
M E M O R A N D U M

DATE: July 13, 2007
TO: City Council Members
FROM: Russell Weeks
RE: Public Contribution Subject to *Utah Code* 10-8-2
CC: Cindy Gust-Jenson, Lyn Creswell, Rick Graham, Tim Harpst, Ed Rutan, Greg Davis, Kay Christensen, Jordan Gates, Janneke House, Gary Mumford, Jennifer Bruno

This memorandum pertains to a proposed \$17,500 contribution from the General Fund to help pay for a plan to build a Bicycle Transit Center at the Intermodal Hub at 320 South 600 West.

The Administration has determined that the proposed contribution requires a public hearing under *Utah Code* 10-8-2 in which a municipality's legislative body must determine if the corporate purpose of an appropriation "provides for the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of the municipality ..."

The Administration has prepared a resolution and a study that the Administration says shows that the proposed allocation meets the tests of Section 10-8-2, and that the allocation would be a beneficial corporate purpose.

A scheduled public hearing on July 17 has been advertised.

NEW INFORMATION

During a City Council briefing on this item during the July 10 work session the Administration indicated that the \$17,500 contribution would help pay for a variety of items, including:

- The complete design of the facility including all drawing and blue prints.
- An operational plan including a five-year budget and a financial model.
- A model for an operational request for proposals.
- An identification of existing and potentially new routes for bicyclists to reach the Intermodal Hub.
- Direction on locating potential funding sources for the project's second phase.

Council Members also advised the Administration to make clear which agency or group has the primary responsibility for operating the proposed facility. The Council also advised the Administration to take full advantage of the Intermodal Hub's property in building the proposed facility.

OPTIONS

The City Council appears to have two options:

- Adopt the resolution.
- Do not adopt the resolution.

POTENTIAL MOTIONS

PERTAINING TO THE PUBLIC HEARING

- I move that the City Council close the public hearing.
- I move that the City Council continue the public hearing until (Council Members may choose a date).

PERTAINING TO THE ISSUE

- I move that the City Council adopt a resolution approving the appropriation of \$17,500 for planning costs of a bicycle transit center at the Intermodal Hub at 320 South 600 West.
- I move that the City Council move to the next item on the agenda.

KEY POINTS

- The Public Services Department has proposed contributing \$17,500 to help pay to plan a Bicycle Transit Center at the Intermodal Hub.
- The amount is the difference in the \$70,000 project plan that has not been allocated by three other contributors: the Utah Department of Transportation (\$20,000); the Utah Transit Authority, (\$30,000); and the Mayor's Bicycle Advisory Committee (\$2,500).
- If built, the center would provide indoor attended parking, a minor-repairs service, and "the sale of bicycle convenience items, bicycle rentals, a changing area, and possibly, showers."
- The Administration has identified the following public benefits of Salt Lake City helping pay for the cost of a plan:
 - A bicycle transit center would help meet goals in the Salt Lake City Downtown Transportation Master Plan. The City Council is scheduled to formally consider the plan later this year.
 - A transit center with secure parking could "virtually eliminate the risk of bicycle theft," helping to encourage more people to ride bicycles.
 - UTA estimates that about 16,000 to 17,000 people a year (307 to 327 people per week) would use the center during the first year of operation.

- The Intermodal Hub in the next few years will become the surface transportation center for the entire Wasatch Front, and a bicycle center would be an integral part of that.
- A bicycle center would be part of an overall effort to reduce the growth of the use of automobiles, helping to keep air quality from deteriorating further while providing a service for an attractive alternative to driving motorized vehicles.

ISSUES/QUESTIONS FOR CONSIDERATION

- When did the Public Services Department become involved in the proposal to fund the bicycle transit center plan?
- The study indicates that UTA has contributed the space for the proposed center as well as \$30,000. Does that mean the center would be inside the existing structure or built elsewhere on the Intermodal Hub property?
- If, as the study says, similar bicycle centers in Europe and Japan house up to 3,000 bicycles, would the proposed plan contain any analysis of future expansion of the center?
- Would the plan address the need for each component of the bicycle transit center – secured parking, repair center, retail shop, bicycle rentals, changing areas, shower – and prioritize them in terms of necessity?
- The study indicates that the transit center would be self-sustaining through the imposition of a member storage fee. Is there any estimate of the fee? Who would collect the fee, and would there be a governmental agency responsible for accounting for revenues collected and maintaining the center?
- Would a better use of the proposed \$17,500 allocation be helping to fund construction of the facility instead of evaluating it?

