

Regular Meeting of the
Board of Trustees of the Utah Transit Authority

Wednesday, July 17, 2019, 9:00 a.m.
Utah Transit Authority Headquarters
669 West 200 South, Salt Lake City, Utah
Golden Spike Conference Rooms



- | | |
|---|---|
| 1. Call to Order & Opening Remarks | Chair Carlton Christensen |
| 2. Pledge of Allegiance | Chair Carlton Christensen |
| 3. Safety First Minute | Sheldon Shaw |
| 4. Public Comment Period | Bob Biles |
| 5. Approval of July 10, 2019 Board Meeting Minutes | Chair Carlton Christensen |
| 6. Agency Report
a. Recognition of UTA International Rail Rodeo Team | Steve Meyer |
| 7. Quarterly Investment Report | Bob Biles |
| 8. R2019-07-01 Resolution Authorizing Execution of Addendum 2 to the Salt Lake City Transit Master Plan Interlocal Agreement for 2019-20 Frequent Transit Network Routes | Nichol Bourdeaux,
Laura Hanson |
| 9. R2017-07-02 Resolution Authorizing Execution of a Memorandum of Understanding with the University of Utah and Delegating Authority to the Executive Director for Construction of the Union Building Bus Bays Project | Steve Meyer |
| 10. Contracts, Disbursements and Grants
a. Contract: Point of the Mountain Transit Project (Parametrix)
b. Pre-Procurement: Lawncare and Landscaping Services for Multiple Locations
c. Pre-Procurement: New Roof Membrane on OK Manufacturing Building | Michael DeMers
Steve Meyer
Steve Meyer |

11. Discussion Items

- | | |
|---|-------------|
| a. 2019 Budget Amendment 2 – Capital Budget | Bob Biles |
| b. 2019 Budget Amendment 3 – Operating Budget | Bob Biles |
| c. UTA Transit Financial Plan (TFP) | Steve Meyer |
-

RECESS

- | | |
|--|--------------------------------|
| d. Service Choices Report Presentation | Laura Hanson,
Jarret Walker |
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12. Other Business

- | | |
|---|----------------------------------|
| a. Next meeting: July 31, 2019 at 9:00 a.m. | Chair Carlton Christensen |
|---|----------------------------------|

13. Adjourn

Chair Carlton Christensen

Public Comment: Members of the public are invited to provide comment during the public comment period. Comment may be provided in person or online through www.rideuta.com. In order to be considerate of time and the agenda, comments are limited to 2 minutes per individual or 5 minutes for a designated spokesperson representing a group. Comments may also be sent via e-mail to boardoftrustees@rideuta.com.

Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting callredge@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

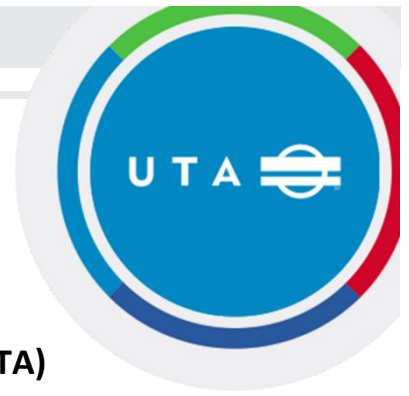
**The Close Call reported today,
is the accident that does not happen tomorrow.**

weekly earnings? Exclude overtime & shift allowances
Please provide details of any overtime or shift
average weekly overtime
weekly shift allowance
Please provide payroll records covering the 12 months pri

7 INCIDENT DETAILS

What is the worker's injury/condition, and which part of the body are affected?





**Minutes of the Meeting
of the
Board of Trustees of the Utah Transit Authority (UTA)
held at UTA FrontLines Headquarters located at
669 West 200 South, Salt Lake City, Utah
July 10, 2019**

Board Members Present:

Carlton Christensen, Chair
Beth Holbrook
Kent Millington

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

Call to Order, Opening Remarks, and Pledge of Allegiance. Chair Christensen welcomed attendees and called the meeting to order at 9:01 a.m. Following Chair Christensen's opening remarks, the board and meeting attendees recited the Pledge of Allegiance.

Safety First Minute. Chair Christensen yielded the floor to Sheldon Shaw, UTA Acting Manager of Safety & Security, for a brief safety message.

Public Comment Period. No public comment was given.

Approval of June 26, 2019 Board Meeting Minutes. A motion to approve the June 26, 2019 Board Meeting Minutes was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously.

Closed Session. Chair Christensen indicated there were matters to be discussed in closed session relative to pending or reasonably imminent litigation. A motion for a closed session was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously and the board entered closed session at 9:04 a.m.

Open Session. A motion to return to open session was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously and the board returned to open session at 10:10 a.m.

Agency Report. Steve Meyer, UTA Interim Executive Director, spoke about progress on UTA's autonomous shuttle pilot. The shuttle has been on public display in Farmington and was moved to the Utah State Tax Commission campus on July 8, 2019.

Following his comments on the autonomous shuttle, Mr. Meyer was joined by Eddy Cumins, UTA Chief Operating Officer, and Dave Hancock, UTA Director of Asset Management. Mr. Cumins spoke about a non-UTA accident that occurred on July 9, 2019 that involved a burning semi-trailer rolling down an embankment onto UTA's FrontRunner track. Despite significant damage, UTA's maintenance of way team repaired the track before the evening commute. Discussion ensued. A question on the semi-trailer driver's status was posed by the board and answered by staff.

Contracts, Disbursements, and Grants.

Contract: South Salt Lake County Microtransit Pilot (VIA). Nichol Bourdeaux, UTA Chief Communications & Marketing Officer, was joined by Jaron Robertson, UTA Acting Director of Innovative Mobility Solutions. Ms. Bourdeaux explained the contract, which authorizes a 12-month south Salt Lake County microtransit pilot that will test new mobility solutions utilizing mobility on-demand technologies and transit services. The pilot will operate in the cities of Bluffdale, Draper, Herriman, Riverton, Sandy, and South Jordan.

Discussion ensued. Questions on the nature of the procurement, information exchange, ownership of data, contract terms for the service area, and marketing strategy were posed by the board and answered by staff.

A motion to approve the contract was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously with aye votes from Trustee Millington, Trustee Holbrook, and Chair Christensen.

Change Order: Light Rail Signal Priority (Pinetop Engineering). Eddy Cumins, UTA Chief Operating Officer, was joined by Jeff LaMora, UTA Light Rail General Manager. Mr. Cumins summarized the change order, which exercises the first option on a contract that provides professional services for general installation and replacement of components of the light rail transit signal priority system and traffic signal interface.

A motion to approve the change order was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously with aye votes from Trustee Holbrook, Trustee Millington, and Chair Christensen.

Change Order: Weber Box Elder County Survey (Meridian). Mary DeLoretto, UTA Capital Development Director, spoke about the change order, which increases the scope of the original contract to include title searches. Discussion ensued. A question on title fees was posed by the board and answered by staff.

A motion to approve the change order was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously with aye votes from Trustee Holbrook, Trustee Millington, and Chair Christensen.

Change Order: On-Call Maintenance – Project Manager Costs – Task Order #76 (Stacy and Witbeck). Mr. Cumins was joined by Mr. Hancock. Mr. Cumins explained the change order is part of a three-year on-call maintenance contract and specifically covers costs for project and construction management for 2019. He noted these costs are not included in the other task orders applied to the contract. Discussion ensued. Questions on the time period covered by the change order, work covered, and cost caps were posed by the board and answered by staff.

A motion to approve the change order was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously with aye votes from Trustee Millington, Trustee Holbrook, and Chair Christensen.

Change Order: On-Call Maintenance – Blue Line Rail Grade Crossing Replacements – Task Order #79 (Stacy and Witbeck). Mr. Cumins summarized the change order, which is part of a three-year on-call maintenance contract. The change order covers removal and replacement of the Blue Line light rail grade crossings at 2700 South 201 West and 6960 South 600 West. Discussion ensued. A question clarifying the contract total was posed by the board and answered by staff.

A motion to approve the change order was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously with aye votes from Trustee Millington, Trustee Holbrook, and Chair Christensen.

Change Order: On-Call Maintenance – Delta Interlocking Trackwork – Task Order #82 (Stacy and Witbeck). Mr. Cumins indicated the change order is part of a three-year on-call maintenance contract and covers costs associated with the procurement of long-lead materials for the Delta interlocking trackwork.

A motion to approve the change order was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously with aye votes from Trustee Millington, Trustee Holbrook, and Chair Christensen.

Revenue Contract: Division of Services for People with Disabilities (DSPD). Cheryl Beveridge, UTA Special Services General Manager, explained the contract, which is for revenues received for transportation services paid by the Center for Medicare & Medicaid Services and passed through DSPD to UTA. Discussion ensued. A question on service providers was posed by the board and answered by staff.

A motion to approve the revenue contract was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously with aye votes from Trustee Holbrook, Trustee Millington, and Chair Christensen.

Revenue Contract: Salt Lake City Hive Pass. Monica Morton, UTA Fares Director, summarized the contract, which renews the Hive Pass contract with Salt Lake City Corporation.

A motion to approve the revenue contract was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously with aye votes from Trustee Millington, Trustee Holbrook, and Chair Christensen.

MOU: Tooele Bus Storage Facility (UDOT/FTA). Ms. DeLoretto explained the memorandum of understanding (MOU), which identifies portions of the project covered by the Federal Transit Administration (FTA) Bus and Bus Facilities grant, UTA-required match, and additional match. It was noted that the grant requires funding be passed through the Utah Department of Transportation (UDOT). Discussion ensued. A question on grant requirements to allocate funds to a specific facility was posed by the board and answered by Ms. DeLoretto.

A motion to approve the MOU was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously with aye votes from Trustee Holbrook, Trustee Millington, and Chair Christensen.

Grant: DOT BUILD Grant – Vineyard FrontRunner Station Double Tracking. Ms. DeLoretto spoke about the grant application for a commuter rail station at Vineyard and double tracking of certain segments of the FrontRunner corridor. Discussion ensued. Questions on timing for grant awards and possibility for retroactive reimbursements against the grant were posed by the board and answered by Ms. DeLoretto.

Pre-Procurement: UTA Operator Uniforms. Mr. Meyer described the procurement, which is for the purchase of UTA operator uniforms. Discussion ensued. A question on incorporation of uniform committee feedback was posed by the board and answered by Mr. Meyer.

Pre-Procurement: 2019 Equipment Lease Purchase Financing Services. Mr. Meyer indicated the procurement is for leasing services for various UTA service vehicles.

Discussion Items.

