



CITY COUNCIL TRANSMITTAL




Lisa Shaffer, Chief Administrative Officer

Date Received: 6/23/2022
Date sent to Council: 6/23/2022

TO: Salt Lake City Council
Dan Dugan, Chair

DATE: June 23, 2022

FROM: Blake Thomas, Director, Department of Community & Neighborhoods



SUBJECT: Transit Master Plan Implementation Interlocal Agreement (ILA) with the Utah Transit Authority (UTA), Amendment No. 1 to Addendum No. 3 – Credits to SLC from UTA and Addendum No. 6 – Continuation of FTN Routes on 200 S, 900 S and 2100 S and addition of FTN Route 1 on 1000 N / S Temple

STAFF CONTACT: Julianne Sabula, Transit Program Manager, julianne.sabula@slcgov.com or 801-535-6678

DOCUMENT TYPE: Resolution

RECOMMENDATION: That City Council adopt a resolution (Exhibit 1) authorizing the Mayor to enter into the proposed amendment to Addendum 3 (Exhibit 3), which would make adjustments for cost savings on the basis of COVID-19 related bus service reductions and actual fuel costs, as well as the proposed Addendum No. 6 (Exhibit 4) to the Interlocal Agreement with UTA (Exhibit 2) to implement 2022-23 FTN service.

BUDGET IMPACT: The budget impact of Amendment No. 1 to Addendum No. 3 is \$36,364 and will be credited by UTA to Salt Lake City against future FTN invoices. Addendum No. 6 is \$6,547,726.38 for the FTN service to be provided during FY 22-23 along Routes 2, 9 and 21, which is currently funded to run until August Change Day 2022. On that Change Day, this addendum will also add Route 1 at or above the FTN minimum level of service. This covers the cost of labor, fuel, paratransit service, vehicles, and maintenance. Last year's appropriation and approval of Addendum No. 5 is currently being used to cover the cost of recruitment, hiring and training of operators and mechanics, as well as vehicle procurement, to prepare for the launch of Route 1, which will operate on 1000 North from Redwood to 300 West and then along South

Temple to the University of Utah. The funds associated with this addendum are included in the Mayor's recommended budget, and cost details appear in Exhibit 5.

BACKGROUND/DISCUSSION: The ILA is a twenty-year agreement that has a goal of full implementation of the Frequent Transit Network as described in Salt Lake City's Transit Master Plan. Council adopted the Plan in 2017 with the intent that six corridors would be included in phase one of implementation. These corridors are 200 South, 900 South, 2100 South, 1000 North, 600 North and 400 South.

Council has since approved Addendum No. 1, along with a corresponding budget appropriation, to mobilize for service on the Routes 2, 9 and 21, which began operations in August 2019. Addendum No. 2 and the corresponding budget sponsored continuation of the increased frequency and hours of operations on these routes. UTA does periodic "true-ups" to determine whether actual costs came in at, above or below projections. This yielded an amendment to Addendum No. 2, which was approved in January 2021 and resulted in a credit to Salt Lake City in the amount of \$467,540. This amount was applied to the initial invoices for sponsored service in 2020. Addendum No. 3, also approved in January, extended service on the 2, 9 and 21 from August 2020 to August 2021. Addendum No. 4 was approved to continue that service until August 2022, and Addendum No. 5 was approved to prepare for the launch of Route 1 in 2022.

Amendment No. 1 to Addendum No. 3 is a true-up resulting from a Covid-related reduced level of service during the period between July 1 and August Change Day of 2021, at which point FTN levels of service resumed. Addendum No. 6 launches service on the Route 1, serving the 10th North, 300 West, and South Temple Corridors, in addition to continuing service on Routes 2, 9, and 21.

Continuing the stability and growth of the Frequent Transit Network is the core of the Transit Master Plan. Even with the ridership impacts of COVID-19, the City's sponsored routes have been highly successful and very popular – even game changers for some commuters – with Salt Lake City residents. Only two other U.S. cities have rivaled Salt Lake City's success in getting long-term transit plans out on their streets. This level of commitment allows homebuyers, businesses, and developers to make location decisions with confidence that access to high-quality transit service will be enduring.

During Funding Our Future discussions, Council expressed the intent to allocate \$8-12 million annually to a comprehensive transit program with frequent service as its foundation. While that level of funding has yet to be realized, it is anticipated that as ridership on sponsored routes grows, resources can be reinvested in additional FTN routes. This occurred in 2020 during the first "true-up", when the Route 2 met UTA productivity thresholds during some of the service miles that were previously City-sponsored. This cost decrease to the City supports the City's ability to shift resources toward the launch of Route 1, particularly since UTA anticipates launching service on 600 North concurrently in 2022, and increasing service there to FTN levels in 2023, independent of City sponsorship and supported by UTA Westside On-Demand service. Exhibit 6 summarizes the timeline related to implementation of the Transit Master Plan.

One consideration for City Council that the Administration wishes to note is that with the volatility of fuel prices, there will almost certainly be justification for a mid-cycle true-up that Council could choose to address now, during the regular budget cycle, or later, as a budget amendment. The ILA states that if fuel prices change from the per gallon UTA budgeted cost in excess of thirty percent, fuel cost shall be subject to a semi-annual true-up. We know that in the time since UTA's budget was approved – the UTA budget year runs from January 1 to December 31 – the per-gallon cost of fuel has increased from \$2.75 per gallon to \$4.28 per gallon, creating a current yearly average of \$3.49 per gallon for the 22-23 service year. Unless we see a significant drop in gas prices, we should expect to see a true-up between \$100,000 and \$300,000.

PUBLIC PROCESS: The Transit Master Plan public process was very robust and included 16 stakeholder interviews, 18 mobile events, and over 2000 unique online comments. The Transportation Advisory Board and Bicycle Advisory Committee provided guidance on both the Master Plan and the guiding principles for the ILA. Specific to the ILA, addenda, and corresponding City budget appropriations, the process included City-hosted public hearings on the ILA and prior addenda. This year's budget process, including public hearings, will provide for additional public comment on the transit service and mobilization line items. In addition, UTA holds a public hearing process for each "change day", of which there are three per year for the purpose of making service changes. That process was completed on April 1, 2022 for the August 2022 change day, during which continuation of service levels and the addition of Route 1 was confirmed.

EXHIBITS:

- 1) Resolution
- 2) Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement
- 3) Amendment No. 1 to Addendum No. 3
- 4) Addendum No. 6
 - a) Description of the 2022-23 FTN Routes
 - b) 2022-23 Baseline Services
- 5) 2022 Cost Calculator
 - a) 2017 National Transit Database (NTD)
 - b) 2018 NTD
 - c) 2019 NTD
 - d) 2017 Paratransit
 - e) 2018 Paratransit
 - f) 2019 Paratransit
 - g) Baseline Methodology
 - h) 2019 Baseline Service
 - i) 2020 Baseline Service
 - j) 2021 Baseline Service
 - k) Addendum 1 2019-20 Mobilization
 - l) Addendum 2 2019-20 Sponsored Service
 - m) Amendment 1 to Addendum 2, True-Up
 - n) Addendum 3 2020-21 Sponsored Service

- o) Addendum 4 2021-22 Sponsored Service
 - p) Addendum 5 2022-23 Mobilization
 - q) Addendum 6 2022-23 Sponsored Service
- 6) Transit Timeline

EXHIBIT 1

RESOLUTION _____ OF 2022

Authorizing approval of Addendum No. 6 and Amendment No. 1 to Addendum No. 3 to an Interlocal Cooperation Agreement between Salt Lake City Corporation and Utah Transit Authority providing for transfer and credit of City funds for implementation of the Transit Master Plan.

WHEREAS, Utah Code Title 11, Chapter 13, the Interlocal Cooperation Act, allows public entities to enter into cooperative agreements to provide joint undertakings and services; and

WHEREAS, on February 19, 2019, Salt Lake City Council authorized the City to enter into an Interlocal Cooperation Agreement between Salt Lake City Corporation (“City”) and Utah Transit Authority (the “Interlocal Agreement”) providing for transfer of City funds for implementation of the Transit Master Plan; and

WHEREAS, the Interlocal Agreement contemplated that the parties would enter into an annual addendum to provide funding for the frequent transit network routes and other transit improvements; and

WHEREAS, the City previously entered into Addendum No. 3, as authorized by the Salt Lake City Council in January 2021, to extend UTA service along certain routes; and

WHEREAS, Addendum No. 3 now requires amending to reflect funding credits owed to the City due to reduced UTA service levels during the term of Addendum No. 3; and

WHEREAS, the City now seeks to enter into a sixth addendum to the Interlocal Agreement to provide for the transfer of City funds for the fourth year of transit services, including the addition of Route 1 and the continuation of Routes 2, 9, and 21, pursuant to the Interlocal Agreement; and

WHEREAS, a draft amendment and a draft addendum have been prepared to accomplish said purposes.

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

1. It does hereby approve the execution and delivery of the following:
 - a. Amendment No. 1 to Addendum No. 3 to the Interlocal Agreement between Salt Lake City Corporation and Utah Transit Authority, providing for the discounting of City-sponsored transit service reflective of actual costs.
 - b. Addendum No. 6 to the Interlocal Agreement between Salt Lake City Corporation and Utah Transit Authority providing for the transfer of City funds for the fourth year of City-sponsored service, including the addition of Route 1 and the continuation of Routes 2, 9, and 21, pursuant to the Interlocal Agreement between Salt Lake City Corporation and Utah Transit Authority providing for the transfer of City funds for implementation of the Transit Master Plan.

2. Erin Mendenhall, Mayor of Salt Lake City, Utah or her designee is hereby authorized to approve, execute, and deliver said agreement on behalf of Salt Lake City Corporation, in substantially the same form as now before the City Council and attached hereto, subject to such minor changes that do not materially affect the rights and obligations of the City thereunder and as shall be approved by the Mayor, her execution thereof to constitute conclusive evidence of such approval.

PASSED by the City Council of Salt Lake City this _____ day of _____, 2022.

SALT LAKE CITY COUNCIL

CHAIRPERSON

ATTEST:

CITY RECORDER

APPROVED AS TO FORM:

Sara Montoya
Salt Lake City Attorney's Office
Date: _____

HB ATTY-#

EXHIBIT 2

City Tracking No.
06-3-19-1244

RECORDED
MAR 13 2019
CITY RECORDER

**SALT LAKE CITY CORPORATION AND UTAH TRANSIT AUTHORITY
TRANSIT MASTER PLAN IMPLEMENTATION INTERLOCAL AGREEMENT**

THIS TRANSIT MASTER PLAN IMPLEMENTATION INTERLOCAL AGREEMENT ("Agreement") is made this 6th day of March, 2019, by and between **UTAH TRANSIT AUTHORITY**, a public transit district organized under the laws of the State of Utah ("UTA"), and **SALT LAKE CITY CORPORATION**, a Utah municipal corporation ("City").

RECITALS

- A. Utah Code §11-13-202 provides that any two or more public agencies may enter into an agreement with one another for joint or cooperative action; and
- B. UTA and the City are public agencies as contemplated in the referenced section of the Utah Code (more specifically referred to as Utah Code §11-13-101, et seq., known as the "Interlocal Cooperation Act"); and
- C. The City and UTA both serve the transit-riding public in Salt Lake City; and
- D. UTA is responsible for the equitable distribution of transit service in the region, of which Salt Lake City is a major travel market; and
- E. UTA currently provides transit services to, from and within Salt Lake City at levels that reflect this equitable distribution of service; and
- F. The City adopted a Transit Master Plan ("Plan") on the 5th day of December, 2017; and
- G. This Plan was jointly developed by UTA and the City and it is the Parties' shared intent to implement the Plan over the next twenty years; and
- H. The Plan recommends a suite of transit improvements (the "Transit Improvements"), including the expansion of UTA's current service level within the City to include higher frequencies, expanded service hours, and adjustments to alignments that UTA is able to provide with current financial resources; and
- I. The Transit Improvements also include alternative transportation programs enhancing first-mile/last-mile connections, capital improvements, and other improvements described in the Plan; and

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J. UTA and the City agree the Transit Improvements are complementary to UTA's current transit service and enhance each Party's goal of having attractive and effective transit service for people working, studying and living in and around Salt Lake City;

K. The City desires to fund the incremental costs associated with the addition of the Transit Improvements for building out infrastructure on City-sponsored routes to increase coverage and ridership, particularly in the City's downtown core for under-served areas, specifically the West side and other under-served areas of the City;

L. The City desires initially to prioritize funding the incremental costs associated with increased frequency of routes on 1000 North, 600 North, 200 South, 900 South, 2100 South, with routes on 400 South likely being the last routes initially implemented; and

M. This Agreement is intended to form the framework of how the Transit Improvements (including, without limitation, the currently planned and future potential frequent transit network service routes in the City) will be planned and coordinated by UTA and the City.

AGREEMENT

NOW THEREFORE, the Parties agree as follows:

1. **PURPOSE AND INTENT.** UTA and the City share a desire to grow and improve the transit system in which efficiencies are reinvested. UTA and the City recognize that the Plan's success is interdependent with the Wasatch Front Regional Council Regional Transportation Plan ("RTP") and that local and regional investments should be complementary to maximize the benefits of each. The coordinated planning of the Plan and the RTP should consider additional revenue sources that become available to fund the RTP during the term of this Agreement. UTA and the City desire to enable people and businesses to rely on transit and encourage permanence and stability in services. UTA and the City recognize the value of establishing a process for decision making and a methodology for calculating the cost of City-funded service enhancements. UTA and the City are implementing a plan driven by data analysis and public engagement, and transparency and accountability should shape the execution of the program. As such, it is the intent of the Parties to continue to work together to support the implementation of the Transit Improvements identified in the Plan. Both Parties have sustainability goals and agree to consider clean technologies (such as electric vehicles) and infrastructure in the implementation of the Plan, where feasible.

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2. **COOPERATION.** The City and UTA shall each designate a primary representative responsible for the implementation of this Agreement and shall each also provide additional subject matter experts to comprise a technical working group who will aid the primary representative. City and UTA staff will confer in good faith and regularly exchange relevant information to report progress to their respective organizations.

3. **FREQUENT TRANSIT NETWORK ROUTES.**

(a) As of the date this Agreement is executed, the term "Baseline Service" shall mean the level of transit service that UTA provides on the UTA change day immediately preceding the commencement of the initial City-sponsored service. "Baseline Service" will be re-evaluated on an annual basis based on then-current UTA service design guidelines, including propensity and productivity factors. The routes/frequency of routes identified by the City, in cooperation with UTA, to be sponsored by the City shall be identified as the frequent transit network routes ("FTN Routes") and shall further depicted and described in addenda to this Agreement. Typical addendum content is shown in Exhibit "A." UTA and the City shall coordinate the implementation of the FTN Routes with the RTP.

(b) No service shall be funded using the City funds provided pursuant to this Agreement except as described and depicted in an addendum issued in accordance with this Agreement. For each year that money is appropriated by the City to fund the FTN Routes, the Parties shall execute an addendum that identifies the City-sponsored FTN Routes and describes the City's payment obligations (including the calculation of the Annual Service Mileage Cost as described in Section 5 of this Agreement). The Parties may, upon mutual agreement in writing, further modify the addendum from time-to-time as necessary to implement this Agreement.

4. **UTA'S OBLIGATIONS WITH RESPECT TO FTN ROUTES.**

(a) UTA shall continue to manage and operate the FTN Routes. UTA shall be solely responsible for operations, management, administration, and service delivery functions, including provision of vehicles, vehicle maintenance, insurance, and accounting for the FTN Routes. Except as specifically provided herein, the City shall have no responsibility for the operations and management of the FTN Routes. The City shall have no responsibility for, nor authority or control with respect to, the supervision and management of any employees, third-party consultants, or UTA agents of any kind.

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(b) UTA shall accommodate specially branded bus stop signs at all UTA sign post and shelter locations that are located along the FTN Routes. UTA shall cause the production and, installation of the specially branded bus stop signs. The design and cost responsibility for such specially branded bus stop signs shall be negotiated and memorialized in an addendum subsequently executed between UTA and the City.

(c) UTA's obligations with respect to the FTN Routes are subject to UTA's receipt of the City Funding (as defined by and as provided in Section 6 of this Agreement).

(d) Nothing in this Agreement prohibits UTA from using other (non-City) funding sources to provide services in addition to, or complementary with, the FTN Routes. As additional revenue sources that become available to fund the RTP during the term of this Agreement, UTA shall, in cooperation with the City and other regional stakeholders, work to program additional funding to coordinate with and enhance the FTN Routes and other Transit Improvements.

(e) UTA shall annually calculate an annual cost (the "Annual Service Mileage Cost") for the FTN Routes in accordance with Section 5 below.

5. **CALCULATION OF ANNUAL SERVICE MILEAGE COST.** The Annual Service Mileage Cost shall be calculated annually and memorialized in the addendum executed by the City and UTA for the applicable period.

(a) The Annual Service Mileage Cost shall be derived from UTA's then most recently reported total bus operating expenses (the "Total BOE Amount"), as published in the National Transit Database ("NTD"), and as adjusted by the following methodology.

(b) The reported Total BOE Amount will first be adjusted to: (i) deduct total fuel expenses allocated to bus operations in the NTD reporting year as identified in UTA's financial statements for such year or as certified by UTA's Comptroller; and (ii) add the capital maintenance expenses allocated to bus operations in the NTD reporting year as identified in UTA's financial statements for such year or as certified by UTA's Comptroller. The resulting amount (after applying the deduction in item (i) above and the addition in item (ii) above) shall then be escalated at a rate equal to two and two-tenths percent (2.2%), per year, from the NTD reporting year to the upcoming service year. The adjusted and escalated number will be known as the "Adjusted BOE Amount."

(c) The Adjusted BOE Amount shall then be divided by the total annual bus miles

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most recently reported in the NTD to determine an "Adjusted Per Mile BOE Rate."

(d) The Adjusted Per Mile BOE Rate includes administrative and overhead costs. The Adjusted Per Mile BOE Rate shall be discounted by twenty percent (20%) to reflect the administrative and overhead expenses that would be incurred by UTA regardless of the sponsored service. For the purposes of this Agreement, administrative and overhead expenses for bus operational support are listed in the table attached as Exhibit "B." Because the Parties are estimating the administrative and overhead expenses that are attributable to the City-sponsored service, the Parties agree to review the actual costs incurred by UTA every two years, and adjust the administrative discount based on any actual increases or decreases directly attributable to the City-sponsored service relative to the transit system as a whole. To facilitate the Parties' review, UTA agrees to provide a breakdown of bus administration, bus operational support, and administration for all modes agency-wide (and supporting information showing how the cost information is calculated into the reported NTD data) every year by September 30 of the year after the service is provided, in a reporting format substantially similar to the format attached as Exhibit "D." UTA further agrees to cooperate with the City in the review and provide further information in a timely manner if requested by the City.

(e) After application of the administrative and overhead discount set forth in Section 5(d), the Adjusted Per Mile BOE Rate shall be multiplied by the total sponsored revenue miles to arrive at the "Service Mileage Cost, Without Fuel or Paratransit Costs."

(f) A charge for paratransit service shall then be added. The charge for paratransit services shall be a sum equal to a fixed percentage of the Service Mileage Cost, Without Fuel or Paratransit Costs. The percentage factor applied to determine the paratransit service charge shall be determined by dividing the most recently reported NTD Annual Vehicle Revenue Service Hours for Demand Response services by the most recently reported NTD Annual Vehicle Revenue Service Hours for Bus, Commuter Bus and Light Rail transportation modes.

(g) The estimated fuel costs for the total sponsored revenue miles shall then be added to determine the "Annual Service Mileage Cost."

(h) The methodology for calculating the Annual Service Mileage Cost is set forth in Exhibit "C."

6. CITY OBLIGATIONS WITH RESPECT TO FTM ROUTES.

(a) The City shall contribute funding (the "City Funding") to UTA to support the

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operation of the FTN Routes. The City Funding shall consist of: (i) a mobilization charge (as applicable) to be set forth in the annual addendum, which mobilization charge shall reflect one-time costs to be incurred by UTA with respect to FTN Routes; (ii) capital lease charges for the new buses necessary to support the FTN Routes; (iii) the Annual Service Mileage Cost; and (iv) other costs, as may be agreed between the City and UTA. The total amount of City Funding during any year shall not exceed the amount set forth in the applicable addendum.

(b) All City Funding is subject to the annual appropriation by the City's legislative body. The City shall notify UTA of the appropriated funding for each upcoming year, as soon as such information is publicly available.

(c) The City shall have the right to construct new bus stops with respect to the FTN Routes. Any bus stops constructed by the City must comply with the siting requirements and minimum standards set forth in UTA's Bus Stop Master Plan. The City may include additional functional and artistic amenities with respect to the bus stops. However, any incremental maintenance costs associated with additional amenities will be: (i) determined through negotiation prior to the construction of the bus stops; and (ii) funded by the City pursuant to subsequent addenda through the remaining term of this Agreement.

7. **INVOICING AND PAYMENT.** UTA shall submit invoices for mobilization charges in accordance with each addendum. UTA shall submit invoices for the monthly capital lease charge for buses supporting the FTN routes thirty (30) days prior to the date that UTA is required to pay such monthly lease charges. UTA shall also submit monthly invoices to the City for Annual Service Mileage Cost in a monthly amount equal to one-twelfth (1/12) of the total Annual Service Mileage Cost. Monthly charges for each component of the City Funding may be combined on invoices, as appropriate. The City shall pay all approved invoices within thirty (30) days of receipt. If the City does not approve an invoice, a written explanation of disputed items will be sent within ten (10) business days of the City's receipt of the invoice. The City agrees not to withhold approval of any invoice amounts unreasonably, and further agrees to cooperate with UTA in good faith to resolve disputes concerning invoices in an expeditious manner. Undisputed amounts will be paid within thirty (30) days of receipt. Any undisputed amounts which are not paid within thirty (30) days of receipt shall accrue interest at a rate equal to the higher of two percent (2%) or the daily Public Treasurer's Investment Fund interest rate.