DISCUSSION/BACKGROUND

Again, the Administration prepared the study to meet requirements under *Utah Code* 10-8-2. The public hearing will address the public benefits of allocating \$17,500 to help pay the cost of planning a bicycle transit center at the Intermodal Hub. The plan study may answer questions contained in other sections of this memorandum.

However, the City Council may wish to hear whether the Administration perceives the City as participating further in the operation and maintenance of the proposed center if the center is built. If future City participation is expected, the City Council may wish to gauge the extent of the City's potential involvement.

10-8-2. Appropriations -- Acquisition and disposal of property -- Municipal authority -- Corporate purpose -- Procedure -- Notice of intent to acquire real property.

(1) (a) A municipal legislative body may:

(i) appropriate money for corporate purposes only;

(ii) provide for payment of debts and expenses of the corporation;

(iii) subject to Subsections (4) and (5), purchase, receive, hold, sell, lease, convey, and dispose of real and personal property for the benefit of the municipality, whether the property is within or without the municipality's corporate boundaries, if the action is in the public interest and complies with other law;

(iv) improve, protect, and do any other thing in relation to this property that an individual could do; and

(v) subject to Subsection (2) and after first holding a public hearing, authorize municipal services or other nonmonetary assistance to be provided to or waive fees required to be paid by a nonprofit entity, whether or not the municipality receives consideration in return.

(b) A municipality may:

(i) furnish all necessary local public services within the municipality;

(ii) purchase, hire, construct, own, maintain and operate, or lease public utilities located and operating within and operated by the municipality; and

(iii) subject to Subsection (1)(c), acquire by eminent domain, or otherwise, property located inside or outside the corporate limits of the municipality and necessary for any of the purposes stated in Subsections (1)(b)(i) and (ii), subject to restrictions imposed by Title 78, Chapter 34, Eminent Domain, and general law for the protection of other communities.

(c) Each municipality that intends to acquire property by eminent domain under Subsection (1)(b) shall, upon the first contact with the owner of the property sought to be acquired, deliver to the owner a copy of a booklet or other materials provided by the Office of the Property Rights Ombudsman, created under Section **13-43-201**, dealing with the property owner's rights in an eminent domain proceeding.

(d) Subsection (1)(b) may not be construed to diminish any other authority a municipality may claim to have under the law to acquire by eminent domain property located inside or outside the municipality.

(2) (a) Services or assistance provided pursuant to Subsection (1)(a)(v) is not subject to the provisions of Subsection (3).

(b) The total amount of services or other nonmonetary assistance provided or fees waived under Subsection (1)(a)(v) in any given fiscal year may not exceed 1% of the municipality's budget for that fiscal year.

(3) It is considered a corporate purpose to appropriate money for any purpose that, in the judgment of the municipal legislative body, provides for the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of the municipality subject to the following:

(a) The net value received for any money appropriated shall be measured on a project-by-project basis over the life of the project.

(b) The criteria for a determination under this Subsection (3) shall be established by the municipality's legislative body. A determination of value received, made by the municipality's legislative body, shall be presumed valid unless it can be shown that the determination was arbitrary, capricious, or illegal.

(c) The municipality may consider intangible benefits received by the municipality in determining net value received.

(d) Prior to the municipal legislative body making any decision to appropriate any funds for a corporate purpose under this section, a public hearing shall be held. Notice of the hearing shall be published in a newspaper of general circulation at least 14 days prior to the date of the hearing, or, if there is no newspaper of general circulation, by posting notice in at least three conspicuous places within the municipality for the same time period.

(e) A study shall be performed before notice of the public hearing is given and shall be made

available at the municipality for review by interested parties at least 14 days immediately prior to the public hearing, setting forth an analysis and demonstrating the purpose for the appropriation. In making the study, the following factors shall be considered:

(i) what identified benefit the municipality will receive in return for any money or resources appropriated;

(ii) the municipality's purpose for the appropriation, including an analysis of the way the appropriation will be used to enhance the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of the municipality; and

(iii) whether the appropriation is necessary and appropriate to accomplish the reasonable goals and objectives of the municipality in the area of economic development, job creation, affordable housing, blight elimination, job preservation, the preservation of historic structures and property, and any other public purpose.

(f) (i) An appeal may be taken from a final decision of the municipal legislative body, to make an appropriation.

(ii) The appeal shall be filed within 30 days after the date of that decision, to the district court.

(iii) Any appeal shall be based on the record of the proceedings before the legislative body.