Draft Board Policy – Fares. Monica Morton, UTA Fares Director, delivered a presentation on fare pricing, purpose of establishing a fare policy, and summary of the proposed board policy on fares. Discussion ensued. Questions on the process for obtaining local advisory council consultation and the difference between the board fare policy and UTA fare policy (the latter of which includes fare pricing) were posed by the board and answered by Ms. Morton.

Current GRAMA Records Fees. Auty Dahlquist, UTA Records Manager, delivered a presentation on fees associated with Government Records and Management Act (GRAMA) requests. She provided recommendations for changes to the fee schedule. Discussion ensued. Questions on fee modification recommendations, fax capability, costs for providing digital records, last date video fees were changed, and additional charges for editing video were posed by the board and answered by Ms. Dahlquist. Chair Christensen asked staff to prepare a resolution to revise the GRAMA fee schedule.

August 2019 Change Day Public Hearing Report and Communications Plan. Andrea Packer, UTA Communications Director, was joined by Eric Callison, UTA Manager of Service Planning. Ms. Packer and Mr. Callison spoke about public feedback, agency response to public feedback, and communication plans associated with the August 2019 change day. Discussion ensued. Questions on the number of comments received and the timeline for communicating changes were posed by the board and answered by Ms. Packer. Chair Christensen suggested featuring Mr. Callison in the informational change day videos.

Master Facilities Plan. Hal Johnson, UTA Manager – Project Development & Systems Planning, delivered a presentation on a project to identify future UTA facilities needs. He provided recommendations, including constructing:

- A bus maintenance facility in south Salt Lake County
- Small end of line light rail facilities
- Small end of line commuter rail facilities

- A centralized rebuild facility for all modes

He also recommended performing a structural analysis on UTA's FrontLines Headquarters and planning for additional administrative growth.

Discussion ensued. Questions on the structural analysis of UTA's FrontLines Headquarters, potential locations for small maintenance facilities, structural analysis of other facilities, structural requirements for future facilities, funding for operator restrooms, and growth capacity at the Meadowbrook facility were posed by the board and answered by Mr. Johnson.

Other Business.

Next Meeting. The next meeting of the board will be on Wednesday, July 17, 2019 at 9:00 a.m.

Adjournment. The meeting was adjourned at 11:51 a.m. by motion.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority
cgriffiths@rideuta.com
801.237.1945

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/545505.html> for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

Utah Transit Authority

Investment Portfolio

June 30, 2019

Investment	CUSIP	Amount Invested	Purchase Date	Maturity	Yield to Maturity	Annual Earnings
FHLB 2.000%	313380GJ0	\$ 5,015,494.44	9/25/2017	9/9/2022	1.953%	\$ 97,861
FHLB 2.000%	313380GJ0	\$ 5,011,255.56	9/29/2017	9/9/2022	1.976%	\$ 98,892
FHLB 2.000%	313380GJ0	\$ 5,011,405.56	9/29/2017	9/9/2022	1.975%	\$ 98,863
FHLB 2.000%	313380GJ0	\$ 5,008,311.11	10/10/2017	9/9/2022	2.001%	\$ 100,167
FAMCA 1.800%	3132X0WX5	\$ 4,952,250.00	10/11/2017	8/26/2022	2.051%	\$ 102,670
FFCB 2.08%	3133EHM91	\$ 4,992,900.00	11/1/2017	11/1/2022	2.110%	\$ 105,623
FHLB 2.030%	3130ACS96	\$ 4,982,373.61	11/14/2017	11/7/2022	2.113%	\$ 105,774
FFCB 2.08%	3133EHM91	\$ 4,987,466.67	11/22/2017	11/1/2022	2.110%	\$ 105,623
		\$ 39,961,456.95				

Zions Capital Advisors	\$ 28,410,088.53	2.503%	\$ 711,105
Zions Bank	\$ 15,169,661.28	2.260%	\$ 342,834
Public Treasurer's Investment Fund	\$ 110,404,042.26	2.859%	\$ 3,155,995
Total Investments	<u>\$ 193,945,249.02</u>		<u>\$ 5,025,407</u>

Rates as of Last Trading Day of

	April	May	June
Zions Capital Advisors	2.753%	2.634%	2.503%
Public Treasurer's Investment Fund	2.935%	2.859%	2.859%
Benchmark Return*	2.440%	2.390%	2.380%

*Benchmark Return is the highest of either the 3 Month T Bill rate or the Fed Funds rate.

Investments Purchased April 1 through June 30, 2019

Investment	CUSIP	Amount Invested	Purchase Date	Maturity	Yield to Maturity	Annual Earnings
No purchases this quarter						

Investments Sold April 1 through June 30, 2019

Investment	CUSIP	Amount Invested	Date Sold	Sale Amount	Interest Earned	Gain
No sales this quarter						

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY
AUTHORIZING EXECUTION OF ADDENDUM 2 TO THE SALT LAKE CITY TRANSIT
MASTER PLAN INTERLOCAL AGREEMENT FOR 2019-20 FREQUENT TRANSIT
NETWORK ROUTES**

No. R2019-07-01

July 17, 2019

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities - Local Districts Act and the Utah Public Transit District Act (collectively the "Act"); and

WHEREAS, the Board of Trustees ("Board") of the Authority is charged with creating and pursuing funding opportunities for transit capital and service initiatives in consultation with other public entities; and

WHEREAS, Salt Lake City Corporation (the "City") has adopted a Transit Master Plan (the "Plan") that includes a series of transit improvements, including the expansion of the Authority's current service level within the City, including higher frequencies and expanded service hours; and

WHEREAS, the City is willing to provide the Authority with the funding necessary to effect the execution of a portion of the transit improvements set forth in the Plan; and

WHEREAS, the Authority and the City previously negotiated and approved a Transit Master Plan Implementation Interlocal Cooperation Agreement (the "ILA") and a related Addendum which set a framework pursuant to which the Authority and the City will plan, coordinate and fund the transit improvements called for under the Plan; and

WHEREAS, the Authority and the City have now negotiated a second funding addendum ("Addendum 2") which provides up to \$4,308,021 in additional funding allowing for UTA to mobilize as necessary to provide enhanced frequent transit network service, starting in August of 2019.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That Addendum 2 is hereby approved by the Board.
2. That the Executive Director is authorized to execute Addendum 2 in substantially the same forms as those attached at Attachment A.
3. That the Board hereby ratifies any and all actions previously taken by the Authority's management and staff to prepare Addendum 2.
4. That the corporate seal shall be affixed hereto.

APPROVED AND ADOPTED this 17th day of July 2019.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

Approved as to Form:

Legal Counsel

ATTACHMENT A

**ADDENDUM NO. 2
TO SALT LAKE CITY CORPORATION AND UTAH TRANSIT AUTHORITY
TRANSIT MASTER PLAN INTERLOCAL AGREEMENT
(2019-20 FTN Routes)**

This Addendum No. 2 (“Addendum”) to that certain Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement (“ILA”) is made this ____ day of July, 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”). 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 the 2019-20 (“**FTN Routes**”) to be provided by UTA for a one-year period from the August 2019 change day until the next succeeding August change day.

2. The description of those 2019-20 FTN Routes is set forth in Attachment 1.

3. The description of the 2019-20 Baseline Services is set forth in Attachment 2.

4. The calculation of the Annual Service Mile Charge for the City-sponsored 2019-20 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.]

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

[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]

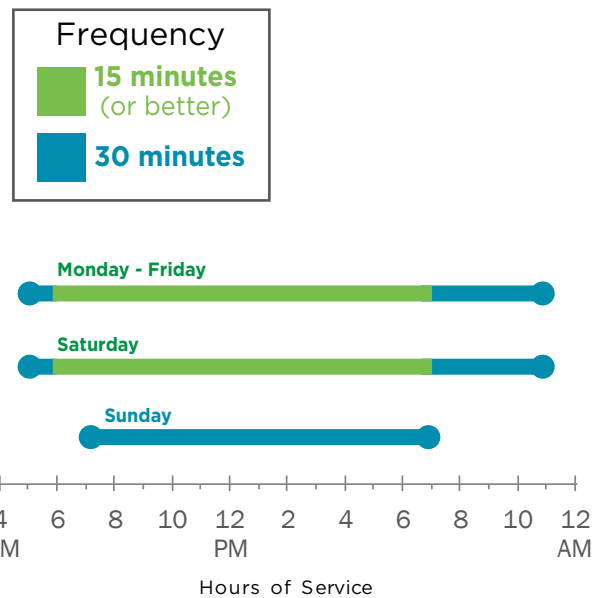
ATTACHMENT A
Description of the 2019-20 FTN Routes
For This Addendum No. __

SALT LAKE CITY'S

Frequent Transit Network

The Transit Master Plan provides a vision for an expanded Frequent Transit Network (FTN); it is a long-term, 20-year vision that identifies the corridors where high-frequency service should be provided in Salt Lake City. Building off the existing grid network, the FTN is a set of designated transit corridors that offers frequent and reliable service connecting major destinations and neighborhood centers seven days a week throughout the day and evening. The lines on the FTN map (following page) do not represent individual routes, but are corridors where frequent service would be provided by a combination of bus or rail technologies. Defining an FTN vision allows Salt Lake City to work closely with Utah Transit Authority (UTA) to set priorities for service provision now and in the future.

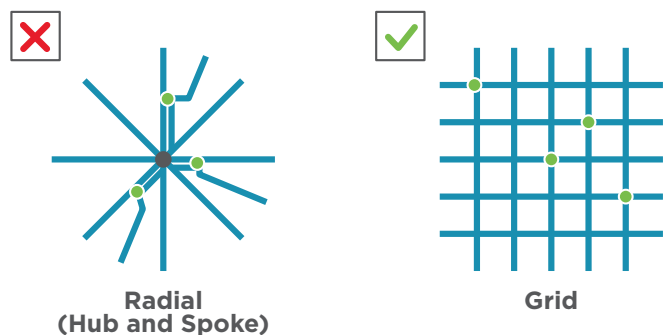
FTN Frequency and Span



Why a Grid Network?




Salt Lake City's existing, centralized hub model is effective for regional connections but is inefficient for some local trips. Currently, many of UTA's routes terminate at Central Station, which provides good connectivity to commuter rail service, but creates challenges for people who need to travel to other destinations throughout the city, necessitating multiple transfers and/or indirect trips. The FTN builds on Salt Lake City's strong street network grid.