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8. **SIGNIFICANT CHANGES IN FUEL COSTS.** Fuel is included in the Annual Service Mileage Cost. As described in Section 5, the Annual Service Mileage Cost will be calculated by UTA, and paid by the City, based on UTA's budgeted fuel costs for the period covered by the applicable addendum. Except as provided below, the Annual Service Mileage Cost shall be based on budgeted, and not actual, fuel costs. Notwithstanding the foregoing, the Annual Service Mileage Cost shall be subject to a semi-annual "true-up" payment/credit in the event that the average daily fuel costs for any six-month period covered by an addendum varies from the budgeted cost by more than thirty percent (30%).

9. **ADDITIONAL TRANSIT IMPROVEMENTS.** The City and UTA may use this Agreement, and the addenda contemplated hereunder, to address commitments with respect to other elements of the Transit Improvements (beyond the FTN Routes), as mutually agreed.

10. **ALTERNATIVE SOURCES OF FUNDING.** Nothing in this Agreement shall prevent either Party from collecting contributions, fees, or other funding to help defray the cost of the Transit Improvements. UTA shall not be a party to the assessment or collection of such special contributions, fees, or funding and shall not receive any direct allocation of or credit for such special fees or contributions collected by the City. The City Funding and any additional funding provided by the City shall be used solely to supplement UTA funding of the Transit Improvements and will not be used to supplant any funding for the Baseline Service.

11. **RECORDS.** UTA will maintain full and complete financial records and detailed operations information regarding the FTN Routes and any other Transit Improvements funded by the City pursuant to this Agreement. City shall have access to all financial information regarding the FTN Routes upon request.

12. **PERFORMANCE ASSESSMENT.** The Transit Improvements performance will be monitored during the term of this Agreement based upon the metrics derived from the goals set forth in the Plan including, but not limited to, the following:

- (a) Improve Air Quality.
- (b) Increase Transit Ridership.
- (c) Provide a Safe and Comfortable Transit Access and Waiting Experience.
- (d) Provide Access and Opportunity to Vulnerable Populations.
- (e) Create Economically Vibrant, Livable Places the Support Use of Transit.

Representatives from the Parties shall meet regularly to exchange relevant information and

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discuss performance related issues.

13. **DISPUTE RESOLUTION.** The Parties will use the Plan as the basis for their goals and decisions, especially where there is a lack of consensus between the Parties. Where applicable, the Plan includes metrics that may provide objective, data-driven guidance in decision-making. Withdrawal from this Agreement should be a last resort following a good-faith effort toward resolution at both the project level.

14. **TERM.** The term of this Agreement is intended to run concurrently with the Plan, which has a 20-year horizon, and shall be deemed to have begun on the Effective Date and shall remain in effect until June 30, 2039, unless terminated earlier by either Party. If the Parties decide to continue to provide funding and service for some but not all of the Transit Improvements, this Agreement shall remain in effect only as to those routes specifically funded, as provided specifically in the exhibits.

15. **TERMINATION.** Either Party may terminate this Agreement on twelve (12) months written notice to the other Party, which enables appropriate changes in service to be made with the UTA change day process.

16. **STATUS OF PARTIES.**

(a) Independent Contractors. The Parties agree that the status of each Party shall be that of an independent contractor to the other, and it is not intended, nor shall it be construed, that one Party or any officer, employee, agent or contractor of such Party is an employee, officer, agent, or representative of the other Party. Nothing contained in the Agreement or documents incorporated by reference herein or otherwise creates any partnership, joint venture, or other association or relationship between UTA and the City. Any approval, review, inspection, direction or instruction by UTA or any party on behalf of UTA shall in no way affect either Party's independent contractor status or obligation to perform in accordance with this Agreement. Neither Party has authorization, express or implied, to bind the other to any agreements, liability, nor understanding except as expressly set forth in this Agreement.

(b) Insurance. As between the Parties, UTA shall be responsible for all applicable federal and state taxes and contributions for Social Security, unemployment insurance, income withholding tax, and other taxes measured by wages paid to employees, as well as any subcontractor or vendor. UTA shall be solely responsible for its own actions, its employees and agents.

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(c) Legal Advice. As independent parties, UTA and the City shall be responsible for each obtaining its own legal services/advice.

17. **GOVERNMENTAL IMMUNITY.** Each of the Parties is a governmental entity for purposes of the Governmental Immunity Act of Utah, Utah Code Ann. Section 63G, Chapter 7. Consistent with the terms of this Act, it is mutually agreed that each party is responsible and liable for its own wrongful or negligent acts which it commits or which are committed by its agents, officials, or employees. No party waives any defenses otherwise available under the Governmental Immunity Act.

18. **NO THIRD-PARTY BENEFICIARIES.** The Parties expressly agree that enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the Parties, and nothing contained in this Agreement shall give or allow any such claim or right of action by any other or third person on such Agreements, including but not limited to subcontractors, subconsultants, and suppliers. The Parties expressly intend that any person other than the Parties who receives services or benefits under this Agreement shall be deemed to be an incidental beneficiary only.

19. **FINANCIAL OBLIGATIONS SUBJECT TO APPROPRIATIONS.** This Agreement does not contain any multiple-fiscal year financial obligations by either party that extend beyond its current fiscal year, that are not subject to annual appropriation of sufficient funds by its governing body. Nothing herein obligates either Party to budget, authorize or appropriate funds for any future fiscal year.

20. **LEGAL AUTHORITY.** The City and UTA represent and warrant to each other that they have all necessary authority to enter into this Agreement and to perform their obligations hereunder and that this Agreement does not conflict with any other agreement that each Party is subject or to which it may be bound. The person signing and executing this Agreement on behalf of either Party represents that he/she has been fully authorized to execute this Agreement and to validly and legally bind a Party to all the terms, performances and provisions herein set forth.

21. **NO ASSIGNMENT.** Except as otherwise provided in the Agreement, neither party may assign the Agreement and/or any of its rights and obligations hereunder without the written consent of the other Party.

22. **WRITTEN AMENDMENTS.** This Agreement may be modified or amended

only by a written document duly executed by both Parties.

23. **NOTICES.** Correspondence regarding this Agreement shall be sent to:

If to UTA:

Utah Transit Authority
Attn:
669 West 200 South
Salt Lake City, Utah 84101

With a copy to:

Managing Attorney
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84101

If to City:

Department of Community and Neighborhoods
Transportation Division
349 South 200 East, Suite 450
P.O. Box 145502
Salt Lake City, Utah 84114-5502

With a copy to:

City Attorney's Office
451 South State Street, Rm 505A
Salt Lake City, Utah 84111

The addresses or contacts may be changed by the Parties by written notice.

24. **EXHIBITS.** The exhibits attached hereto and specifically incorporated herein by reference are as follows.

- (a) Exhibit "A" Typical Addendum Template
- (b) Exhibit "B" Table of Administrative Costs for Bus Operations
- (c) Exhibit "C" Methodology for Calculating Annual Service Mileage Cost
- (d) Exhibit "D" Form of Annual Administrative Cost Report

25. **ENTIRE AGREEMENT.** The terms and provisions of this Agreement, including but not limited to the Recitals above and the Exhibit(s) incorporated by reference herein, represent the entire understanding of the Parties with respect to the subject matter of this Agreement, and merge, incorporate and supersede all prior communications between the City and UTA concerning that subject. No representations or warranties are made by the City or UTA except as set forth herein.

26. **WAIVER AND BREACH.** The waiver of any breach of a term hereof shall not be construed as a waiver of any other term, or the same term upon a subsequent breach.

27. **GOVERNING LAW; VENUE.** Each and every term, provision, condition, of this Agreement is subject to the provisions of Utah law. This Agreement is subject to such modifications as may be required by changes in Utah or federal law, or their implementing

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regulations. Any such required modification shall automatically be incorporated into and be part of this Agreement on the effective date of such change as if fully set forth herein. Venue for any action arising hereunder shall be in the Salt Lake City District Courts for the State of Utah.

28. **SEVERABILITY.** The Parties expressly agree that if any part, term, or provision of this Agreement is by the courts held to be illegal or in conflict with any law of the State of Utah, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the Parties shall be construed and enforced as if the Agreement did not contain the particular part, term, or provision held to be invalid.

29. **COUNTERPARTS.** This Agreement shall be executed in two counterparts each of which when so executed and delivered shall be an original, but all of which shall together constitute one and the same instrument.

30. **INTERLOCAL ACT REQUIREMENTS.**

(a) This Agreement shall be approved by each party pursuant to §11-13-202.5 of the Interlocal Act;

(b) This Agreement shall be reviewed as to proper form and compliance with applicable law by a duly authorized attorney on behalf of each party, pursuant to §11-13-202.5 of the Interlocal Act;

(c) A duly executed original counterpart of this Agreement shall be filed with the keeper of records of each party, pursuant to §11-13-209 of the Interlocal Act;

(d) Except as otherwise specifically provided herein, each party shall be responsible for its own costs of any action done pursuant to this Agreement, and for any financing of such costs.

(e) No separate legal entity is created by the terms of this Agreement. To the extent that this Agreement requires administration other than as set forth herein, it shall be administered by the UTA Board of Trustees and Salt Lake City. No real or personal property shall be acquired jointly by the Parties as a result of this Agreement. To the extent that a party acquires, holds, or disposes of any real or personal property for use in the joint or cooperative undertaking contemplated by this Agreement, such party shall do so in the same manner that it deals with other property of such party.

(f) Either party may withdraw from the joint or cooperative undertaking described

sal

in this Agreement only upon the termination of this Agreement.

(g) Voting of each Party shall be based on one vote per Party.

(h) The functions to be performed by the joint or cooperative undertaking are those described in this Agreement.

[THE BALANCE OF THIS PAGE IS INTENTIONALLY LEFT BLANK.]

WHEREFORE, the Parties have entered into this Agreement as of the date executed and approved by each of the Party's governing body.

CITY:

APP

SALT LAKE CITY CORPORATION,
a Utah municipal corporation

By: Jacilee Bishop
Its: Mayor

APPROVED AS TO FORM:
Salt Lake City Attorney's Office

By: [Signature]
Senior City Attorney

Date: 3/11/19



ATTEST & COUNTERSIGN:
Salt Lake City Recorder's Office

By: Kory Solow
Assistant City Recorder

RECORDED
MAR 13 2019
CITY RECORDER


UTA:

UTAH TRANSIT AUTHORITY, a Utah
public transit district organized under the laws

By: [Signature]
Its: Chief Communications & Marketing Officer

By: [Signature]
Its: Interim Executive Director

APPROVED AS TO FORM:
UTA Legal Counsel

By:  _____

Date signed: 3-1-2019



Exhibit A
Typical Addendum Template

ANNUAL ADDENDUM No. ____
To Interlocal Agreement Between Utah Transit Authority
and Salt Lake City Corporation

THIS ANNUAL ADDENDUM No. ____ to that certain Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement ("ILA") is made this ____ day of _____, 20__, by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah ("UTA"), and Salt Lake City Corporation, a Utah municipal corporation ("City"). UTA, and City are hereinafter collectively referred to as "Parties" and each may be referred to individually as "Party," all as governed by the context in which such words are used.

RECITALS

A. On _____, 2018, the Parties entered into the ILA, whereby the parties agreed to participate jointly in planning and funding for public transportation improvements in and around the City; and

B. The Parties desire to specifically identify certain components of the Salt Lake City Transit Master Plan to be governed by this Addendum No. ___, pursuant to the terms of the ILA (the "Addendum No. __").

NOW, THEREFORE, the Parties hereby agree as follows:

1. Pursuant to Section 22 of the ILA written changes may be made to the ILA upon the mutual consent of the Parties.

2. Pursuant to Section 3 of the ILA, the City, in cooperation with UTA, identified as the City-sponsored frequent transit network routes ("**FTN Routes**") to be provided by UTA from change day of August of 20__ until change day of August 20__.

3. The description of Transit Services for the Addendum No. ____ is set forth and outlined on Attachment 1, attached hereto and by this reference made a part hereof.

4. The description of the Baseline Services is set forth as outlined in Attachment 2.

5. The calculation of the cost per service mile of the City-sponsored FTN Routes and detailed description thereof is outlined in Attachment 3.

6. This Addendum No. ____ may be executed in one or more counterparts, each of which shall be an original, with the same effect as if the signatures were upon the same instrument.

7. This Addendum is limited to the terms expressly provided herein and except as set forth herein, the Original Agreement shall continue in full force and effect in accordance with its terms. If there is a conflict between this Addendum and the ILA, the terms of this Addendum shall prevail and control.

8. This Addendum No. ____ will be effective _____, 20__.

IN WITNESS WHEREOF, the Parties have entered into this Addendum effective the date first set forth herein.

[Signature pages to follow]

[Signature pages to Addendum No. ____ to Salt Lake City Corporation and Utah Transit Authority
Transit Master Plan Implementation Interlocal Agreement]

UTAH TRANSIT AUTHORITY

By _____
Its _____

By _____
Its _____

Approved as to Form

UTA Legal Counsel

[Signature pages to Addendum No. ____ to Salt Lake City Corporation and Utah Transit Authority
Transit Master Plan Implementation Interlocal Agreement]

SALT LAKE CITY CORPORATION

By _____
Its _____

APPROVED AS TO FORM:
Salt Lake City Attorney's Office

By: _____

Senior City Attorney

Date: _____

ATTEST & COUNTERSIGN:
Salt Lake City Recorder's Office

By: _____

City Recorder

[Attach Salt Lake City Council Resolution Approving Addendum]

ATTACHMENT 1
Description of Transit Services
For This Addendum No. __

ATTACHMENT 2
Description of Baseline Services
For This Addendum No. __

ATTACHMENT 3
Funding for Transit Services
For This Addendum No. _____

ATTACHMENT 4
Funding for Transit Services
For This Addendum No. __

Exhibit B
Table of Administrative Costs for Bus Operations

Motor Bus (less FLEX) NTD Administration Cost Centers

2017

Cost Category	Ops Support	Administration
ACCOUNTING		737,110.99
APPLICATION DEVELOPMENT		1,246,608.34
ASSET MANAGEMENT	11,264.45	
BOARD COORDINATION		153,595.51
CHIEF COMMUNICATIONS OFFICER		396,216.78
CHIEF FINANCIAL OFFICER		279,921.65
CHIEF PEOPLE OFFICER		160,487.28
CHIEF TECHNOLOGY OFFICER		399,622.16
CIVIL RIGHTS		204,762.33
CORPORATE & BOARD SUPPORT		129,367.41
CORPORATE SUPPORT		399,282.54
CUSTOMER SERVICE	1,395,613.69	
DATA QUALITY & RIDERSHIP		147,378.30
FACILITIES	6,854,609.52	
FARE STRATEGY & OPERATIONS		417,903.87
FED FUNDS		8.31
FINANCIAL SERVICES		416,364.11
GENERAL COUNSEL		1,396,792.90
GENERAL MANAGER		793,591.89
HUMAN SERVICES		1,288,482.41
INTERNAL AUDIT		206,113.25
MAJOR INVESTMENT STUDIES		5,220.01
MAJOR PROGRAM DEVELOPMENT		1,490,541.69
MATERIALS	204,000.39	
NETWORK SUPPORT		1,892,080.72
ORGANIZATIONAL EFFECTIVENESS		817,445.48
PLANNING & PROGRAMMING		887,711.67
PRODUCT DEVELOPMENT & SALES		295,611.85
PUBLIC RELATIONS & MARKETING		1,433,703.71
PURCHASING & CONTRACTS		583,080.28
QUALITY ASSURANCE		64,370.02
QUALITY ASSURANCE & STATS		47,640.82
REAL ESTATE		479,169.27
RIDESHARE/VANPOOL		9,541.73
RISK MANAGEMENT		641,489.42
RIVERSIDE PARATRANSIT OPERATIONS	96,116.71	
SAFETY	1,092,196.86	
SALT LAKE INTERMODAL EXPENSES		828.28
SECURITY	3,646,238.62	
STRATEGIC THINK TANK		150,365.08
SUPPLY CHAIN ADMIN		161,775.98
TECHNOLOGY DEPLOYMENT	326,861.77	
TECHNOLOGY DEVELOPMENT		31,237.84
TECHNOLOGY SUPPORT	567,448.40	
TECHNOLOGY SUPPORT FACILITY	284,603.96	
TELECOMMUNICATIONS		257,649.57
TRAINING	485,898.48	
TRANSIT COMMUNICATION CENTER	411,902.61	
TRANSIT ORIENTED DEVELOPMENT		154,744.51
VEHICLE DISPOSAL	7,336.37	
VP OPERATIONS AND CAPITAL		281,382.32
WAREHOUSING	1,381,380.90	
WORKFORCE SYSTEMS	335,183.27	
973 (grant)		(44,218.95)
9075 (grant)		(30,705.90)
100-15 (grant)		1,056.49
Grand Total	17,100,656.00	18,385,331.92

Notes: Highlighted categories are bus operational support costs. Base year is defined as the year of the most current NTD data.

Exhibit C
Methodology for Calculating Annual Service Mileage Cost

Urbanized Area Statistics - 2010 Census

Salt Lake City-West Valley City, UT	364,859,219 Annual Passenger Miles (PMT)
278 Square Miles	45,078,919 Annual Unlinked Trips (UTP)
1,021,243 Population	155,437 Average Weekly Unlinked Trips
42 Pop. Rank out of 498 UZAs	78,690 Average Saturday Unlinked Trips
Other UZAs Served	29,651 Average Sunday Unlinked Trips
77 Ogden-Cayton, UT, 82 Provo-Orem, UT, 0 Utah Non-UZA	

General Information

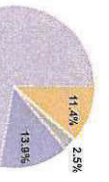
Database Information

NTDID: 80001
Report Type: Full Report

Sources of Operating Funds Expended

Fare Revenues	\$52,159,202	13.9%
State Funds	\$0	0.0%
Local Funds	\$270,847,394	72.3%
Federal Assistance	\$42,532,677	11.4%
Other Funds	\$8,195,344	2.5%
Total Operating Funds Expended	\$374,734,617	100.0%

Operating Funding Sources



Service Area Statistics

737 Square Miles
1,833,504 Population

Service Supplied

38,713,261 Annual Vehicle Revenue Miles (VRM)
2,110,811 Annual Vehicle Revenue Hours (VRH)
1,086 Vehicles Operated in Maximum Service (VMS)
1,387 Vehicles Available for Maximum Service (VAMS)

Modal Characteristics

Modal Overview

Mode	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guidelines	Facilities and Stations	Other	Total
Commuter Bus	43	-	\$0	\$84,027	\$31,594	\$20,165	\$235,786
Commuter Rail	45	-	\$475,980	\$13,278,303	\$774,363	\$632,623	\$15,161,569
Demand Response	65	-	\$4,267,430	\$923,304	\$1,103,367	\$823,466	\$6,917,367
Light Rail	91	-	\$7,756,217	\$6,381,160	\$737,392	\$5,671,687	\$15,671,687
Bus	388	6	\$27,549,172	\$1,740,877	\$3,563,409	\$1,925,594	\$34,780,152
Vanpool	405	-	\$1,365,433	\$162,618	\$5,244	\$28,622	\$1,559,917
Total	1,037	49	\$41,414,332	\$22,570,388	\$6,215,869	\$4,25,888	\$74,326,478

Vehicles Operated in Maximum Service

Mode	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guidelines	Facilities and Stations	Other	Total
Commuter Bus	43	-	\$0	\$84,027	\$31,594	\$20,165	\$235,786
Commuter Rail	45	-	\$475,980	\$13,278,303	\$774,363	\$632,623	\$15,161,569
Demand Response	65	-	\$4,267,430	\$923,304	\$1,103,367	\$823,466	\$6,917,367
Light Rail	91	-	\$7,756,217	\$6,381,160	\$737,392	\$5,671,687	\$15,671,687
Bus	388	6	\$27,549,172	\$1,740,877	\$3,563,409	\$1,925,594	\$34,780,152
Vanpool	405	-	\$1,365,433	\$162,618	\$5,244	\$28,622	\$1,559,917
Total	1,037	49	\$41,414,332	\$22,570,388	\$6,215,869	\$4,25,888	\$74,326,478

Operational Characteristics

Mode	Operating Expenses	Fare Revenues	Capital Funds	Passenger Miles	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Spare Vehicles	Percent Fleet Age in Years*
Commuter Bus	\$7,749,445	\$501,682	\$235,786	12,565,005	553,595	1,017,334	0.0	63	43	31.8%	12.1
Commuter Rail	\$34,438,729	\$7,212,605	\$15,161,569	4,230,643	4,854,089	2,727,127	174.5	69	45	34.8%	15.9
Demand Response	\$17,851,347	\$591,545	\$6,917,367	92,586,564	386,977	6,732,768	0.0	142	91	23.9%	3.6
Light Rail	\$64,680,283	\$17,863,710	\$16,671,687	18,823,978	16,437,069	1,216,770	93.9	114	91	20.2%	10.4
Bus	\$129,545,459	\$21,155,730	\$34,780,152	86,462,342	19,196,280	6,449,439	2.1	511	394	22.9%	8.0
Vanpool	\$3,469,358	\$4,728,930	\$1,559,917	46,756,678	6,449,439	1,767,776	0.0	488	405	17.0%	5.4
Total	\$257,734,621	\$52,159,202	\$74,326,478	364,859,219	45,078,919	38,713,261	270.5	1,387	1,086	21.7%	21.4

