

Federal Government ¹	100.0%	0.0%	0.0%	0.0%
Local Contributions ²	100.0%	0.0%	0.0%	0.0%
Contracts	61.9%	15.8%	0.0%	22.3%
Other	100.0%	0.0%	0.0%	0.0%
Total	91.3%	0.5%	1.5%	6.7%

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: \$6.1m of receivables under Interlocal Agreements is due from UDOT.

**UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Action Agenda Item Coversheet**

DATE:	June 28, 2017
CONTACT PERSON:	Bob Biles
SUBJECT:	Memorandum of Understanding between UTA and Clearfield City
BACKGROUND:	<p>On May 24, 2017 the Board passed a resolution, which included conditions, to change the designation of certain UTA-owned properties from transit-oriented development (TOD) to surplus. With this resolution, properties are made available for sale to Clearfield City.</p> <p>A number of the conditions imposed by the Board will be met with the execution of a Memorandum of Understanding (MOU) between UTA and Clearfield City. A draft of which has been negotiated between the parties and will be presented to the Board for consideration and approval.</p> <p>The terms of the MOU will establish parameters for negotiation of the Purchase and Sale Agreement.</p>
ALTERNATIVES:	<ol style="list-style-type: none"> 1) Approve as presented 2) Approve with revisions 3) Disapprove
PREFERRED ALTERNATIVE:	Approve as presented
STRATEGIC GOAL ALIGNMENT:	Supports the promotion of stewardship and community
FINANCIAL IMPACT:	If property is sold, UTA will receive fair market value based on an appraisal jointly commissioned with Clearfield City
LEGAL REVIEW:	MOU has been reviewed by UTA legal counsel

EXHIBITS:

- 1) R2017-06-01: Resolution to Conditionally: 1) Remove Property from Transit-Oriented Development (TOD) Designation; 2) Declare Property Surplus; 3) Set Conditions for Possible Conveyance of Property; and 4) Describe Parameters for Purchase and Sale Agreement
- 2) Exhibit A: Memorandum of Understanding

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE
UTAH TRANSIT AUTHORITY TO CONDITIONALLY:
(1) REMOVE PROPERTY FROM TOD DESIGNATION;
(2) DECLARE PROPERTY AS SURPLUS;
(3) SET CONDITIONS FOR POSSIBLE CONVEYANCE OF PROPERTY; AND
(4) DESCRIBE PARAMETERS FOR PURCHASE AND SALE AGREEMENT**

No. R2017-06-01

June 28, 2017

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 Public Transit District Act;

WHEREAS, the Authority owns a parcel of land consisting of approximately 60 acres, located in Clearfield City (the “Clearfield Property”), that was acquired from the Union Pacific Railroad Company; and

WHEREAS, the Board of Trustees of the Authority (the “Board”) did designate the Clearfield Property as Transit-Oriented Development property; and

WHEREAS, officials from Clearfield City, Davis County, and the Governor’s Office of Economic Development (“GOED”) have asked the Authority to convey a significant portion of the Clearfield Property, consisting of approximately 28.25 acres, to Clearfield City (the “Manufacturing Parcel”), for use as a manufacturing facility of rail vehicles, by Stadler US, Inc., together with an option to purchase an additional 8.75 acres on the southern end of the Clearfield Property (the “Option Parcel”); and

WHEREAS, as part of a manufacturing facility use, Stadler US, Inc. has indicated that the facility would require certain rail access and use; and

WHEREAS, the Authority is supportive of economic development, and values relationships with the cities and counties that are a part of the Authority; and

WHEREAS, the Authority has, at the request of Clearfield City, Davis County, and GOED, expended significant time and resources in exploring and completing due diligence in an attempt to determine whether the Authority may convey the Manufacturing Parcel to Clearfield City for use by Stadler US, Inc.; and

WHEREAS, by Resolution R2017-05-01 (the “May Resolution”), the Board did set forth certain conditions to the potential approval of the future possible conveyance of the Manufacturing Parcel to Clearfield City; and

WHEREAS, Authority staff and Clearfield City, together with other stakeholders in this matter, have negotiated a proposed Memorandum of Understanding, pursuant to which the Authority and City would continue to work toward a final Purchase and Sale Agreement and conditions for such sale, with certain variations from the terms set forth in the May Resolution;

WHEREAS, to meet certain time constraints, the Board desires to set forth the parameters on which the Authority and the City can execute a Purchase and Sale Agreement for portions of the Clearfield Property to be sold to the City, without further Board review or approval;

WHEREAS, Authority staff and the City have negotiated a proposed Memorandum of Understanding (the "Memorandum of Understanding"), setting forth the requirements for sale of portions of the Clearfield Property to City.

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

1. That, subject to and conditioned upon the matters in Paragraph 5 below and the Memorandum of Understanding (a copy of which is attached hereto as Exhibit A and made a part hereof), the Board does hereby remove the Manufacturing Parcel and the Option Parcel (as shown on Exhibit "A" attached hereto) from the designation "Transit Oriented Development Property";
2. That, subject to and conditioned upon the matters in Paragraph 5 below and the Memorandum of Understanding, the Board does hereby declare the Manufacturing Parcel and the Option Parcel to be surplus;
3. That Clearfield City may commence the preliminary public processes necessary to facilitate use of the Manufacturing Parcel for the future Stadler use, including preparation of subdivision plans and preliminary zoning review, but explicitly subject to full review and written approval by Authority staff of any and all such plans, actions, and processes, and participation in any and all public meetings discussing the Clearfield Property, prior to any action on any of such processes.
4. That, in the event the circumstances described in paragraph 5 below and/or the Memorandum of Understanding are not or cannot be completed in a timely manner, or if the transaction is not completed in a timely manner, or if the Board, in its discretion, determines that the transaction is not in the best interest of the Authority, then the "surplus" designation is and shall be immediately rescinded, and the designation of "Transit Oriented Development" shall be immediately restored to the Manufacturing Parcel and the Option Parcel, relating back to the date hereof, as if such designation were never changed. Additionally, if (a) the transaction to convey the Manufacturing Parcel to the City is consummated, but the City has not conveyed the Manufacturing Parcel to Stadler, within two (2) years from the closing date, or (b) the transaction to convey the Manufacturing Parcel is consummated, but the option to acquire the Option Parcel is not exercised within five (5) years; then the designation of "Transit Oriented Development" shall be immediately restored to the respective Manufacturing Parcel and/or

Option Parcel, relating back to the date hereof, as if such designation were never changed.

5. That, in addition to other/future matters and contingencies, as yet determined by the Authority and the Board, the commitments described in paragraph 2 and paragraph 4 (including all subparts) of the Memorandum of Understanding must be formalized, in writing, by the parties noted.
6. That the Board authorizes the President/CEO to enter into a Purchase and Sale Agreement for the Manufacturing Parcel and the Option Parcel, subject to all the requirements described herein being completed or confirmed in the Purchase and Sale Agreement and/or related real estate closing documents.
7. That the Board formally ratifies prior actions taken by the Authority, including those taken by the President/CEO, the VP of Finance, the General Counsel, and their staffs that were necessary or appropriate through the due diligence process, to date;
8. That the May Resolution is hereby rescinded; this Resolution supersedes the May Resolution, R2017-05-01.
9. That the corporate seal be attached hereto.

APPROVED AND ADOPTED this 28th day of June, 2017.

Robert W. McKinley, Chair

ATTEST:

Robert K. Biles, Secretary

[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 held on the 28th day of June, 2017.

Robert W. McKinley, Chair

Robert K. Biles, Secretary

Approved as to Form

Legal Counsel

EXHIBIT A

Form of Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (“MOU”) is made and entered into on the date set forth below, by and between the Utah Transit Authority, a public transit district organized pursuant to the laws of the State of Utah (“UTA”), Clearfield City (“City”), a Utah municipal corporation, and the Clearfield Community Development and Renewal Agency (“CDRA”), a community reinvestment agency as authorized by Utah Code 17C.

WHEREAS, UTA owns a parcel of property, consisting of approximately 60 acres (the “UTA Property”), including the Clearfield FrontRunner commuter rail station (the “Station”), park-and-ride lot, and associated infrastructure; and

WHEREAS, City (or CDRA) has indicated it desires to purchase a portion of the UTA Property, consisting of approximately 28 acres (the “City-Requested Property”), to be sold to Stadler US, Inc., a rail car manufacturer, for a manufacturing facility (the “Future Stadler Facility”); and

WHEREAS, in connection with a Future Stadler Facility, Stadler US, Inc. has indicated it will need rail access to and use of UTA’s commuter rail facilities, and adjacent rail facilities owned and operated by Union Pacific Railroad Company;

WHEREAS, UTA is considering the City’s request, but has not yet determined whether it is in UTA’s best interest to accommodate the City’s request; and

WHEREAS, City and CDRA have offered to document certain terms and conditions on which City/CDRA would offer to purchase the City-Requested Property from UTA, in the event UTA determines to make the City-Requested Property available for purchase by City/CDRA.

NOW THEREFORE, in consideration of the parties’ ongoing investigations and evaluations, and other good and valuable consideration, the sufficiency and receipt of which are hereby agreed and understood by the City, CDRA and UTA as follows:

1. No Binding Commitment. The parties acknowledge and agree that the purpose of this MOU is to document certain conditions on which UTA may consider selling the City-Requested Property to City/CDRA, and certain future commitments City/CDRA may be willing to make. Nothing contained herein shall be construed to be a binding commitment on the part of either party, nor any offer or acceptance to purchase and sell the City-Requested Property. In the event the parties determine to move forward with the purchase and sale of the City-Requested Property, the matters described herein shall be further negotiated and incorporated in definitive sale and property use documentation.

2. City/CDRA Participation. In the event the parties determine, in their respective sole discretion, to enter into definitive property sale and property use documentation, City/CDRA shall commit to the following:

(a) CDRA will provide up to \$13.8 million funding to UTA, from the Clearfield Station Community Development Area (the “Project Area”) to construct a 700-stall parking garage without cost to UTA, near the Station at a location to be determined by UTA in UTA’s sole discretion, sufficient to provide structured parking to replace current and future contemplated surface parking at the Station. UTA understands and agrees that types of funding available for structured parking is entirely dependent on the type, valuation, and timing of development on the remainder of the UTA Property. As such, CDRA can make no guarantee that sufficient funds will be available. Moreover, as tax increment is captured on an annual basis after the payment of property taxes, funding from CDRA would most likely be utilized as a reimbursement to UTA or its designee for capital outlay, or to service debt issued to construct the parking structure.

(b) City/CDRA will provide one-half of the funding necessary for, and will participate in, a Station Area Planning process, as outlined by UTA, for the Station and surrounding area, sufficient to complete a Station Area Plan and to facilitate rezoning and development of the remainder of the UTA Property as a transit-oriented development, with a goal of achieving the mixture of uses and the densities recommended in UTA’s Transit-Oriented Development Design Guidelines. Upon completion of the Station Area Plan, the City shall commence a public process to incorporate the Station Area Plan into the City’s general plan.

UTA understands and agrees that the purpose of the Clearfield Station Community Development Area is to promote the development and redevelopment of as much of the Project Area as possible. CDRA reserves the right to negotiate tax increment participation agreements with various parties to accomplish these objectives. CDRA anticipates such agreements with Thackeray Garn Company, Stadler US, and UTA (and perhaps others) pertinent to development on their respective properties. Nothing in this Section 2 shall imply that the City/CDRA’s commitment to provide funding for structured parking and/or a Station Area Plan will have priority over CDRA’s other obligations with tax increment revenue from the Project Area; to the extent the City and/or CDRA provide funding for the obligations described herein, such funding shall be committed at the time the parties determine to complete the transit-oriented development on the remainder of the UTA Property.

3. Option Parcel. If requested by City/CDRA, UTA will consider sale of an option to purchase an additional parcel of property, on the southern end of the UTA Property, consisting of approximately 8.75 acres (the “Option Parcel”).

4. Additional Conditions.

(a) Upon completion and receipt of an appraisal of the City-Requested Property, currently in process pursuant to a mutually-agreed upon scope, being prepared by Ben LeFevre, MAI, MRICS, of Integra Realty Resources, City and UTA shall discuss a price and final terms that are acceptable to both, in their respective sole and separate discretion. Nevertheless, each party shall have absolute discretion to accept or refuse any price and terms deemed unacceptable, for any reason or for no reason.