Radial vs. Grid Network



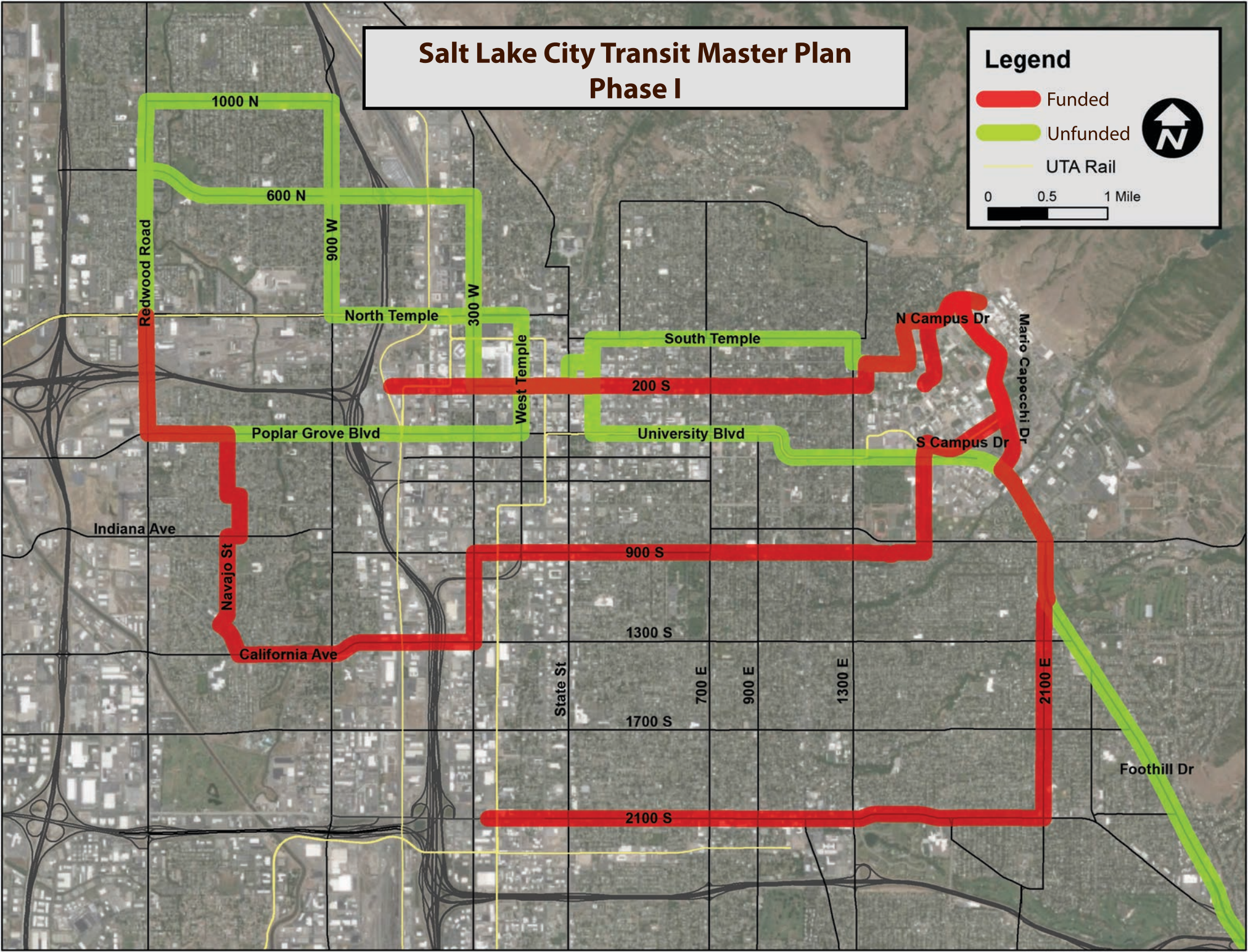
Salt Lake City Transit Master Plan Phase I

Legend

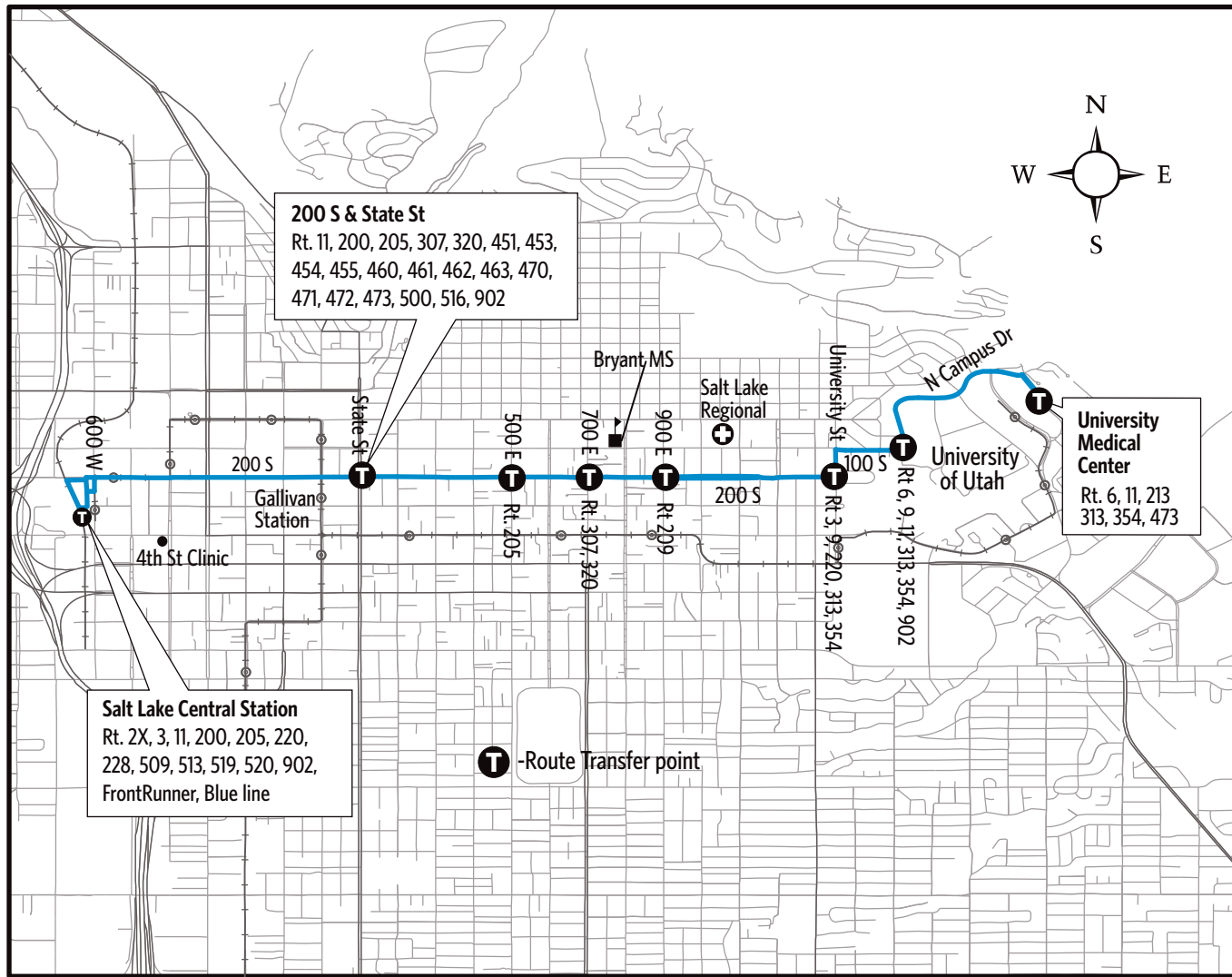
-  Funded
-  Unfunded
-  UTA Rail



0 0.5 1 Mile



ATTACHMENT B
2019-20 Baseline Services
For This Addendum No. _____



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 UTATIP and your tip to 274637



INTERPRETER



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

Intérprete 口譯 thông dịch viên
 해석자 tumaç переводчик
 インタプリタ Dolmetscher 43 34

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 digits).
- 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 Paratransit.

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



Effective
 December 2018

Route 2

WEEKDAYS

To Salt Lake Central Station

University Medical Center	U of U Presidents Circle	700 E & 200 S	200 S & 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	823	836
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
1022	1026	1030	1038	1050
1038	1042	1046	1054	1106
1052	1056	1100	1108	1120
1108	1112	1116	1124	1136
1122	1126	1130	1138	1150
1138	1142	1146	1154	1206p
1152	1156	1200p	1208p	1220
1203p	1207p	1211	1219	1231
1217	1221	1225	1233	1245
1233	1237	1241	1249	101
1247	1251	1255	103	115
102	107	111	119	131
116	121	125	133	145
132	137	141	149	201
146	151	155	203	215
202	207	211	219	231
216	221	225	233	245
232	237	241	249	301
246	251	255	303	315
300	305	310	319	331
314	319	324	333	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
530	535	540	549	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	200 S & State St	700 E & 200 S	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
659	708	712	717	727
715	725	731	737	747
729	739	745	751	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
915	924	929	935	945
929	938	943	949	959
945	954	959	1005	1015
959	1008	1013	1019	1029
1015	1024	1029	1034	1044
1029	1038	1043	1048	1058
1045	1054	1059	1104	1114
1059	1108	1113	1118	1128
1115	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	109
1254	103	108	113	123
110	119	124	129	139
124	133	138	143	153
140	149	154	159	209
154	203	208	213	223
210	219	224	229	239
224	233	238	243	253
240	249	254	259	309
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
424	433	438	443	453
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
610	619	623	628	638
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 S & State St	Salt Lake Central Station
826a	830a	834a	839a	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	200 S & State St	700 E & 200 S	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	104	108	114	121
157	204	208	214	221
257	304	308	314	321
357	404	408	414	421
457	504	508	514	521
557	604	608	614	621
657	704	708	714	721

WEEKDAYS

To Central Point Station

To U of U

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

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University Medical Center	900 S & 1300 E	900 S & 500 E	900 South Station	1300 S & 300 W	Central Pointe Station
539a	553a	559a	604a	607a	614a
609	623	629	634	637	644
639	653	659	704	707	714
709	724	729	735	739	746
743	758	803	809	813	820
813	828	833	839	843	850
843	858	903	909	913	920
913	928	933	939	943	950
940	955	1000	1006	1010	1017
1010	1025	1030	1036	1040	1047
1040	1055	1100	1106	1110	1117
1110	1125	1130	1136	1140	1147
1140	1155	1200p	1206p	1210p	1217p
1210p	1225p	1230	1236	1240	1247
1240	1255	100	106	110	117
110	125	130	136	140	147
140	155	200	206	210	217
210	226	232	237	242	249
242	258	304	309	314	321
312	328	334	339	344	351
342	358	404	409	414	421
412	428	434	439	444	451
444	500	506	511	516	523
514	530	536	541	546	553
544	600	606	611	616	623
614	629	634	639	642	649
640	655	700	705	708	715

Central Pointe Station	1300 S & 300 W	900 South Station	900 S & 500 E	900 S & 1300 E	University Medical Center
621a	627a	630a	636a	643a	659a
651	657	700	706	713	729
721	727	730	736	743	759
751	757	800	806	813	829
821	827	830	836	843	859
851	857	900	906	913	929
921	927	930	936	943	959
951	957	1000	1006	1013	1029
1021	1027	1030	1036	1043	1059
1051	1057	1100	1106	1113	1129
1121	1127	1130	1136	1143	1159
1151	1157	1200p	1206p	1213p	1229p
1221p	1227p	1230	1236	1243	1259
1251	1257	100	106	113	129
121	127	130	136	143	159
151	157	200	206	213	229
221	227	230	236	243	259
251	258	301	308	315	331
321	327	331	337	342	358
351	357	401	407	412	428
421	427	431	437	442	458
451	457	501	507	512	528
521	527	531	537	542	558
551	557	601	607	612	628
621	627	631	637	642	658

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

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- 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 Paratransit.