Performance Measures

Mode	Operating Expenses per Vehicle	Fare Revenues per Vehicle	Capital Funds per Vehicle	Passenger Miles per Vehicle	Annual Vehicle Revenue Miles per Vehicle	Annual Vehicle Revenue Hours per Vehicle	Fixed Guideway Directional Route Miles per Vehicle	Vehicles Available for Maximum Service per Vehicle	Vehicles Operated in Maximum Service per Vehicle	Spare Vehicles per Vehicle	Percent Fleet Age in Years*
Commuter Bus	\$7.62	\$0.62	\$0.28	\$14.00	\$7.09	\$46.13	0.5	0.9	0.5	0.1	31.4
Commuter Rail	\$6.44	\$1.06	\$1.06	\$180.35	\$106.47	\$2.74	0.2	1.2	0.2	1.2	52.5
Demand Response	\$9.61	\$0.54	\$0.54	\$19.63	\$122.10	\$0.71	1.2	0.2	0.2	0.2	15.8
Light Rail	\$7.88	\$0.54	\$0.54	\$19.63	\$122.10	\$0.71	1.2	0.2	0.2	0.2	7.2
Bus	\$0.54	\$0.54	\$0.54	\$19.63	\$122.10	\$0.71	1.2	0.2	0.2	0.2	21.4
Vanpool	\$5.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	21.4
Total	\$5.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	21.4

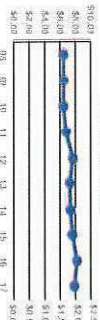
Service Efficiency

Mode	Operating Expenses per Vehicle	Fare Revenues per Vehicle	Capital Funds per Vehicle	Passenger Miles per Vehicle	Annual Vehicle Revenue Miles per Vehicle	Annual Vehicle Revenue Hours per Vehicle	Fixed Guideway Directional Route Miles per Vehicle	Vehicles Available for Maximum Service per Vehicle	Vehicles Operated in Maximum Service per Vehicle	Spare Vehicles per Vehicle	Percent Fleet Age in Years*
Commuter Bus	\$7.62	\$0.62	\$0.28	\$14.00	\$7.09	\$46.13	0.5	0.9	0.5	0.1	31.4
Commuter Rail	\$6.44	\$1.06	\$1.06	\$180.35	\$106.47	\$2.74	0.2	1.2	0.2	1.2	52.5
Demand Response	\$9.61	\$0.54	\$0.54	\$19.63	\$122.10	\$0.71	1.2	0.2	0.2	0.2	15.8
Light Rail	\$7.88	\$0.54	\$0.54	\$19.63	\$122.10	\$0.71	1.2	0.2	0.2	0.2	7.2
Bus	\$0.54	\$0.54	\$0.54	\$19.63	\$122.10	\$0.71	1.2	0.2	0.2	0.2	21.4
Vanpool	\$5.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	21.4
Total	\$5.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	21.4

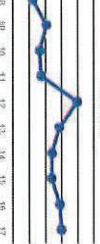
Service Effectiveness

Mode	Operating Expenses per Vehicle	Fare Revenues per Vehicle	Capital Funds per Vehicle	Passenger Miles per Vehicle	Annual Vehicle Revenue Miles per Vehicle	Annual Vehicle Revenue Hours per Vehicle	Fixed Guideway Directional Route Miles per Vehicle	Vehicles Available for Maximum Service per Vehicle	Vehicles Operated in Maximum Service per Vehicle	Spare Vehicles per Vehicle	Percent Fleet Age in Years*
Commuter Bus	\$7.62	\$0.62	\$0.28	\$14.00	\$7.09	\$46.13	0.5	0.9	0.5	0.1	31.4
Commuter Rail	\$6.44	\$1.06	\$1.06	\$180.35	\$106.47	\$2.74	0.2	1.2	0.2	1.2	52.5
Demand Response	\$9.61	\$0.54	\$0.54	\$19.63	\$122.10	\$0.71	1.2	0.2	0.2	0.2	15.8
Light Rail	\$7.88	\$0.54	\$0.54	\$19.63	\$122.10	\$0.71	1.2	0.2	0.2	0.2	7.2
Bus	\$0.54	\$0.54	\$0.54	\$19.63	\$122.10	\$0.71	1.2	0.2	0.2	0.2	21.4
Vanpool	\$5.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	21.4
Total	\$5.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	\$0.66	21.4

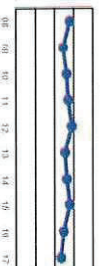
Operating Expense per Vehicle



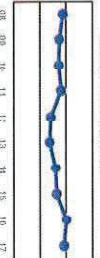
Operating Expense per Passenger



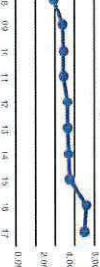
Unlinked Passenger Trip per Vehicle



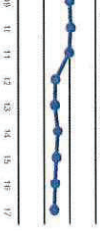
Operating Expense per Vehicle



Operating Expense per Passenger



Unlinked Passenger Trip per Vehicle



Notes:
Demand Response - Tax (CT) and non-dedicated fleets do not report fleet age data.

EXAMPLE AGENCY PROFILE

Source: <https://www.transit.dot.gov/ntd/transit-agency-profiles>

Utah Transit Authority
Operating Cost per Mile by Mode

Sources:

20__ Federal Transit Administration's National Transit Database (NTD), *Agency Profile*, <https://www.transit.dot.gov/ntd/transit-agency-profiles>
 20__ Utah Transit Authority Comprehensive Annual Financial Report (CAFR), <http://www.rideuta.com/About-UTA/UTA-Reports-and-Documents>

20__

2017 NTD Operating Expenses by Mode	Less Fuel Costs (Diesel, CNG and Gasoline)	Add Capital Maintenance	Debr: Service	Depreciation	Total Costs	Annual Vehicle Revenue Miles	Cost Per Vehicle	
							Revenue Mile Without Fuel	excluing Vehicle Depreciation
Bus Service	\$ -	\$ -	\$ -	\$ -	\$ -	-	#DIV/0!	Bus Service
Commuter Bus	\$ -	\$ -	\$ -	\$ -	\$ -	-	#DIV/0!	Commuter Bus
Commuter Rail	\$ -	\$ -	\$ -	\$ -	\$ -	-	#DIV/0!	Commuter Rail
Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	-	#DIV/0!	Light Rail
Paratransit Service	\$ -	\$ -	\$ -	\$ -	\$ -	-	#DIV/0!	Paratransit: Service
Other Service	\$ -	\$ -	\$ -	\$ -	\$ -	-	#DIV/0!	Other Service
NTD Totals	\$ -	\$ -	\$ -	\$ -	\$ -	-	#DIV/0!	

Fuel Costs

NTD Plus Fuel

CAFR plus \$0.00 (Capital Maintenance)

Difference

\$ -	-
\$ -	-
\$ -	-
\$ -	-

SPONSORED SERVICE PARATRANSIT COST - Salt Lake City Transit Master Plan

-	Commuter Bus Vehicle Revenue Hours (Most recent NTD)
-	Light Rail Vehicle Revenue Hours (Most recent NTD)
-	Bus Vehicle Revenue Hours (Most recent NTD)
-	Total Vehicle Revenue Hours for Bus, Commuter Bus, and LRT
-	Total Demand Response Vehicle Revenue Hours (Most recent NTD)
#DIV/0!	Demand Response Percentage of Total Vehicle Revenue Hours

SPONSORED SERVICE COST CALCULATOR - SLC TMP Implementation

VARIABLE VALUES		SPONSORED SERVICE COST	
	Most recent NTD Cost per Revenue Mile, Bus Service (1)	\$	-
	Annual escalator rate (2)		
	Number of Years since NTD report	\$	-
	Administrative Discount (3)	\$	-
	Sponsored Revenue Miles: 200 South, 900 South and 2100 South	\$	-
	Sponsored Paratransit Service rate (3)	\$	-
	Fuel Cost per Gallon (Service Year Budgeted Cost)	\$	-
	Fuel Efficiency, Miles per Gallon (adjust per vehicle type)	\$	-
	Sponsored Vehicle Lease Costs		
	Sponsored Vehicles		
		#DIV/0!	Total Fuel Cost
		\$	-
		\$	-
		#DIV/0!	TOTAL

(1) NTD Cost per Revenue Mile has been adjusted to exclude fuel expense but does include approximately 2% for capital maintenance (e.g. engine replacement, etc).

(1) NTD Cost per Revenue Mile has been adjusted to exclude fuel expense but does include approximately 2% for capital maintenance (e.g. engine replacement, etc).

(2) The annual escalator is a calculated average of the FCE CPI over a twenty year period.

(3) Paratransit Service rate is equal to the percentage of the most recent NTD reported total demand response vehicle revenue hours as compared to total vehicle revenue hours for Bus, Commuter Bus and Light Rail.

Exhibit D
Form of Annual Administrative Cost Report

Cost Category	2015				2016				2017			
	Motor Bus (less FLEX)		All Modes (including Flex)		Motor Bus (less FLEX)		All Modes (including Flex)		Motor Bus (less FLEX)		All Modes (including Flex)	
	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration
ACCOUNTING		577,081.27		1,164,328.01		666,909.32		1,314,805.28		737,110.99		1,419,810.26
APPLICATION DEVELOPMENT		1,030,426.48		2,079,004.26		1,183,030.39		2,332,332.99		1,246,608.34		2,401,195.12
ASSET MANAGEMENT									11,264.45		821,606.00	
BOARD COORDINATION		62,699.67		166,856.12		86,773.69		171,073.50		153,595.51		295,852.88
CHIEF COMMUNICATIONS OFFICER		186,786.52		376,861.35		201,183.01		396,630.37		396,216.78		753,185.52
CHIEF FINANCIAL OFFICER		233,436.31		470,984.68		237,494.53		468,218.17		279,921.65		535,763.18
CHIEF PEOPLE OFFICER		182,461.62		368,131.37		103,309.10		203,672.90		160,487.28		339,127.79
CHIEF TECHNOLOGY OFFICER		141,536.56		285,566.33		138,539.79		273,090.42		399,622.16		757,399.37
CIVIL RIGHTS		147,136.38		296,864.62		153,964.53		303,539.59		204,762.33		394,409.80
CORPORATE & BOARD SUPPORT		669,348.50		1,350,481.79		477,947.25		941,968.39		528,649.95		1,018,276.26
CUSTOMER SERVICE	1,071,519.44		2,161,914.06						1,395,613.69		2,688,206.62	
DATA QUALITY & RIDE SHIP										147,378.30		413,730.76
FACILITIES	6,064,326.54		12,235,478.22		6,698,321.39		13,205,675.97		6,854,609.52		13,203,228.63	
FARE STRATEGY & OPERATIONS	357,889.94		722,084.24		390,610.36		770,084.56		417,903.87		804,959.10	
FED FUNDS										8.31		
FINANCIAL SERVICES		363,784.58		733,971.34		391,850.85		772,530.17		416,364.11		831,993.25
GENERAL COUNSEL		1,180,592.01		2,381,980.54		1,271,454.65		2,506,660.57		1,396,792.90		2,690,477.58
GENERAL MANAGER		1,357,450.51		2,819,517.58		1,087,954.38		2,144,891.56		793,591.89		1,538,602.77
HUMAN SERVICES		1,049,176.55		2,116,834.72		1,149,286.11		2,265,806.48		1,288,482.41		2,431,852.22
INTERNAL AUDIT		152,678.45		308,046.40		187,564.37		369,781.35		206,113.25		337,011.73
MAJOR PROGRAM DEVELOPMENT		1,173,627.69		2,367,929.22		1,598,408.03		3,151,246.00		1,495,761.70		1,942,151.31
MATERIALS	174,665.82		352,408.44		178,748.97		352,401.86		204,000.39		392,941.97	
NETWORK SUPPORT		1,546,281.03		3,119,800.26		1,676,987.06		3,306,163.81		1,892,080.72		3,644,492.70
ORGANIZATIONAL EFFECTIVENESS		467,582.39		943,401.39		500,311.15		986,358.60		817,445.48		2,135,345.52
PLANNING & PROGRAMMING		746,397.15		1,505,942.36		649,456.68		1,280,358.14		887,711.67		1,799,894.65
PRODUCT DEVELOPMENT & SALES				637,281.36				628,336.07		295,611.85		559,402.37
PUBLIC RELATIONS & MARKETING		1,419,355.83		2,863,714.20		1,204,454.31		2,374,570.05		1,433,703.71		2,751,574.94
PURCHASING & CONTRACTS		500,184.57		1,009,180.05		528,276.42		1,041,491.87		583,080.28		1,113,119.00
RADIO CONTROL	833,131.42		1,274,134.71		911,887.54		1,363,883.37					
QUALITY ASSURANCE												
QUALITY ASSURANCE & STATS												
REAL ESTATE		294,302.97		593,790.18		643,445.15		1,268,545.90		64,370.02		197,775.48
RIDESHAIR/VANPOOL				188,001.73				2,796,086.27		47,640.82		91,764.92
RISK MANAGEMENT		1,334,281.29		2,592,066.40		1,782,278.96		3,513,745.76		479,169.27		912,967.45
RIVERSIDE PARATRANSIT OPERATIONS				12,617,151.02				13,280,748.59		9,541.73		2,982,175.05
SAFETY	724,357.15		1,461,474.09		970,522.13		1,913,375.02		96,116.71		641,489.42	
SALT LAKE INTERMODAL EXPENSES				81,151.28								13,993,787.71
SECURITY	3,070,181.92		6,134,446.11		3,146,372.71		6,203,042.45		828.28		2,103,770.43	
STRATEGIC THINK TANK		149,609.50		301,854.42		164,105.49		323,532.38				98,086.37
SUPPLY CHAIN ADMIN		115,212.20		232,451.90		131,738.04		259,720.27		150,365.08		289,630.58
TECHNOLOGY DEPLOYMENT	148,216.61		299,044.10		194,037.77		382,543.60		326,861.77		629,595.41	
TECHNOLOGY DEVELOPMENT		888,909.92		1,793,478.28		1,052,346.88		2,074,691.71		31,237.84		59,619.78
TECHNOLOGY SUPPORT	220,720.32		445,328.70		265,264.18		522,965.78		567,448.40		2,101,819.07	
TECHNOLOGY SUPPORT FACILITY	425,164.45		857,818.32				974,013.82		284,503.96		999,665.93	
TELECOMMUNICATIONS		481,086.36		970,647.22				1,067,755.90		257,649.57		1,221,818.55
TRANSIT COMMUNICATION CENTER									411,302.61		1,463,666.14	
TRANSIT ORIENTED DEVELOPMENT		435,877.06		879,432.24		142,805.75		281,540.15		154,744.51		311,306.05
TRAINING	683,882.11		1,339,458.73				1,986,983.77		485,898.28		1,812,748.77	
VEHICLE DISPOSAL										7,336.37		14,131.00
VP OPERATIONS AND CAPITAL										281,382.32		545,579.00
WAREHOUSING	507,666.93		1,024,276.58		1,019,706.04		2,010,340.62		1,381,380.90		2,660,791.67	
WORKFORCE SYSTEMS	466,000.16		940,209.06		702,725.51		1,385,417.35		335,183.27		675,667.63	
973 (grant)										(44,218.95)		
9075 (grant)										(30,705.90)		
100-15 (grant)										1,056.49		
Grand Total	14,727,722.82	16,947,303.42	29,307,975.36	47,716,730.62	15,647,610.41	17,411,835.87	33,376,216.39	52,181,107.64	17,415,106.79	18,070,881.13	37,376,825.96	52,457,626.11

Notes: Highlighted categories are bus operational support costs. Fare Ops to be excluded when fares generated are retained by UTA. Base year is defined as the year of the most current NTID data.

Cost Category	NTD Administration					
	2018		2019		2020	
	Motor Bus (less FLEX)	All Modes (including Flex)	Motor Bus (less FLEX)	All Modes (including Flex)	Motor Bus (less FLEX)	All Modes (including Flex)
	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration
ACCOUNTING						
APPLICATION DEVELOPMENT						
ASSET MANAGEMENT						
BOARD COORDINATION						
CHIEF COMMUNICATIONS OFFICER						
CHIEF FINANCIAL OFFICER						
CHIEF PEOPLE OFFICER						
CHIEF TECHNOLOGY OFFICER						
CIVIL RIGHTS						
CORPORATE & BOARD SUPPORT						
CUSTOMER SERVICE						
DATA QUALITY & MODERSHIP						
FACILITIES						
FARE STRATEGY & OPERATIONS						
FED FUNDS						
FINANCIAL SERVICES						
GENERAL COUNSEL						
GENERAL MANAGER						
HUMAN SERVICES						
INTERNAL AUDIT						
MAJOR PROGRAM DEVELOPMENT						
MATERIALS						
NETWORK SUPPORT						
ORGANIZATIONAL EFFECTIVENESS						
PLANNING & PROGRAMMING						
PRODUCT DEVELOPMENT & SALES						
PUBLIC RELATIONS & MARKETING						
PURCHASING & CONTRACTS						
RADIO CONTROL						
QUALITY ASSURANCE						
QUALITY ASSURANCE & STATS						
REAL ESTATE						
RIDESHARE/VANPOOL						
RISK MANAGEMENT						
RIVERSIDE PARATRANSIT OPERATIONS						
SAFETY						
SALT LAKE INTERMODAL EXPENSES						
SECURITY						
STRATEGIC THINK TANK						
SUPPLY CHAIN ADMIN						
TECHNOLOGY DEPLOYMENT						
TECHNOLOGY DEVELOPMENT						
TECHNOLOGY SUPPORT						
TECHNOLOGY SUPPORT FACILITY						
TELECOMMUNICATIONS						
TRANSIT COMMUNICATION CENTER						
TRANSIT ORIENTED DEVELOPMENT						
TRAINING						
VEHICLE DISPOSAL						
VEHICLE OPERATIONS AND CAPITAL						
WAREHOUSING						
WORKFORCE SYSTEMS						
975 (grant)						
9075 (grant)						
100-15 (grant)						
Grand Total						

Notes: Highlighted categories are bus operations

ion Cost Centers

Cost Category	2021				2022				2023			
	Motor Bus (less FLEX)		All Modes (including Flex)		Motor Bus (less FLEX)		All Modes (including Flex)		Motor Bus (less FLEX)		All Modes (including Flex)	
	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration
ACCOUNTING												
APPLICATION DEVELOPMENT												
ASSET MANAGEMENT												
BOARD COORDINATION												
CHIEF COMMUNICATIONS OFFICER												
CHIEF FINANCIAL OFFICER												
CHIEF PEOPLE OFFICER												
CHIEF TECHNOLOGY OFFICER												
CIVIL RIGHTS												
CORPORATE & BOARD SUPPORT												
CUSTOMER SERVICE												
DATA QUALITY & HIDERSHIP												
FACILITIES												
FARE STRATEGY & OPERATIONS												
FED FUNDS												
FINANCIAL SERVICES												
GENERAL COUNSEL												
GENERAL MANAGER												
HUMAN SERVICES												
INTERNAL AUDIT												
MAJOR PROGRAM DEVELOPMENT												
MATERIALS												
NETWORK SUPPORT												
ORGANIZATIONAL EFFECTIVENESS												
PLANNING & PROGRAMMING												
PRODUCT DEVELOPMENT & SALES												
PUBLIC RELATIONS & MARKETING												
PURCHASING & CONTRACTS												
RADIO CONTROL												
QUALITY ASSURANCE												
QUALITY ASSURANCE & STATS												
REAL ESTATE												
RIDESHARE/VANPOOL												
RISK MANAGEMENT												
RIVERSIDE PARATRANSIT OPERATIONS												
SAFETY												
SALT LAKE INTERMODAL EXPENSES												
SECURITY												
STRATEGIC THINK TANK												
SUPPLY CHAIN ADMIN												
TECHNOLOGY DEPLOYMENT												
TECHNOLOGY DEVELOPMENT												
TECHNOLOGY SUPPORT												
TECHNOLOGY SUPPORT FACILITY												
TELECOMMUNICATIONS												
TRANSIT COMMUNICATION CENTER												
TRANSIT ORIENTED DEVELOPMENT												
TRAINING												
VEHICLE DISPOSAL												
VP OPERATIONS AND CAPITAL												
WAREHOUSING												
WORKFORCE SYSTEMS												
973 (grant)												
9075 (grant)												
100-15 (grant)												
Grand Total												

Notes: Highlighted categories are bus operation

Cost Category	2024				2025				2026			
	Motor Bus (less FLEX)		All Modes (including Flex)		Motor Bus (less FLEX)		All Modes (including Flex)		Motor Bus (less FLEX)		All Modes (including Flex)	
	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration	Ops Support	Administration
ACCOUNTING												
APPLICATION DEVELOPMENT												
ASSET MANAGEMENT												
BOARD COORDINATION												
CHIEF COMMUNICATIONS OFFICER												
CHIEF FINANCIAL OFFICER												
CHIEF PEOPLE OFFICER												
CHIEF TECHNOLOGY OFFICER												
CIVIL RIGHTS												
CORPORATE & BOARD SUPPORT												
CUSTOMER SERVICE												
DATA QUALITY & RIDERSHIP												
FACILITIES												
FARE STRATEGY & OPERATIONS												
FED FUNDS												
FINANCIAL SERVICES												
GENERAL COUNSEL												
GENERAL MANAGER												
HUMAN SERVICES												
INTERNAL AUDIT												
MAJOR PROGRAM DEVELOPMENT												
MATERIALS												
NETWORK SUPPORT												
ORGANIZATIONAL EFFECTIVENESS												
PLANNING & PROGRAMMING												
PRODUCT DEVELOPMENT & SALES												
PUBLIC RELATIONS & MARKETING												
PURCHASING & CONTRACTS												
RADIO CONTROL												
QUALITY ASSURANCE												
QUALITY ASSURANCE & STATS												
REAL ESTATE												
RIDESHARE/VANPOOL												
RISK MANAGEMENT												
RIVERSIDE PARATRANSIT OPERATIONS												
SAFETY												
SALT LAKE INTERMODAL EXPENSES												
SECURITY												
STRATEGIC THINK TANK												
SUPPLY CHAIN ADMIN												
TECHNOLOGY DEPLOYMENT												
TECHNOLOGY DEVELOPMENT												
TECHNOLOGY SUPPORT												
TECHNOLOGY SUPPORT FACILITY												
TELECOMMUNICATIONS												
TRANSIT COMMUNICATION CENTER												
TRANSIT ORIENTED DEVELOPMENT												
TRAINING												
VEHICLE DISPOSAL												
VEHICLE OPERATIONS AND CAPITAL												
WAREHOUSING												
WORKFORCE SYSTEMS												
973 (grant)												
9075 (grant)												
10--15 (grant)												
Grand Total												

Notes: Highlighted categories are bus operations

EXHIBIT 3

**Amendment No. 1 to Addendum No. 3
To Salt Lake City Corporation and Utah Transit Authority
Transit Master Plan Interlocal Agreement**

This Amendment No. 1 (Amendment) to that certain Addendum No. 3 to the Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement (“ILA”) is made this ____ day of June 2022, by and between Utah Transit Authority, a public transit district organized under the laws of the State of Utah (“UTA”) and Salt Lake City Corporation, a Utah municipal corporation (“City”). UTA and City are hereinafter collectively referred to as “Parties” and each may be referred to individually as “Party”.