(b) All terms and conditions of the proposed sale or use agreements or contracts related to the City-Requested Property shall be subject to the final approval of

the UTA Board of Trustees, the Clearfield City Council, and the CDRA Board of Directors, which approval may be granted or withheld in their individual discretion.

(c) All transit-critical facilities, functions, and operations of UTA, as determined in UTA's sole discretion, whether related to the Station, to bus or van pool services, or otherwise, shall remain open, available, and unimpaired for transit use, at all times.

(d) Stadler US, Inc. shall have provided fully approved rail utilization plans and commitments for all necessary UTA and Union Pacific Railroad Company rail access. All such plans and commitments shall be in writing, and signed by Union Pacific Railroad Company, UTA rail services department personnel and, if necessary, written approval from the Federal Railroad Administration.

(e) In the event any UTA rail facilities and/or other facilities, acquired and/or constructed by UTA with federal funding, are a necessary part of the Stadler US, Inc.'s rail utilization plans, then concurrence from the Federal Transit Administration will be sought. Such concurrence is granted or denied, at the sole discretion of the Federal Transit Administration.

(f) No additional property rights or rail usage will be allowed across other portions of the UTA Property, at any time, now or in the future. Without limiting the generality of the foregoing, no rail service or rail facilities will be allowed or permitted on that portion of the UTA Property lying between or otherwise connecting in any way, the City-Requested Property and the Option Property.

(g) Any and all transit infrastructure, including but not limited to, signal houses, access roads, lighting, etc., that need to be relocated to accommodate sale of the City-Requested Property and/or the Option Parcel, shall be at the sole expense of Clearfield City and/or Stadler US, Inc.

(h) Upon application for development, the City shall commence a rezoning process for the remainder of the UTA Property, which rezoning process shall be informed by the Station Area Plan and the mixture of uses and densities recommended in UTA's Transit-Oriented Development Design Guidelines

(i) In the event City/CDRA shall not have sold the City-Requested Property to Stadler within two (2) years after conveyance of the same to City/CDRA, UTA shall have the right to repurchase the City-Requested Property, for the same price as paid to UTA by City/CDRA.

(j) Any/all documents conveying any property rights in the City-Requested Property (and the Option Property, if conveyed) from UTA to City/CDRA, and from City/CDRA to Stadler (and to any subsequent owners), shall include the grant of a right of first refusal, at fair market value, in favor of UTA that will run with the land, in the event the City-Requested Property (and the Option Property, if conveyed) ceases to be used by a rail car manufacturer. The right of first refusal shall grant UTA the right to purchase the City-Requested Property (and the Option Property, if conveyed), together

with any improvements thereon, if the City-Requested Property (and the Option Property, if conveyed) cease to be used by a rail car manufacturer and/or are offered to any unrelated third party.

If any of the conditions described in this paragraph 4 are not met or completed, regardless of the reason, then this MOU shall terminate without recourse.

5. Notices. All communications regarding this MOU or the matters described herein shall be in writing, and shall be directed to:

Utah Transit Authority
Paul Drake, Sr. Manager Real Estate & TOD
669 West 200 South
Salt Lake City, UT 84101
pdrake@rideuta.com

with a copy to:

Jayne Blakesley, Esq.
General Counsel
669 West 200 South
Salt Lake City, UT 84101
jblakesley@rideuta.com

Clearfield City / CDRA
JJ Allen
Assistant City Manager
55 South State Street
Clearfield, UT 84015
jj.allen@clearfieldcity.org

with a copy to:

Stuart Williams
City Attorney
55 South State Street
Clearfield, UT 84015
stuart.williams@clearfieldcity.org

6. Termination. This MOU shall terminate upon the first to occur of the following: (a) all obligations of City/CDRA and UTA hereunder shall have been fully satisfied and completed; (b) prior to execution of final, definitive sale and property use documentation, either City/CDRA or UTA provide written notice to the other indicating either that such party has determined, in its sole discretion, not to further pursue a transaction with the other party for the City-Requested Property; or (c) if definitive sale documentation has not been completed on or before December 31, 2017, then on December 31, 2017.

IN WITNESS THEREOF, each party to the Memorandum of Understanding has caused it to be executed on the date indicated below.

CLEARFIELD CITY

Mark Shepherd
Mayor

Date

Adam Lenhard
City Manager

Date

Approved as to form:

City Attorney

CLEARFIELD COMMUNITY DEVELOPMENT AND RENEWAL AGENCY

Bruce Young
Chair

Date

Adam Lenhard
Executive Director

Date

Approved as to form:

CDRA Legal Counsel

UTAH TRANSIT AUTHORITY

Jerry R. Benson
President/CEO

Date

Paul Drake
Senior Manager Real Estate & TOD

Date

Approved as to form:

UTA Legal

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	June 28, 2017
TITLE:	Title VI Equity Analysis related to August Change Day
UTA EXECUTIVE/RESPONSIBLE STAFF MEMBER:	Jayne Blakesley
SUBJECT:	Title VI 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 service to ensure that all proposed changes are not discriminatory.</p> <p>Four major changes were proposed for the August 2017 Change Day: the elimination of routes 664 and 665 and an addition to route 627 within the Ogden Business Unit, and the creation of route 809 in the Timpanogos Business Unit.</p> <p>After analyzing the population data of those affected by the changes, it was determined that UTA was justified in making these changes.</p>
ALTERNATIVES:	N/A
PREFERRED ALTERNATIVE:	<ul style="list-style-type: none"> • Approve as part of the consent calendar
STRATEGIC GOAL ALIGNMENT:	
FINANCIAL IMPACT:	None
LEGAL REVIEW:	The proposed item has been sent to UTA Legal staff.
EXHIBITS:	1. August 2017 Title VI Service Equity Analysis

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

No. R2017-06-02

June 28, 2017

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, desires to review and approve the Authority's August Change Day Title VI Equity Analysis; and

WHEREAS, the Board has determined that approval of the Title VI Equity Analysis will be beneficial to the Authority and the service area; and

WHEREAS, the Board has considered and reviewed the Title VI Equity Analysis prepared by Authority staff, and now desires to approve the same.

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

1. That the August 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 formally ratifies prior actions taken by the Authority, including those taken by the President/CEO, and staff that were necessary or appropriate to prepare and submit the Title VI Equity Analysis.
3. That a copy of this Resolution shall be submitted to the Federal Transit Administration.
4. That the corporate seal shall be affixed hereto.

APPROVED AND ADOPTED this 28th day of June, 2017.

Robert W. McKinley, Chair

ATTEST:

Robert K. Biles, Secretary
[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 held on the 28th day of June, 2017.

Robert W. McKinley, Chair

Robert K. Biles, Secretary

Approved as to Form

Legal Counsel

EXHIBIT A

Copy of Title VI Equity Analysis



Title VI Service Equity Analysis

August 2017

Utah Transit Authority

Prepared by: Andrew Gray

Graphics and Data: Joseph Taylor and James Wadley

Contents

Introduction	3
Summary of Proposed Changes	3
Route 664 & 665 – Cancellation of Routes:	3
Route 809 – Addition of Route:	3
Route 627 – Addition to Route:	3
UTA Policy and Definitions.....	4
Public Input on UTA Policy	4
Definitions	4
Major Service Change Definition	5
Evaluation and Analysis of Service and Fare Changes	6
Disparate Impact and Disproportionate Burden	6
Finding a Disparate Impact	6
Finding a Disproportionate Burden	7
Proposed Changes.....	8
Routes 654 and 655	8
Route 809.....	14
Route 627.....	15
Public Outreach.....	16
Ogden Business Unit Public Outreach	16
Routes 664 & 665.....	17
Route 627	18
Timpanogos Business Unit Public Outreach	18
Analysis of Proposed Changes	19
Route 664.....	20
Low-Income Analysis.....	20
Minority Analysis.....	21
Route 665.....	22
Low-Income Analysis.....	22
Minority Analysis.....	23
Route 809.....	24
Low-Income Analysis.....	24

Minority Analysis..... 25

Route 627..... 26

 Low-Income Analysis..... 26

 Minority Analysis..... 27

Cumulative Analysis of Changes 28

 Eliminations:..... 28

 Additions: 28

Findings of Analysis..... 29

 Elimination of Routes 664 & 665 29

 Justification for Continuing with Changes 29

 Addition of Routes 809 & 627 31

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 (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 on August 13 of 2017. 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 disproportionate and 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 prudent steps necessary to ensure services are equitable and compliant with federal guidelines and requirements.

Summary of Proposed Changes

Route 664 & 665 – Cancellation of Routes:

Routes 664 and 665 are a connection route between the Layton Frontrunner Commuter Rail station and Hill Airforce Base during peak hours. It is proposed to eliminate these routes due to low ridership. The elimination of service constitutes a major change.

Route 809 – Addition of Route:

The proposed creation of Route 809 is to be a new fixed route to provide local, limited service between Pleasant Grove and the American Fork FrontRunner Station. There will be two trips running in the morning from Pleasant Grove to the American Fork FrontRunner station, then two trips in the afternoon from the American Fork FrontRunner to Pleasant Grove. The addition of services is considered a major change.

Route 627 – Addition to Route:

The route 627 proposal includes extending the north section of the route from Weber State Davis Campus to the Clearfield Commuter Rail Station, where it will connect with the 626. This addition would constitute a change of over twenty-five percent of the current route alignment, which constitutes a major change.

UTA Policy and Definitions

UTA has developed corporate policy 1.1.28 Title VI Compliance Policy to evaluate the impacts of proposed major services changes on minority and low-income populations. The following policy references refer to subsections of the aforementioned corporate policy and were created to ensure that all equity analyses are performed using the same parameters.

Public Input on UTA Policy

In order to create UTA's Title VI Compliance Policy, which describes how UTA will determine disparate impact on minority populations and disproportionate burden on low-income populations, UTA sought public involvement per FTA Circular 4702.1b requirements. To solicit feedback from the public, UTA advertised a public notice in local newspapers in the service area. The notice and draft policy was posted on UTA's website, rideuta.com, as well as on the Utah state government's website, Utah.gov, under "Public Notices". The state website provides 35 language translation options. An email notification was sent out by the Salt Lake County Office of Diversity Affairs, which maintains an email list that goes to anyone interested in diversity issues. 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.

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 UTA'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 low-income populations 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. *"Low-income person"* refers to a person whose median household income is at or below 150% of the U.S. Department of Health and Human Services (HHS) poverty guidelines. UTA utilizes American Community Survey (ACS) poverty data to determine low-income status when utilizing population data.

E. "Minority Person" includes 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 that UTA serves. The present system averages are expressed below in tabular format using 2011-2015 5-year population estimates provided by American Community Survey (ACS) data.

<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:	2,277,445
Minority Population:	499,870
Percent Minority:	21.9%

Major Service Change Definition

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.