HOLIDAYS

Please check rideuta.com for holiday service information.

900 South



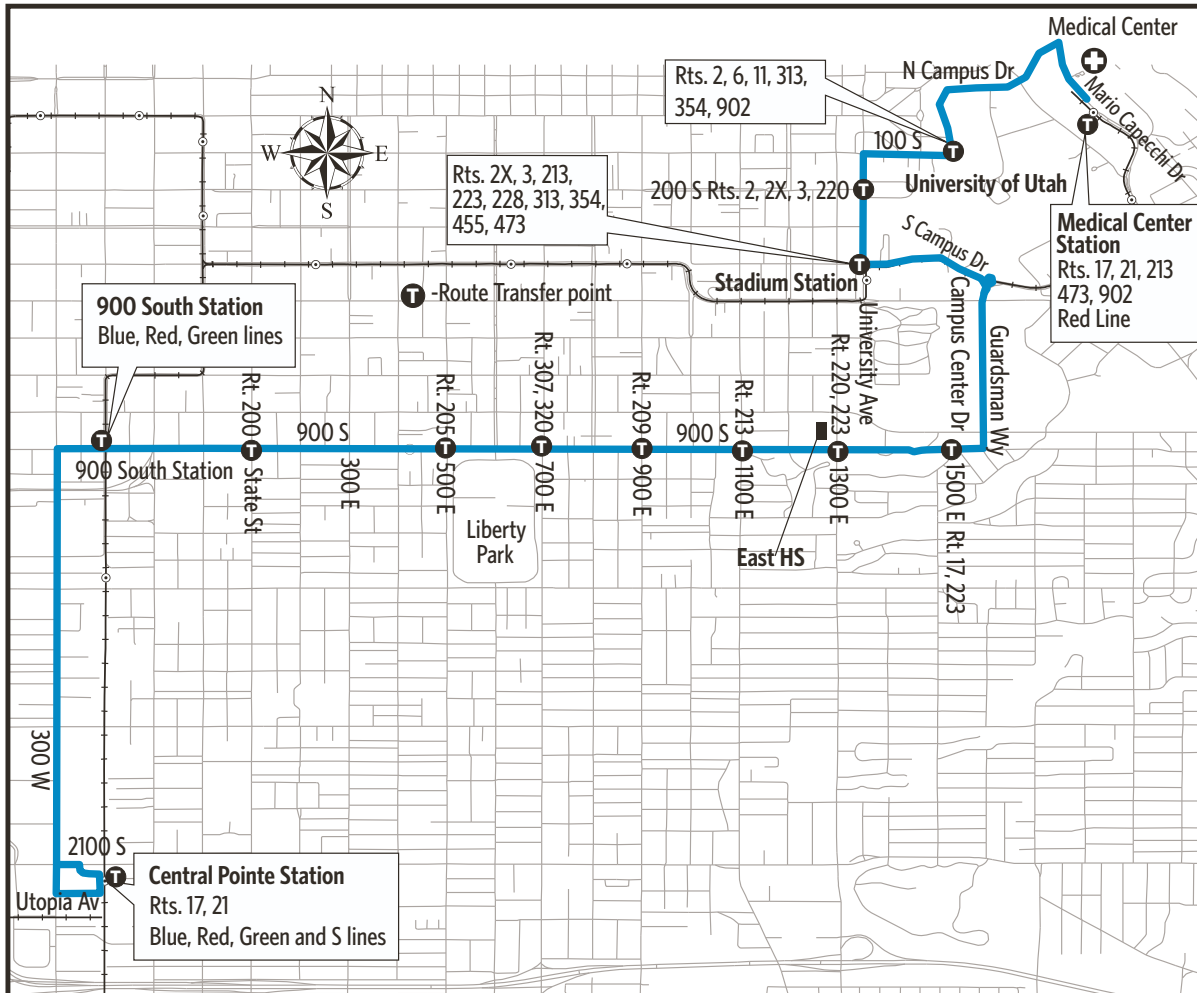
University Medical Center Station
University of Utah
East High School
Liberty Park
900 S Station
Central Pointe Station

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 UTATIP and your tip to 274637

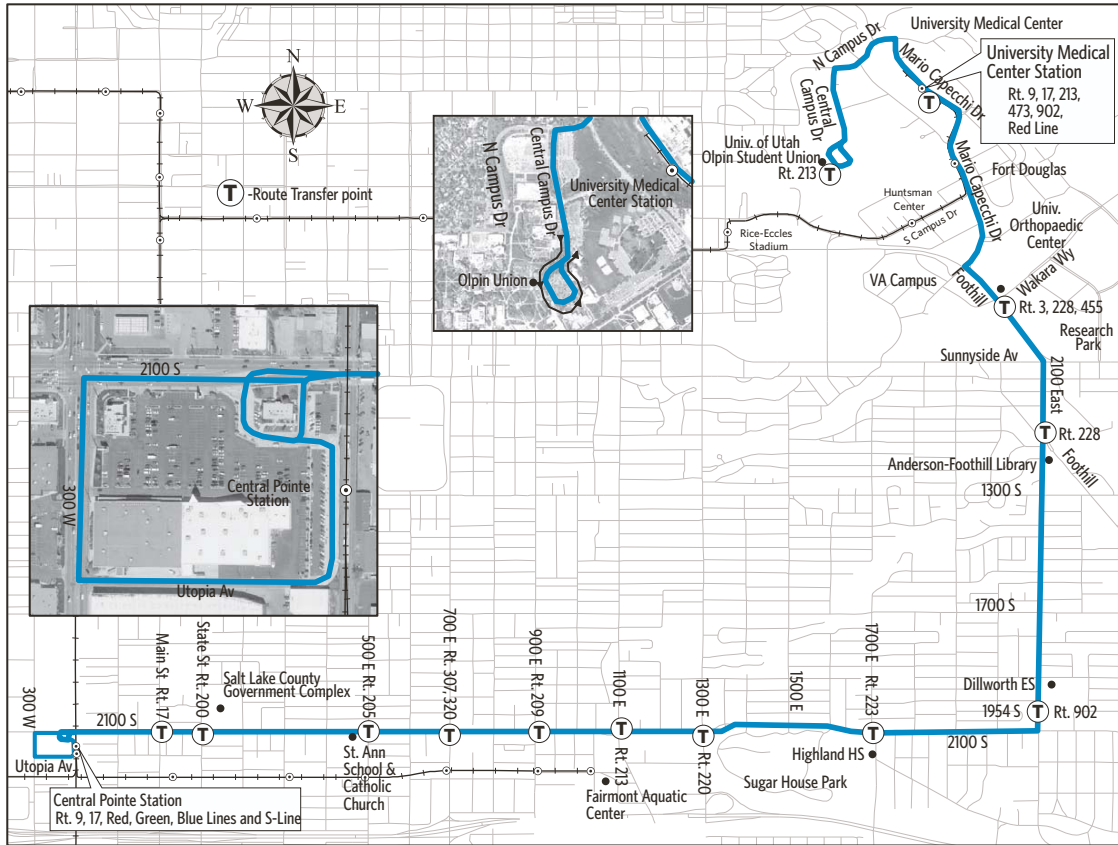


INTERPRETER



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

Intérprete 口譯 thông dịch viên
해석자 tumač переводчик
インタプリタ Dolmetscher 通譯



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SUNDAY

To Central Pointe Station

To University of Utah

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www.rideuta.com

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University Central Campus	1954 S & 2100 E	2100 S & 1100 E	2100 S & 200 S & 500 E	2100 S & State St	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
138	156	201	206	209	215
238	256	301	306	309	315
336	355	401	406	409	415
434	453	500	506	509	515
534	553	600	606	609	615
634	653	700	706	709	715

Central Pointe Station	2100 S & State St	2100 S & 500 E	2100 S & 1000 E	2100 S & 1700 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
131	135	138	143	148	207
231	235	238	243	248	307
331	335	338	344	349	408
431	435	438	444	449	508
531	535	538	544	549	608
631	635	638	644	649	708

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HOLIDAYS

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2100 South/2100 East



Central Pointe Station
Sugar House Park
University of Utah



WEEKDAYS

To Central Pointe Station

University Central Campus	2100 S & 2100 E	2100 S & 1100 E	2100 S & 500 E	2100 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	101	107
1249	104	109	113	116	122
104	122	127	132	135	141
119	137	142	147	150	156
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
332	351	357	402	405	411
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	526	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	741
738	753	759	804	807	816
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	2100 S & State St	2100 S & 500 E	2100 S & 1100 E	2100 S & 1700 E	University Central Campus
501a	505a	508a	512a	515a	533a
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	111
1246	1250	1253	1258	103	126
101	105	108	113	118	141
116	120	123	128	133	156
131	135	138	143	148	211
146	150	153	158	203	226
201	205	208	213	218	241
216	220	223	228	233	256
231	235	238	243	248	311
246	250	253	258	303	326
301	305	308	314	319	342
316	320	323	329	334	357
331	335	338	344	349	412
346	350	353	359	404	427
401	405	408	414	419	442
416	420	423	429	434	457
431	435	438	444	449	512
446	450	453	459	504	527
501	505	508	514	519	542
516	520	523	529	534	557
531	535	538	544	549	612
546	550	553	559	604	627
616	620	623	629	634	657
646	650	653	659	704	727
731	735	738	743	746	804
801	805	808	813	816	834
831	835	838	843	846	904