Whereas on March 6, 2019 the Parties entered into an ILA for joint participation in planning and funding transportation improvements in and around the City; and

Whereas on September 20, 2020, the Parties entered into an Addendum No. 3 to the ILA which identified City-sponsored frequent transit network routes (“FTN Routes”) to be provided by UTA for a period of one-year from the August 2020 change date until the next succeeding August change day; and

Whereas Addendum No. 3 also provided, along with a description of FTN Routes, a description of baseline services and charges associated with those FTN Routes; and

Whereas the COVID-19 Pandemic has caused as significant disruption of the services required by the City and provided by UTA; and

Whereas the Parties desire to amend Addendum No. 3 to reflect those changes;

NOW THEREFORE THE PARTIES AGREE TO AMEND ADDENDUM NO. 3 AS FOLLOWS:

1. The description of FTN Routes set forth in Addendum 3 Attachment 1 are unchanged.
2. The frequency of the Baseline Services set forth in Addendum 3 Attachment 2 has been decreased due to diminished demand occasioned by COVID-19.
3. The Funding for Transit Services described in Addendum 3 Attachment 3 shall be subject to the forgoing:
 - a. The City shall be provided with an annualized service discount of \$36,364 calculated as shown in this Amendment 1 Attachment A. The discount shall be made as a one-time payment and reflected in the July 2022 invoice.
4. Any other provision of Addendum No. 3 not affected by paragraphs 2 or 3 above shall remain in full force and effect.

IN WITNESS WHEREOF, the Parties have entered into this Amendment as of the Effective Date.

UTAH TRANSIT AUTHORITY

SALT LAKE CITY CORPORATION

By:
Title:

By:
Title:

By:
Title:

AATF:
Salt Lake Attorney's Office

ATTEST AND COUNTERSIGN:
Salt Lake City Recorder's Office

AATF:
UTA Legal Counsel

By:
City Recorder

ATTACHMENT A

Service True-Up

	Addendum 3	Annual mileage true-up	COVID-19 Reduction	Addendum 3, Amendment 1
Cost per mile	\$8.06	\$8.06	\$8.06	
Annual escalator	2.2%	2.2%	2.2%	
number years since NDT	2	2	2	
Administrative Discount	20%	20%	20%	
Miles	491,557	491,557	462,350	
Total mileage cost	\$3,310,554	\$3,310,554	\$3,113,850	
Paratransit rate	11%	11%	11%	
Total Paratransit Cost	\$363,900	\$363,900	\$342,278	
Number Vehicles	10	10	10	
Lease Cost	\$41,088	\$41,088	\$41,088	
Total Vehicle cost	\$410,885	\$410,885	\$410,885	
Total annual cost w/o fuel	\$4,082,963	\$4,082,963	\$3,864,778	
Total monthly cost w/o fuel	\$340,247	\$340,247	\$322,065	
10 months (Sept – June)		\$ 3,402,468		\$3,402,469
2 months (July-August)			\$644,130	\$644,130
Total Cost to City without Fuel				\$4,046,599
Original Annual Cost	\$4,082,963			
Reduced Annual Cost	\$4,046,599			
Total Discount	\$36,364			

EXHIBIT 4

ADDENDUM NO. 6
TO SALT LAKE CITY CORPORATION AND UTAH TRANSIT AUTHORITY
TRANSIT MASTER PLAN INTERLOCAL AGREEMENT
(2022-2023 FTN Routes)

This Addendum No. 6 (“Addendum”) to that certain Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement (“ILA”) is made this ____ day of ____, 2022, by and between Utah Transit Authority, a public transit district organized under the laws of the State of Utah (“UTA”), and Salt Lake City Corporation, a Utah municipal corporation (“City”). UTA and City are hereinafter collectively referred to as “Parties” and each may be referred to individually as “Party,” all as governed by the context in which such words are used.

RECITALS

A. On the 6th day of March, 2019, the Parties entered into the ILA, whereby the parties agreed to participate jointly in planning and funding for public transportation improvements in and around the City; and

B. Pursuant to the terms of the ILA, the Parties desire to specifically identify certain components of the Salt Lake City Transit Master Plan to be governed by this Addendum.

AGREEMENT

NOW, THEREFORE, the Parties hereby agree as follows:

1. Pursuant to Section 3 of the ILA, the City, in cooperation with UTA, identified as the City-sponsored frequent transit network routes for 2022-23 (“**FTN Routes**”) to be provided by UTA for a one-year period from the August 2022 change day until the next succeeding August change day.

2. The description of those 2022-23 FTN Routes is set forth in Attachment 1.

3. The description of the 2022-23 Baseline Services is set forth in Attachment 2.

4. The calculation of the Annual Service Mile Charge for the City-sponsored 2022-23 FTN Routes is set forth in in Attachment 3.

5. The final routing and implementation of the FTN Routes shall be determined in accordance with all applicable laws, regulations and policies regarding transit service planning (including, without limitation, Title VI of the Civil Rights Act) and operational considerations shall be addressed in consultation with the City.

6. Invoicing for implementation of the FTN Routes will be according to Section 7 of the ILA.

7. This Addendum may be executed in one or more counterparts, each of which shall be an original, with the same effect as if the signatures were upon the same instrument.

8. This Addendum is limited to the terms expressly provided herein and except as set forth herein, the ILA shall continue in full force and effect in accordance with its terms. If there is a conflict between this Addendum and the ILA, the terms of this Addendum shall prevail and control.

9. Any capitalized terms that are not specifically defined in this Addendum shall have the meanings set forth in the ILA.

10. This Addendum will become effective upon Salt Lake City Council's adoption of a resolution authorizing the Mayor or her designee to enter into this Addendum; and appropriation of funding to meet the City's financial obligations under this Addendum (the "Effective Date").

[THE BALANCE OF THIS PAGE IS INTENTIONALLY LEFT BLANK.]

DRAFT

IN WITNESS WHEREOF, the Parties have entered into this Addendum as of the Effective Date.

[Signature pages to Addendum No. 6 to Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement]

UTAH TRANSIT AUTHORITY

By _____
Russell Fox
Director of Planning

By _____
Nichol Bourdeaux
Chief Planning and Engagement Officer

By _____
Jay Fox
Executive Director

Approved as to Form

Michael Bell
UTA Legal Counsel

[Signature pages to Addendum No. 6 to Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement]

SALT LAKE CITY CORPORATION

By _____
Its _____

APPROVED AS TO FORM:
Salt Lake City Attorney's Office

By: _____

Senior City Attorney

Date: _____

ATTEST & COUNTERSIGN:
Salt Lake City Recorder's Office

By: _____

City Recorder

[Attach Salt Lake City Council Resolution Approving Addendum]

ATTACHMENT A
Description of the 2022-23 FTN Routes
For This Addendum No. 6

DRAFT

The map displays the following streets and landmarks:

- Streets:** 3rd Ave, 100 S, 300 S, 500 S, 600 S, 800 S, 900 S, 1100 E, 1300 E, 1700 E, 2100 E, 2300 E, 3000 ft, 600 N, 300 N, 600 N, 100 S, 300 S, 500 S, 600 S, 800 S, 900 S, 1100 E, 1300 E, 1700 E, 2100 E, 2300 E, 3000 ft.
- Landmarks:** Capitol Hill, Rose Park, Oakley Park, Morton Meadows, Avondale, Poplar Grove, The Granary, East Liberty Park, Yalecrest, Bonnieville Golf Course, U of U Research Park, Pioneer Trail State Park, East Bench, Sugar House, Highland Dr, State St, Main St, Ballpark, Liberty Wells, Glendale, 900 S, 1700 S, 2320 S, 2100 S, 900 W, 600 W, 300 W, 2100 S, 2320 S, 2100 S, 900 W, 600 W, 300 W.

Legend:

- August 2022 FTN Service (Green line)
- Future FTN Service (Blue line)

Map Details:

- North Arrow:** Located in the top right corner.
- Scale Bar:** Located in the top right corner, showing 3000 ft.
- Mapbox © OpenStreetMap:** Located in the bottom right corner.

ATTACHMENT B
2022-23 Baseline Services
For This Addendum No. 6

DRAFT

Addendum 6: 2022 Baseline Service

Please refer to the UTA 2021-2025 Service Plan adopted on 2/24/2021 for UTA's baseline service.

www.rideuta.com/serviceplan

Summary:

- The Five-Year Service Plan includes FTN level service on Route 2 on weekdays as part of UTA's baseline service level.
- UTA made improvements to the span of service on Routes 2, 9, and 21 in August 2020, which are now included in the baseline at no additional cost to SLC.
- [Please visit this link to access route performance data on UTA's Open Data Portal.](#)

Annual Miles	August 2020 Total Miles	2021 Baseline Miles	2021 Sponsored Miles
2	213,344	173,704	39,641
9	476,251	120,704	355,547
21	374,658	278,290	96,369
1	490,818	364,877	125,941
Total	1,555,072	937,574	617,498

Annual Hours	August 2020 Total Hours	2021 Baseline Hours	2021 Sponsored Hours
2	24,712.33	18,271.60	6,440.73
9	45,458.27	2,042.00	43,416.27
21	34,891.40	25,192.87	9,698.53
1	40,735.03	34,517.16	6,217.87
Total	145,797.03	80,023.63	65,773.40

ATTACHMENT C
Funding for 2022-23 Transit Service
For This Addendum No. 6

DRAFT

EXHIBIT 5

2022-05-06 Cost Calculator SLC with Addendum 6

ATTACHMENT C

Funding for 2022-23 Transit Service

For **This** Addendum No. 6

Utah Transit Authority
Operating Cost per Mile by Mode

Sources:

2017 Federal Transit Administration's National Transit Database (NTD), *Agency Profile*, <https://www.transit.dot.gov/ntd/transit-agency-profiles>
 2017 Utah Transit Authority Comprehensive Annual Financial Report (CAFR), <http://www.rideuta.com/About-UTA/UTA-Reports-and-Documents>

2017 COST PER MILE									
	2017 NTD Operating Expenses by Mode	Less Fuel Costs (Diesel, CNG and Gasoline)	Add Capital Maintenance	Debt Service	Depreciation	Total Costs	Annual Vehicle Revenue Miles	Cost Per Vehicle Revenue Mile Without Fuel excluding Vehicle Depreciation	
Bus Service	\$ 129,545,466	\$ (6,613,860)	\$ 2,373,470		\$ 20,842,359	\$ 146,147,435	16,437,069	\$ 7.62	Bus Service
Commuter Bus	\$ 7,749,445					\$ 7,749,445	1,017,334	\$ 7.62	Commuter Bus
Commuter Rail	\$ 34,438,729	\$ (4,740,099)	\$ 3,033,791	\$ 44,095,481	\$ 51,793,725	\$ 128,621,627	5,349,524	\$ 14.36	Commuter Rail
Light Rail	\$ 64,680,283		\$ 12,963,472	\$ 44,095,481	\$ 67,516,834	\$ 189,256,070	6,732,768	\$ 18.08	Light Rail
Paratransit Service	\$ 17,851,347	\$ (682,671)	\$ 1,564,585		\$ 5,678,317	\$ 24,411,578	2,727,127	\$ 6.87	Paratransit Service
Other Service	\$ 3,469,358	\$ (751,355)	\$ 667,112		\$ 3,609,652	\$ 6,994,767	6,449,439	\$ 0.52	Other Service
NTD Totals	\$ 257,734,628	\$ (12,787,985)	\$ 20,602,430	\$ 88,190,962	\$ 149,440,887	\$ 503,180,922	38,713,261	\$ 9.14	
Fuel Costs						\$ 12,787,985			
NTD Plus Fuel						\$ 515,968,907			
CAFR plus \$20,602, (capital maintenance)						\$ 515,968,907			
Difference						\$ -			

General Information

Urbanized Area Statistics - 2010 Census

Salt Lake City-West Valley City, UT
278 Square Miles
1,121,243 Population
42 Pop. Rank out of 498 UZAs

Other UZAs Served

77 Ogden-Layton, UT, 82 Provo-Orem, UT, 8 Utah Non-UZA

Service Area Statistics

737 Square Miles
1,183,504 Population

Service Supplied

38,713,261 Annual Vehicle Revenue Miles (VRM)
2,110,811 Annual Vehicle Revenue Hours (VRH)
1,083 Vehicles Operated in Maximum Service (VOMS)
1,387 Vehicles Available for Maximum Service (VAMS)

Modal Characteristics

Modal Overview

Mode	Vehicles Operated in Maximum Service				Uses of Capital Funds			
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Stations	Other	Total	
Commuter Bus	43	-	\$0	\$84,027	\$31,594	\$110,165	\$235,786	
Commuter Rail	45	-	\$75,980	\$13,278,303	\$774,663	\$632,623	\$15,161,568	
Demand Response	65	4E	\$4,267,630	\$923,304	\$1,105,067	\$673,466	\$6,917,367	
Light Rail	91	-	\$7,756,217	\$6,381,760	\$737,892	\$786,418	\$15,671,867	
Bus	388	E	\$27,549,172	\$1,740,977	\$3,563,408	\$1,976,594	\$34,780,152	
Vanpool	405	-	\$1,565,433	\$162,618	\$5,244	\$76,622	\$1,559,917	
Total	1,037	49	\$41,474,332	\$22,570,389	\$6,215,866	\$4,125,886	\$74,326,478	

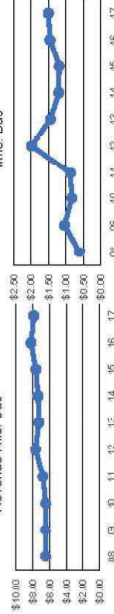
Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Capital Funds	Uses of Capital Funds	Annual Unlinked Trips	Annual Revenue Miles	Annual Vehicle Revenue Hours	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Commuter Bus	\$7,749,445	\$501,682	\$235,786	12,566,005	555,595	1,077,334	41,878	1,077,334	41,878
Commuter Rail	\$34,438,729	\$1,212,605	\$15,161,568	122,257,990	4,854,098	5,349,524	154,744	5,349,524	154,744
Demand Response	\$17,351,347	\$591,545	\$6,517,387	4,230,640	38E,977	2,717,127	162,198	2,717,127	162,198
Light Rail	\$64,380,263	\$17,968,713	\$15,671,887	92,586,584	18,892,578	6,732,768	358,646	6,732,768	358,646
Bus	\$129,545,459	\$21,155,730	\$34,780,152	85,462,342	19,186,260	16,437,069	1,216,770	16,437,069	1,216,770
Vanpool	\$3,468,358	\$4,728,830	\$1,559,917	46,756,878	1,284,410	6,449,439	176,776	6,449,439	176,776
Total	\$257,734,521	\$62,159,202	\$74,326,478	364,659,219	45,076,915	38,713,261	2,110,811	38,713,261	2,110,811

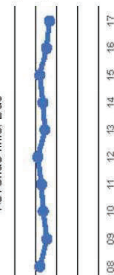
Performance Measures

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Bus	\$7.62	\$185.94
Commuter Rail	\$6.44	\$222.55
Demand Response	\$6.55	\$110.06
Light Rail	\$9.61	\$180.35
Bus	\$7.83	\$108.47
Vanpool	\$0.54	\$19.83
Total	\$6.66	\$122.10

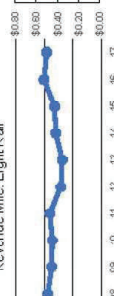
Operating Expense per Vehicle Revenue Mile: Bus



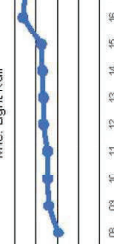
Operating Expense per Passenger Mile: Bus



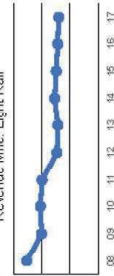
Operating Expense per Vehicle Revenue Mile: Light Rail



Operating Expense per Passenger Mile: Light Rail



Operating Expense per Vehicle Revenue Mile: Light Rail



Financial Information

Sources of Operating Funds Expended

Fare Revenues \$52,159,202
Local Funds \$0
State Funds \$270,847,394
Federal Assistance \$42,532,877
Other Funds \$9,195,344
Total Operating Funds Expended \$374,734,617

Sources of Capital Funds Expended

Fare Revenues \$0
Local Funds \$2,850,116
State Funds \$75,710,373
Federal Assistance \$73,741,341
Other Funds \$0
Total Capital Funds Expended \$152,301,830

Summary of Operating Expenses (OE)

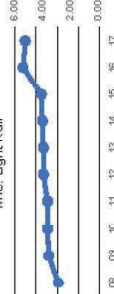
Salary, Wages, Benefits \$188,208,688
Materials and Supplies \$31,968,376
Purchased Transportation \$4,165,973
Other Operating Expenses \$33,393,594
Total Operating Expenses \$257,734,621
Reconciling OE Cash Expenditures \$116,999,996
Purchased Transportation (Reported Separately) \$0

Fixed Guideway	Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years*
Commuter Bus	0.0	63	43	31.8%	12.1
Commuter Rail	174.5	69	45	34.8%	15.9
Demand Response	0.0	142	108	23.9%	3.6
Light Rail	93.9	114	91	20.2%	10.4
Bus	2.1	511	394	22.9%	8.0
Vanpool	0.0	488	405	17.0%	5.4
Total	270.5	1,387	1,086	21.7%	

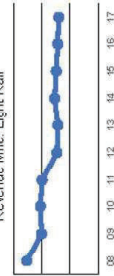
Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Operating Expenses per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Commuter Bus	\$0.62	\$14.00	0.5
Commuter Rail	\$0.28	\$7.09	0.9
Demand Response	\$4.22	\$46.13	0.1
Light Rail	\$0.70	\$3.44	2.8
Bus	\$1.50	\$6.75	1.2
Vanpool	\$0.07	\$2.74	0.2
Total	\$0.71	\$5.72	1.2

Operating Expense per Passenger Mile: Light Rail



Operating Expense per Vehicle Revenue Mile: Light Rail



Notes:
*Demand Response - Taxi (OT) and non-dedicated fleets do not report fleet age data.