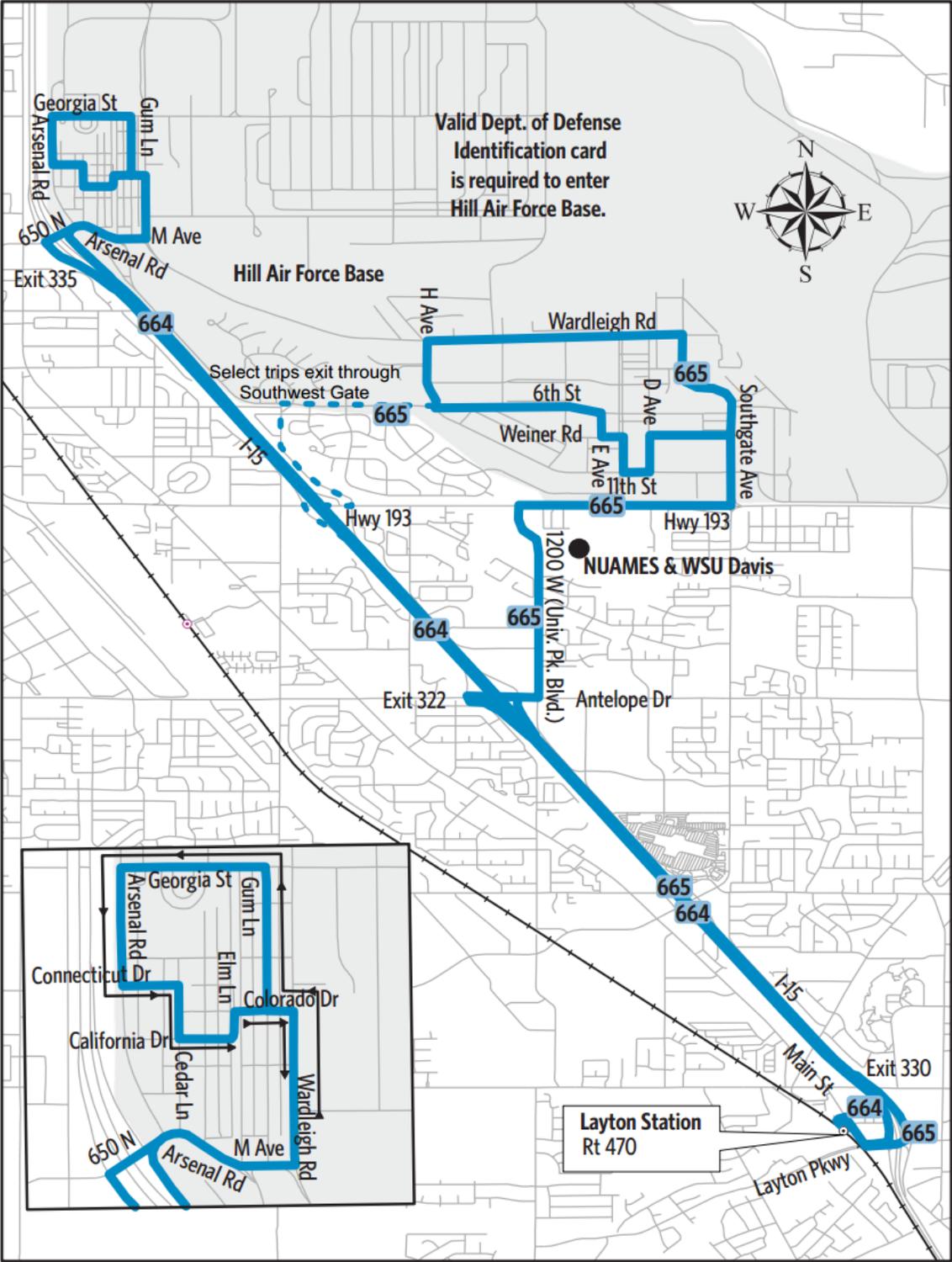
2. If UTA chooses not to alter the proposed services changes despite the potential disparate impact on minority populations, or if UTA finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service or fare change, UTA may implement the change 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 654 and 655



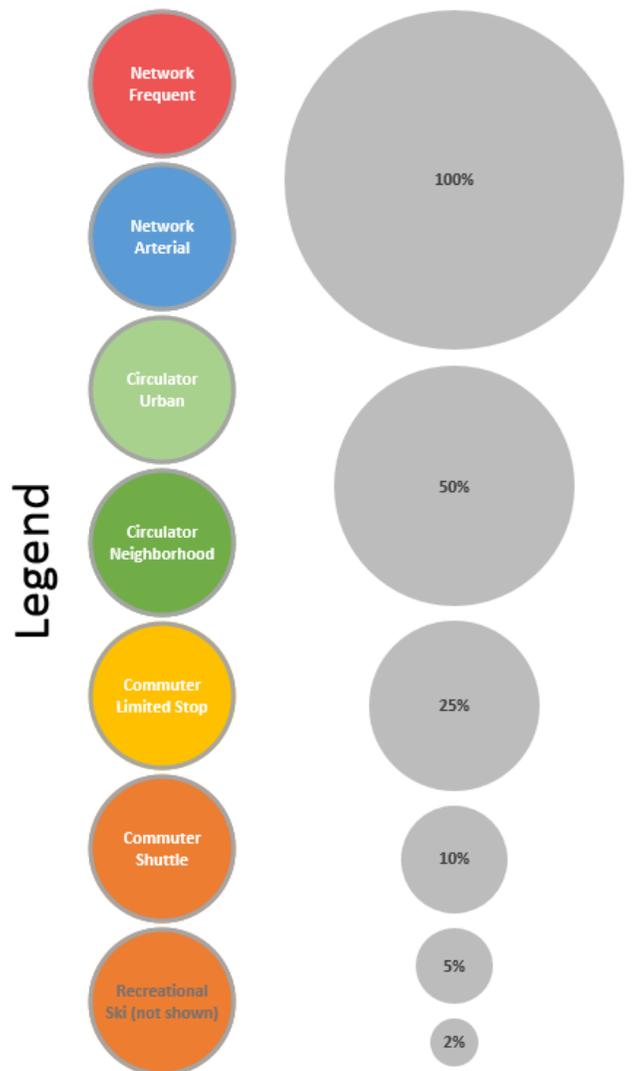
Routes 664 and 665 are commuter-focused routes within the Ogden Business Unit that each run six trips from the Layton FrontRunner station to Hill Airforce Base in the morning and five trips from Hill Airforce Base to the Layton FrontRunner station in the afternoon. The primary focus of this route is to provide transportation to those working on base. Any stops inside of the base require passage through a guard station where credentials must be presented to gain access, which includes the operator.

Low ridership relative to the cost of service has been the influential factor in the decision to propose the complete cancellation of these two routes. There is greater ridership on route 665, which can be attributed to a 2014 addition of service to Weber State University Davis. WSU Davis has several other routes which can replace the service left by the cancellation of the 665.

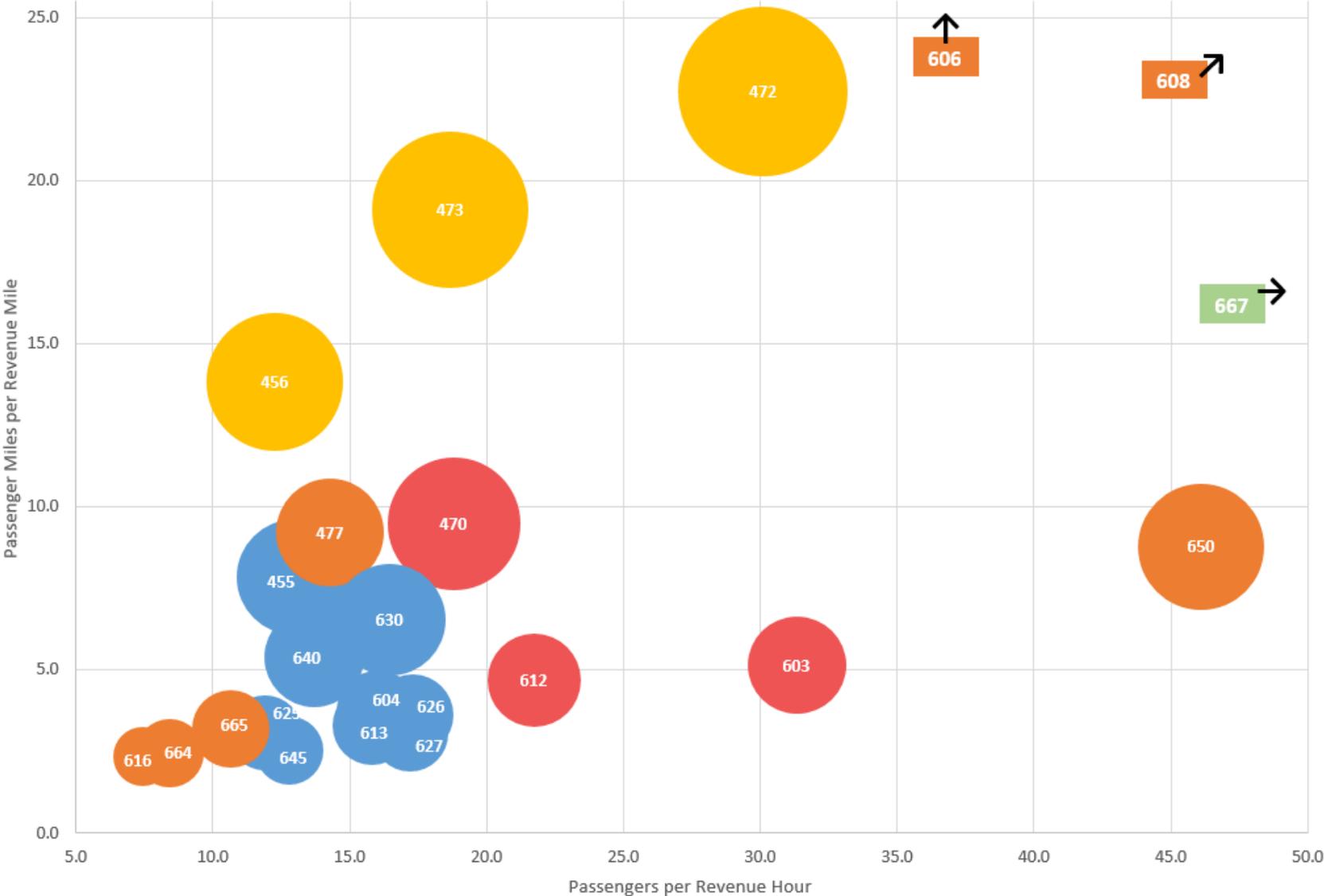
The bubble graph on the following page is an excerpt from a decision-making tool utilized by UTA’s planners to assist in prioritizing upcoming changes. It utilizes the legend pictured on the right to show the type of route (first column) and the average percent of the bus that is filled. The bus on 664 runs at an average of 6.5% capacity while the 665 runs at 10.7% capacity. Both are commuter shuttles.

The X-axis of the bubble chart is how many riders, on average, are aboard the bus during operational hours. 664 averages 8.4 riders per revenue mile and the 665 averages 10.7.

The Y-axis expresses in miles how long the individual rider remains on the bus when they have boarded. The 664 averages 2.5 miles per rider while the 665 averages 3.2. In the context of the rest of the Ogden Business Unit, which encompasses Davis, Weber and Ogden Counties, it is evident that these routes are below average in their ridership and utilization.



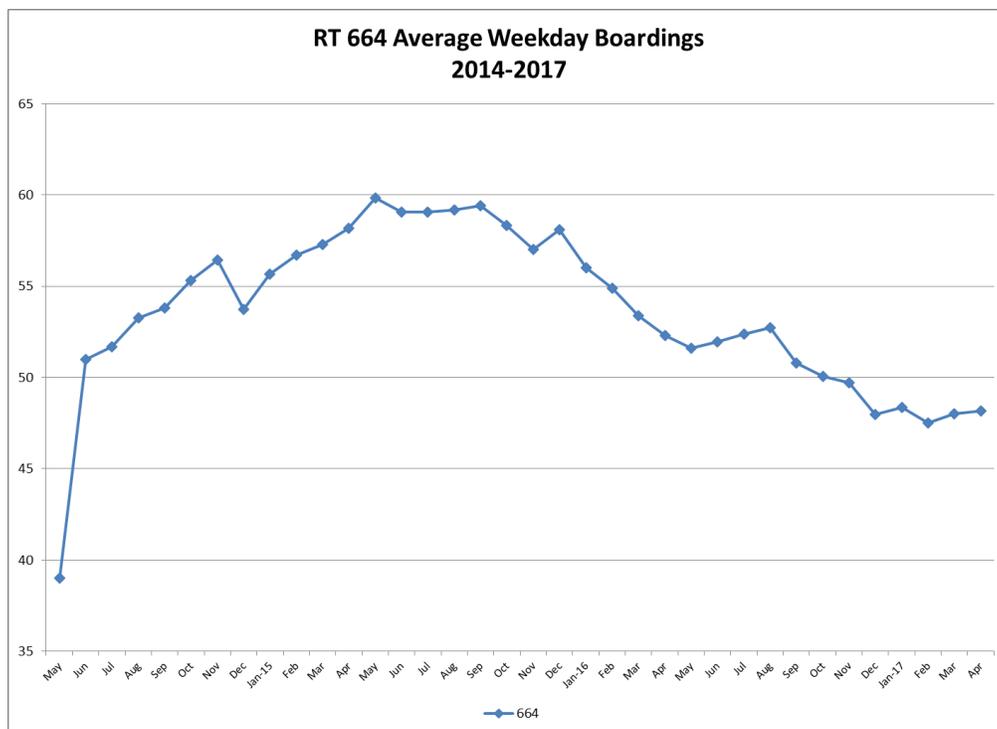
Mt. Ogden - Weekday



UTA has proposed to transition fixed route bus riders to the more economical Vanpool and RideVan Plus. Vanpool is a service where UTA provides a van to a group of commuters traveling to work who would like to travel together. This service is already utilized by riders on base. RideVan Plus is a hybrid commuting option for commuters who can take the Frontrunner or TRAX to the station nearest their destination, then travel as a group in the UTA provided van to and from their destination. The van remains parked at the station overnight. This solution would still provide existing bus users transportation on base at a less expensive option. The average cost per Vanpool users is approximately \$110 a month, but can be as low as \$30 a month depending on the monthly distance traveled and number of vanpool participants. RideVan Plus has a maximum charge of \$93. The cost of RideVan Plus would cover the cost of the participant’s premium monthly pass, which is regularly priced at \$198. If the rider has a pass provided through their employer, school, etc., then \$50 will be deducted from the cost of RideVan Plus and the rider will be required to pay the difference.