SATURDAY

To Central Pointe Station

University Central Campus	2100 S & 2100 E	2100 S & 1100 E	2100 S & 500 E	2100 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	102	106	109	115
108	126	131	136	139	145
138	156	201	206	209	215
208	226	231	236	239	245
238	256	301	306	309	315
306	325	331	336	339	345
336	355	401	406	409	415
406	425	431	436	439	445
434	453	500	506	509	515
504	523	530	536	539	545
534	553	600	606	609	615
604	623	630	636	639	645
707	722	728	733	736	745

To University of Utah

Central Pointe Station	2100 S & State St	2100 S & 500 E	2100 S & 1100 E	2100 S & 1700 E	University Central Campus
731a	735a	738a	743a	748a	811a
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
1231	1235	1238	1243	1248	111
101	105	108	113	118	141
131	135	138	143	148	211
201	205	208	213	218	241
231	235	238	243	248	311
301	305	308	314	319	342
331	335	338	344	349	412
401	405	408	414	419	442
431	435	438	444	449	512
501	505	508	514	519	542
531	535	538	544	549	612
601	605	608	614	619	642
631	635	638	644	649	712
701	705	708	713	716	734
801	805	808	813	816	834

ATTACHMENT C
Funding for 2019-20 Transit Service
For This Addendum No. __

General Information

Urbanized Area Statistics - 2010 Census

Salt Lake City-West Valley City, UT
278 Square Miles
1,021,243 Population
42 Pop. Rank out of 498 UZAs

Other UZAs Served

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

Service Consumption

364,859,219 Annual Passenger Miles (PMT)
45,078,919 Annual Unlinked Trips (UPT)
155,437 Average Weekday Unlinked Trips
78,690 Average Saturday Unlinked Trips
29,651 Average Sunday Unlinked Trips

Database Information

NTDID: 80001
Reporter Type: Full Reporter

Service Area Statistics

737 Square Miles
1,883,504 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 (VOMS)
1,387 Vehicles Available for Maximum Service (VAMS)

Modal Characteristics

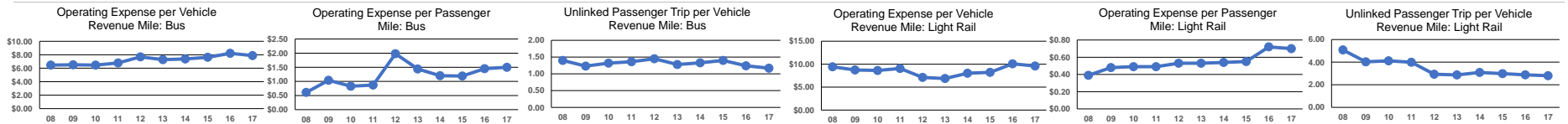
Modal Overview	Vehicles Operated in Maximum Service		Uses of Capital Funds					Total
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other		
Commuter Bus	43	-	\$0	\$84,027	\$31,594	\$120,165	\$235,786	
Commuter Rail	45	-	\$475,980	\$13,278,303	\$774,663	\$632,623	\$15,161,569	
Demand Response	65	43	\$4,267,530	\$923,304	\$1,103,067	\$623,466	\$6,917,367	
Light Rail	91	-	\$7,756,217	\$6,381,160	\$737,892	\$796,418	\$15,671,687	
Bus	388	6	\$27,549,172	\$1,740,977	\$3,563,409	\$1,926,594	\$34,780,152	
Vanpool	405	-	\$1,365,433	\$162,618	\$5,244	\$26,622	\$1,559,917	
Total	1,037	49	\$41,414,332	\$22,570,389	\$6,215,869	\$4,125,888	\$74,326,478	

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years ^a
Commuter Bus	\$7,749,445	\$501,682	\$235,786	12,565,005	553,595	1,017,334	41,678	0.0	63	43	31.8%	12.1
Commuter Rail	\$34,438,729	\$7,212,605	\$15,161,569	122,257,990	4,854,099	5,349,524	154,744	174.5	69	45	34.8%	15.9
Demand Response	\$17,851,347	\$591,545	\$6,917,367	4,230,640	386,977	2,727,127	162,198	0.0	142	108	23.9%	3.6
Light Rail	\$64,680,283	\$17,968,710	\$15,671,687	92,586,564	18,823,578	6,732,768	358,645	93.9	114	91	20.2%	10.4
Bus	\$129,545,459	\$21,155,730	\$34,780,152	86,462,342	19,196,260	16,437,069	1,216,770	2.1	511	394	22.9%	8.0
Vanpool	\$3,469,358	\$4,728,930	\$1,559,917	46,756,678	1,264,410	6,449,439	176,776	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	2,110,811	270.5	1,387	1,086	21.7%	

Performance Measures

Mode	Service Efficiency		Mode	Service Effectiveness			
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour		Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Commuter Bus	\$7.62	\$185.94	Commuter Bus	\$0.62	\$14.00	0.5	13.3
Commuter Rail	\$6.44	\$222.55	Commuter Rail	\$0.28	\$7.09	0.9	31.4
Demand Response	\$6.55	\$110.06	Demand Response	\$4.22	\$46.13	0.1	2.4
Light Rail	\$9.61	\$180.35	Light Rail	\$0.70	\$3.44	2.8	52.5
Bus	\$7.88	\$106.47	Bus	\$1.50	\$6.75	1.2	15.8
Vanpool	\$0.54	\$19.63	Vanpool	\$0.07	\$2.74	0.2	7.2
Total	\$6.66	\$122.10	Total	\$0.71	\$5.72	1.2	21.4



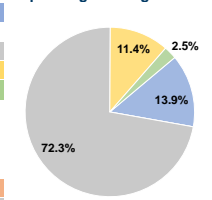
Notes:
^aDemand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

Financial Information

Sources of Operating Funds Expended

Fare Revenues	\$52,159,202	13.9%
Local Funds	\$0	0.0%
State Funds	\$270,847,394	72.3%
Federal Assistance	\$42,532,677	11.4%
Other Funds	\$9,195,344	2.5%
Total Operating Funds Expended	\$374,734,617	100.0%

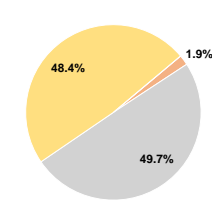
Operating Funding Sources



Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$2,850,116	1.9%
State Funds	\$75,710,373	49.7%
Federal Assistance	\$73,741,341	48.4%
Other Funds	\$0	0.0%
Total Capital Funds Expended	\$152,301,830	100.0%

Capital Funding Sources



Summary of Operating Expenses (OE)

Salary, Wages, Benefits	\$188,208,688	73.0%
Materials and Supplies	\$31,966,376	12.4%
Purchased Transportation	\$4,165,973	1.6%
Other Operating Expenses	\$33,393,584	13.0%
Total Operating Expenses	\$257,734,621	100.0%
Reconciling OE Cash Expenditures	\$116,999,996	
Purchased Transportation (Reported Separately)	\$0	

**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

	<u>2017 NTD</u>	<u>Less Fuel Costs</u>	<u>Add Capital</u>		<u>Depreciation</u>	<u>Total Costs</u>	<u>Annual Vehicle</u>	<u>Cost Per Vehicle</u>	
	<u>Operating</u>	<u>(Diesel, CNG</u>	<u>Maintenance</u>	<u>Debt Service</u>			<u>Revenue Miles</u>	<u>Revenue Mile</u>	
	<u>Expenses by</u>	<u>and Gasoline)</u>						<u>Without Fuel</u>	
	<u>Mode</u>							<u>excluding Vehicle</u>	
								<u>Depreciation</u>	
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)	\$ 1,564,575		\$ 5,678,317	\$ 24,411,568	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	<u>\$ 257,734,628</u>	<u>\$ (12,787,985)</u>	<u>\$ 20,602,420</u>	<u>\$ 88,190,962</u>	<u>\$ 149,440,887</u>	<u>\$ 503,180,912</u>	<u>38,713,261</u>	<u>\$ 9.14</u>	
Fuel Costs						\$ 12,787,985			
NTD Plus Fuel						\$ 515,968,897			
CAFR plus \$20,602,420 (capital maintenance)						\$ 515,968,897			
Difference						\$ -			

SPONSORED SERVICE PARATRANSIT COST - Salt Lake City Transit Master Plan

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

SPONSORED SERVICE COST CALCULATOR - SLC TMP Phase I Implementation

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	NTD rate Adjusted to Service Year Costs
\$ 6.37	Discounted NTD Adjusted to Service Year Costs
503,359	Sponsored Revenue Miles
\$ 3,204,886	Total Mileage Cost, Without Fuel, Annual
\$ 321,455.37	Add Paratransit Service
\$ 3,526,342	Total Annual Operating Costs without fuel
\$ 2.50	Fuel Cost per Gallon
5.0	Bus Miles per Gallon
503,359	Sponsored Revenue Miles
\$ 251,680	Total Fuel Cost
\$ 53,000.00	Per Vehicle Principal + 4% Interest Rate, Annual
10	Vehicles needed for sponsored service
\$ 530,000	Total Annual Vehicle Cost for Sponsored Service
\$ 4,308,021	TOTAL

**RESOLUTION OF THE BOARD OF TRUSTEES OF UTAH TRANSIT
AUTHORITY AUTHORIZING EXECUTION OF A MEMORANDUM OF
UNDERSTANDING WITH THE UNIVERSITY OF UTAH AND DELEGATING
AUTHORITY TO THE EXECUTIVE DIRECTOR FOR CONSTRUCTION OF THE
UNION BUILDING BUS BAYS PROJECT**

R2019-07-02

July 17, 2019

WHEREAS, Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Authority has reached a Memorandum of Understanding with the University of Utah (“University”) and Salt Lake City Corporation (“Salt Lake City”) regarding certain bus bay improvements (the “Project”) on real property owned by the University, (the “University Property”), specifically at the Union Building on the campus of University; and

WHEREAS, in 2019, the Federal Transit Administration (“FTA”) awarded UTA a grant (the “Grant”) in the aggregate amount of \$399,400 (\$372,350 in federal funds, and \$27,040 from Salt Lake City) for the construction of the Project on the University Property; and

WHEREAS, in 2018 the City Council of Salt Lake City approved a transit master plan and funding to implement a plan including capital items; and Salt Lake City staff has indicated in another agreement within UTA that they will pay \$27,040 towards the Project, and which is included in the aggregate amount of the Grant, mentioned above; and

WHEREAS, time is of the essence as the University desires to have construction substantially completed before the start of classes on August 19, 2019; and

WHEREAS, the Authority’s Board of Trustees (the “Board”) desires to delegate to the Executive Director authority to negotiate and execute an on-call construction services contract task order not to exceed \$399,400 to Stacy and Witbeck, Inc. to construct the Project on the University Property; and

WHEREAS, this Resolution is issued pursuant to the Board’s authority to establish a separate approval process for contracts, expenses and change orders for major capital projects.