(iv) A decision of the municipal legislative body shall be presumed to be valid unless the appealing party shows that the decision was arbitrary, capricious, or illegal.

(g) The provisions of this Subsection (3) apply only to those appropriations made after May 6, 2002.

(h) This section applies only to appropriations not otherwise approved pursuant to Title 10, Chapter 5, Uniform Fiscal Procedures Act for Utah Towns, or Title 10, Chapter 6, Uniform Fiscal Procedures Act for Utah Cities.

(4) (a) Before a municipality may dispose of a significant parcel of real property, the municipality shall:

(i) provide reasonable notice of the proposed disposition at least 14 days before the opportunity for public comment under Subsection (4)(a)(ii); and

(ii) allow an opportunity for public comment on the proposed disposition.

(b) Each municipality shall, by ordinance, define what constitutes:

(i) a significant parcel of real property for purposes of Subsection (4)(a); and

(ii) reasonable notice for purposes of Subsection (4)(a)(i).

(5) (a) Except as provided in Subsection (5)(d), each municipality intending to acquire real property for the purpose of expanding the municipality's infrastructure or other facilities used for providing services that the municipality offers or intends to offer shall provide written notice, as provided in this Subsection (5), of its intent to acquire the property if:

(i) the property is located:

(A) outside the boundaries of the municipality; and

(B) in a county of the first or second class; and

(ii) the intended use of the property is contrary to:

(A) the anticipated use of the property under the general plan of the county in whose unincorporated area or the municipality in whose boundaries the property is located; or

(B) the property's current zoning designation.

(b) Each notice under Subsection (5)(a) shall:

(i) indicate that the municipality intends to acquire real property;

(ii) identify the real property; and

(iii) be sent to:

(A) each county in whose unincorporated area and each municipality in whose boundaries the property is located; and

(B) each affected entity.

(c) A notice under this Subsection (5) is a protected record as provided in Subsection **63-2-304(7)**.

(d) (i) The notice requirement of Subsection (5)(a) does not apply if the municipality previously provided notice under Section **10-9a-203** identifying the general location within the municipality or unincorporated part of the county where the property to be acquired is located.

(ii) If a municipality is not required to comply with the notice requirement of Subsection (5)(a) because of application of Subsection (5)(d)(i), the municipality shall provide the notice specified in Subsection (5)(a) as soon as practicable after its acquisition of the real property.

Amended by Chapter 291, 2007 General Session

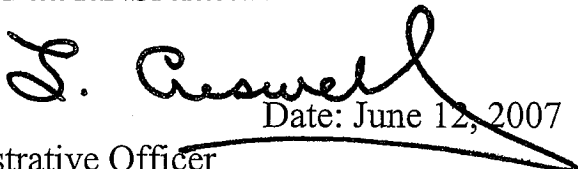
Amended by Chapter 306, 2007 General Session

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Last revised: Monday, April 30, 2007

COUNCIL TRANSMITTAL

TO: Lyn Creswell  Date: June 12, 2007
Chief Administrative Officer

FROM: Kay Christensen

DATE: June 12, 2007

SUBJECT: Approval of Transfer of Municipal Assets under Utah
Code Annotated Section 10-8-2

STAFF CONTACT: Kay Christensen, 535-7677

DOCUMENT TYPE: Resolution and Study required by UCA Section
10-8-2 and request for Public Inspection and
Public Hearing as required by UCA Section 10-8-2

BACKGROUND: Attached is a study regarding Salt Lake City
Corporation's intention to contribute \$17,500 to the Utah Transit Authority
to assist with the planning phase for a bicycle transit facility at the
Intermodal Hub.

This information is being provided in compliance with UCA Section 10-8-2,
which states the purposes for which a municipal body may appropriate
funds. The statute sets forth a specified process which must be followed to
determine if an appropriation can be made. The process has three steps:

1. A study must be performed that identifies the net equivalent value
received by the City in exchange for any City asset contributed. The benefit
may be intangible. The study must consider the following factors:

- a. The specific benefits to be received by the City;
- b. The City's purpose in making the appropriation, including an

analysis of how the safety, health, prosperity, moral well-being, peace, order, comfort or convenience of the residents of Salt Lake City will be enhanced; and

c. Whether the appropriation is "necessary and appropriate" to accomplish the City's goals.

2. Notice of a public hearing must be published in a newspaper of general circulation at least 14 days prior to the date of the hearing, and the notice must include the availability of the completed study for public inspection.