664 Ridership

Since May of 2015, there has been a downward trend in ridership, as illustrated in the graph below, which shows the daily average of boardings by month from May of 2014 through April of 2017.

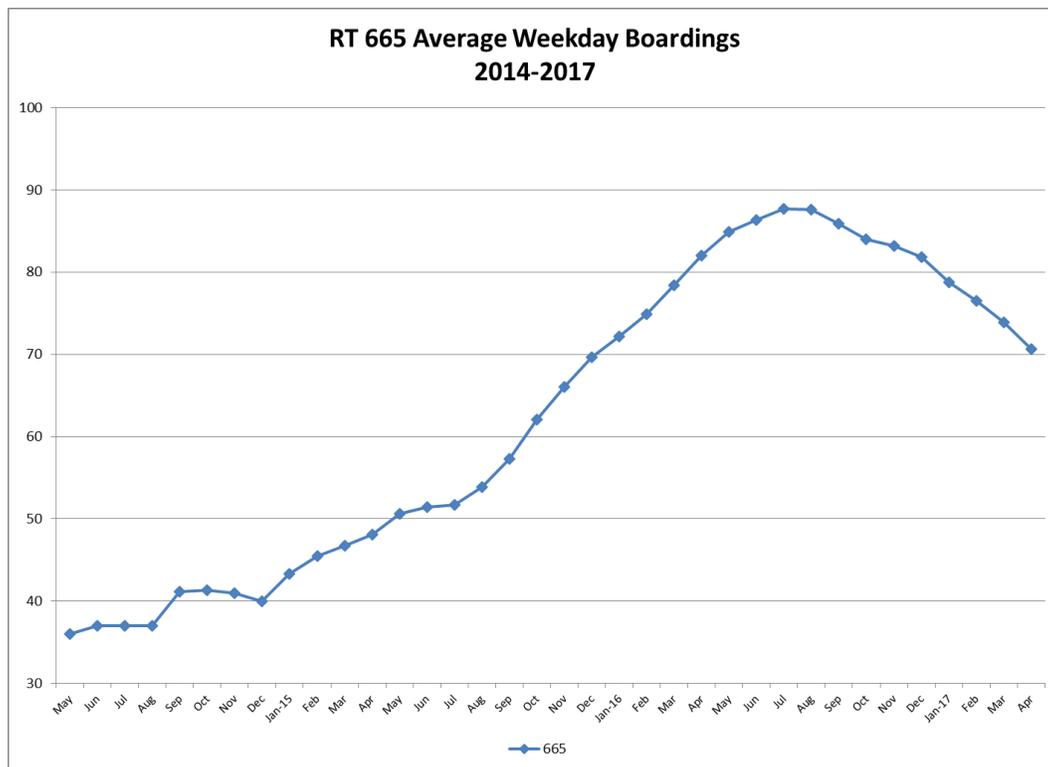


The table below shows the average daily boarding and alighting numbers by stop for January through May of 2016 and the same time frame in 2017. The first, and most frequented stop is the Layton Fronrunner station. Subsequent stops are all on Hill Airforce Base. Only one of the 8 stops on base averages more than one boarding or alighting per day.

Stop Activity: Jan- May 15 2016 and Jan-May 2017		Boardings Per Day		Alightings Per Day	
		2016	2017	2016	2017
Layton FR	MAIN ST @ 150 S	36.4	28.0	21.1	15.9
Inside HAFB	GUM LN @ 1215 N	0.0	0.1	0.0	0.0
	GUM LN @ 1213 N	0.0	0.0	0.0	0.0
	GUM LN @ 1201 N	0.0	0.0	0.0	0.0
	ARSENAL RD @ 1118 N	0.0	0.0	0.0	0.0
	CONNECTICUT @ 1286 W	0.1	0.0	0.0	0.3
	CEDAR LN @ 1276 N	0.1	0.1	0.0	0.0
	CALIFORNIA DR @ 1260 W	0.5	0.1	0.0	0.0
	WARDLEIGH RD @ 1207 N	13.7	10.6	17.6	13.5
Totals:		50.8	38.8	38.6	29.7

665 Ridership Information

As with the 664, the 665 has been experiencing a downward trend in ridership in recent months. As shown in the chart, the downward trend began in August of 2016 and has steadily decreased since.



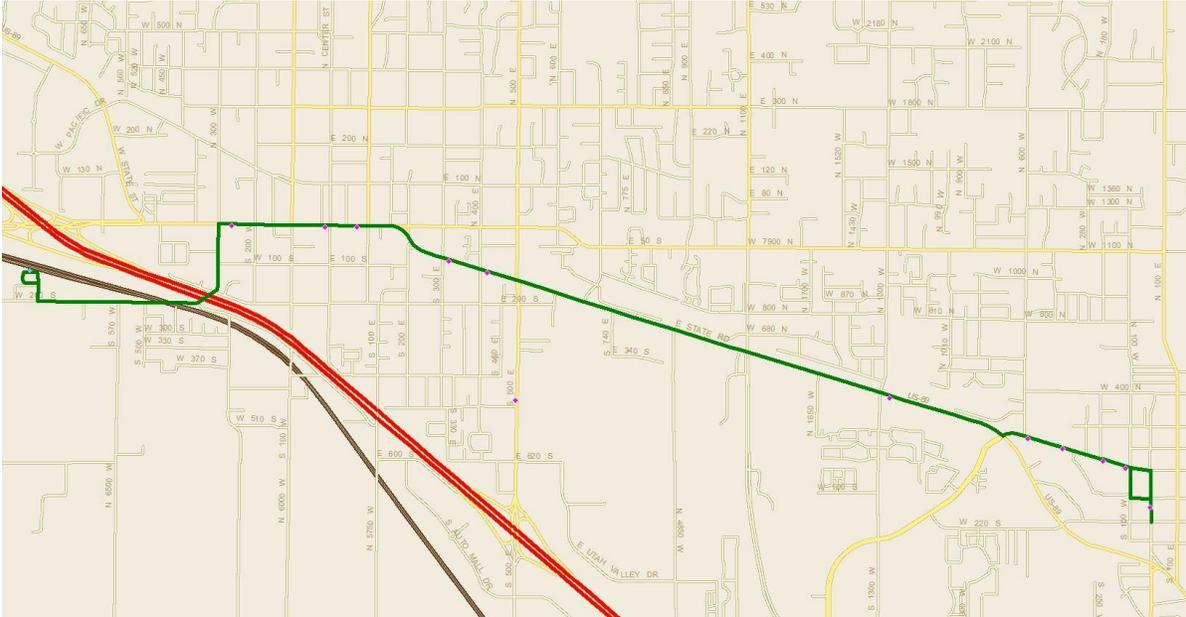
The 665 has higher average boardings than the 664, but this is due to the three stops off base, which is a direct line from the FrontRunner to Weber State University Davis. These stops were added in April of 2015 when ridership began going up.

The table below lists the individual stop utilization broken up to those on Hill Air Force Base (HAFB) and those off base. The stop at the Layton FrontRunner station has the most boardings and alights as a connector to the commuter rail and the Weber State University stop has the second highest. The most utilized stop on base, located at 538 South Southgate Avenue is within .3 miles from a stop off base which is regularly serviced by route 627.

The final data point is the percent of all boardings and alightings that occur on base. Based on these figures, the majority of the ridership on these routes is not on base.

Stop Activity: Jan- May 15 2016 and Jan-May 2017		Boardings Per Day		Alightings Per Day	
		2016	2017	2016	2017
Layton FR	MAIN ST @ 150 S	79.8	45.7	37.1	20.9
Outside HAFB	UNIVERSITY PKWY @ 2750	11.7	10.9	21.9	9.3
	HWY 193 @ 492 W	0.0	4.3	0.0	4.2
	HWY 193 @ 524 W	0.0	0.0	0.0	0.2
	SubTotal:	91.5	60.9	58.9	34.6
Inside HAFB	SOUTHGATE AVE @ 538 S	2.7	3.0	3.2	3.1
	SOUTHGATE AVE @ 506 S	0.0	0.1	0.0	0.2
	SOUTHGATE AVE @ 443 S	0.2	0.1	0.0	0.5
	SOUTHGATE AVE @ 269 S	0.0	0.0	0.0	0.2
	SOUTHGATE AVE @ 233 S	0.4	0.0	1.0	1.0
	WARDLEIGH RD @ 113 W	0.8	0.6	0.3	0.4
	WARDLEIGH RD @ 148 W	0.0	0.2	0.0	0.1
	WARDLEIGH RD @ 191 W	0.0	0.0	0.0	0.0
	WARDLEIGH RD @ 51 W	0.6	0.9	0.5	1.0
	H AVE @ 823 S	0.2	0.1	0.2	0.2
	H AVE @ 876 S	0.0	0.1	0.1	0.3
	COMMUNITY LN @ 442 S	1.7	0.4	2.1	0.2
	11TH ST @ 526 W	0.5	0.5	0.6	0.0
	SOUTHGATE AVE @ 517 S	1.4	0.2	1.9	0.0
	Subtotal:	8.7	6.2	9.9	7.1
Totals:		100.2	67.1	68.8	41.7
Percent inside HAFB:		8.6%	9.3%	14.4%	17.0%