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

1. That the Executive Director and/or his designees are authorized to execute The Memorandum of Understanding between UTA, the University, and Salt Lake City Corporation in substantially the same form as Attachment A.
2. That the Executive Director and/or his designees are authorized to execute a task order to Stacy and Witbeck, Inc., not to exceed \$399,400 to construct the transportation enhancements and improvements outlined in the Memorandum of Understanding
3. That the corporate seal be attached hereto.

Approved and adopted this 17th day of July, 2019.

Carlton Christensen
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

Approved As To Form:

Legal Counsel

Exhibit A

UNION BUILDING BUS BAYS PROJECT AGREEMENT

THIS UNION BUS BAYS CONSTRUCTION AGREEMENT (the “Agreement”) is made and entered into as of the ____ day of _____, 2019, by and between the UTAH TRANSIT AUTHORITY, a public transit district organized under Title 17B, Chapter 2a, Section 8, Utah Code Annotated, as amended (The Utah Transit District Act) (hereinafter referred to as “UTA”) and the UNIVERSITY OF UTAH, a body politic and corporate of the State of Utah (hereinafter referred to as the "University").

WITNESSETH:

WHEREAS, the University owns and operates a campus shuttle bus system (the “Shuttle System”) to assist in providing transportation to students, faculty, employees, visitors, and other individuals connected with or served by the University of Utah (the “Campus Community”); and

WHEREAS, UTA's function is to provide public transportation to the residents within its district boundaries and is authorized by Title 17B Chapter 2a, Section 8, Utah Code Annotated, as amended; and

WHEREAS, UTA, in consultation with the University, did apply and was programed by the Wasatch Front Regional Council (“WFRC”) to receive Federal Highway Administration (“FHWA”) Surface Transportation Program (“STP”) funds, and WFRC has requested transfer of those funds to the Federal Transit Administration (“FTA”) for UTA to execute in a grant agreement; and

WHEREAS, in 2019 FTA is expected to award UTA a grant (the “Grant”), in the aggregate amount of \$399,400 (\$372,360 federal funds and \$27,040 from Salt Lake City), for the construction of bus bay improvements (hereinafter referred to as “Project”) on real property owned by the University (the “University Property”), specifically at the Union Building on the University of Utah campus; and

WHEREAS, in 2018 Salt Lake City’s City Council approved a transit master plan and funding to implement that plan including capital items; and Salt Lake City staff has indicated in another agreement that they will pay \$27,040 towards the Project.; and

WHEREAS, UTA and the University have agreed on a conceptual plan for the bus bays to be installed at the Union Building as shown on Exhibit A attached hereto;

NOW, THEREFORE, in consideration of the covenants and agreements hereinafter set forth, the parties hereto agree as follows:

1. DESIGN PROCUREMENT AND AGREEMENT.

The University is using its own funding to pay for the plans and specifications (the “Plans”) for the Project and has already procured Psomas to complete such plans. UTA agrees to use the Plans for bid and construction of the Project. The University will allow UTA Service Planning and Project Management staff to review the Plans before they are finalized; and to make changes reasonably acceptable to the University needed to accommodate UTA service at the Union Building, accommodate the combined budget for the Project, and to comply with federal regulations.

2. CONSTRUCTION CONTRACTOR SOURCE SELECTION AND AGREEMENT.

UTA has a federally compliant on-call contract with the Stacy and Witbeck construction company (hereinafter referred to as "Contractor"). Psomas and the University will provide UTA with the Plans which will be adequate for the Contractor to prepare a cost estimate to complete the Project. Psomas will also provide UTA with an independent cost estimate for the Project. Together, the UTA and the University project managers have the authority to agree to or reject the cost estimate, and to negotiate the final price and work order with the Contractor. UTA is solely responsible to ensure federal compliance. The work order will state that construction needs to be completed and the Project ready for bus traffic before UTA’s August 11, 2019 change date. The work order will also state that if construction is not complete by August 11th, that the work site will be stabilized for temporary use and that no construction will occur during the University’s first week of classes from August 18th thru August 23rd. UTA’s project manager will manage the construction project and will coordinate closely with the University’s project manager.

3. UTA OBLIGATIONS.

UTA shall cause the Project to be installed and constructed in accordance with the Plans in a good and workmanlike manner, free of liens, and in compliance with the requirements set forth in the Plans and applicable law. Contractor and UTA shall only use such portion of the University Property as is reasonably necessary for the construction of the Project. The Contractor shall promptly restore the University Property to as near its original condition, except for the improvements constructed in accordance with the Plans, as is reasonably possible

4. CONDITIONS AND LIMITATIONS

A. The University makes no representations or warranties whatsoever with respect to the University Property or adjacent University Property, including, without limitation, warranties with respect to physical condition or title or suitability for the Project. UTA acknowledges that it accesses and uses the University Property pursuant to this Agreement at its sole risk and hazard. UTA has examined the University Property and accepts it in its present condition. Funding for construction cost increases caused by latent site conditions which are not reasonably discoverable by either party shall be handled as “cost increases” under the funding provisions of Article 5 below.

B. Subject to its obligation to provide adequate Plans described above, the University shall not be required to perform, pay for, or be responsible for any work to ready the University Property, or remedy any property conditions or perform any work, repair, or improvement to the University Property or other University Property or University’s facilities or structures to accommodate UTA’s construction to be performed pursuant to this Agreement or other use contemplated hereunder.

5. GENERAL FUNDING COMMITMENTS.

The University and UTA agree that all costs for construction of the bus bays will be included in this Project. The University has already paid for design services with their own non-federal dollars. UTA will manage all funding for construction of the Project, including the Grant amount of \$372,360. Under a separate agreement, Salt Lake City has agreed to pay a portion of the Project costs, and will deposit \$27,040 in a UTA holding account before the construction work order is signed. Upon the University and UTA agreement on the Contractor's price, the University will deposit the work order amount minus \$399,400 (the "University Contribution") to a UTA holding account. The holding account will be under the control of UTA and funds will be disbursed under the terms of the work order given by UTA to the Contractor. The Grant shall be used first to pay for all Project costs, and once the Grant has been depleted, then the University Contribution may be used to pay for Project costs. If there are cost savings upon completion of the Project, UTA will refund any of the University Contribution not needed to the University. If there are any cost increases (i.e. from premiums to complete the project in the compressed construction window, because of deficient or defective Plans, or for any other reasonable circumstance) that UTA and the University agree to, UTA will invoice the University for those increases up to 5 percent of the total work order price. If there are other costs above the agreed to work order amount plus 5 percent, UTA and the University will work together with Salt Lake City in good faith to share those costs.

6. POST-CONSTRUCTION AGREEMENT POINTS

USEFUL LIFE – UTA and the University agree that the useful life of the improvements is ten (10) years, and that the Project should be used for at least that long for public transit purposes. The University agrees to allow UTA to access the Project with buses for the useful life and as long as the University requires UTA service to the Union Building; or that alternative locations will be provided. The University acknowledges that the federal interest remains in the Project during its useful life, and that abandoning the Project for transit use for any reason is subject to approval of UTA and FTA, pursuant to the terms and parameters set forth in any then-applicable FTA circulars or guidance. During the useful life of the Project, changes can be made to the improvements as long as they are made with non-federal funds and UTA's reasonable approval is obtained. If the University requires, with UTA reasonable approval, that the Project be abandoned for transit use before the useful life is complete, the University will reimburse UTA for any funds UTA is required to refund to FTA per federal requirements; and for any other actual costs that UTA incurs that are attributable to abandonment.

ONGOING MAINTENANCE – Following the completion of the Project, the University will be responsible for the maintenance of all facilities constructed in the scope of the Project.

OWNERSHIP – The University will retain ownership of the University Property and of all improvements installed on the University Property. UTA's interest in the improvements only extend through the useful life of the improvements as detailed above.

7. LAWS AND REGULATIONS

The University and UTA agree to comply with all applicable Federal, state and local laws, ordinances and regulations in implementing the Project. The University and UTA acknowledge that the Project will be funded by the Grant using FHWA STP funds that were programed by WFRC, under which UTA is the Recipient. The University agrees to cooperate in good faith with UTA in connection with UTA's compliance with obligations under the Grant.

8. INSURANCE

The University carries insurance through the State Risk Manager of the State of Utah up

to the limits required by the State Risk Manager. Nothing in this Agreement shall require the University to carry different or additional insurance, any obligations of the University contained in this Agreement to name a party as an additional insured shall be limited to naming such party as additional insured with respect to the University's negligent acts or omissions, and no rights of subrogation are waived by the University. UTA will ensure that the Contractor's insurance is valid to cover any claims during construction of the Project.

9. INDEMNIFICATION

UTA acknowledges the University is a governmental entity under the Governmental Immunity Act of Utah, Utah Code Ann., Section 63G-7-101 et seq., as amended (the "Act"). Nothing in this Agreement shall be construed to be a waiver by the University of any protections, rights, or defenses applicable to the University under the Act, including without limitation, the provisions of Section 63G-7-604 regarding limitation of judgments. It is not the intent of the University to incur by contract any liability for the operations, acts, or omissions of the other party or any third party, with the exception of Psomas which was hired by the University, and nothing in this Agreement shall be so interpreted or construed. Without limiting the generality of the foregoing, and notwithstanding any provisions to the contrary in this Agreement, any obligations of University to indemnify, hold harmless, and/or defend contained in this Agreement are subject to the Act and are further limited only to claims to the extent arising from the negligent acts or omissions of University.

10. INDEPENDENT CONTRACTORS

It is agreed and understood that the University is an independent contractor, and as such, all its agents, employees, contractors, or subcontractors, in the performance of this Agreement, shall act in an independent capacity. Employees or agents of the University shall not be considered to be agents or employees of UTA, or operating as a public transit district or under UTA's authority to operate public transit services as provided by law.

11. TERMINATION

A. If either party shall fail to perform its obligations under this Agreement or shall fail to comply with any of the terms, conditions, or provisions thereof (the "Defaulting Party), the other party may, at its sole discretion, terminate this Agreement by giving written notice to the Defaulting Party by registered mail, return receipt requested, at least ten (10) calendar days in advance of such termination, specifying the reason or reasons therefor. The Defaulting Party shall have a period of thirty (30) days after receipt of notice to cure its breach or default (the "Cure Period").

B. It is further understood and agreed that the liability of the parties hereunder for the further performance of the terms of this Agreement shall cease upon termination, but they shall not be relieved of the duty to perform their obligations up to the date of termination and any audit and/or reporting obligations required after date of termination.