3. A public hearing must be held by the City Council and the Council must make a determination that the appropriation will provide for the safety, health, prosperity, moral well-being, peace, order, comfort or convenience of the residents of the City, and that the net value received by the City will constitute adequate consideration or equivalent value for the benefit being provided by the appropriation.

MEMORANDUM

TO: Lyn Creswell

CC: Jordan Gates
Greg Davis

FROM: Kay Christensen

DATE: June 7, 2007

SUBJECT: Contribution from the Public Services Department Budget to
Create a Bicycle Transit Center at the Intermodal Hub: Study
to Comply with Utah Code Annotated Section 10-8-2

UCA 10-8-2 states the purposes for which a municipal body may appropriate public funds and the factors that must be considered in determining the propriety of such an appropriation.

The Public Services Department recommends a contribution of \$17,500 from their General Fund budget to the Utah Transit Authority to assist with the cost of planning for a Bicycle Transit Center at the Intermodal Hub located at 320 South 600 West. The planning phase of the project requires total funding of \$70,000. Cost for construction of the Center will not be known until the planning phase is completed. The planning phase includes design and all architectural drawings necessary for construction bid estimates, as well as an operating plan with a five year budget, staffing requirements and help with the operational RFP.

The Bicycle Transit Center is a project with several partners, including the Utah Department of Transportation, the Salt Lake City Mayor's Bicycle Advisory Committee and the Utah Transit Authority through the Rideshare program. These partners have committed to jointly fund the planning phase of the project and have already raised \$52,500 of the \$70,000 required. The Utah Department of Transportation contributed \$20,000, UTA contributed \$30,000 and the space for the Center, and the Mayor's Bicycle Advisory Committee contributed \$2,500. The Salt Lake City Bicycle Collective, a non-profit, intends to oversee the daily operations

of the Bicycle Center which will be self sustaining through the imposition of a member storage fee.

To ensure that a contribution is in compliance with UCA 10-8-2, the following study has been performed. This study will consider the following factors:

- (1) The specific benefits to be received by the City;
- (2) The City's purpose in making the appropriation, including an analysis of how the safety, health, prosperity, moral well-being, peace, order, comfort or convenience of the residents of Salt Lake City will be enhanced; and
- (3) Whether the appropriation is "necessary and appropriate" to accomplish the City's goals.

Background: The Salt Lake Intermodal Hub serves travelers well by connecting them to taxis and UTA buses. The Hub also connects Salt Lake City to other states via Greyhound buses, Interstate 15 and Amtrak trains. In a few years, the Salt Lake Intermodal Hub will become the surface transportation center for the entire Wasatch Front. In 2008, the Intermodal Hub will connect with UTA Front Runner commuter rail from Weber and Davis County, UTA express buses serving Weber, Davis and Utah County, and UTA TRAX light rail serving Salt Lake County. Eventually, the Hub will also connect with a UTA TRAX light rail extension to the Salt Lake City International Airport and UTA Front Runner commuter rail to Provo.

In addition, the Hub will serve the Legacy Parkway Bike Trail that will be constructed in conjunction with the Legacy Highway. The Jordan River Parkway easily connects the Hub to Salt Lake City bike routes and those of many other cities, including South Salt Lake, West Valley City, Taylorsville, Murray, Sandy and West Jordan. The addition of the Bicycle Transit Center at the Hub will help to ensure that bicycles will become an integral part of the City's transportation system.

The Bicycle Transit Center is not just bicycle racks. It will include indoor attended parking with 24 hour security, a repair center, the sale of bicycle convenience items such as lights, gears, and refreshments, bicycle rentals, a changing area, and possibly, showers. The Center will not

compete with bike shops because it will not sell new bikes and will not offer major repairs.

Although a Bicycle Transit Center is a relatively new concept in the United States, secure bicycle parking is an everyday way of life in Europe and Japan, where facilities that accommodate over 3,000 bicycles a day are not uncommon. The first such center in the United States was opened in Long Beach, California in 1996. Nine more facilities have been opened around the United States since then, and another four are in development.