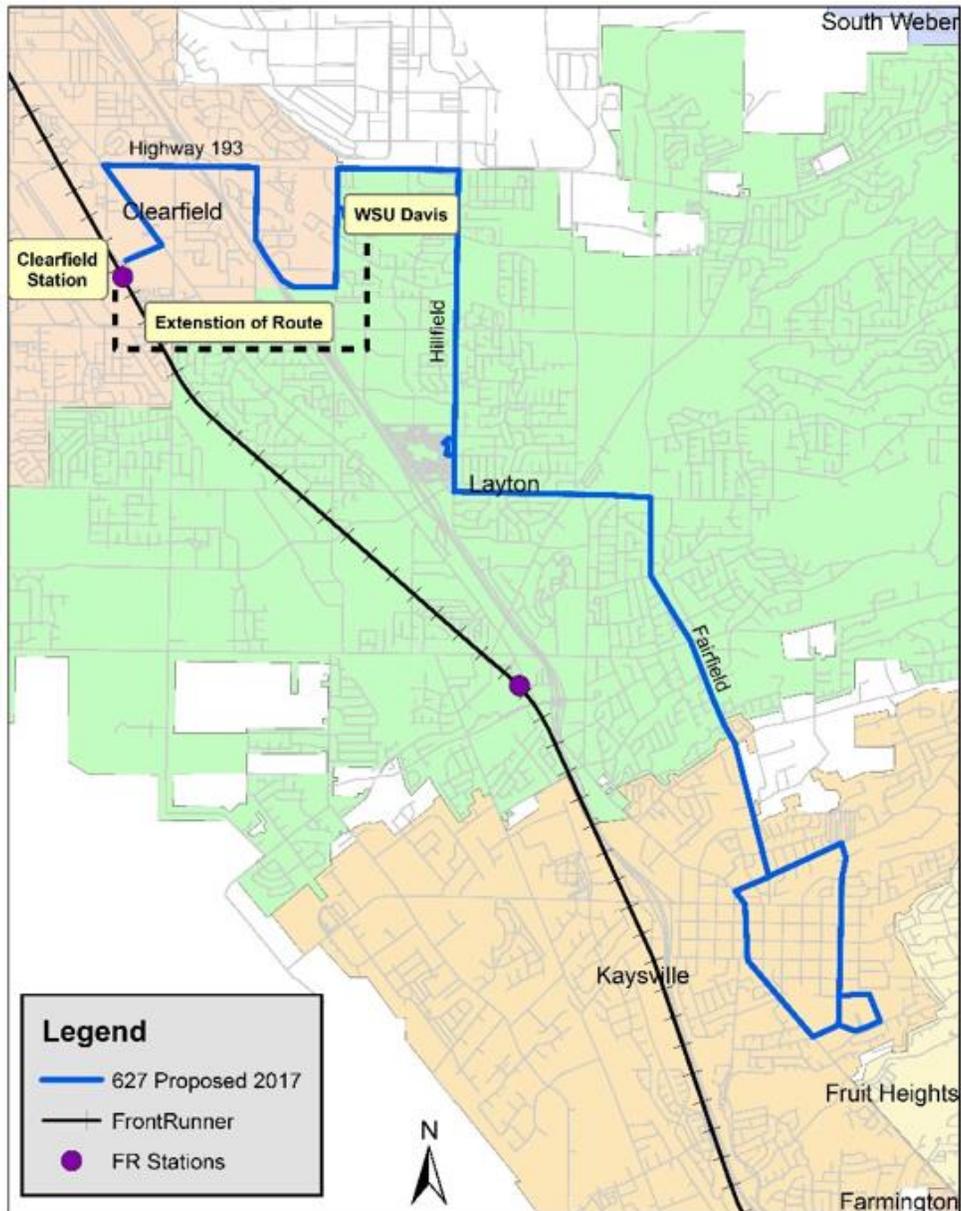
Route 809



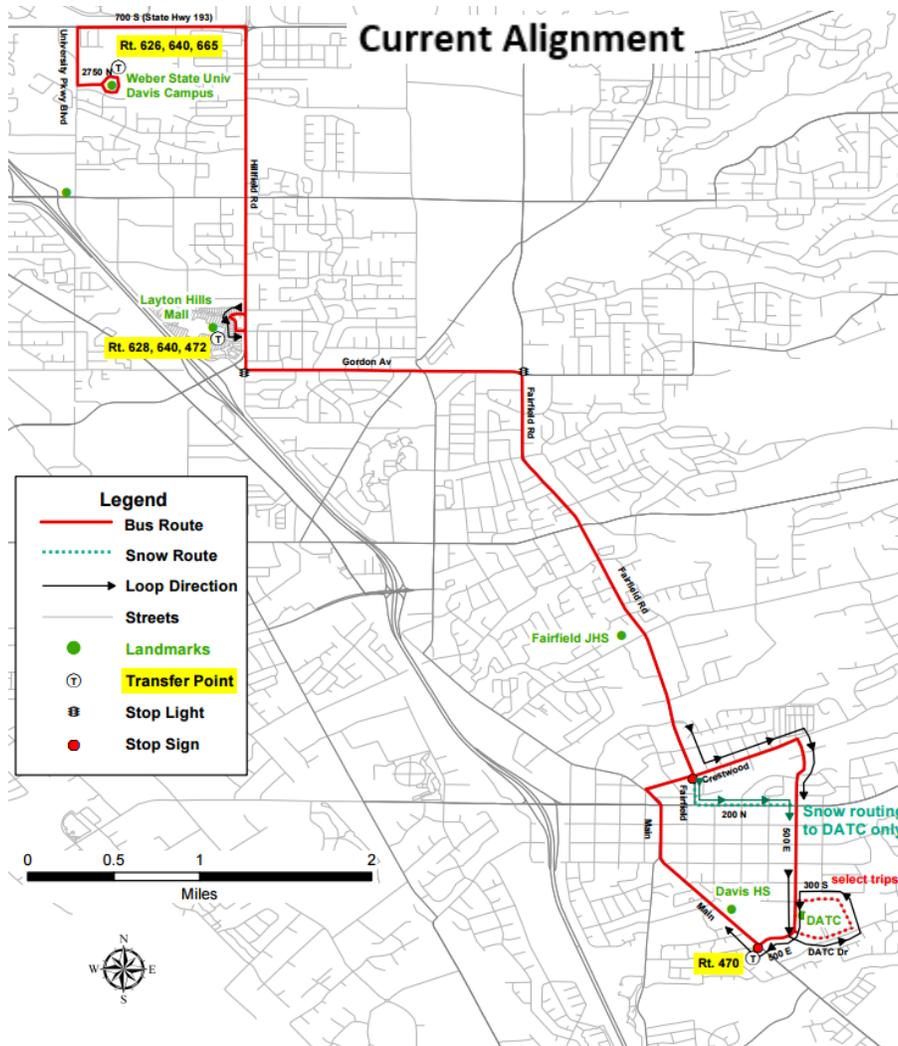
The 809 has been proposed as a new route in Utah County in our Timpanogos Business Unit that will utilize a deadhead trip on Route 806 and provide connectivity from downtown Pleasant Grove to the American Fork FrontRunner station. It is proposed to run two trips in the morning at 5:30am and 6:00am and will travel west from Downtown Pleasant Grove and end at the American Fork FrontRunner station, then two trips in the afternoon at 6:30pm and 7:00pm heading east and terminating at downtown Pleasant Grove. The initial proposal included additional routing that would have included additional routing, but after the public comment period yielded no definitive support for the longer routing, it was curtailed. Initial route proposal is depicted below.



Route 627



UTA is proposing an addition to the existing route 627 within the Ogden Business Unit. The proposed addition would provide a direct connection from Weber State University (WSU) Davis, where the route presently ends, through Clearfield City to the Clearfield Station. This can be used as an alternative to the proposed cancellation of route 665, which provides service from the Layton FrontRunner Station to WSU Davis. Current alignment follows.



Public Outreach

Ogden Business Unit Public Outreach

On April 25, 2017, UTA held a public hearing to solicit public input on the proposed elimination to routes 664 and 665 and the proposed addition to route 627. All of these changes were in the Ogden Business Unit and were combined into one public hearing. The comment period for these changes was between April 10 and May 10 of 2017. The public hearing was held on April 25th at Weber State Davis' campus in Layton, UT. The campus is central to the changes and the location of one of the most frequented stops on the routes being eliminated. The hearing and notice of changes were advertised in the Davis County Clipper, the Ogden Standard Examiner,

the State of Utah’s public notice website and on rideuta.com. Comments were also solicited on the agency’s Open UTA online comment system. The hearing and comment period were also promoted on UTA’s social media channels.

Routes 664 & 665

Overall, 30 people offered comments, with some providing comments on both routes – seven at the public hearing, eight at hearingofficer@rideuta.com and 15 on the Open UTA system. In total, 11 people attended the public hearing, and 59 visitors reviewed the proposal on the Open UTA system.

These changes were also posted on UTA’s website and available for public comment electronically. The changes were viewed 49 times and responded to 15 times.

Route 664 Feedback

Regarding *route 664*, of the 27 respondents, 18 were against, five were for, and three were undecided concerning the elimination of route 664. Those for the changes expressed appreciation for the more efficient transportation alternative of RideVan Plus and Vanpool and gave logistical suggestions about parking.

Those against the expressed concerns that generally fell into the following categories

- There may be a delay in qualifying for RideVan Plus and/or Vanpool for new employees.
- Lack of connectivity from FrontRunner to employment on base.
- Lack of flexibility for transit dependent individuals moving to alternatives that will only travel to and from base once per day
- Previous service issues may have caused poor ridership
- General concern for one’s inability to get to work, though do not mention the proposed alternatives

Route 665 Feedback

Of the 24 respondents for this route, six were for the changes, 13 against and five undecided about the proposed elimination. Comments mirrored those for the 664, but had less comments

Alternative Transportation Reception

By the end of June, the Special Services Program had heard from twenty-one 664 & 665 riders who requested more information about the Vanpool and RideVan Plus options. Of those, 11

ultimately were not interested in joining or creating a Vanpool, which provides transit from one's home to the end location. They expressed that they would either like more flexibility in their schedule or would work to join a RideVan Plus option. Two of the remaining ten had already joined a Vanpool. UTA has followed up with everyone who contacted Special Services regarding the requirements to set up a RideVan Plus and is seeking enough commitments to begin the program at this location.

Route 627

FEEDBACK FROM MEETING:

These changes were also posted on UTA's website, on the Open UTA system and available for public comment electronically. On the Open UTA system, the proposal was viewed 33 times. Twelve comments were received during the proposal's comment period – two at the public hearing, six on Open UTA and four at hearingofficer@rideuta.com. Eleven of the comments expressed support for the proposal, and one comment was neutral and included an alternate proposal. Some commenters gave logistical comments, but all were positive in their responses.

Timpanogos Business Unit Public Outreach

On May 25, 2017, UTA held a public hearing to solicit public input on the proposed changes to route 809. This change took place in the Timpanogos Business Unit and was the only major service change in this area. The comment period for this proposed addition was between May 11, 2017 and June 11, 2017. The public hearing was held on May 25 at the Pleasant Grove Recreation Center, which is located near the community where changes are being proposed. The hearing and notice of changes were advertised in the Provo Daily Herald, on rideuta.com, on the State of Utah's public notice site, and on UTA's Open UTA system. On the Open UTA system, 48 visitors viewed the proposal. There were no attendees at the public hearing and one phone call placed concerning the proposal to add route 809. The phone call requested that it be full service so that paratransit could be added to the region.

For the 809 proposal, 14 comments were received with 10 as favorable and four as undecided.

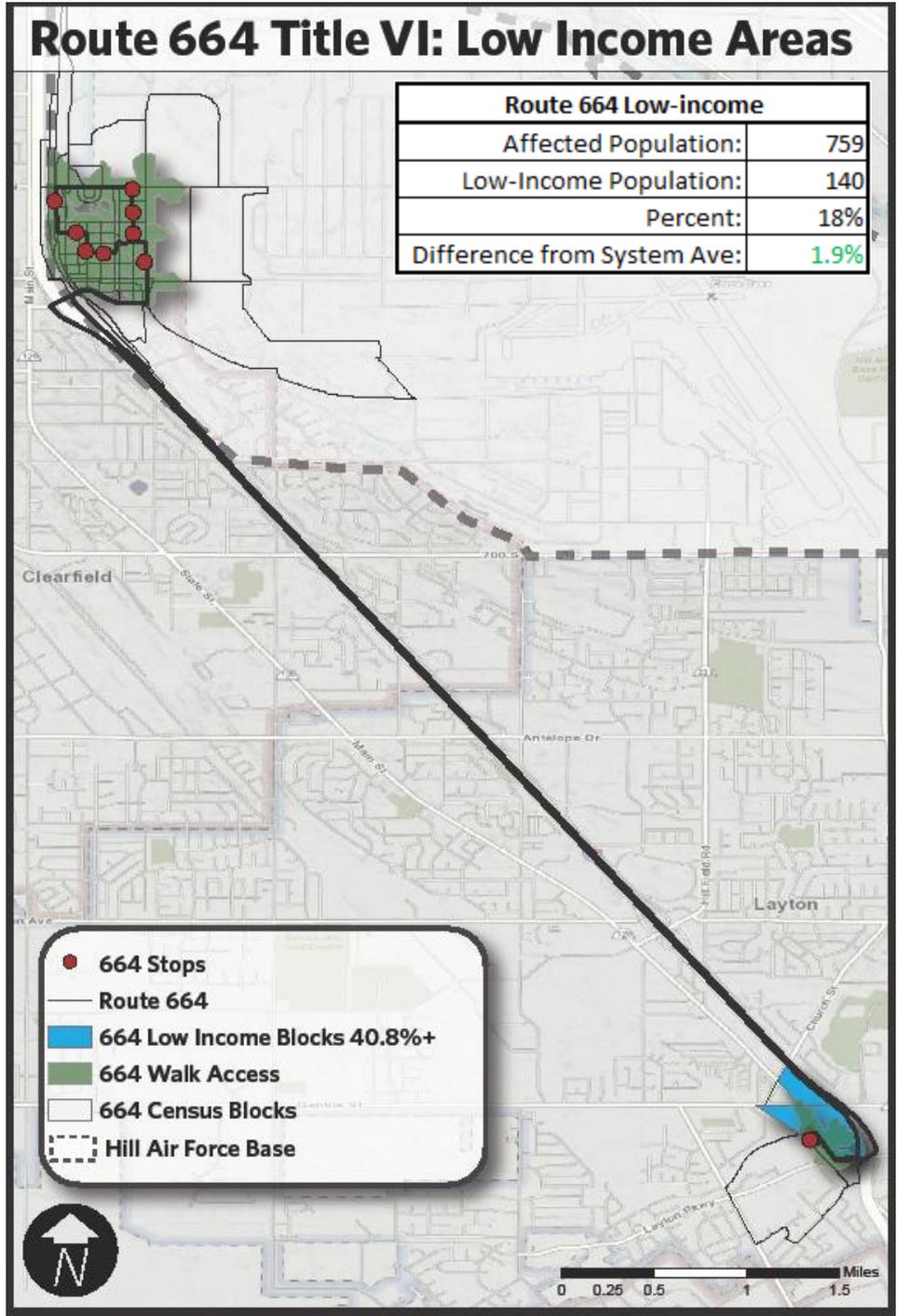
Analysis of Proposed Changes

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 average to determine disparate impact and disproportionate burden.