12. GOVERNING LAW AND VENUE

This Agreement will be governed by the laws of the State of Utah, without regard to conflicts of laws principles. Venue for any lawsuits, claims, or other proceedings between the parties relating to or arising under this Agreement shall be exclusively in the State of Utah. Any limitation with respect to the time period in which any claim or action may be brought shall not apply.

13. UTA PROJECT MANAGER

The UTA Project Manager for this Agreement shall be Grey Turner, Sr. Program Manager, or its designee. All correspondence regarding the program work of this Agreement should be addressed to Mr. Grey Turner at gturner@rideuta.com or 801-236-4761.

14. UNIVERSITY PROJECT MANAGER

The University Project Manager for this Agreement shall be Astrid Paredes, or its designee. All correspondence regarding the program work of this Agreement should be addressed to Ms. Astrid Paredes at astrid.paredes@utah.edu or 801-581-7580.

15. CONTRACT ADMINISTRATOR

The UTA Contract Administrator shall be Teresa Pickett, Sr. Procurement and Contract Specialist, or its designee. All correspondence regarding the terms, conditions, or administration functions should be addressed to Ms. Teresa Pickett at tpickett@rideuta.com or 801-236-4754.

16. NOTICES OR DEMANDS

A. Any notice or demand to be given by one party to the other shall be given in writing by personal service, FedEx, or any other similar form of courier or delivery service, or mailing in the United States Mail, postage prepaid, certified, return receipt requested, or via dated e-mail with a follow-up copy sent by regular United States Mail, and addressed to such party as follows:

If to UTA:

Utah Transit Authority
ATTN: Teresa Pickett, Contracts & Procurement
669 West 200 South
Salt Lake City, Utah 84101
tpickett@rideuta.com

If to the University:

University of Utah
ATTN: Bob Simonton
Planning, Design & Construction
1795 East South Campus Drive Room 201
Salt Lake City, Utah 84112
bob.simonton@utah.edu

B. Any party may change the address at which such party desires to receive written notice of such change to any other party. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed; provided, however, that refusal to accept delivery of a notice of the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice.

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written.

UNIVERSITY OF UTAH

UTAH TRANSIT AUTHORITY

By: _____

By: _____

Name: _____

Title: _____

By: _____

By: _____

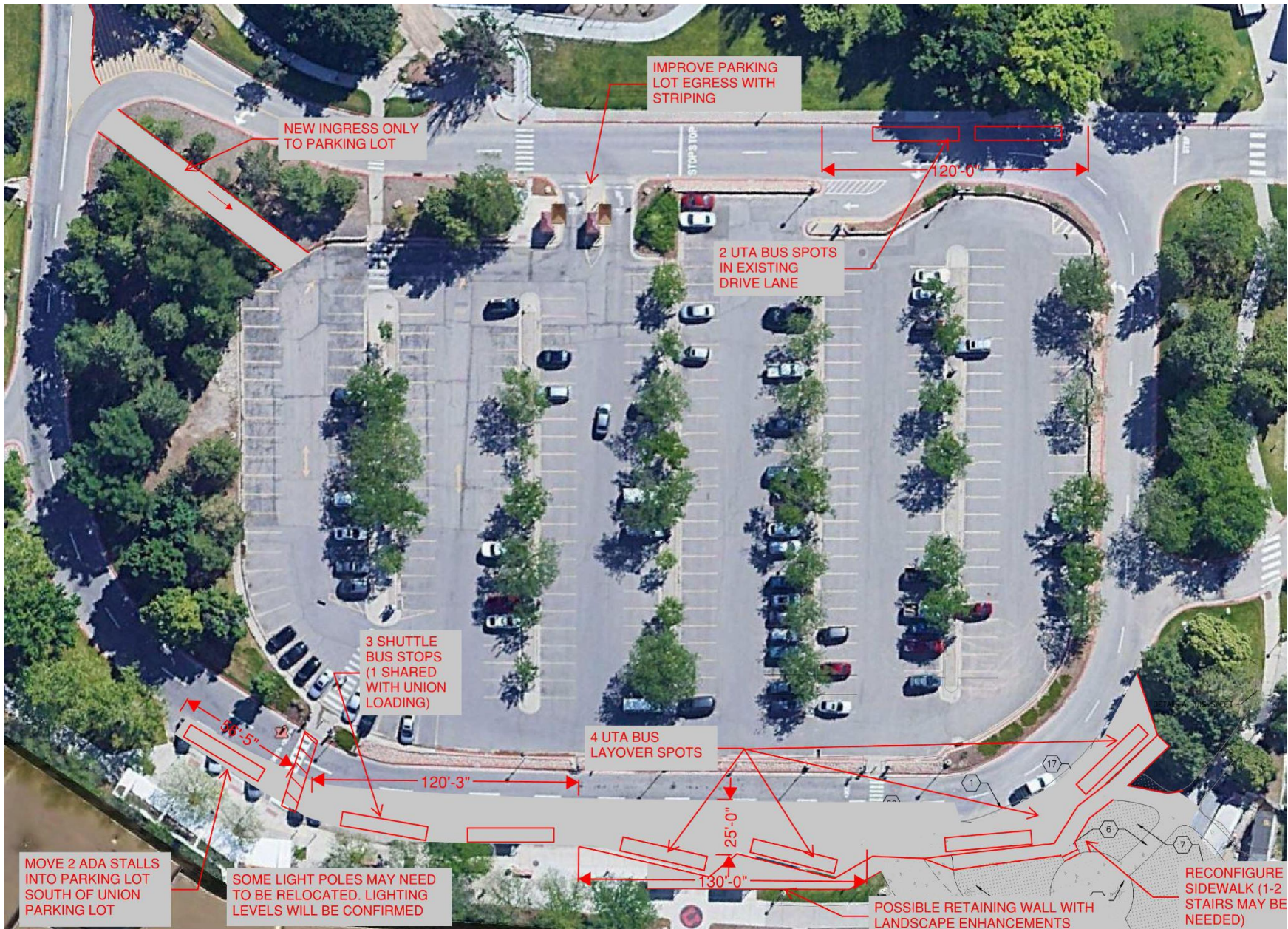
Name: _____

Title: _____

Approved As To Form:

Assistant Attorney General
UTA Legal Counsel

Exhibit A





CONTRACT ROUTING FORM

Department * Supply Chain

Existing Contract? Yes

Existing Contract Number * 19-03038

Contract Section

Procurement

Board Review Date * 07/17/2019

Document Type * Contract

Requisition # Original
6674

Please upload the contract or requisition here 19-03038TP Final Contract Parametrix.pdf 869.09KB

Contract Title * Point of the Mountain Transit Project

Contractor Name * Parametrix

Description / Purpose * This is a contract between UTA and Parametrix for the completion of an Alternatives Analysis to evaluate potential alignments for rapid transit connections between Sandy and Lehi. This will also include connections to the TRAX Blue Line, the existing Utah State Prison site in Draper, and the FrontRunner Draper Station. The total cost of the project is \$800,000. As of April 16, 2019, \$550,000 of the project budget has been secured. Until the additional \$250,000 is secured, the tasks for the Alternatives Analysis will be phased. The first 4 tasks can be completed with the secured funding. The final 2 tasks will require the additional \$250,000.

The analysis will determine which alignment would provide the most viable regional connectivity and mobility, as well as economic development, in the study area. Following the Alternatives Analysis phase, the Partners may at their sole option seek to negotiate a work plan and contract amendment covering an Environmental Document phase or it may undertake a separate procurement for that phase.

- Phase I
- Task 1: Project Management
- Task 2: Data Collection
- Task 3: Community and Partnership building
- Task 4: Purpose and need
- Task 5: Alternatives Analysis (first portion)

- Phase II
- Task 5: Alternatives Analysis (remaining)
- Task 6: Funding and Operations plan

Contract Administrator * Pickett, Teresa

Project Manager * Garver, Patricia K

Base Contract Effective Dates * Beginning
7/17/2019

* Ending
7/17/2020

Contract Type * SERVICES

Procurement Method * RFQU

Number of Responding Firms 3

\$ Value of Next Lowest Bidder 0

Base Contract Term (Months) * 12

Contract Options (Months) * 0

Option to Renew? * Yes
 No

Extension Start Date

End Date

Financial Section

Procurement

Existing Contract Value

\$ 0.00

Amendment Amount

\$ 0.00

New/total Contract Value *

\$ 800,000.00

Qty

Unit Price \$

Annual/One-Time Value

\$ 800,000.00

Attachment

Is the amount an estimate? * Yes No

Is the amount a one-time purchase or annual recurring purchase? *

One-time Recurring

Account Code *

40-
3216.6891
2

Capital Project Code

MSP216

Funding Source *

Federal/
Local

Budgeted? *

Yes
 No

Budget amount *

\$ 800,000.00

Will this contract require support from another department? *

Yes No

Is the other department(s) aware of this contract and the required support? *

Yes No N/A

Has the Qualified Health Insurance Certificate been verified? *

Yes No N/A

Approval Section

1)Legal/Compliance Review * Bell, Mike

2)Accounting Approval Needed? * Yes No

2)Accounting Review * Steele, Bryan

3)Risk Approval Needed? * Yes No

4)IT Approval Needed? * Yes No

5)Add Additional Approval? * Yes No

6)Manager/Program Manager * Garver, Patricia K

7)Dir, Sr. Mgr, or RGM * Turner, Grey (acting)

8)Chief * DeMers, Michael James

9)Executive Director * Meyer, William Steven

Board Approval Required Board Approval Date

Print this page

PROFESSIONAL SERVICES AGREEMENT
Point of the Mountain Alternatives Analysis

This Professional Services Agreement is entered into and made effective as of the ___ day of _____, 2019 (the “Effective Date”) by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah (“UTA”), and PARAMETRIX CONSULT., INC., a Utah Corporation (“Consultant”).

RECITALS

- A. UTA desires to hire professional services for the Point of the Mountain Alternatives Analysis.
- B. On April 23, 2019, UTA issued Request for Qualifications Package Number 19-03038TP (“RFQU”) encouraging interested parties to submit proposals to perform the services described in the RFQU.
- C. Upon evaluation of the proposals submitted in response to the RFQU, UTA selected Consultant as the preferred entity with whom to negotiate a contract to perform the Work.
- D. Consultant is qualified and willing to perform the Work as set forth in the Scope of Services.