Utah Transit Authority
Operating Cost per Mile by Mode

Sources:

2018 Federal Transit Administration's National Transit Database (NTD), *Agency Profile*, <https://www.transit.dot.gov/ntd/transit-agency-profiles>
 2018 Utah Transit Authority Comprehensive Annual Financial Report (CAFR), <http://www.rideuta.com/About-UTA/UTA-Reports-and-Documents>

2018 COST PER MILE

	2018 NTD Operating Expenses by Mode	Less Fuel Costs (Diesel, CNG and Gasoline)	Add Capital Maintenance	Debt Service	Depreciation	Total Costs	Annual Vehicle Revenue Miles	Cost Per Vehicle Revenue Mile Without Fuel excluding Vehicle Depreciation
Bus Service	\$ 140,001,661	\$ (10,183,098)	\$ 5,973,050		\$ 17,144,993	\$ 152,936,606	16,845,223	\$ 8.06
Commuter Bus	\$ 8,635,671	\$ (635,588)	\$ 382,833			\$ 8,382,916	1,066,181	\$ 7.86
Commuter Rail	\$ 43,421,951	\$ (7,002,733)	\$ 1,287,135	\$ 45,500,194	\$ 28,412,725	\$ 111,619,272	5,429,232	\$ 15.33
Light Rail	\$ 71,414,293		\$ 11,146,472	\$ 45,500,194	\$ 28,412,725	\$ 156,473,684	6,655,535	\$ 19.24
Paratransit Service	\$ 18,695,571	\$ (1,367,502)	\$ 672,761		\$ 4,290,318	\$ 22,291,148	2,798,928	\$ 6.43
Other Service	\$ 18,784,904	\$ (963,770)	\$ 180,162		\$ 2,304,317	\$ 20,305,613	6,354,828	\$ 2.83
NTD Totals	\$ 300,954,051	\$ (20,152,691)	\$ 19,642,413	\$ 91,000,388	\$ 80,565,077	\$ 472,009,238	39,149,927	\$ 10.00
Fuel Costs						\$ 20,152,691		
NTD Plus Fuel						\$ 492,161,929		
CAFR plus \$38,654, (capital maintenance)						\$ 492,161,929		
Difference						\$ -		

Utah Transit Authority
2018 Annual Agency Profile

General Information

Urbanized Area Statistics - 2010 Census

Salt Lake City-West Valley City, UT
278 Square Miles
1,021,243 Population

Other* UZAs Served
42 Pop. Rank out of 498 UZAs
77 Ogden-Layton, UT; 82 Provo-Orem, UT; 0 Utah Non-UZA

Service Area Statistics

737 Square Miles
1,883,534 Population

Service Supplied

39,149,327 Annual Vehicle Revenue Miles (VRM)
2,160,381 Annual Vehicle Revenue Hours (VRH)
1,113 Vehicles Operated in Maximum Service (VOMS)
1,388 Vehicles Available for Maximum Service (VAMS)

Database Information

NTDID: 80001
Reporter Type: Full Reporter

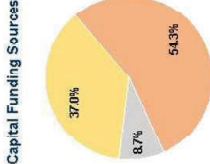
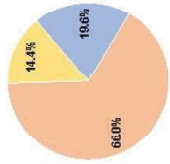
Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated: \$84,206,427 (18.6%)
Loca Funds: \$283,418,393 (66.0%)
State Funds: \$0 (0.0%)
Federal Assistance: \$61,759,422 (14.4%)
Total Operating Funds Expended: \$429,384,262 (100.0%)

Sources of Capital Funds Expended

Fares and Directly Generated: \$0 (0.0%)
Loca Funds: \$46,753,477 (54.3%)
State Funds: \$7,479,876 (8.7%)
Federal Assistance: \$31,806,236 (37.0%)
Total Capital Funds Expended: \$86,039,389 (100.0%)



Summary of Operating Expenses (OE)

Labor: \$210,617,778 (70.0%)
Materials and Supplies: \$49,475,245 (16.4%)
Purchased Transportation: \$4,725,168 (1.6%)
Other Operating Expenses: \$36,356,860 (12.0%)
Total Operating Expenses: \$300,954,051 (100.0%)
Reconciling OE Cash Expenditures: \$128,430,731
Purchased Transportation (Reported Separately): \$0

Modal Characteristics

Table with 5 columns: Mode, Vehicles Operated in Maximum Service, Uses of Capital Funds, Annual Vehicle Revenue Miles, Annual Vehicle Revenue Hours. Rows include Commuter Bus, Commuter Rail, Demand Response, Light Rail, Bus, Vanpool, and Total.

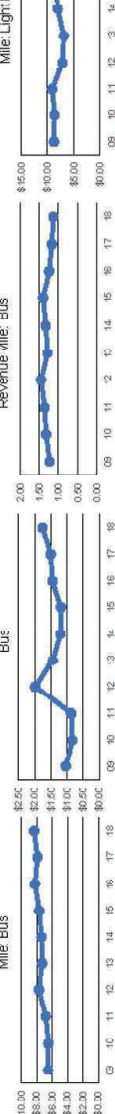
Operation Characteristics

Table with 5 columns: Mode, Operating Expenses, Fare Revenues, Capital Funds, Uses of Funds, Annual Revenue Miles, Annual Vehicle Revenue Miles, Annual Vehicle Revenue Hours. Rows include Commuter Bus, Commuter Rail, Demand Response, Light Rail, Bus, Vanpool, and Total.

Performance Measures

Table with 4 columns: Mode, Operating Expenses per Vehicle Revenue Mile, Operating Expenses per Vehicle Revenue Hour, Operating Expenses per Passenger Mile. Rows include Commuter Bus, Commuter Rail, Demand Response, Light Rail, Bus, Vanpool, and Total.

Service Efficiency



Notes:
*Demand Response - Tax (DT) and non-dedicated fleets do not report fleet age data.

Utah Transit Authority
Operating Cost per Mile by Mode

Sources:

2019 Federal Transit Administration's National Transit Database (NTD), *Agency Profile*, <https://www.transit.dot.gov/ntd/transit-agency-profiles>
 2019 Utah Transit Authority Comprehensive Annual Financial Report (CAFR), <http://www.rideuta.com/About-UTA/UTA-Reports-and-Documents>

2019 COST PER MILE						
	2019 NTD Operating Expenses by Mode	Less Fuel Costs (Diesel, CNG and Gasoline)	Depreciation	Total Costs	Annual Vehicle Revenue Miles	Cost Per Vehicle Revenue Mile Without Fuel excluding Vehicle Depreciation
Bus Service	\$ 150,988,092	\$ (8,534,028)	\$ 25,412,263	\$ 167,866,327	17,252,754	\$ 8.26
Commuter Bus	\$ 8,448,535	\$ (507,673)		\$ 7,940,862	904,101	\$ 8.78
Commuter Rail	\$ 44,291,302	\$ (5,613,091)	\$ 57,000,066	\$ 95,678,277	5,401,987	\$ 7.16
Light Rail	\$ 71,152,656		\$ 57,000,066	\$ 128,152,722	6,569,208	\$ 10.83
Paratransit Service	\$ 20,257,462	\$ (961,710)	\$ 4,171,785	\$ 23,467,537	2,881,355	\$ 6.70
Other Service	\$ 15,911,105	\$ (905,831)	\$ 2,527,944	\$ 17,533,218	6,451,812	\$ 2.33
NTD Totals	\$ 311,049,152	\$ (16,522,333)	\$ 146,112,123	\$ 440,638,942	39,461,217	\$ 7.46
Fuel Costs				\$ 16,522,333		
NTD Plus Fuel				\$ 457,161,275		
CAFR less revenue amortization (Capital Maintenance)				\$ 457,161,275		
Difference				\$ -		

General Information

Urbanized Area Statistics - 2010 Census

Salt Lake City-West Valley City, UT

278 Square Miles

1,021,243 Population

Other UZAs Served

42 Pop. Rank out of 498 UZAs

77 Ogden-Layton, UT, 82 Provo-Orem, UT, 0 Utah Non-UZA

Services Area Statistics

737 Square Miles

1,883,504 Population

Service Consumption

355,233,691 Annual Passenger Miles (PMT)

44,578,161 Annual Unlinked Trips (UPT)

152,903 Average Weekday Unlinked Trips

77,094 Average Saturday Unlinked Trips

29,486 Average Sunday Unlinked Trips

Service Supplied

39,461,217 Annual Vehicle Revenue Miles (VRM)

2,236,481 Annual Vehicle Revenue Hours (VRH)

1,141 Vehicles Operated in Maximum Service (VOMS)

1,475 Vehicles Available for Maximum Service (VAMS)

Database Information

NTDID: 80001

Reporter Type: Full Reporter

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated \$63,441,106

Local Funds \$265,436,369

State Funds \$0

Federal Assistance \$69,746,231

Total Operating Funds Expended \$398,623,706

Sources of Capital Funds Expended

Fares and Directly Generated \$0

Local Funds \$33,738,058

State Funds \$7,236,829

Federal Assistance \$16,395,069

Total Capital Funds Expended \$57,449,956

Operating Funding Sources

15.9%

86.6%

0.0%

17.5%

100.0%

Capital Funding Sources

0.0%

58.8%

12.7%

28.5%

100.0%

Modal Characteristics

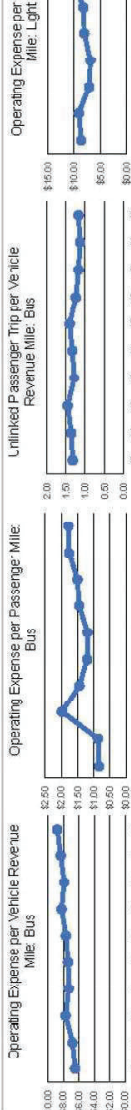
Mode	Vehicles Operated in Maximum Service				Uses of Capital Funds		
	Directly Operated	Purchased Transportation	Revenue Vehicles	System and Guideways	Stations	Other	Total
Commuter Bus	41	-	\$0	\$0	\$0	\$0	\$0
Commuter Rail	50	-	\$0	\$6,638,392	\$2,237,066	\$26,948	\$9,932,406
Demand Response	64	46	\$142,712	\$50,668	\$92,006	\$0	\$285,378
Light Rail	89	-	\$0	\$18,436,994	\$1,077,775	\$66,173	\$19,630,342
Bus	416	5	\$11,494,963	\$8,750,091	\$4,138,773	\$40,978	\$23,424,325
Vanpool	430	-	\$3,118,109	\$47,753	\$0	\$10,545	\$3,176,407
Total	1,050	51	\$14,755,794	\$34,003,898	\$5,545,820	\$144,644	\$57,449,956

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Capital Funds	Uses of Funds	Annual Passenger Miles	Annual Revenue Miles	Annual Vehicle Revenue Hours
Commuter Bus	\$8,448,535	\$522,214	\$0	12,128,093	549,661	954,101	35,315
Commuter Rail	\$44,291,302	\$7,084,619	\$8,932,406	133,635,517	5,193,879	5,451,987	166,368
Demand Response	\$70,257,462	\$349,801	\$235,378	4,473,904	389,265	2,851,355	181,749
Light Rail	\$71,152,666	\$17,630,129	\$19,630,942	83,038,538	17,128,008	6,569,208	385,339
Bus	\$150,860,082	\$19,988,621	\$25,424,825	84,921,158	17,252,754	1,281,215	94
Vanpool	\$15,911,105	\$3,927,889	\$3,176,407	37,026,581	1,068,364	6,451,812	195,385
Total	\$311,049,152	\$49,503,483	\$57,449,956	355,233,691	44,578,161	39,461,217	2,236,481

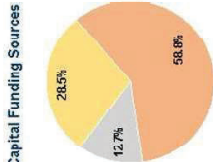
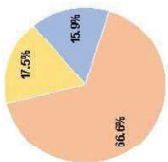
Performance Measures

Mode	Operating Expenses per Vehicle Revenue Mile		Operating Expenses per Vehicle Revenue Hour		Mode	Operating Expenses per Passenger Mile		Operating Expenses per Unlinked Trip	
	Bus	Light Rail	Bus	Light Rail		Commuter Bus	Commuter Rail	Commuter Rail	Demand Response
Commuter Bus	\$3.34	\$239.23	\$239.23	\$239.23	Commuter Bus	\$0.70	\$15.37	\$15.37	\$15.37
Commuter Rail	\$3.20	\$285.75	\$285.75	\$285.75	Commuter Rail	\$0.30	\$8.53	\$8.53	\$8.53
Demand Response	\$7.03	\$111.46	\$111.46	\$111.46	Demand Response	\$4.58	\$52.17	\$52.17	\$52.17
Light Rail	\$13.83	\$194.60	\$194.60	\$194.60	Light Rail	\$0.86	\$4.15	\$4.15	\$4.15
Bus	\$3.75	\$116.93	\$116.93	\$116.93	Bus	\$1.78	\$7.46	\$7.46	\$7.46
Vanpool	\$2.47	\$81.22	\$81.22	\$81.22	Vanpool	\$0.43	\$14.89	\$14.89	\$14.89
Total	\$7.88	\$139.06	\$139.06	\$139.06	Total	\$0.88	\$6.98	\$6.98	\$6.98



Notes:

*Demand Response - Tax (DT) and non-dedicated fleets do not report fleet age data.



Summary of Operating Expenses (OE)	
Labor	\$214,935,053
Materials and Supplies	\$57,731,526
Purchased Transportation	\$4,631,383
Other Operating Expenses	\$33,731,190
Total Operating Expenses	\$311,049,152
Reconciling OE Cash Expenditures	\$87,574,554
Purchased Transportation (Reported Separately)	\$0

Fixes Guideway	Directional	Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Average Fleet Spare Vehicles Age in Years
0.0	0.0	45	41	14.4	8.9%
174.5	174.5	69	50	17.5	27.5%
165	165	110	110	33.3%	4.1
93.9	93.9	117	89	23.8%	12.3
9.4	9.4	535	421	21.3%	6.7
0.0	0.0	544	430	21.0%	5.6
277.8	277.8	1,475	1,141	22.6%	

Service Effectiveness	
Operating Expenses per Unlinked Passenger Trip	Vehicle Revenue Mile
Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
0.6	15.6
1.0	31.2
0.1	2.1
2.6	46.8
1.2	15.7
0.2	5.5
1.1	19.9

Utah Transit Authority
Operating Cost per Mile by Mode

Sources:

2020 Federal Transit Administration's National Transit Database (NTD), *Agency Profile*, <https://www.transit.dot.gov/ntd/transit-agency-profiles>
 2020 Utah Transit Authority Comprehensive Annual Financial Report (CAFR), <http://www.rideuta.com/About-UTA/UTA-Reports-and-Documents>

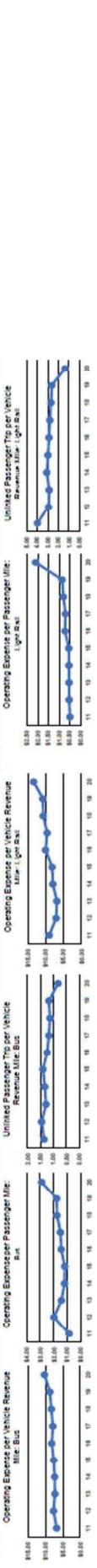
2020 COST PER MILE									
	2019 NTD	Less Fuel Costs		Depreciation		Total Costs	Annual Vehicle	Cost Per Vehicle	
	Operating	(Diesel, CNG		and Gasoline)			Revenue Miles	Revenue Mile	Without Fuel
	Expenses by	Mode						excluding Vehicle	Depreciation
Bus Service	\$ 154,069,421		\$ (5,721,764)	\$ 29,795,825	\$ 178,143,482	14,946,693	\$ 9.93		
Commuter Bus	\$ 7,226,477		\$ (295,265)		\$ 6,931,212	660,672	\$ 10.49		
Commuter Rail	\$ 43,133,266		\$ (3,271,189)	\$ 51,175,715	\$ 91,037,792	4,039,581	\$ 9.87		
Light Rail	\$ 82,232,726		\$	\$ 51,175,715	\$ 133,408,441	6,114,108	\$ 13.45		
Paratransit Service	\$ 16,113,988		\$ (494,989)	\$ 3,215,090	\$ 18,834,089	1,709,396	\$ 9.14		
Other Service	\$ 17,374,432		\$ (641,254)	\$ 3,726,874	\$ 20,460,052	5,705,170	\$ 2.93		
NTD Totals	\$ 320,150,310		\$ (10,424,461)	\$ 139,089,219	\$ 448,815,068	33,175,620	\$ 9.34		
Fuel Costs					\$ 10,424,461				
NTD Plus Fuel					\$ 459,239,529				
CAFR expenses					\$ 459,239,529				
Difference					\$ -				

General Information			
Unincorporated Area Statistics - 2010 Census Salt Lake City-Veery Valley City, UT 23,659,225 Population 1,021,243 Population 42 Pop Rank out of 48 UZAs 77 Other UZAs Served 77 Ogden-Layton, UT, 32 Provo-Orem, UT, 0 Dan Non-UZA	Service Consumption 19,175,620 Annual Passenger Miles (APM) 23,659,225 Annual Vehicle Revenue Hours (VRH) 78,973 Average Weekday Unlimited Trips 43,796 Average Sunday Unlimited Trips 19,900 Average Sunday Unlimited Trips	Database Information NTDID: 1000 Reported Type: (R) Response Asset Type: Tier 1 (R) Rail Sponsor NTDID:	Assets Revenue Vehicles 1,538 Service Vehicles 592 Facilities 239 Tract Miles 471.81 Lant Miles 5.03

Modal Characteristics			
Vehicles Operated in Maximum Service			
Mode	Operating Expense	Revenue	Uses of Capital Funds
Commuter Bus	1,037	1,037	Stations
Commuter Rail	48	48	Guideways
Demand Response	69	69	Other
Light Rail	89	89	Total
Bus	354	354	Revenue Vehicles
Vanpool	427	427	Facilities
Total	1,037	1,037	Tract Miles
			Lant Miles

Operation Characteristics			
Mode	Operating Expense	Revenue	Uses of Capital Funds
Commuter Bus	1,037	1,037	Stations
Commuter Rail	48	48	Guideways
Demand Response	69	69	Other
Light Rail	89	89	Total
Bus	354	354	Revenue Vehicles
Vanpool	427	427	Facilities
Total	1,037	1,037	Tract Miles
			Lant Miles

Performance Measures			
Mode	Operating Expense per Vehicle Revenue	Operating Expense per Passenger Mile	Operating Expense per Vehicle Revenue
Commuter Bus	\$10.84	\$0.17	\$10.84
Commuter Rail	\$10.84	\$0.17	\$10.84
Demand Response	\$9.41	\$0.17	\$9.41
Light Rail	\$13.41	\$0.17	\$13.41
Bus	\$10.25	\$0.17	\$10.25
Vanpool	\$3.05	\$0.17	\$3.05
Total	\$9.64	\$0.17	\$9.64



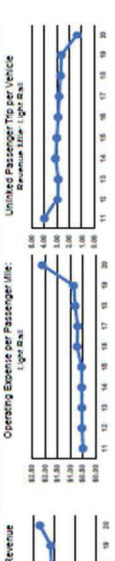
Notes: Demand Response - Taxi (OT) and non-dedicated fleets do not report fleet age data.

Financial Information			
Sources of Operating Funds Expended			
Fares and Directly Generated	Federal Assistance	Total Operating Funds Expended	Operating Funds Sources
\$21,000,000	\$160,000	\$21,160,000	99.2%
\$21,000,000	\$160,000	\$21,160,000	99.2%
\$21,000,000	\$160,000	\$21,160,000	99.2%
\$21,000,000	\$160,000	\$21,160,000	99.2%

Sources of Capital Funds Expended			
Fares and Directly Generated	Federal Assistance	Total Operating Funds Expended	Operating Funds Sources
\$49,030,669	\$160,000	\$49,190,669	99.7%
\$49,030,669	\$160,000	\$49,190,669	99.7%
\$49,030,669	\$160,000	\$49,190,669	99.7%
\$49,030,669	\$160,000	\$49,190,669	99.7%

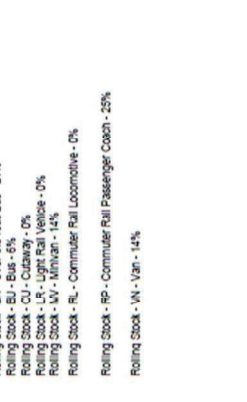
Summary of Operating Expenses (OE)			
Labor	Materials and Supplies	Public Utilities	Other Operating Expenses
\$218,736,417	\$1,167,316	\$1,167,316	\$1,167,316
\$218,736,417	\$1,167,316	\$1,167,316	\$1,167,316
\$218,736,417	\$1,167,316	\$1,167,316	\$1,167,316
\$218,736,417	\$1,167,316	\$1,167,316	\$1,167,316

Service Effectiveness			
Operating Expenses per Vehicle Revenue	Operating Expenses per Passenger Mile	Operating Expenses per Vehicle Revenue	Operating Expenses per Passenger Mile
\$10.84	\$0.17	\$10.84	\$0.17
\$10.84	\$0.17	\$10.84	\$0.17
\$10.84	\$0.17	\$10.84	\$0.17
\$10.84	\$0.17	\$10.84	\$0.17



Notes: Demand Response - Taxi (OT) and non-dedicated fleets do not report fleet age data.