Benefits and Costs to Salt Lake City: As the population along the Wasatch Front continues to grow, so will traffic, congestion and air pollution from vehicles. As many transportation planners have noted, building more roads and more parking is, ultimately, an unsustainable venture. It is well documented that improving the connectivity between bicycles, transit, and places of business is one of the most cost effective, equitable, efficient, and environmentally beneficial means of addressing transportation dilemmas. The use of bicycles as a form of transportation also reduces air pollution, vehicle congestion and mitigates the effects of urban sprawl, thus enhancing the quality of life. Today, approximately .06% of all transportation trips are taken on bicycles (State of Utah Census, 2000). Achieving greater bicycle use will require, among other things, developing bike-transit facilities that offer enhanced services to bicyclists as well as a secure place to park, thereby enabling the use of both bicycling and transit over single-occupant vehicles. In California, surveys have shown that over 30% of secure bicycle parking users previously drove a car alone to their destination or to a transit park-and-ride lot. Bike-and-ride systems offer transit agencies the ability to tap market segments untouched by the existing car-based transit systems.

The completion of FrontRunner, the new UTA commuter rail, will generate an estimated three thousand commuters into Salt Lake City every day. Today, on average, 2% of all UTA passengers travel by bus or train with their bicycles. If this 2% trend continues, FrontRunner alone will bring over 60 bicycles through the Intermodal Hub each day.

Direct benefits of a Bicycle Transit Center include taking additional vehicles off the road and reducing vehicle miles traveled. A shift from park-and-ride to bike-and-ride will free up valuable and very limited car-parking spaces at park-and-ride lots, resulting in a direct increase in transit ridership and a reduction in overall vehicle miles traveled in the region. By

encouraging bike-and-ride to a major transportation hub, a Bicycle Transit Center will effectively expand the service area of the public transit operation from a few blocks to a few miles. Situating a Bike Transit Center at a multi-modal transit hub will also significantly increase the efficiency of the entire transportation system. A Bike Transit Center will help to keep all traffic flowing. In other words, encouraging bicycle travel meets both the goals of reducing costs for transit agencies and effectively managing demand on the increasingly congested roadway system.

A Bicycle Transit Center will be a significant addition to a true multi-modal transportation network. It will bring national visibility to Salt Lake City's efforts to be recognized as a bicycle-friendly city. It will keep Salt Lake City's transportation system on par with other western cities such as Portland, Denver and Seattle.

Estimated economic benefits – Shifting car trips to bike trips can represent an enormous individual economic benefit. An average annual car parking space costs about \$10,000 in a surface parking lot and up to \$30,000 in a parking garage, not including annual operating expenses. By comparison, secure bicycle parking spaces cost between \$1,500 for a locker and \$5,000 per space for a full-service facility per year. Moving just 100 commuters from driving a car to riding a bicycle could represent a capital savings of \$850,000 to \$2.5 million. This shift also frees up valuable car parking spaces at transit park-and-ride lots reducing the need to expand parking lots. Also, bicycles do not contribute to street traffic congestion and traffic jams that delay people and products and have a real economic cost. For individuals, commuting by bicycle is a smart economic decision. Bicycles can be maintained for less than \$300 a year compared with \$3,000 a year for cars, thereby increasing a cyclist's personal disposable income. A Bicycle Transit Center with secure bike parking can virtually eliminate the risk of bicycle theft also. UTA estimates that 16,000 to 17,000 people will use the Bicycle Transit Center during the first year of operation. This number is based on having 1,900 square feet of space with half dedicated to secure bicycle parking and the other half for bicycle repair and retail. This estimate is also based on average usage at similar facilities in the United States.

Meeting Salt Lake City's Purpose and Enhancing the Quality of Life for Residents: A positive side effect of making cycling more convenient, easier and safer is that traveling by bicycle will appeal to a broader audience. The cycling community will grow, which in turn will attract even more bikers.

Health benefits – Those who frequently travel by bike experience the benefits of regular exercise, reduce their personal health risk and lower their impact on the healthcare system.

Environmental benefits – Bicycles will not contribute to the air pollution that plagues the Wasatch Front. Exchanging car trips for bicycle trips will lessen motor vehicle emissions, including PM 2.5, ozone, carbon dioxide and carbon monoxide. The more people who ride bikes, the greater will be the decreases in these polluting agents.

Aesthetic benefits – A Bicycle Transit Center with secure bike parking will result in fewer bicycles left chained to unattended, outdoor bike racks that attract potential thieves and vandals. Secure bicycle storage would encourage more bike commuters to leave their bike at the transit station, reducing wear and tear on UTA trains and buses from bike tires. Bicycle transit facilities are designed with pleasing architecture, public art elements, and state-of-the-art technology. The Center will be a worthy addition to the City environment.

Accomplishing Salt Lake City's Goals: The Bicycle Transit Center will meet Salt Lake City goals as expressed through the master planning process.