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.

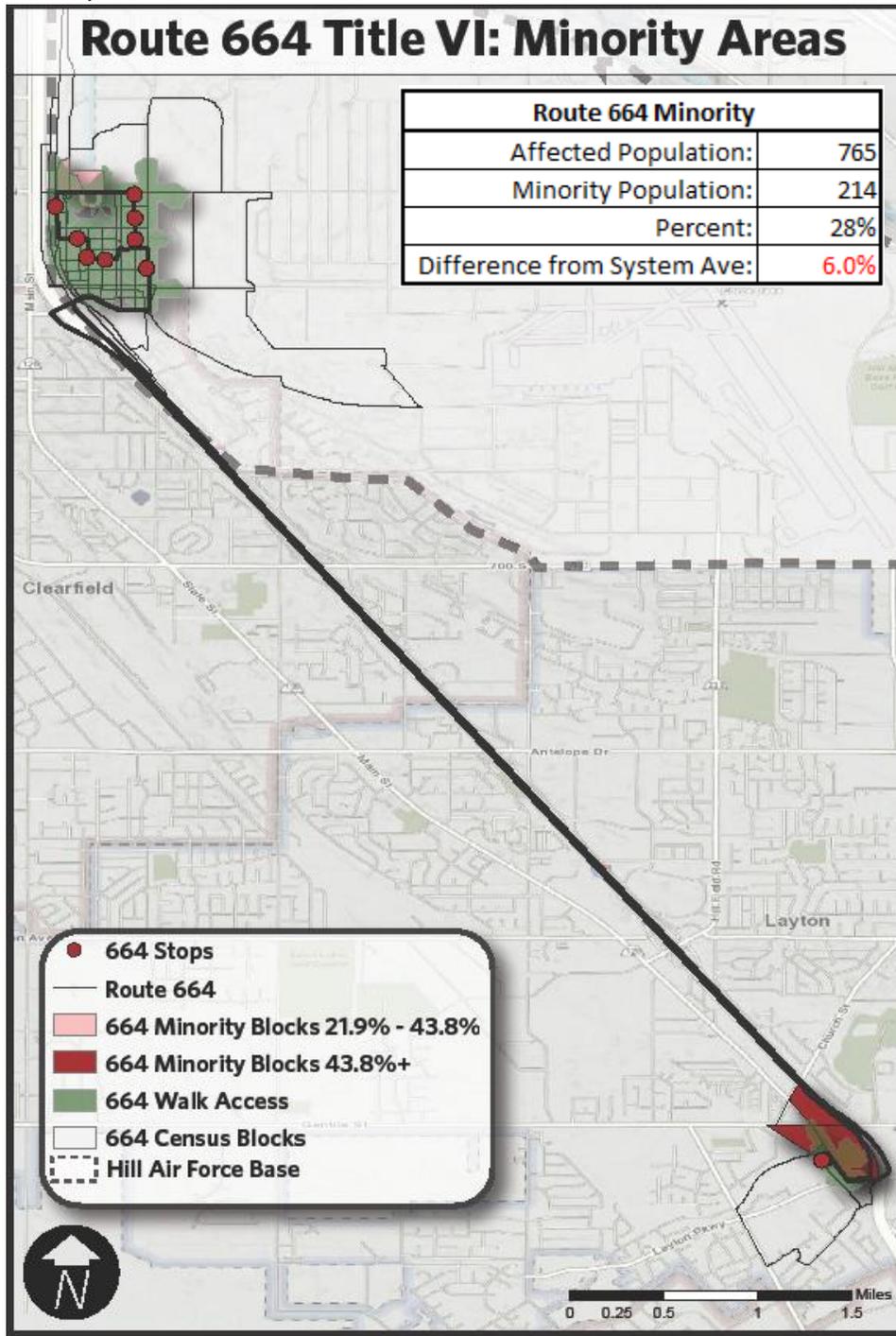
Route 664

Low-Income Analysis



As expressed in the figure and table above, the total low-income populations negatively impacted by this elimination is 1.9% less than the system average.

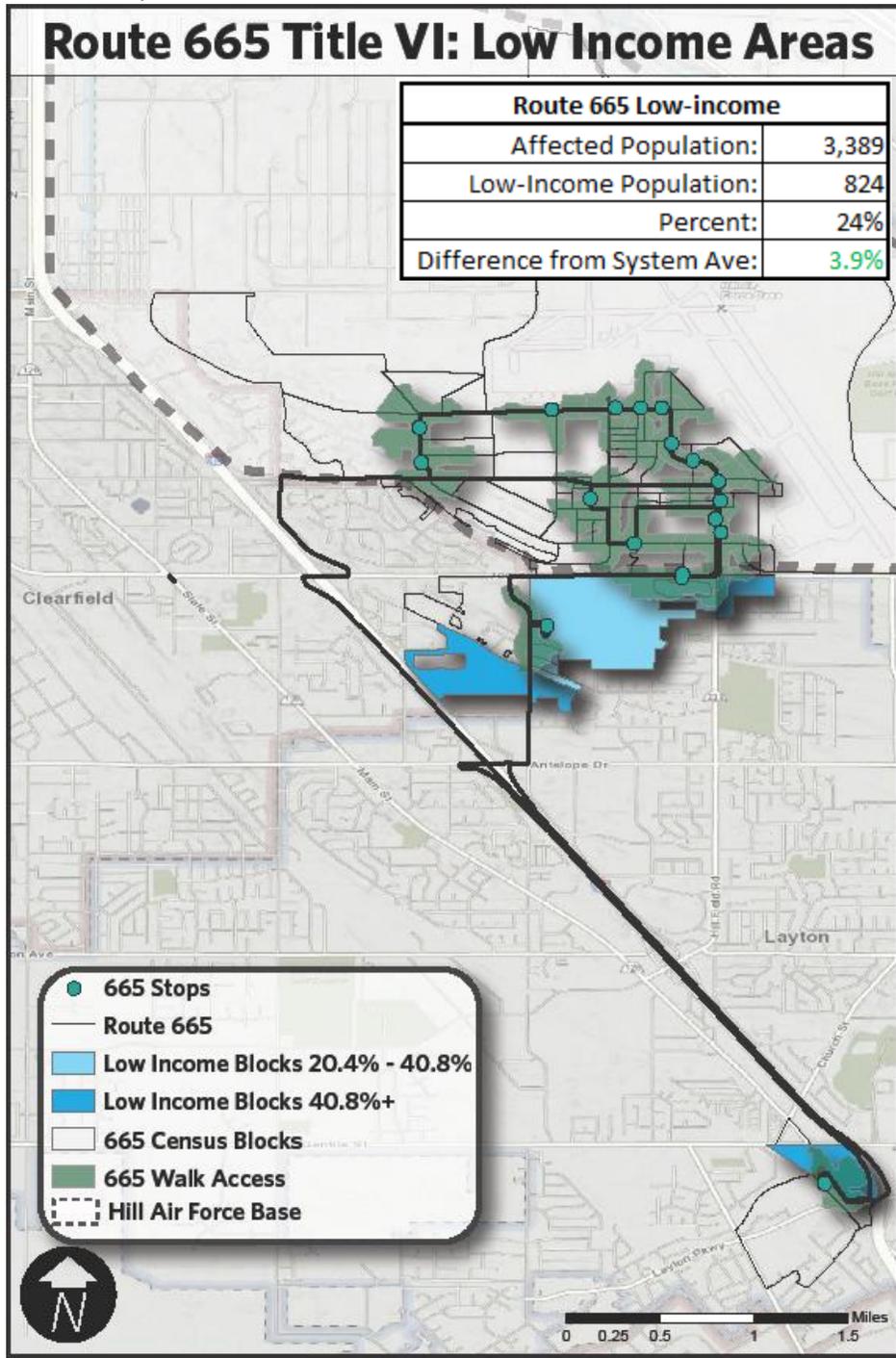
Minority Analysis



As expressed in the figure and table above, the low-income households negatively impacted by this elimination is 6% above the system average.

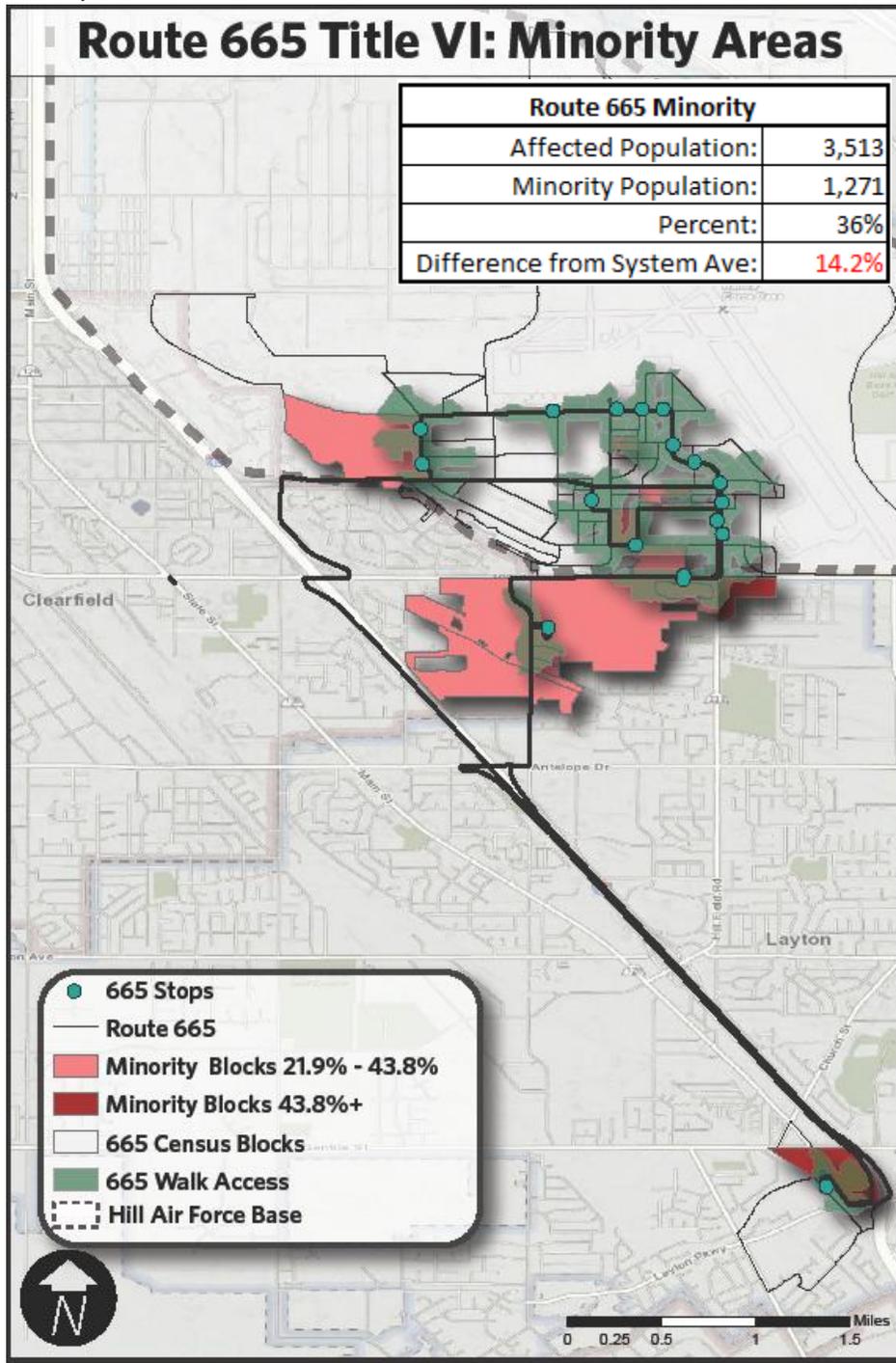
Route 665

Low-Income Analysis



As expressed in the table and figure above, the low-income households negatively impacted by this elimination is 3.9% above the system average.