Performance Measure Targets - 2021			
Performance Measure	Asset Type	Target %	Not in State of Good Repair
Equipment - Commuter Buses	Bus	15%	15%
Equipment - Commuter Rail	Rail	15%	15%
Equipment - Trucks and other Rubber Tire Vehicles	Vehicle	55%	55%
Facility - Administrative / Maintenance Facilities	Facility	1%	1%
Facility - Passenger / Parking Facilities	Facility	3%	3%
Infrastructure - CR - Commuter Rail	Infrastructure	2%	2%
Infrastructure - LR - Light Rail	Infrastructure	3%	3%
Rolling Stock - AB - Articulated Bus	Rolling Stock	0%	0%
Rolling Stock - BR - Over-the-road Bus	Rolling Stock	21%	21%
Rolling Stock - BU - Bus	Rolling Stock	6%	6%
Rolling Stock - CU - Cutaway	Rolling Stock	0%	0%
Rolling Stock - LR - Light Rail Vehicle	Rolling Stock	0%	0%
Rolling Stock - LV - Minivan	Rolling Stock	14%	14%
Rolling Stock - RL - Commuter Rail Locomotive	Rolling Stock	0%	0%
Rolling Stock - RP - Commuter Rail Passenger Coach	Rolling Stock	25%	25%
Rolling Stock - VN - Van	Rolling Stock	14%	14%



Addendum 2: Paratransit Costs

2019-2020 Sponsored Service: 200 South, 900 South, 2100 South

41,678	Commuter Bus Vehicle Revenue Hours (2017 NTD)
358,645	Light Rail Vehicle Revenue Hours (2017 NTD)
1,216,779	Bus Vehicle Revenue Hours (2017 NTD)
1,617,102	Total Vehicle Revenue Hours for Bus, Commuter Bus, and LRT
162,198	Total Demand Response Vehicle Revenue Hours (2017 NTD)
10%	Demand Response Percentage of Total Vehicle Revenue Hours for Bus, Commuter Bus, and Light Rail

Addendum 3: Paratransit Costs

2020-2021 Sponsored Service: 200 South, 900 South, 2100 South

41,128	Commuter Bus Vehicle Revenue Hours (2018 NTD)
362,257	Light Rail Vehicle Revenue Hours (2018 NTD)
1,243,058	Bus Vehicle Revenue Hours (2018 NTD)
1,646,443	Total Vehicle Revenue Hours for Bus, Commuter Bus, and LRT
180,342	Total Demand Response Vehicle Revenue Hours (2018 NTD)
11%	Demand Response Percentage of Total Vehicle Revenue Hours for Bus, Commuter Bus, and Light Rail

Addendum 4: Paratransit Costs

2020-2021 Sponsored Service: 200 South, 900 South, 2100 South

35,315	Commuter Bus Vehicle Revenue Hours (2019 NTD)
365,639	Light Rail Vehicle Revenue Hours (2019 NTD)
1,291,215	Bus Vehicle Revenue Hours (2019 NTD)
1,692,169	Total Vehicle Revenue Hours for Bus, Commuter Bus, and LRT
181,749	Total Demand Response Vehicle Revenue Hours (2019 NTD)
11%	<- plug into cost calculator, cell B16
	Demand Response Percentage of Total Vehicle Revenue Hours for Bus, Commuter Bus, and Light Rail

Addendum 6: Paratransit Costs

2022-2023 Sponsored Service: 200 South, 900 South, 2100 South, 1000 N

25,941	Commuter Bus Vehicle Revenue Hours (2020 NTD)
355,621	Light Rail Vehicle Revenue Hours (2020 NTD)
1,143,582	Bus Vehicle Revenue Hours (2020 NTD)
1,525,144	Total Vehicle Revenue Hours for Bus, Commuter Bus, and LRT
116,174	Total Demand Response Vehicle Revenue Hours (2019 NTD)
8%	<- plug into cost calculator, cell B16
	Demand Response Percentage of Total Vehicle Revenue Hours for Bus, Commuter Bus, and Light Rail

DRAFT
SALT LAKE CITY ILA ADMINISTRATION PROCESS
For
ANNUAL BASELINE SERVICE REVIEW

1. As part of regular administration of this Interlocal Cooperation Agreement, UTA and SLC will annually review UTA's baseline service network:
 - a. After sponsored service has been operational for at least two full years, and subsequently yearly thereafter, which is the average time for a new bus route to mature and travel patterns to establish, and
 - b. Following a regularly scheduled update to the UTA Five-Year Service Plan, which occurs on a two-year cycle.
2. Sponsored service will be considered to be funded by UTA's baseline services if all the following are found:
 - a. The service meets UTA's current service design guidelines.
 - i. The service is determined to meet UTA's service design guidelines if both the passengers per hour per vehicle (PPH) and transit propensity index (TPI) metrics are met or exceeded for FTN (or Tier 1) service on an average weekday, Saturday, or Sunday.
 - ii. Sponsored service will be evaluated independently for weekdays, Saturdays and Sundays. This may result in some but not all days of the week to be absorbed into UTA's baseline service network.
 - b. UTA's most recently adopted Five-Year Service Plan, developed with a budget independent of any sponsorship from Salt Lake City, includes the currently sponsored service as a high priority element of the agency's network.
 - c. UTA has identified the resources necessary to absorb the cost of the sponsored service, including financial, labor, and fleet resource capacity.
3. Baseline adjustments, if any, will be made at the end of each sponsored service term and in conjunction with annual fuel, mileage, and leasing cost reconciliations.
4. While sponsored service may be absorbed into UTA's baseline service network, the cost of vehicle lease payments associated with any sponsored service will remain the responsibility of Salt Lake City until such time that:
 - a. UTA and SLC have jointly agreed that at least a portion of the SLC-sponsored service will be absorbed into UTA's baseline service, and

- b. UTA has identified an operational need for the additional vehicles to deliver the agency's baseline service, or
- c. UTA has determined that assuming full responsibility for the lease payments for sponsored vehicles will offset the need to procure additional vehicles as part of the agency's fleet replacement program.

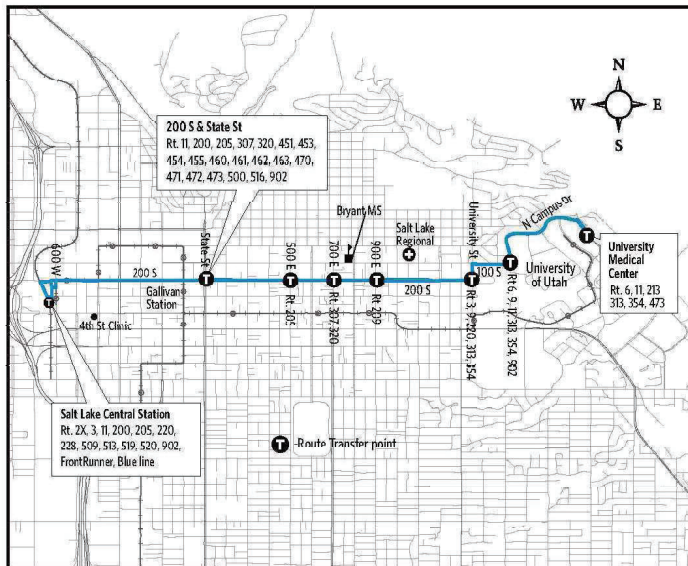
DRAFT

Addendum 2: 2019 Baseline Service

Please refer to UTA's August 2018 published schedules for Routes 2, 9 and 21

Route 2

Route 2 - 200 South



For information call 801-RIDE-UTA (801-743-3882)
outside Salt Lake County 888-RIDE-UTA (888-743-3882)
www.rideuta.com

2

SEE SOMETHING? SAY SOMETHING!

To contact UTA police:
Call: 801-287-EYES (801-287-3937)
Or Text: UTA TIP and your tip to 274637



INTERPRETER

801-RIDE-UTA
call (801-743-3882)
Toll-Free (888-743-3882)

Interprete 口譯 thông dịch viên
해석자 tumad perevodchik
イミタシ Daimotashier



HOW TO USE THIS SCHEDULE

Determine your timepoint based on when you want to leave or when you want to arrive. Read across for your destination and down for your time and direction of travel. A route map is provided to help you relate to the timepoints shown. Weekday, Saturday & Sunday schedules differ from one another.

UTA SERVICE DIRECTORY

- General Information, Schedules, Trip Planning and Customer Feedback: 801-RIDE-UTA (801-743-3882)
- Outside Salt Lake County call 888-RIDE-UTA (888-743-3882)
- For 24 hour automated service for next bus available use option 1. Have stop number and 3 digit route number (use 0 or 00 if number is not 3 digit).
- Pass By Mail Information 801-262-5626
- For Employment information please visit <http://www.rideuta.com/careers/>
- Travel Training 801-287-2275

LOST AND FOUND

Weber/South Davis: 801-626-1207 option 3
Utah County: 801-227-8923
Salt Lake County: 801-287-4664
F-Route: 801-287-5355

FARES

Exact Fare is required. Fares are subject to change.

ACCESSIBLE SERVICE

Wheelchair accessible buses are available on all routes. Alternate format schedules are available upon request. Telephone communication for deaf/hearing impaired persons is available by dialing 711.

TRANSFERS

Upon payment of a fare, a transfer is good for travel in any direction, including return trip, for two (2) hours until the time cut. The value of a transfer towards a fare on a more expensive service is the regular cash fare.

BIKES ON BUSES

The Bikes on Buses service is available on all buses, except Downtown.

HOLIDAYS

Please check rideuta.com for holiday service information.

200 South



Salt Lake Central Station
Downtown Salt Lake
U of U Campus
U of U Medical Center

UTA BUS

WK SA

Effective December 2018

Route 2

WEEKDAYS To Salt Lake Central Station

University Medical Center	U of U	Presidents Circle	700 E & 200 S	200 E & State St	Salt Lake Central Station
557a	601a	604a	609a	620a	
637	641	644	649	700	
653	657	700	705	716	
721	725	729	735	748	
737	741	745	753	806	
751	755	759	807	820	
807	811	815	825	858	
821	825	829	837	850	
837	841	845	853	906	
851	855	859	907	920	
908	912	916	924	936	
922	926	930	938	950	
938	942	946	954	1006	
952	956	1000	1008	1020	
1008	1012	1016	1024	1036	
1042	1046	1050	1058	1070	
1038	1042	1046	1054	1066	
1052	1056	1100	1108	1120	
1108	1112	1116	1124	1136	
1172	1176	1180	1188	1150	
1138	1142	1146	1154	1206p	
1152	1156	1200p	1200p	1220	
1208p	1208p	1211	1219	1231	
1217	1221	1225	1233	1245	
1233	1237	1241	1249	1301	
1247	1251	1255	1303	1315	
1302	1307	1311	1319	1331	
1316	1321	1325	1333	1345	
1352	1357	1401	1409	1421	
146	151	155	203	215	
202	207	211	219	231	
236	241	245	253	265	
232	237	241	249	301	
246	251	255	303	315	
300	305	310	319	331	
314	319	324	332	345	
330	335	340	349	401	
344	349	354	403	415	
400	405	410	419	431	
414	419	424	433	445	
430	435	440	449	501	
444	449	454	503	515	
500	505	510	519	531	
514	519	524	533	545	
540	545	550	559	601	
544	549	554	603	615	
600	605	610	619	631	
614	619	624	633	645	
630	635	640	649	701	
644	649	654	703	715	
703	708	713	720	731	
717	722	727	734	745	
733	738	743	750	801	
747	752	757	804	815	
805	809	813	820	831	

To University Medical Center

Salt Lake Central Station	700 E & 200 S	200 E & State St	U of U	Presidents Circle	University Medical Center
510a	518a	521a	525a	532a	
610	618	621	625	632	
629	637	640	644	651	
645	654	658	703	713	
669	708	712	717	727	
715	725	731	737	747	
723	733	738	761	801	
745	755	801	807	817	
759	809	815	821	831	
815	825	831	837	847	
829	839	845	851	901	
845	855	901	907	917	
859	909	915	921	931	
916	921	929	936	946	
929	938	943	949	959	
943	954	959	1003	1013	
959	1008	1013	1019	1029	
1015	1024	1029	1034	1044	
1029	1038	1043	1048	1058	
1044	1054	1059	1104	1114	
1059	1108	1113	1118	1128	
1113	1124	1129	1134	1144	
1129	1138	1143	1148	1158	
1145	1154	1159	1204p	1214p	
1159	1208p	1213p	1218	1228	
1210p	1219	1224	1229	1239	
1224	1233	1238	1243	1253	
1240	1249	1254	1259	1309	
1254	1303	1308	1313	1323	
1310	1319	1324	1329	1339	
1324	1333	1338	1343	1353	
140	149	154	159	209	
154	203	208	213	223	
210	219	224	229	239	
224	233	238	243	253	
240	249	254	259	269	
254	303	308	313	323	
310	319	324	329	339	
324	333	338	343	353	
340	349	354	359	409	
354	403	408	413	423	
410	419	424	429	439	
434	443	448	453	463	
440	449	454	459	509	
454	503	508	513	523	
510	519	525	530	540	
524	533	539	544	554	
540	549	553	558	608	
554	603	607	612	622	
604	609	614	619	629	
625	634	638	643	653	
640	649	653	658	708	
655	704	708	713	723	
710	718	722	727	736	
725	733	737	742	751	

SATURDAYS To Salt Lake Central Station

University Medical Center	U of U	Presidents Circle	700 E & 200 S	200 E & State St	Salt Lake Central Station
876a	880a	884a	888a	847a	
926	930	934	939	947	
1026	1030	1034	1039	1047	
1126	1130	1134	1139	1147	
1226p	1230p	1234p	1239p	1247p	
126	130	134	139	147	
226	230	234	239	247	
326	330	334	339	347	
426	430	434	439	447	
526	530	534	539	547	
626	630	634	639	647	
726	730	734	739	747	

To University Medical Center

Salt Lake Central Station	700 E & 200 S	200 E & State St	U of U	Presidents Circle	University Medical Center
757a	804a	808a	814a	821a	
857	904	908	914	921	
957	1004	1008	1014	1021	
1057	1104	1108	1114	1121	
1157	1204p	1208p	1214p	1221p	
1257p	1304	1308	1314	1321	
1357	1404	1408	1414	1421	
1457	1504	1508	1514	1521	
1657	1704	1708	1714	1721	

University Medical Center	900 S & 1300 E	900 S & 500 E	900 South	1300 S & 900 W	Central Pointe Station	Central Pointe
4539	5534	5824	6043	6072	6142	6142
609	623	629	634	637	644	644
639	653	659	704	707	714	714
709	724	729	735	739	746	746
743	758	803	809	813	820	820
813	828	833	839	843	850	850
843	858	903	909	913	920	920
913	928	933	939	943	950	950
940	955	1000	1006	1010	1017	1017
1010	1025	1080	1086	1090	1097	1097
1040	1055	1100	1106	1110	1117	1117
1110	1125	1180	1186	1190	1197	1197
1140	1155	1210	1206	1210	1217	1217
1210	1225	1280	1286	1290	1297	1297
1240	1255	1300	1306	1310	1317	1317
1310	1325	1380	1386	1390	1397	1397
1410	1425	1480	1486	1490	1497	1497
1440	1455	1500	1506	1510	1517	1517
1510	1525	1580	1586	1590	1597	1597
1540	1555	1600	1606	1610	1617	1617
1610	1625	1680	1686	1690	1697	1697
1640	1655	1700	1706	1710	1717	1717
1710	1725	1780	1786	1790	1797	1797
1740	1755	1800	1806	1810	1817	1817
1810	1825	1880	1886	1890	1897	1897
1840	1855	1900	1906	1910	1917	1917
1910	1925	1980	1986	1990	1997	1997
1940	1955	2000	2006	2010	2017	2017
2010	2025	2080	2086	2090	2097	2097
2040	2055	2100	2106	2110	2117	2117
2110	2125	2180	2186	2190	2197	2197
2140	2155	2200	2206	2210	2217	2217
2210	2225	2280	2286	2290	2297	2297
2240	2255	2300	2306	2310	2317	2317
2310	2325	2380	2386	2390	2397	2397
2340	2355	2400	2406	2410	2417	2417
2410	2425	2480	2486	2490	2497	2497
2440	2455	2500	2506	2510	2517	2517
2510	2525	2580	2586	2590	2597	2597
2540	2555	2600	2606	2610	2617	2617
2610	2625	2680	2686	2690	2697	2697
2640	2655	2700	2706	2710	2717	2717
2710	2725	2780	2786	2790	2797	2797
2740	2755	2800	2806	2810	2817	2817
2810	2825	2880	2886	2890	2897	2897
2840	2855	2900	2906	2910	2917	2917
2910	2925	2980	2986	2990	2997	2997
2940	2955	3000	3006	3010	3017	3017
3010	3025	3080	3086	3090	3097	3097
3040	3055	3100	3106	3110	3117	3117
3110	3125	3180	3186	3190	3197	3197
3140	3155	3200	3206	3210	3217	3217
3210	3225	3280	3286	3290	3297	3297
3240	3255	3300	3306	3310	3317	3317
3310	3325	3380	3386	3390	3397	3397
3340	3355	3400	3406	3410	3417	3417
3410	3425	3480	3486	3490	3497	3497
3440	3455	3500	3506	3510	3517	3517
3510	3525	3580	3586	3590	3597	3597
3540	3555	3600	3606	3610	3617	3617
3610	3625	3680	3686	3690	3697	3697
3640	3655	3700	3706	3710	3717	3717
3710	3725	3780	3786	3790	3797	3797
3740	3755	3800	3806	3810	3817	3817
3810	3825	3880	3886	3890	3897	3897
3840	3855	3900	3906	3910	3917	3917
3910	3925	3980	3986	3990	3997	3997
3940	3955	4000	4006	4010	4017	4017
4010	4025	4080	4086	4090	4097	4097
4040	4055	4100	4106	4110	4117	4117
4110	4125	4180	4186	4190	4197	4197
4140	4155	4200	4206	4210	4217	4217
4210	4225	4280	4286	4290	4297	4297
4240	4255	4300	4306	4310	4317	4317
4310	4325	4380	4386	4390	4397	4397
4340	4355	4400	4406	4410	4417	4417
4410	4425	4480	4486	4490	4497	4497
4440	4455	4500	4506	4510	4517	4517
4510	4525	4580	4586	4590	4597	4597
4540	4555	4600	4606	4610	4617	4617
4610	4625	4680	4686	4690	4697	4697
4640	4655	4700	4706	4710	4717	4717
4710	4725	4780	4786	4790	4797	4797
4740	4755	4800	4806	4810	4817	4817
4810	4825	4880	4886	4890	4897	4897
4840	4855	4900	4906	4910	4917	4917
4910	4925	4980	4986	4990	4997	4997
4940	4955	5000	5006	5010	5017	5017
5010	5025	5080	5086	5090	5097	5097
5040	5055	5100	5106	5110	5117	5117
5110	5125	5180	5186	5190	5197	5197
5140	5155	5200	5206	5210	5217	5217
5210	5225	5280	5286	5290	5297	5297
5240	5255	5300	5306	5310	5317	5317
5310	5325	5380	5386	5390	5397	5397
5340	5355	5400	5406	5410	5417	5417
5410	5425	5480	5486	5490	5497	5497
5440	5455	5500	5506	5510	5517	5517
5510	5525	5580	5586	5590	5597	5597
5540	5555	5600	5606	5610	5617	5617
5610	5625	5680	5686	5690	5697	5697
5640	5655	5700	5706	5710	5717	5717
5710	5725	5780	5786	5790	5797	5797
5740	5755	5800	5806	5810	5817	5817
5810	5825	5880	5886	5890	5897	5897
5840	5855	5900	5906	5910	5917	5917
5910	5925	5980	5986	5990	5997	5997
5940	5955	6000	6006	6010	6017	6017
6010	6025	6080	6086	6090	6097	6097
6040	6055	6100	6106	6110	6117	6117
6110	6125	6180	6186	6190	6197	6197
6140	6155	6200	6206	6210	6217	6217
6210	6225	6280	6286	6290	6297	6297
6240	6255	6300	6306	6310	6317	6317
6310	6325	6380	6386	6390	6397	6397
6340	6355	6400	6406	6410	6417	6417
6410	6425	6480	6486	6490	6497	6497
6440	6455	6500	6506	6510	6517	6517
6510	6525	6580	6586	6590	6597	6597
6540	6555	6600	6606	6610	6617	6617
6610	6625	6680	6686	6690	6697	6697
6640	6655	6700	6706	6710	6717	6717
6710	6725	6780	6786	6790	6797	6797
6740	6755	6800	6806	6810	6817	6817
6810	6825	6880	6886	6890	6897	6897
6840	6855	6900	6906	6910	6917	6917
6910	6925	6980	6986	6990	6997	6997
6940	6955	7000	7006	7010	7017	7017
7010	7025	7080	7086	7090	7097	7097
7040	7055	7100	7106	7110	7117	7117
7110	7125	7180	7186	7190	7197	7197
7140	7155	7200	7206	7210	7217	7217
7210	7225	7280	7286	7290	7297	7297
7240	7255	7300	7306	7310	7317	7317
7310	7325	7380	7386	7390	7397	7397
7340	7355	7400	7406	7410	7417	7417
7410	7425	7480	7486	7490	7497	7497
7440	7455	7500	7506	7510	7517	7517
7510	7525	7580	7586	7590	7597	7597
7540	7555	7600	7606	7610	7617	7617
7610	7625	7680	7686	7690	7697	7697
7640	7655	7700	7706	7710	7717	7717
7710	7725	7780	7786	7790	7797	7797
7740	7755	7800	7806	7810	7817	7817
7810	7825	7880	7886	7890	7897	7897
7840	7855	7900	7906	7910	7917	7917
7910	7925	7980	7986	7990	7997	7997
7940	7955	8000	8006	8010	8017	8017
8010	8025	8080	8086	8090	8097	8097
8040	8055	8100	8106	8110	8117	8117
8110	8125	8180	8186	8190	8197	8197
8140	8155	8200	8206	8210	8217	8217
8210	8225	8280	8286	8290	8297	8297
8240	8255	8300	8306	8310	8317	8317
8310	8325	8380	8386	8390	8397	8397
8340	8355	8400	8406	8410	8417	8417
8410	8425	8480	8486	8490	8497	8497
8440	8455	8500	8506	8510	8517	8517
8510	8525	8580	8586	8590	8597	8597
8540	8555	8600	8606	8610	8617	8617
8610	8625	8680	8686	8690	8697	8697
8640	8655	8700	8706	8710	8717	8717
8710	8725	8780	8786	8790	8797	8797
8740	8755	8800	8806	8810	8817	8817
8810	8825	8880	8886	8890	8897	8897
8840	8855	8900	8906	8910	8917	8917
8910	8925	8980	8986	8990	8997	8997
8940	8955	9000	9006	9010	9017	9017
9010	9025	9080	9086	9090	9097	9097
9040	9055	9100	9106	9110	9117	9117
9110	9125	9180	9186	9190	9197	9197
9140	9155	9200	9206	9210	9217	9217
9210	9225	9280	9286	9290	9297	9297
9240	9255	9300	9306	9310	9317	9317
9310	9325	9380	9386	9390	9397	9397
9340	9355	9400	9406	9410	9417	9417
9410	9425	9480	9486	9490	9497	9497
9440	9455	9500	9506	9510	9517	9517
9510	9525	9580	9586	9590	9597	9597
9540	9555	9600	9606	9610	9617	9617
9610	9625	9680	9686	9690	9697	9697
9640	9655	9700	9706	9710	9717	9717
9710	9725	9780	9786	9790	9797	9797
9740	9755	9800	9806	9810	9817	9817
9810	9					

For information Call 801RIDE-UT (801-743 3882)
outside Salt Lake County 888-FIDE-UT (888-743-3882)
www.rideuta.com

900 South

HOW TO USE THIS SCHEDULE
 Determine your timepoint based on when you want to leave or when you want to arrive. Read across for your destination and down for your time and direction of travel. A route map is provided to help you relate to the timepoints shown. Weekday, Saturday & Sunday schedules differ from one another.