Salt Lake City Downtown Transportation Master Plan, January 2007- Recommendations within this plan include on-street dedicated bike lanes for the use of bicycles. The plan also recommends on-street auto lanes with special coloration to show legal right of bicyclists to travel in auto lanes. Bicycle paths adjacent to the sidewalk will include a portion of the existing or widened sidewalk to use by slow moving bicycles, and will host a network of bicycle paths adjacent to the sidewalk.

The Master Plan commits Salt Lake City to seek enhanced mobility by ensuring that bicycling is viable and safe. It envisions that a supportive environment for bicyclists of all skill levels will be created in downtown Salt Lake City, and land use development policies will be pedestrian, bicyclist and transit supportive. Mid-block streets will support shared use by vehicles,

bicyclists, and pedestrians. Bicyclists will be welcome on all public rights-of-way with a dedicated network of bicycle lanes within downtown Salt Lake City. Amenities will be implemented to encourage bicycle use, including lockers and bicycle racks and will be placed in visible locations throughout downtown Salt Lake City.

Salt Lake City Bicycle and Pedestrian Master Plan, September 2004- The purpose of the plan is to provide Salt Lake City Corporation with a strong planning tool that will facilitate the continued and orderly development of bicycle and pedestrian facilities and implementation strategies that encourage their use. The Master Plan was developed with the following vision in mind:

Enhance the use of the bicycles for transportation and recreation, and walking for pleasure and mobility.

Foster community respect for bicycling and walking.

Promote bicycling and walking as ways to enhance personal health and improve the community environment.

Conclusion: The contribution of \$17,500 by Salt Lake City Corporation for the planning phase of the Bicycle Transit Center at the Intermodal Hub is a wise and prudent investment that will provide an equivalent benefit to the City. The contribution is necessary and appropriate to accomplish the City's goals.

RESOLUTION NO. ____ OF 2007
(ACCEPTING THE STUDY PERFORMED
IN COMPLIANCE WITH *UTAH CODE* SECTION 10-8-2;
APPROVING THE APPROPRIATION OF \$17,500 FOR
PLANNING COSTS OF A BICYCLE TRANSIT CENTER AT THE INTERMODAL HUB.)

WHEREAS, the City Council has received and reviewed a study prepared by the City's Department of Management Services in compliance with the requirements of *Utah Code* Section 10-8-2, and at least 14 days public notice has been given in a newspaper of general circulation within the City; and in consideration of that study, the City Council hereby finds:

1. The Salt Lake Intermodal Hub currently serves travelers through Greyhound, Amtrak, taxis, and UTA buses, and will become the surface transportation center for the entire Wasatch Front with the addition of UTA Front Runner commuter rail and TRAX light rail.
2. The Hub is connected by the Jordan River Parkway to bike routes within Salt Lake City and throughout Salt Lake County, and will also serve the Legacy Parkway Bike Trail to be constructed in conjunction with the Legacy Highway.
3. To better serve bicycle users as an integral part of the transportation system, UTA, in conjunction with UDOT and the Mayor's Bicycle Advisory Committee, plans to build a Bicycle Transit Center at the Hub, which will include indoor attended bicycle parking with 24 hour security, a repair center, retail for convenience items such as bicycle accessories and refreshments, a changing area, and possibly showering facilities.
4. The total cost for the planning phase of the project is \$70,000, of which \$52,000 has been raised through the following contributions: \$20,000 from UDOT, \$30,000 from UTA, and \$2500 from the Mayor's Bicycle Advisory Committee
5. The City's Public Services Department recommends that the City contribute the remaining \$17,500 in planning costs.
6. The City has determined that the net value to be received by the City from the Bicycle Transit Center, through increased bicycle ridership, increased transit use and reduced number of car trips, constitutes fair and adequate consideration for the contribution being provided by the City.
9. In the judgment of the City Council, this appropriation will provide for the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of Salt Lake City;

NOW, THEREFORE, the City Council of Salt Lake City, Utah resolves as follows:

1. The Council approves the study prepared by the City's Department of Management Services and provided to the Council in compliance with the requirements of *Utah Code* Section 10-8-2; and

2. An appropriation for Fiscal Year 2007-2008 in the sum of \$17,500 will be paid to UTA for planning costs of the Bicycle Transit Center.

Passed by the City Council of Salt Lake City, Utah, this _____ day of May, 2005.

SALT LAKE CITY COUNCIL

By _____
CHAIRPERSON

ATTEST:

CHIEF DEPUTY CITY RECORDER

APPROVED AS TO FORM
Salt Lake City Attorney's Office
Date 6/11/07
By [Signature]