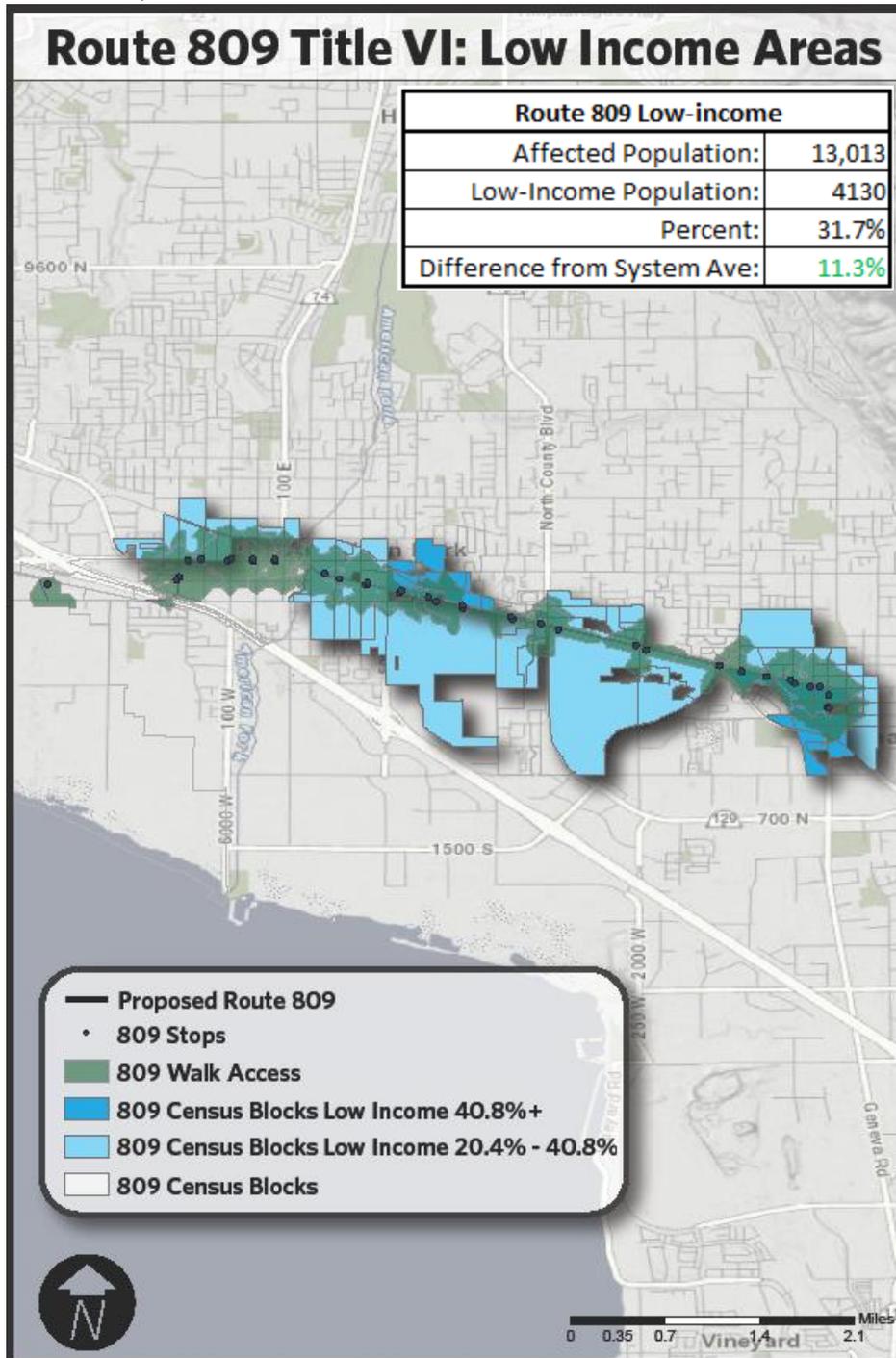
Minority Analysis



As expressed in the table and figure above, the minority populations negatively impacted by this elimination is 14.2% above the system average.

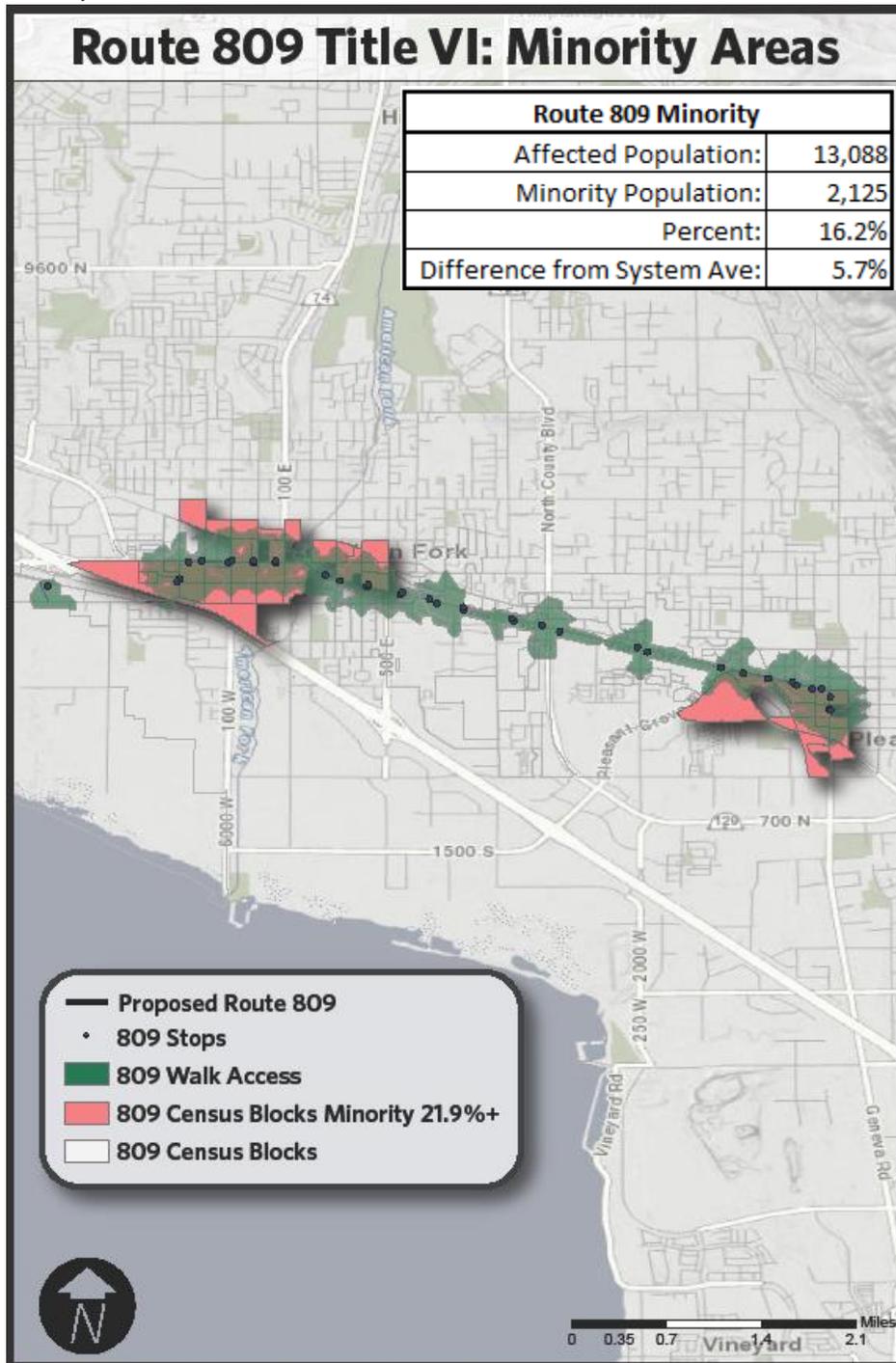
Route 809

Low-Income Analysis



As expressed in the table and figure above, the low-income populations impacted by this addition is 11.3% above the system average.

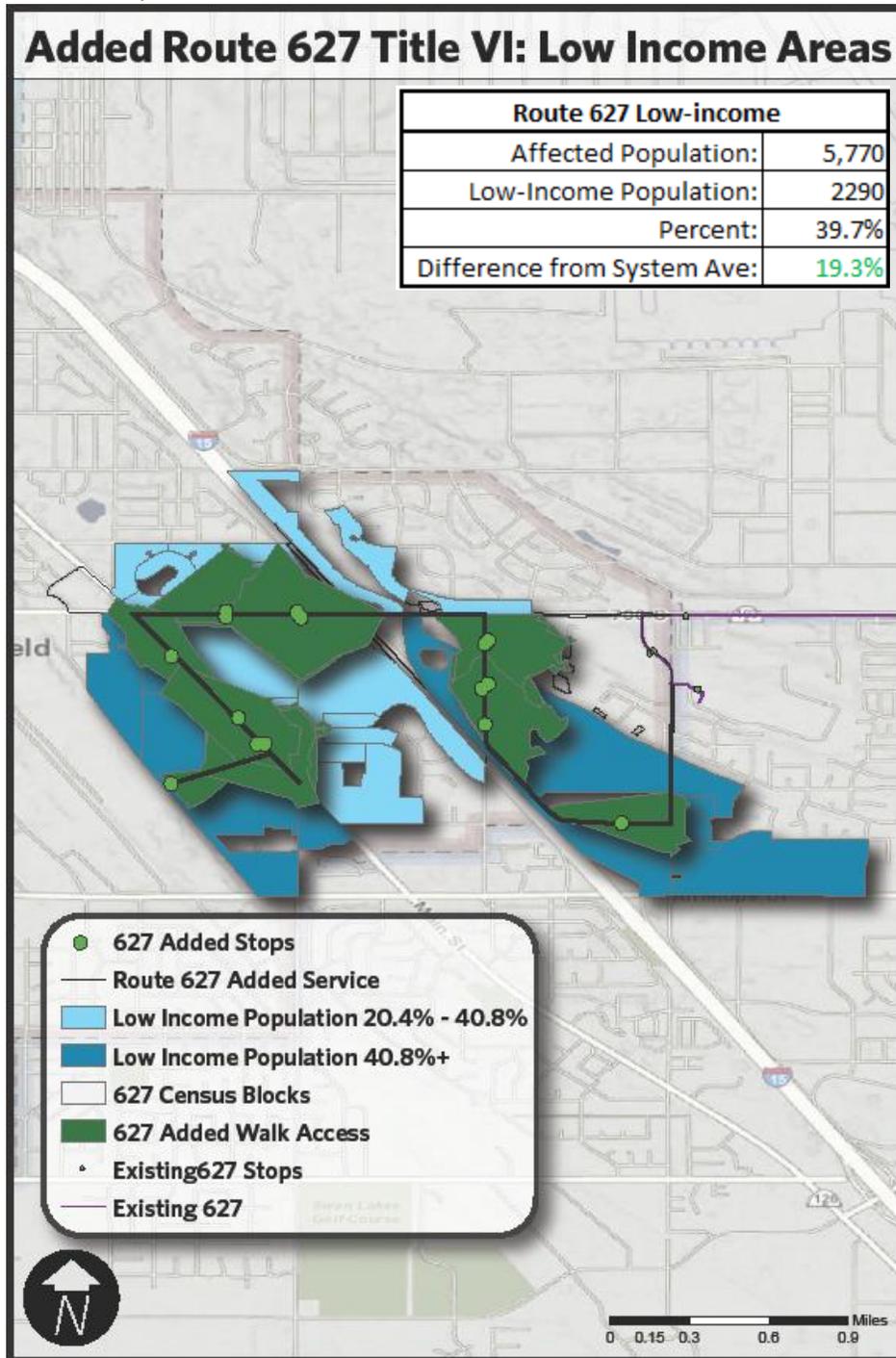
Minority Analysis



As expressed in the table and figure above, the minority populations impacted by this addition is 5.7% below the system average.