DATA SERVICE DIRECTORY

- General Information School Issues: Trip Planning, Customer Feedback 800-801-RIDE-UTA (800-743-3882)
Outside Salt Lake County: c 866-RIDE-UTA (688-433882)
For 24-hour automated service for next day available use option 1- have stop number and 3 digit route number (use C 001F number is not 3 digits)
Pass By Mail information 801-262-5626
For Employment Information please visit
<http://www.ricruita.com/ca/eers/>
Travel Training 801-287-22-25

LOST AND FOUND

Weber/South Davis: 801-626-1207 • Option 3
 Utah County: 801-227-1923
 Salt Lake County: 801-87-4664
 F-Route: 801-287-5355

FARES

Exact Fare is required. Fares are subject to change.

ACCESSIBLE SERVICE

Wheelchair accessible buses are available on all routes. Alternate format schedules are available upon request. Telephone communication for deaf/hearing impaired persons is available by dialing 711.

TRANSFERS

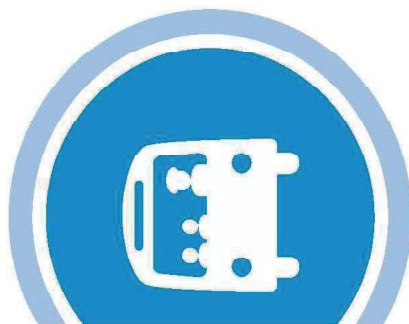
Upon payment of a fare, a transfer is good for travel in any direction, including return trip, for two (2) hours until the time cut. The value of transfer towards a fare on a more expensive service is the regular cash fare.

BIKES ON BUSES

BIKES ON BUSES
The Bikes on Buses service is available on all buses, except Paratransit.

HOLIDAYS

Please check ride.uta.com for holiday/ service information.

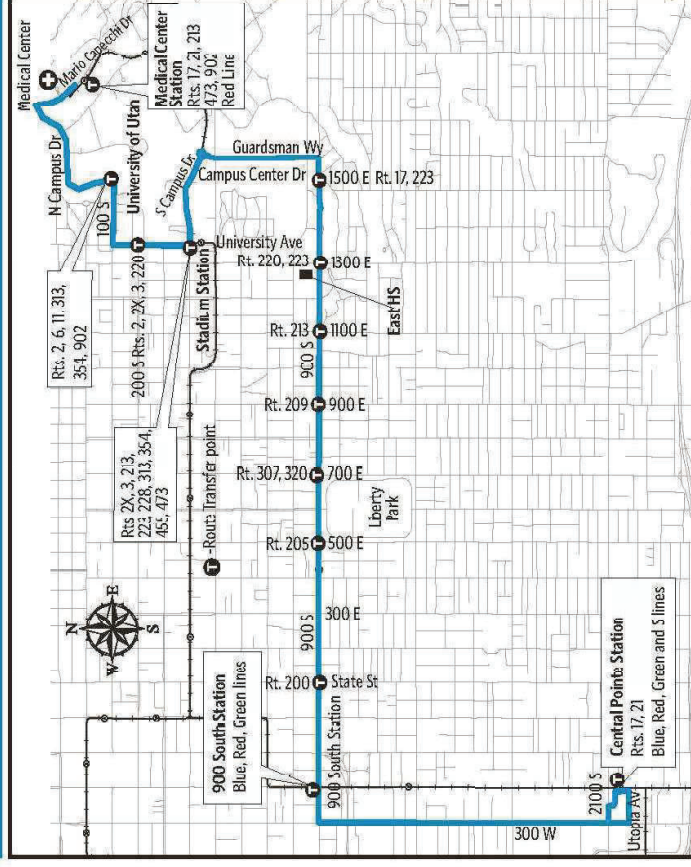


University Medical Center Station
University of Utah
East High School
Liberty Park
900 S Station
Central Pointe Station

UTA BUS

Effective
December 2016

Route 9 900 South



Timepoints are approximate and may vary due to road and traffic conditions.

SEE SOMETHING?
SAY SOMETHING!

To contact UTA police:
Call: 801-287-EYES (801-287-3937)
Or text UTA-IP and your tip to 274637



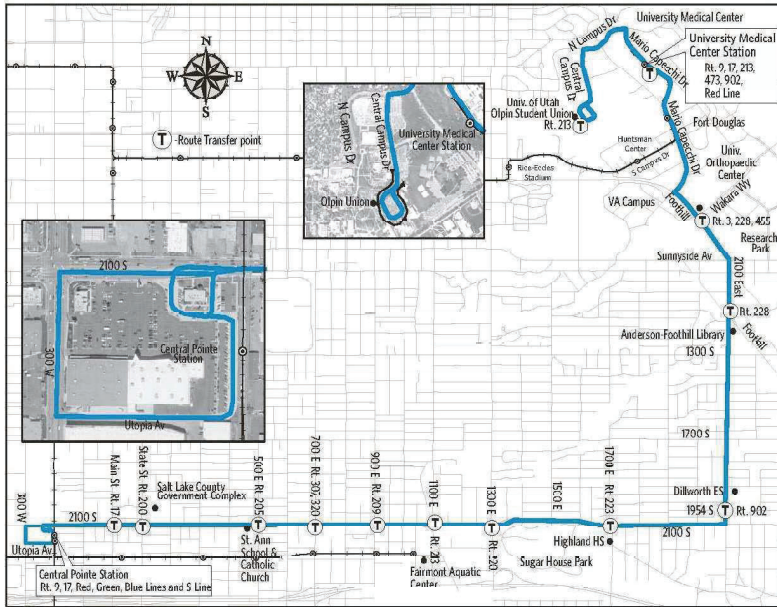
INTERPRETER

801-RIDE-UTA
call (801-743-3882)
Toll-Free (888-743-3882)

Interprete 口譯 thông dịch viên
해석자 tłumaczeni nepeoutnik
インタプリタ Dolmetscher

Route 21

Route 21 2100 South/2100 East



SEE SOMETHING? SAY SOMETHING!

To contact UTA police:
Call: 801-287-EYES (801-287-3937)
Or Text UTATIP and your tip to 274637



INTERPRETER



801 RIDE UTA
call (801-743-3882)
Toll Free (888-743-3882)

Interprete 口譯 thông dịch viên
해역자 tumač переводчик
インタプリタ Dolmetscher 点字

SUNDAY

To Central Pointe Station

University Central Campus	2100 S & 2100 E	2100 S & 2100 E	2100 S & 2100 E	2100 S & 2100 E	2100 S & 2100 E	Central Pointe Station
842a	857a	902a	906a	909a	915a	
942	957	1002	1006	1009	1015	
1042	1057	1102	1106	1109	1115	
1142	1157	1202p	1206p	1209p	1215p	
1242p	1257p	102	106	109	115	
120	126	201	206	209	215	
235	256	301	306	309	315	
334	355	401	406	409	415	
434	453	500	506	509	515	
534	553	600	606	609	615	
634	653	700	706	709	715	

To University of Utah

Central Pointe Station	2100 S & 2100 E	2100 S & 2100 E	2100 S & 2100 E	2100 S & 2100 E	2100 S & 2100 E	University Central Campus
831a	835a	838a	843a	848a	907a	
931	935	938	943	948	1007	
1031	1035	1038	1043	1048	1107	
1131	1135	1138	1143	1148	1207p	
1231p	1235p	1238p	1243p	1248p	107	
121	125	130	140	140	207	
231	235	238	243	248	307	
331	335	338	343	348	406	
431	435	438	444	449	508	
531	535	538	544	549	608	
631	635	638	644	649	708	

For information call 801-RIDE-UTA (801-743-3882)
outside Salt Lake County 888-RIDE-UTA (888-743-3882)
www.rideuta.com

21

2100 South/2100 East

HOW TO USE THIS SCHEDULE

Determine your timepoint based on when you want to leave or when you want to arrive. Read across for your destination and down for your time and direction of travel. A route map is provided to help you relate to the timepoints shown. Weekday, Saturday & Sunday schedules differ from one another.

UTA SERVICE DIRECTORY

- General Information, Schedules, Trip Planning and Customer Feedback: 801-RIDE-UTA (801-743-3882)
- Outside Salt Lake County call 888-RIDE-UTA (888-743-3882)
- For 24-hour automated service for most bus available, use option 1. Have stop number and 3 digit route number (use 0 or 00 if number is not 3 digits).
- Press 9 for Utah Transit Authority (UTA) 24/7 Customer Service.
- For Employment Information please visit <http://www.rideuta.com/careers/>
- Travel Training 801-287-2275

LOST AND FOUND

Webster/South Davis: 801-626-1207 option 3
Utah County: 801-227-8923
Each Utah County: 801-387-3444
F-Route: 801-287-5355

FARES

Exact Fare is required. Fares are subject to change.

ACCESSIBLE SERVICE

Wheelchair accessible buses are available on all routes. Alternate format schedules are available upon request. Telephone communication for deaf/hearing impaired persons is available by dialing 711.

TRANSFERS

Upon payment of a fare, a transfer is good for travel in any direction, including return trip, for two (2) hours until the time cut. The value of a transfer towards a fare on a return, subsequent transfer to the original route bus.

BIKES ON BUSES

The Bikes on Buses service is available on all buses, except Paratransit.

HOLIDAYS

Please check rideuta.com for holiday service information.



Central Pointe Station
Sugar House Park
University of Utah

UTA BUS

WK SA SU M T W Th F Effective August 2018

WEEKDAYS
To Central Pointe Station

University Central Campus	2000 S & 2000 E	2000 S & 1000 E	2000 S & 1000 E	2000 S & 500 E	2000 S & State St	Central Pointe Station
623a	638a	643a	647a	650a	656a	
638	653	658	702	705	711	
653	708	713	717	720	726	
708	723	728	732	735	741	
723	738	743	747	750	756	
738	753	758	802	805	811	
753	808	813	817	820	826	
808	823	828	832	835	841	
823	838	843	847	850	856	
838	853	858	902	905	911	
853	908	913	917	920	926	
908	923	928	932	935	941	
923	938	943	947	950	956	
938	953	958	1002	1005	1011	
953	1008	1013	1017	1020	1026	
1008	1023	1028	1032	1035	1041	
1023	1038	1043	1047	1050	1056	
1038	1053	1058	1102	1105	1111	
1053	1108	1113	1117	1120	1126	
1108	1123	1128	1132	1135	1141	
1123	1138	1143	1147	1150	1156	
1138	1153	1158	1202p	1205p	1211p	
1153	1208p	1213p	1217	1220	1226	
1208p	1223	1228	1232	1235	1241	
1223	1238	1243	1247	1250	1256	
1234	1249	1254	1258	130	107	
1249	1304	1309	1313	1316	1322	
1304	1322	1327	1332	1335	1341	
1319	1337	1342	1347	1350	1356	
134	152	157	202	205	211	
149	207	212	217	220	226	
204	222	227	232	235	241	
219	237	242	247	250	256	
232	250	255	300	303	309	
247	305	310	315	318	324	
302	321	327	332	335	341	
317	336	342	347	350	356	
322	341	347	352	355	361	
347	406	412	417	420	426	
400	419	425	430	433	439	
415	434	440	445	448	454	
430	449	456	502	505	511	
445	504	511	517	520	526	
500	519	525	532	535	541	
515	534	541	547	550	556	
530	549	556	602	605	611	
545	604	611	617	620	626	
600	619	626	632	635	641	
615	634	641	647	650	656	
633	652	659	705	708	714	
703	718	724	729	732	738	
738	753	759	804	807	813	
808	822	828	832	835	841	
838	852	858	902	905	911	
908	922	928	932	935	941	

To University of Utah

Central Pointe Station	2000 S & State St	2000 S & 1000 E	2000 S & 500 E	2000 S & 1000 E	2000 S & 1700 E	University Central Campus
501a	505a	508a	512a	515a	519a	
516	520	523	527	530	548	
546	550	553	557	600	618	
601	605	608	612	615	633	
616	620	623	627	630	648	
631	635	638	642	645	703	
646	650	653	657	700	718	
701	705	708	713	718	741	
716	720	723	728	733	756	
731	735	738	743	748	811	
746	750	753	758	803	826	
801	805	808	813	818	841	
816	820	823	828	833	856	
831	835	838	843	848	911	
846	850	853	858	903	926	
901	905	908	913	918	941	
916	920	923	928	933	956	
931	935	938	943	948	1011	
946	950	953	958	1003	1026	
1001	1005	1008	1013	1018	1041	
1016	1020	1023	1028	1033	1056	
1031	1035	1038	1043	1048	1111	
1046	1050	1053	1058	1103	1126	
1101	1105	1108	1113	1118	1141	
1116	1120	1123	1128	1133	1156	
1131	1135	1138	1143	1148	1211p	
1146	1150	1153	1158	1203p	1226	
1201p	1205p	1208p	1213p	1218	1241	
1216	1220	1223	1228	1233	1256	
1231	1235	1238	1243	1248	1311	
1246	1250	1253	1258	1303	1326	
1301	1305	1308	1313	1318	1341	
1316	1320	1323	1328	1333	1356	
1351	1355	1358	1403	1408	1471	
1406	1410	1413	1418	1423	1486	
1411	1415	1418	1423	1428	1491	
1426	1430	1433	1438	1443	1506	
1451	1455	1458	1463	1468	1531	
1466	1470	1473	1478	1483	1546	
1491	1495	1498	1503	1508	1571	
1506	1510	1513	1518	1523	1586	
1531	1535	1538	1543	1548	1611	
1546	1550	1553	1558	1563	1626	
1566	1570	1573	1578	1583	1641	
1581	1585	1588	1593	1598	1656	
1596	1600	1603	1608	1613	1671	
1606	1610	1613	1618	1623	1686	
1631	1635	1638	1643	1648	1711	
1646	1650	1653	1658	1663	1726	
1666	1670	1673	1678	1683	1741	
1681	1685	1688	1693	1698	1756	
1696	1700	1703	1708	1713	1771	
1706	1710	1713	1718	1723	1786	
1731	1735	1738	1743	1748	1811	
1746	1750	1753	1758	1763	1826	
1766	1770	1773	1778	1783	1841	
1781	1785	1788	1793	1798	1856	
1801	1805	1808	1813	1818	1871	
1831	1835	1838	1843	1848	1904	

SATURDAY
To Central Pointe Station

University Central Campus	2000 S & 2000 E	2000 S & 1000 E	2000 S & 1000 E	2000 S & 500 E	2000 S & State St	Central Pointe Station
642a	657a	702a	706a	709a	715a	
712	727	732	736	739	745	
742	757	802	806	809	815	
812	827	832	836	839	845	
842	857	902	906	909	915	
912	927	932	936	939	945	
942	957	1002	1006	1009	1015	
1012	1027	1032	1036	1039	1045	
1042	1057	1102	1106	1109	1115	
1112	1127	1132	1136	1139	1145	
1142	1157	1202p	1206p	1209p	1215p	
1212p	1227p	1232	1236	1239	1245	
1242	1257	1302	1306	1309	1315	
1308	1323	1328	1332	1335	1341	
1348	1363	1368	1372	1375	1381	
1388	1403	1408	1412	1415	1421	
1428	1443	1448	1452	1455	1461	
1468	1483	1488	1492	1495	1501	
1508	1523	1528	1532	1535	1541	
1548	1563	1568	1572	1575	1581	
1588	1603	1608	1612	1615	1621	
1628	1643	1648	1652	1655	1661	
1668	1683	1688	1692	1695	1701	
1708	1723	1728	1732	1735	1741	

To University of Utah

Central Pointe Station	2000 S & State St	2000 S & 1000 E	2000 S & 500 E	2000 S & 1000 E	2000 S & 1700 E	University Central Campus
731a	735a	738a	742a	745a	751a	
801	805	808	813	818	841	
831	835	838	843	848	911	
901	905	908	913	918	941	
931	935	938	943	948	1011	
1001	1005	1008	1013	1018	1041	
1031	1035	1038	1043	1048	1111	
1101	1105	1108	1113	1118	1141	
1131	1135	1138	1143	1148	1211p	
1201p	1205p	1208p	1213p	1218p	1241	
1251	1255	1258	1263	1268	1331	
1301	1305	1308	1313	1318	1341	
1331	1335	1338	1343	1348	1411	
1401	1405	1408	1413	1418	1441	
1431	1435	1438	1443	1448	1511	
1501	1505	1508	1513	1518	1541	
1531	1535	1538	1543	1548	1611	
1601	1605	1608	1613	1618	1641	
1631	1635	1638	1643	1648	1711	
1701	1705	1708	1713	1718	1741	
1801	1805	1808	1813	1818	1841	

Approved September 2019
Addendum 3: 2020 Baseline Service

2020 Assessment of Sponsored Routes

Route	Meets Population Based	Meets Weekday PPH	Meets Saturday PPH	Meets Sunday PPH	Baseline Service Adjustment
	TPI	PPH	PPH	PPH	
2	yes	yes	no	no	UTA to absorb weekday route 2 miles into baseline service
9	yes	no	no	no	Full city sponsorship still required
21	yes	no	no	no	Full city sponsorship still required

Weekday Miles

Route	April 2019	August 2019	Delta	*252 WKD
2	525.23	603.81	78.58	19,802.16

Baseline Service Cost Adjustment

\$	4,446,268	original costs of sponsored service
\$	4,290,092	new cost after baseline adjustment (-19,802.1 miles)
\$	156,175	value of service being added to UTA baseline

August 2019 to August 2020 Comprehensive System Analysis

LEGEND



All-Day Service - Routes Serving Salt Lake City

Route	Current Tier	People- Based TPI	WKD Pass/Hr	SAT Pass/Hr	SUN Pass/Hr
2	1	689	21.51	9.90	8.12
9	3	472	8.79	5.05	5.10
21	1	136	17.11	8.69	7.94
33	1	89	20.05	21.82	-

Addendum 4: 2021 Baseline Service

Please refer to the UTA 2021-2025 Service Plan adopted on 2/24/2021 for UTA's baseline service.

www.rideuta.com/serviceplan

Summary:

- The Five-Year Service Plan includes FTN level service on Route 2 on weekdays as part of UTA's baseline service level.
- UTA made improvements to the span of service on Routes 2, 9, and 21 in August 2020, which are now included in the baseline at no additional cost to SLC.
- Please visit [this link to access route performance data on UTA's Open Data Portal](#).

Annual Miles	August 2020 Total Miles	2021 Baseline Miles	2021 Sponsored Miles
2	213,344	173,704	39,641
9	476,251	120,704	355,547
21	374,658	278,290	96,369
Total	1,064,254	572,697	491,557

Annual Hours	August 2020 Total Hours	2021 Baseline Hours	2021 Sponsored Hours
2	24,712.33	18,271.60	6,440.73
9	45,458.27	2,042.00	43,416.27
21	34,891.40	25,192.87	9,698.53
Total	105,062.00	45,506.47	59,555.53

Addendum 6: 2022 Baseline Service

Please refer to the UTA 2021-2025 Service Plan adopted on 2/24/2021 for UTA's baseline service.

www.rideuta.com/serviceplan

Summary:

- The Five-Year Service Plan includes FTN level service on Route 2 on weekdays as part of UTA's baseline service level.
- UTA made improvements to the span of service on Routes 2, 9, and 21 in August 2020, which are now included in the baseline at no additional cost to SLC.
- Please visit [this link to access route performance data on UTA's Open Data Portal](#).

Annual Miles	August 2020 Total Miles	2021 Baseline Miles	2021 Sponsored Miles
2	213,344	173,704	39,641
9	476,251	120,704	355,547
21	374,658	278,290	96,369
1	490,818	364,877	125,941
Total	1,555,072	937,574	617,498

Annual Hours	August 2020 Total Hours	2021 Baseline Hours	2021 Sponsored Hours
2	24,712.33	18,271.60	6,440.73
9	45,458.27	2,042.00	43,416.27
21	34,891.40	25,192.87	9,698.53
1	40,735.03	34,517.16	6,217.87
Total	145,797.03	80,023.63	65,773.40

Fuel
Efficiency

Cost Per Gallon			Vehicle Efficiency		
	Diesel	CNG		Diesel	CNG
Jun-20	1.24	1.15	Jun-20	4.95	4.54
Jul-20	1.33	1.16	Jul-20	4.73	4.58
Aug-20	1.52	1.05	Aug-20	4.69	4.21
Sep-20	1.39	1.14	Sep-20	5.15	4.25
Oct-20	1.45	1.1	Oct-20	5.27	4.34
Nov-20	1.85	1.29	Nov-20	5.23	4.27
Dec-20	1.58	1.26	Dec-20	5.06	4.18
Jan-21	1.74	1.3	Jan-21	5.11	4.21
Feb-21	1.99	1.27	Feb-21	5.17	4.24
Mar-21	2.57	1.23	Mar-21	5.23	4.3
Apr-21	2.21	1.14	Apr-21	5.28	4.33
May-21	2.57	1.2	May-21	5.21	4.2
Avg Cost Gal	\$ 1.79	\$ 1.19	Avg MPG	5.09	4.30
Weighted Cost per Gallon \$ 1.61			Weighted Fuel Efficiency 4.85		
Diesel	70%				
CNG	30%				

APPROVED March 2019

Addendum 1: Mobilization

2019-2020 Sponsored Service: 200 South, 900 South, 2100 South

	Feb	Mar	Apr	May	June	Jul	Start-Up Sub-Total	Start-Up Admin	Start-Up TOTAL
4 Mechanics	\$ 24,584	\$ 24,584	\$ 24,584	\$ 24,584	\$ 24,584	\$ 24,584	\$ 147,504	\$ -	\$ 147,504.00
2 Fixed Supervisors	\$ 13,832	\$ 13,832	\$ 13,832	\$ 13,832	\$ 13,832	\$ 13,832	\$ 82,992	\$ -	\$ 82,992.00
Operator Recruitment	\$ 30,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 35,000	\$ -	\$ 35,000.00
TCC Dispatch 2 FTE		\$ 10,468	\$ 10,468	\$ 10,468	\$ 10,468	\$ 10,468	\$ 52,340	\$ -	\$ 52,340.00
Operator Training		\$ 83,333	\$ 83,333	\$ 83,333	\$ 83,333	\$ 83,333	\$ 416,665	\$ -	\$ 416,665.00
Operator Service				\$ 252,720	\$ 252,720	\$ 252,720	\$ 758,160	\$ -	\$ 758,160.00
2 Para Supervisors					\$ 13,832	\$ 13,832	\$ 27,664	\$ -	\$ 27,664.00
Fuel/Parts/Maint								\$ -	
Vehicle Procurement	\$ 17,104	\$ 40,554	\$ 33,304	\$ 96,484	\$ 110,984	\$ 44,167	\$ 88,334	\$ -	\$ 88,334.00
Administration	\$ 68,416	\$ 133,217	\$ 133,217	\$ 385,937	\$ 554,920	\$ 110,984	\$ 409,414	\$ 409,414	\$ 409,414.00
Total 2019							\$ 1,608,659	\$ 409,414	\$ 2,018,073.00

Operational Start-up-Expenses (Jan 2019 - Aug 2019) \$ 2,018,073
SLC Budget FY18-19 \$ 2,863,000
Difference \$ 844,927

1

VARIABLE VALUES

\$	7.62	Most recent NTD Cost per Revenue Mile, Bus Service (1)
	2.2%	Annual escalator rate (2)
	2	Number of Years since NTD report
	20%	Administrative Discount (3)
	503,359	Sponsored Revenue Miles: 200 South, 900 South and 2100 South

	10%	Sponsored Paratransit Service rate (4)
--	-----	--

\$	2.50	Fuel Cost per Gallon (Service Year Budgeted Cost)
	5	Fuel Efficiency, Miles per Gallon (adjust per vehicle type)

\$	53,000	Sponsored Vehicle Lease Costs
	10	Sponsored Vehicles

(1) NTD Cost per Revenue Mile has been adjusted to exclude fuel expense but does include approximately 2% for capital maintenance (e.g. engine replacement, etc).

(2) The annual escalator is a calculated average of the PCE CPI over a twenty year period.

(3) UTA will discount the administrative charges in proportion to the scale of the service increase in revenue miles.

(4) Paratransit Service rate is equal to the percentage of the most recent NTD reported total demand response vehicle revenue hours as compared to total vehicle revenue hours for Bus, Commuter Bus and Light Rail.

SPONSORED SERVICE COST

\$	7.62	Most recent NTD Cost Per Mile - Bus Service
\$	7.96	NDT rate Adjusted to Service Year Costs
\$	6.37	Discounted NTD Adjusted to Service Year Costs
	503,359	Sponsored Revenue Miles
\$	3,204,886.18	Total Mileage Cost, Without Fuel, Annual

\$	321,455.37	Add Paratransit Service
\$	3,526,341.55	Total Annual Operating Costs without fuel

\$	2.50	Fuel Cost per Gallon
	5.0	Bus Miles per Gallon
	503,359	Sponsored Revenue Miles
\$	251,679.50	Total Fuel Cost

\$	53,000.00	Per Vehicle Principal + 4% Interest Rate, Annual
	10	Vehicles needed for sponsored service
\$	530,000.00	Total Annual Vehicle Cost for Sponsored Service

\$	4,308,021	TOTAL
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Addendum 2, Amendment 1

Attachment A

2019-2020 Sponsored Service: 200 South, 900 South, 2100 South

Service True-Up

	Addendum 2	Annual mileage true-up	COVID-19 Reduction	Addendum 2, Amendment 1
Cost per mile	\$ 7.62	\$ 7.62	\$ 7.62	
Annual escalator	2.2%	2.2%	2.2%	
number years since NDT	2	2	2	
Administrative Discount	20%	20%	20%	
Miles	503,359	511,664	288,760	
Total mileage cost	\$ 3,204,975	\$ 3,257,852	\$ 1,838,584	
Paratransit rate	10%	10%	10%	
Total Paratransit Cost	\$ 320,497	\$ 325,785	\$ 183,858	
Number Vehicles	10	10	10	
Lease Cost	\$ 41,088	\$ 41,088	\$ 41,088	
Total Vehicle cost	\$ 410,885	410,885	410,885	
Total annual cost w/o fuel	\$ 3,936,357	\$ 3,994,521	\$ 2,433,327	
Total monthly cost w/o fuel	\$ 328,030	\$ 332,877	\$ 202,777	
8 months (August - March)		\$ 2,663,014.22		\$ 2,663,014
4 months (April - July)			\$ 811,109	\$ 811,109
Total Cost to City without Fuel				\$ 3,474,123
Original Annual Cost	\$ 3,936,357			
Reduced Annual Cost	\$ 3,474,123			
Discount Amount	\$ 462,233			

Addendum 3

2020-2021 Sponsored Service: 200 South, 900 South, 2100 South

VARIABLE VALUES		SPONSORED SERVICE COST			
\$	8.06	Most recent NTD Cost per Revenue Mile, Bus Service (1)	\$	8.06	Most recent NTD Cost Per Mile - Bus Service
	2.2%	Annual escalator rate (2)			
	2	Number of Years since NTD report		8.42	NDT rate Adjusted to Service Year Costs
	20%	Administrative Discount (3)		6.73	Discounted NTD Adjusted to Service Year Costs
	491557	Sponsored Revenue Miles: 200 S weekends, 900 S and 2100 S		491,557	Sponsored Revenue Miles
			\$	3,309,486.04	Total Mileage Cost, Without Fuel, Annual
	11%	Sponsored Paratransit Service rate (4)	\$	362,502.27	Add Paratransit Service
			\$	3,671,988.31	Total Annual Operating Costs without fuel
\$	2.00	Fuel Cost per Gallon (Service Year Budgeted Cost)		2.00	Fuel Cost per Gallon
	4.8	Fuel Efficiency, Miles per Gallon (adjust per vehicle type)		4.8	Bus Miles per Gallon
				491,557	Sponsored Revenue Miles
			\$	204,815.42	Total Fuel Cost
\$	41,088	Sponsored Vehicle Lease Costs		41,088.45	Per Vehicle Principal + 4% Interest Rate, Annual
	10	Sponsored Vehicles		10	Vehicles needed for sponsored service
			\$	410,884.50	Total Annual Vehicle Cost for Sponsored Service
			\$	4,287,688.23	TOTAL

(1) NTD Cost per Revenue Mile has been adjusted to exclude fuel expense but does include approximately 2% for capital maintenance (e.g. engine replacement, etc).

(1) NTD Cost per Revenue Mile has been adjusted to exclude fuel expense but does include approximately 2% for capital maintenance (e.g. engine replacement, etc).

(2) The annual escalator is a calculated average of the CPI-U over a twenty year period.

(3) UTA will discount the administrative charges in proportion to the scale of the service increase in revenue miles.

(4) Paratransit Service rate is equal to the percentage of the most recent NTD reported total demand response vehicle revenue hours as compared to total vehicle revenue hours for Bus, Commuter Bus and Light Rail.

Addendum 3, Amendment 1

Attachment A

2020-2021 Sponsored Service: 200 South, 900 South, 2100 South

Service True-Up

	Addendum 3		Annual mileage true-up		COVID-19 Reduction	Addendum 2, Amendment 1
Cost per mile	\$	8.06	\$	8.06	\$	8.06
Annual escalator		2.2%		2.2%		2.2%
Number years since NDT		2		2		2
Administrative Discount		20%		20%		20%
Discounted NTD Adjusted		6.73		6.73		6.73
Miles		491,557		491,557		462,350
Total mileage cost		3,308,178.61	\$	3,308,179	\$	3,111,616
Paratransit rate		11%		11%		11%
Total Paratransit Cost	\$	363,900	\$	363,900	\$	342,278
Number Vehicles		10		10		10
Lease Cost	\$	41,088	\$	41,088	\$	41,088
Total Vehicle cost	\$	410,885		410,885		410,885
Total annual cost w/o fuel	\$	4,082,963	\$	4,082,963	\$	3,864,778
Total monthly cost w/o fuel	\$	340,247	\$	340,247	\$	322,065
10 months (September - July)			\$	3,402,468.96		\$ 3,402,469
2 months (July-August)				\$	644,130	\$ 644,130
Total Cost to City without Fuel						\$ 4,046,599
Original Annual Cost	\$	4,082,963				
Reduced Annual Cost	\$	4,046,599				
Discount Amount	\$	36,364				

Daily Miles

		March 2020	2020 Limited	2020 August	2020 December	2021 April
WKD	2	627.13	333.29	639.02	637.92	637.92
	21	1123.52	593.59	1132.67	1130.02	1130.47
	9	1396.21	734.67	1444.62	1433.82	1433.32
	Weekday Daily Total	3146.86	1661.55	3216.31	3201.76	3201.71
	Annualized	793,008.72	418,710.60			
SAT	2	658.53	388.97	657.57	656.07	656.07
	21	1120.19	606.59	1152.32	1205.16	1194.81
	9	1414.01	762.67	1480.92	1516.62	1517.02
	Saturday Daily Total	3192.73	1758.23	3290.81	3377.85	3367.9
	Annualized	166,021.96	91,427.96			
SUN	2	289.08	312.48	358.25	355.25	355.25
	21	450.69	450.69	519.68	519.68	519.68
	9	592.00	586.40	693.64	693.64	693.64
	Sunday Daily Total	1331.77	1349.57	1571.57	1568.57	1568.57
	Annualized	69,252.04	70,177.64			
Annualized Total		1,028,283	580,316			

Monthly Miles

2020 Jul	2020 Aug		2020 Sep	2020 Oct	2020 Nov		2020 Dec	2021 Jan	2021 Feb	2021 Mar	2021 Apr		2021 May	2021 Jun
21	15	6	21	22	18	1	22	20	19	23	12	10	20	22
4	4	1	5	5	5	0	4	5	5	4	3	1	6	4
6	3	2	4	4	4	1	4	5	4	4	2	2	5	4
50022.89	61736.69		87374.79	90521.65		80945.33	48985.3	48770	45758.88	50646.85		66509.48	91928.91	90208.34
36822.71	26969.87													

Sched Miles
Delta (vs

Total Scheduled 1009843
Total incl Delta 1073635
94.06%

491557 462350 29207.03

Addendum 4

2021-2022 Sponsored Service: 200 South, 900 South, and 2100 South

VARIABLE VALUES

\$	8.26	Most recent NTD Cost per Revenue Mile, Bus Service (1)
	2.2%	Annual escalator rate (2)
	2	Number of Years since NTD report
20%		Administrative Discount off the 35% built into NTD (3)
491,557		Sponsored Revenue Miles: 200 S weekends, 900 S, and 2100 S

11%	Sponsored Paratransit Service rate (4)
-----	--

\$	2.25	Fuel Cost per Gallon (Service Year Budgeted Cost)
	5	Fuel Efficiency, Miles per Gallon (adjust per vehicle type)

\$	493,061	Annual Sponsored Vehicle Lease Costs
	10	Sponsored Vehicles

(1) NTD Cost per Revenue Mile has been adjusted to exclude fuel expense but does include approximately 2% for capital maintenance (e.g. engine replacement, etc).

(2) The annual escalator is a calculated average of the PCE CPI over a twenty year period.

(3) UTA will discount the administrative charges in proportion to the scale of the service increase in revenue miles.

(4) Paratransit Service rate is equal to the percentage of the most recent NTD reported total demand response vehicle revenue hours as compared to total vehicle revenue hours for Bus, Commuter Bus and Light Rail.

SPONSORED SERVICE COST

\$	8.26	Most recent NTD Cost Per Mile - Bus Service
\$	8.62	NDT rate Adjusted to Service Year Costs
\$	6.90	Discounted NTD Adjusted to Service Year Costs
	491,557	Sponsored Revenue Miles
\$	3,389,849.87	Total Mileage Cost, Without Fuel, Annual
\$	371,304.87	Add Paratransit Service
\$	3,761,154.74	Total Annual Operating Costs without fuel
\$	2.25	Fuel Cost per Gallon
	5.0	Bus Miles per Gallon
	491,557	Sponsored Revenue Miles
\$	221,200.49	Total Fuel Cost
\$	49,306.14	Per Vehicle Principal + Interest Rate
	10	Vehicles needed for sponsored service
\$	493,061.40	Total Annual Vehicle Cost for Sponsored Service
\$	4,475,416.63	TOTAL

Addendum 5

1000 North Mobilization (122,274 miles, 22,918 hours)

FTE/Unit	Position/Item	Monthly Cost per FTE/unit	January	February	March	April	May	June	July	Mobilization Total
2	Mechanics	\$ 7,192	\$ 14,384	\$ 14,384	\$ 14,384	\$ 14,384	\$ 14,384	\$ 14,384	\$ 14,384	\$ 100,688
1	Fixed Supervisors	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 52,500
1	TCC Dispatch	\$ 5,234	\$ -	\$ -	\$ -	\$ 5,234	\$ 5,234	\$ 5,234	\$ 5,234	\$ 20,936
0	Para Supervisors	\$ 7,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	Operator Recruitment	one time	\$ 3,000	\$ 2,400	\$ 1,800	\$ 600	\$ 600	\$ 600	\$ -	\$ 9,000
15	Operator Training	one time	\$ -	\$ 45,917	\$ 45,917	\$ 45,917	\$ 45,917	\$ 45,917	\$ 45,917	\$ 275,500
15	Operator Service	\$ 5,964	\$ -	\$ -	\$ 14,910	\$ 47,712	\$ 59,640	\$ 89,460	\$ 89,460	\$ 301,182
4	Vehicle Procurement	\$ 3,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,648	\$ 15,648	\$ 31,296
Sub Total			\$ 24,884	\$ 70,201	\$ 84,511	\$ 121,347	\$ 133,275	\$ 178,743	\$ 178,143	\$ 791,102
20% Administration			\$ 4,977	\$ 14,040	\$ 16,902	\$ 24,269	\$ 26,655	\$ 35,749	\$ 35,629	\$ 158,220
TOTAL			\$ 29,861	\$ 84,241	\$ 101,413	\$ 145,616	\$ 159,930	\$ 214,491	\$ 213,771	\$ 949,322

Mobilization Milestone Invoices			
Month	Expense*	Admin	Total
1/1/2022	\$ 24,884	\$ 4,977	\$ 29,861
2/1/2022	\$ 70,201	\$ 14,040	\$ 84,241
3/1/2022	\$ 84,511	\$ 16,902	\$ 101,413
4/1/2022	\$ 121,347	\$ 24,269	\$ 145,616
5/1/2022	\$ 133,275	\$ 26,655	\$ 159,930
6/1/2022	\$ 178,743	\$ 35,749	\$ 214,491
7/1/2022	\$ 178,143	\$ 35,629	\$ 213,771
Sub total	\$ 791,102	\$ 158,220	\$ 949,322

* Expense costs represent a not-to-exceed amount, invoices will be based on actual FTE hires.

Addendum 6

2021-2022 Sponsored Service: 1000 N, 200 South, 900 South, and 2100 South

VARIABLE VALUES		SPONSORED SERVICE COST			
\$	9.93	Most recent NTD Cost per Revenue Mile, Bus Service (1)	\$	9.93	Most recent NTD Cost Per Mile - Bus Service
	2.2%	Annual escalator rate (2)			
	2	Number of Years since NTD report		10.36	NDT rate Adjusted to Service Year Costs
	20%	Administrative Discount off the 35% built into NTD (3)		8.29	Discounted NTD Adjusted to Service Year Costs
	617,498	Sponsored Revenue Miles: 1000 N, 200 S weekends, 900 S, and 2100 S		617,498	Sponsored Revenue Miles
					\$5,119,058.42 Total Mileage Cost, Without Fuel, Annual
	8%	Sponsored Paratransit Service rate (4)		409,497.83	Add Paratransit Service
				5,528,556.25	Total Annual Operating Costs without fuel
\$	2.75	Fuel Cost per Gallon (Service Year Budgeted Cost)		2.75	Fuel Cost per Gallon
	4.85	Fuel Efficiency, Miles per Gallon (adjust per vehicle type)		4.85	Bus Miles per Gallon
				617,498	Sponsored Revenue Miles
				350,727.73	Total Fuel Cost
\$	493,061	2019 Annual Sponsored Vehicle Lease Costs		49,306.14	Per Vehicle Principal + Interest Rate
	10	Sponsored Vehicles		10	Vehicles needed for sponsored service
				493,061.40	2019 Total Annual Vehicle Cost for Sponsored Ser
\$	175,381	2022 Annual Sponsored Vehicle Lease Costs		43,845.25	Per Vehicle Principal + Interest Rate
	4	Sponsored Vehicles		4	Vehicles needed for sponsored service
				175,381.00	2022 Total Annual Vehicle Cost for Sponsored Ser
				668,442.40	Total Annual Vehicle Cost for Sponsored Service
				6,547,726.38	TOTAL

(1) NTD Cost per Revenue Mile has been adjusted to exclude fuel expense but does include approximately 2% for capital maintenance (e.g. engine replacement, etc).

- (1) NTD Cost per Revenue Mile has been adjusted to exclude fuel expense but does include approximately 2% for capital maintenance (e.g. engine replacement, etc).
- (2) The annual escalator is a calculated average of the PCE CPI over a twenty year period.
- (3) UTA will discount the administrative charges in proportion to the scale of the service increase in revenue miles.
- (4) Paratransit Service rate is equal to the percentage of the most recent NTD reported total demand response vehicle revenue hours as compared to total vehicle revenue hours for Bus, Commuter Bus and Light Rail.

EXHIBIT 6

Timeline of Transit Programs 2017 - 2022



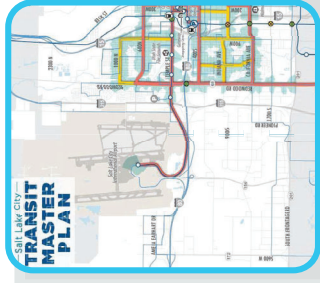
City Council adopts
Transit Master Plan
Budget N/A



FTN routes 2,
9, 21 launch &
Capital projects,
Marketing, TMA
development,
Hive Pass
analysis launch
**\$7,794,388 in FY
2019-2020**



WE ARE HERE!
Council to decide:
T2T option to
launch in Fall;
Mobilization
funding for 1000
North/South
Temple to launch
in 2022



2017

2018

2019

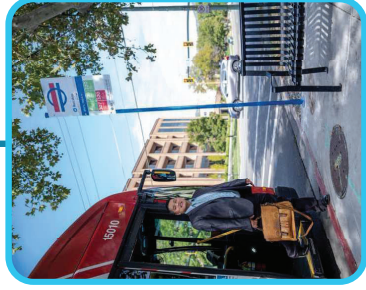
2020

2021

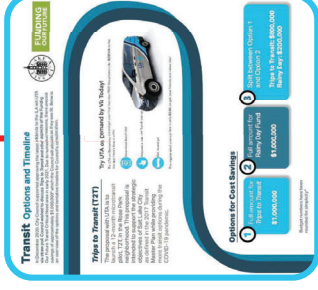
2022



City Council
approves
Funding Our
Future sales tax
increase, fund
mobilization for
FTN routes 2, 9,
21
**\$8-12 million per
year for transit**



Continue FTN &
Capital projects,
TMAs, Marketing,
adapt to COVID
**\$6,375,695 in FY
2020-2021**



Launch of 600
North/500 East
(UTA-funded),
1000 North/
South Temple
routes pending
funding from
SLC/UTA

Top 4 Priorities of 2017 Transit Master Plan

- 1) Implement a Frequent Transit Network (FTN): Council's direction at the time was phase 1 priority (Bus routes 2, 9, 21) & new routes on 600 North, 1000 North, and 400 South
- 2) Develop pilot programs for employer shuttles & on-demand ride services
- 3) Implement capital investments along FTN corridors
- 4) Implement a variety of transit-supportive programs and transit access improvements that overcome barriers to using transit

Ongoing Implementation of 2017 Transit Master Plan

- FTN Routes & Marketing/Branding: Bus routes 2, 9, 21 plus additional routes
- Transit Improvements: Signal upgrades, ADA, bus stop improvements, first/last mile enhancements, etc
- Transportation Management Associations (TMAs) & Trips to Transit (T2T): Managing transportation to major employment centers & on-demand microtransit pilot in Westside SLC neighborhood(s)
- Transit Staff: Positions supporting transit programs & public outreach