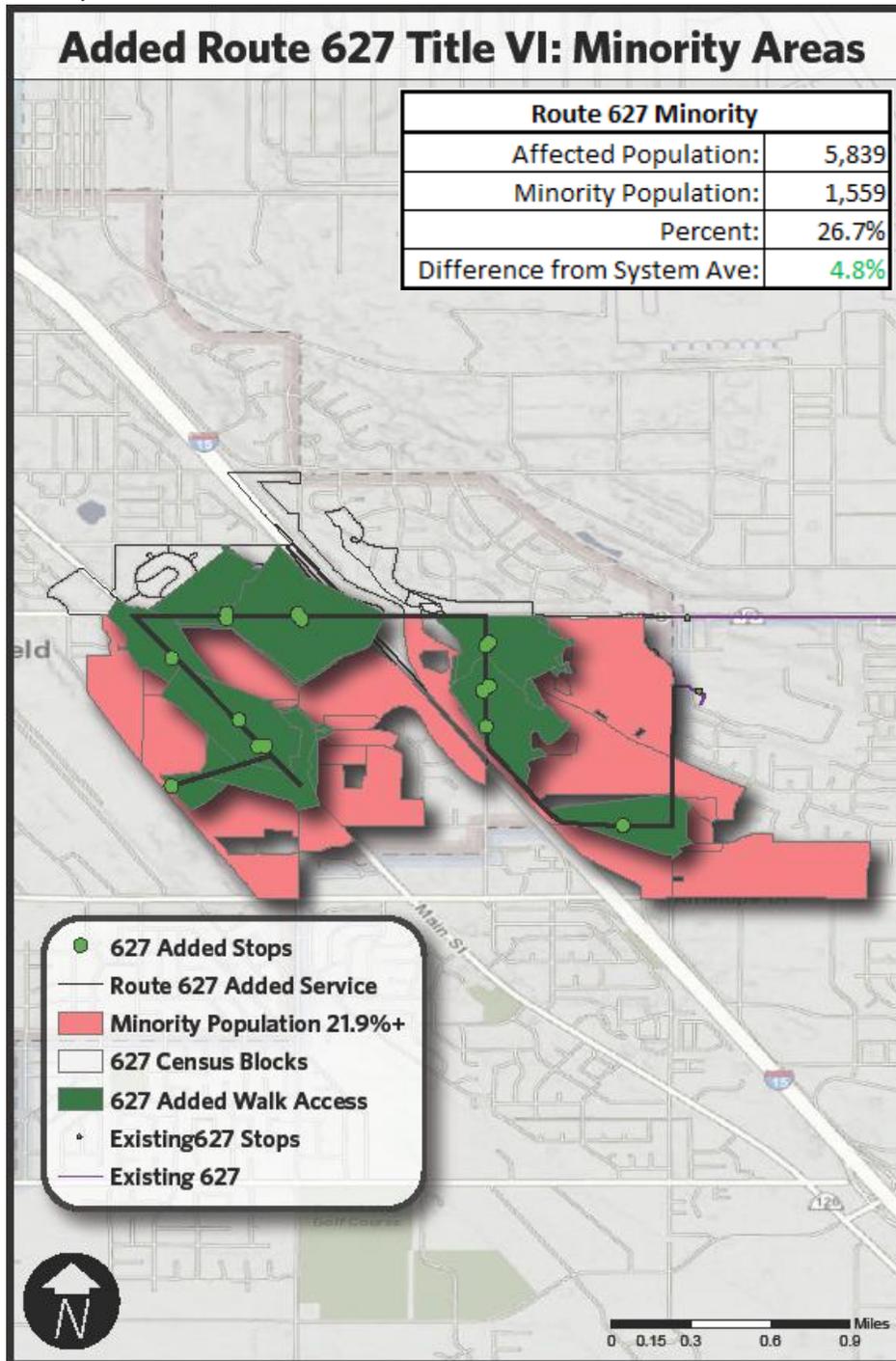
Route 627

Low-Income Analysis



The figure above is just of the routing and stops proposed to be added. The table and figure show that the low-income populations impacted is 19.3% above the system average.

Minority Analysis



The figure above is just of the routing and stops proposed to be added. The table and figure show that the low-income populations impacted is 4.8% above the system average.

Cumulative Analysis of Changes

In accordance with UTA Policy, 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. Since the proposed changes during this change period fall into those being added and those being eliminated, they are being evaluated in these two categories.

Eliminations:

The cumulative demographics of the populations being effected by the elimination of both route 664 and route 665 are expressed below.

Route 664 & 665 Low-income	
Affected Population:	3,429
Low-Income Population:	834
Percent:	24.3%
Difference from System Ave:	3.9%

Route 664 & 665 Minority	
Affected Population:	3,559
Minority Population:	1,291
Percent:	36.3%
Difference from System Ave:	14.3%

Additions:

The cumulative demographics of the populations being effected by the additions of route 627 and to 809 are expressed below.

Route 809 & 627 Low-income	
Affected Population:	18,783
Low-Income Population:	6420
Percent:	34.2%
Difference from System Ave:	13.8%

Route 809 & 627 Minority	
Affected Population:	18,927
Minority Population:	3,684
Percent:	19.5%
Difference from System Ave:	2.4%

Findings of Analysis

Elimination of Routes 664 & 665

There were no disproportionate burden found in the analysis of this service change. While there were more low-income households in the area impacted by these changes than the system average, it did not exceed the 5% threshold that would require additional steps to minimize, mitigate or offset the adverse effects.

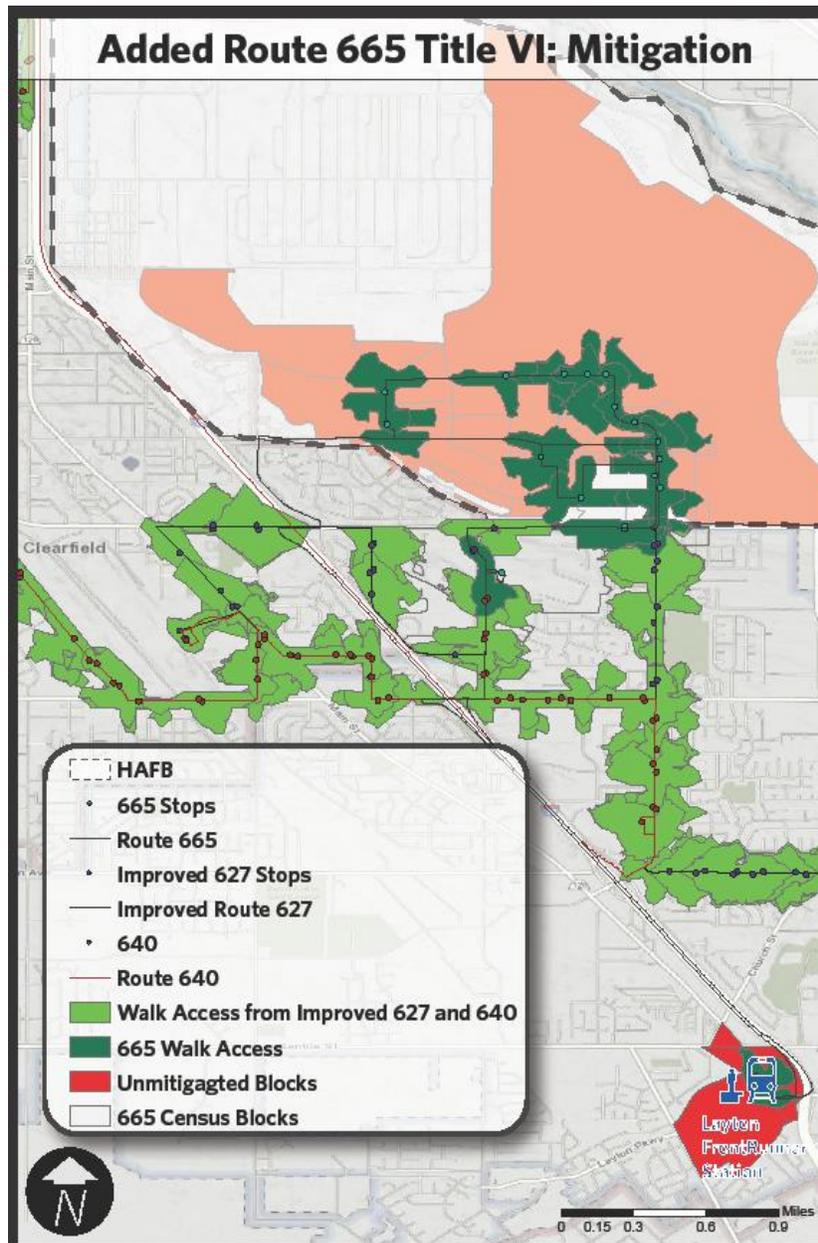
There may be disparate impacts on minorities in these eliminations. When examining population data, the minority populations impacted by these changes exceeded the UTA designated threshold of a 5% negative impact. UTA has examined various mitigating factors and has determined that it has met the requirements to continue with the proposed changes despite these potential disparate impact that population demographics may suggest.

Justification for Continuing with Changes

Obtaining accurate demographics on this route was a challenge. Since these are commuter routes originating at a FrontRunner station, it is improbable that the population immediately within the ¼ mile walk buffer would be the primary users of the route. This may be negated if the primary route destination were accessible by the general public, but with only those with credentials to get on base being able to ride the routes this decreases, again, the probability of the immediate population around the stops accessing the originating stop at the FrontRunner. With the boardings on base being as low as they are, it would appear unlikely that those living on base are accessing the route either. With these considerations, the ridership is likely people from around the system that are accessing FrontRunner to get to the base or WSU Davis. For those who are accessing WSU Davis, UTA has prepared a map of the other routes connecting FrontRunner to campus, which will be included at the end of this section. In this map, all off-base stops are mitigated by alternative routes.

In looking at a ridership survey conducted in 2015 and 2016 where over 16,000 riders were surveyed throughout the system, there were a combined average of 96 riders on these routes at the time of survey. Of these riders, 13 were captured. 100% of those surveyed on this route self-reported as white and non-Hispanic. UTA, however, determined that this was not an adequate sample size to properly reflect the ridership demographics and only includes it as informational as to efforts made by the agency to ascertain the most accurate information available.

Pursuant to FTA Circular 4702.1B, UTA has reviewed possible changes to the proposed changes. In this review, it was determined that *UTA has a substantial and legitimate justification to proceed with the proposed changes* due to the low ridership illustrated on pages 9-13 of this report. Continuance of these routes would not be financially viable for the limited number of riders utilizing them when RideVan Plus and Vanpool could meet the need in a more efficient way. UTA conducted outreach to ensure current riders were aware of and engaged with Rideshare and/or Vanpool programs. These options provide a viable alternative for those who are transit dependent an work on base.



Addition of Routes 809 & 627

There were no disparate impacts or disproportionate burden found in the analysis of this service change. While route 809 did have 5.7% less minorities 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. Additionally, Utah County, where the addition takes place, only has a minority population of 14.9% which is less than the effected population.