AGREEMENT

NOW, THEREFORE, in accordance with the foregoing Recitals, which are incorporated herein by reference, and for and in consideration of the mutual covenants and agreements hereafter set forth, the mutual benefits to the parties to be derived herefrom, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

ARTICLE 1.0
Definitions

As used throughout this Contract, the following terms shall have the meanings set forth below:

- 1.1 The term “Change Order” shall mean a written modification to this Contract (the form of which shall be prescribed by UTA) pursuant to which the parties shall mutually agree upon and effect any additions, deletions, or variations in the Work (as such Work is initially defined by this Contract). The scope of modifications may include, without limitation, changes in the: (i) consideration paid to Consultant, (ii) deliverables required to be furnished by Consultant; (iii) method, manner or scope of the Work; or (iv) required performance completion milestones or other Contract schedule requirements.
- 1.2 The term “Claims” shall have the meaning set forth in Section 16.1 of this Contract.
- 1.3 The term “Consultant’s Project Manager” shall mean Daryl Wendle, or his/her successor as appointed or designated in writing by Consultant.
- 1.4 The term “Consultant’s Proposal” shall mean the Parametrix proposal dated May 16, 2019.

Utah Transit Authority

- 1.5 The term “Contract” shall mean this Professional Services Agreement (inclusive of amendments and Change Orders hereto), together with all attached exhibits, all documents incorporated by reference pursuant to Article 26 hereof, and all drawings, reports, studies, industry standards, legal requirements and other items referenced in the foregoing documents.
- 1.6 The term “Indemnitees” shall mean the UTA parties set forth in Section 16.1 of this Contract.
- 1.7 The term “Scope of Services” shall mean the services described in or reasonably implied by this Contract including, but not limited to, Exhibit “A” (and all Contract requirements associated with such services).
- 1.8 The term “UTA’s Project Manager” shall mean Patti Garver, or his/her successor as appointed or designated in writing by UTA.
- 1.9 The term “Work” shall mean any activities undertaken or required to be undertaken by Consultant in conjunction with the Scope of Services or Contract.

ARTICLE 2.0 Description of Services

- 2.1 Consultant shall perform all Work as set forth in the Scope of Services. Except for items (if any) which this Contract specifically states will be UTA-provided, Consultant shall furnish all the labor, material and incidentals necessary for the Work.
- 2.2 Consultant shall perform all Work under this Contract in a professional manner, using at least that standard of care, skill and judgment which can reasonably be expected from similarly situated professionals.
- 2.3 All Work shall conform to generally accepted standards in the transit industry. Consultant shall perform all Work in compliance with applicable laws, regulations, rules, ordinances, permit constraints and other legal requirements including, without limitation, those related to safety and environmental protection.
- 2.4 Consultant shall furnish only qualified personnel and materials necessary for the performance of the Work.
- 2.5 When performing Work on UTA property, Consultant shall comply with all UTA work site rules including, without limitation, those related to safety and environmental protection.
- 2.6 UTA may elect to exercise the option to have consultant perform Environmental Document phase as described in RFQU 19-03038TP. If UTA exercises such option, UTA and the Consultant will negotiate a work plan and contract amendment for such optional work.

ARTICLE 3.0 Day-to-Day Management of the Work

- 3.1 Consultant’s Project Manager will be the day-to-day contact person for Consultant and will be responsible for all Work, as well as the coordination of such Work with UTA.
- 3.2 UTA’s Project Manager will be the day-to-day contact person for UTA, and shall act as the liaison between UTA and Consultant with respect to the Work. UTA's Project Manager shall also coordinate any design reviews, approvals or other direction required from UTA with respect to the Work.

ARTICLE 4.0

Progress of the Work

- 4.1 Consultant shall prosecute the Work in a diligent and continuous manner and in accordance with all applicable notice to proceed, critical path schedule and guaranteed completion date requirements set forth in (or developed and agreed by the parties in accordance with) the Scope of Services.
- 4.2 Consultant shall conduct regular meetings to update UTA's Project Manager regarding the progress of the Work including, but not limited to, any unusual conditions or critical path schedule items that could affect or delay the Work. Such meetings shall be held at intervals mutually agreed to between the parties.
- 4.3 Consultant shall deliver monthly progress reports and provide all Contract submittals and other deliverables as specified in the Scope of Services.
- 4.4 Any drawing or other submittal reviews to be performed by UTA in accordance with the Scope of Services are for the sole benefit of UTA, and shall not relieve Consultant of its responsibility to comply with the Contract requirements.
- 4.5 UTA will have the right to inspect, monitor and review any Work performed by Consultant hereunder as deemed necessary by UTA to verify that such Work conforms to the Contract requirements. Any such inspection, monitoring and review performed by UTA is for the sole benefit of UTA, and shall not relieve Consultant of its responsibility to comply with the Contract requirements.
- 4.6 UTA shall have the right to reject Work which fails to conform to the requirements of this Contract. Upon receipt of notice of rejection from UTA, Consultant shall (at its sole expense and without entitlement to equitable schedule relief) promptly re-perform, replace or re-execute the Work so as to conform to the Contract requirements.
- 4.7 If Consultant fails to promptly remedy rejected Work as provided in Section 4.6, UTA may (without limiting or waiving any rights or remedies it may have) perform necessary corrective action using other contractors or UTA's own forces. Any costs reasonably incurred by UTA in such corrective action shall be chargeable to Consultant.

ARTICLE 5.0

Period of Performance

- 5.1 This Contract shall commence as of the Effective Date. This Contract shall remain in full force and effect until all Work is completed in accordance with this Contract, as reasonably determined by UTA. Consultant shall complete all Work no later than twelve months from the effective date of this agreement. This guaranteed completion date may be extended if Consultant and UTA mutually agree to an extension evidenced by a written Change Order. The rights and obligations of UTA and Consultant under this Contract shall at all times be subject to and conditioned upon the provisions of this Contract.

ARTICLE 6.0

Consideration

- 6.1 For the performance of the Work, UTA shall pay Consultant in accordance with Exhibit B. Payments shall be made on a time and materials/milestone/not-to-exceed basis in accordance

Utah Transit Authority

with the description detailed in Exhibit B. Consultant will be reimbursed for the actual hours and materials expended on the Project at the rates shown in Exhibit B provided the deliverables are provided in accordance with the Project schedule shown in Exhibit B and subject to the not-to-exceed amounts for each Task shown in Exhibit B.

- 6.2 Costs shall only be reimbursable to the extent allowed under 2 CFR Part 200 Subpart E. Compliance with federal cost principles shall apply regardless of funding source for this Contract.
- 6.3 To the extent that Exhibit B or another provision of this Contract calls for any portion of the consideration to be paid on a time and materials or labor hour basis, then Consultant must refer to the not-to-exceed amount, maximum Contract amount, Contract budget amount or similar designation (any of these generically referred to as the “Not to Exceed Amount”) specified in Exhibit B (as applicable). Unless and until UTA has notified Consultant by written instrument designated or indicated to be a Change Order that the Not to Exceed Amount has been increased (which notice shall specify a revised Not to Exceed Amount): (i) Consultant shall not be obligated to perform services or incur costs which would cause its total compensation under this Contract to exceed the Not to Exceed Amount; and (ii) UTA shall not be obligated to make payments which would cause the total compensation paid to Consultant to exceed the Not to Exceed Amount (NTE)
- 6.4 UTA may withhold and/or offset from payment any amounts reasonably reflecting: (i) items of Work that have been rejected by UTA in accordance with this Contract; (ii) invoiced items that are not payable under this Contract; or (iii) amounts Consultant owes to UTA under this Contract.

ARTICLE 7.0 Contract Changes

- 7.1 UTA’s Project Manager or designee may, at any time, by written order designated or indicated to be a Change Order, direct changes in the Work including, but not limited to, changes:
 - A. In the Scope of Services;
 - B. In the method or manner of performance of the Work; or
 - C. In the schedule or completion dates applicable to the Work.

To the extent that any change in Work directed by UTA causes an actual and demonstrable impact to: (i) Consultant’s cost of performing the work; or (ii) the time required for the Work, then (in either case) the Change Order shall include an equitable adjustment to this Contract to make Consultant whole with respect to the impacts of such change.

- 7.2 A change in the Work may only be directed by UTA through a written Change Order or (alternatively) UTA’s expressed, written authorization directing Consultant to proceed pending negotiation of a Change Order. Any changes to this Contract undertaken by Consultant without such written authority shall be at Consultant’s sole risk. Consultant shall not be entitled to rely on any other manner or method of direction.
- 7.3 Consultant shall also be entitled to an equitable adjustment to address the actual and demonstrable impacts of “constructive” changes in the Work if: (i) subsequent to the Effective Date of this Contract, there is a material change with respect to any law or other requirement set forth in this Contract; or (ii) other conditions exist which materially modify the magnitude,

character or complexity of the Work from what should have been reasonably assumed by Consultant based on the information included in (or referenced by) this Contract. In order to be eligible for equitable relief for “constructive” changes in Work, Consultant must give UTA’s Project Manager or designee written notice stating:

- A. The date, circumstances, and source of the change; and
- B. That Consultant regards the identified item as a change in Work giving rise to an adjustment in this Contract.

Consultant must provide notice of a “constructive” change and assert its right to an equitable adjustment under this Section within ten (10) days after Consultant becomes aware (or reasonably should have become aware) of the facts and circumstances giving rise to the “constructive” change. Consultant’s failure to provide timely written notice as provided above shall constitute a waiver of Consultant’s rights with respect to such claim.

- 7.4 As soon as practicable, Consultant must provide UTA with information and documentation reasonably demonstrating the actual cost and schedule impacts associated with any change in Work compensable under Section 7.1 or 7.3. Equitable adjustments will be made via Change Order. Any dispute regarding the Consultant’s entitlement to an equitable adjustment (or the extent of any such equitable adjustment) shall be resolved in accordance with Article 20 of this Contract.

ARTICLE 8.0

Invoicing Procedures and Records

- 8.1 Consultant shall submit invoices to UTA’s Project Manager for processing and payment in accordance with Exhibit B. If Exhibit B does not specify invoice instructions, then Consultant shall invoice UTA after completion of all Work and final acceptance thereof by UTA. Invoices shall be provided in the form specified by UTA. Reasonable supporting documentation demonstrating Consultant’s entitlement to the requested payment must be submitted with each invoice. UTA shall have the right to disapprove (and withhold from payment) specific line items of each invoice to address non-conforming Work or invoicing deficiencies. Approval by UTA shall not be unreasonably withheld. UTA shall have the right to offset from payment amounts reasonably reflecting the value of any claim which UTA has against Consultant under this Contract. Payment for all invoice amounts not specifically disapproved by UTA shall be provided to Consultant within thirty (30) calendar days of invoice submittal.

ARTICLE 9.0

Ownership of Materials

- 9.1 All data including, but not limited to, maps, drawings, sketches, renderings, software, hardware, and specifications, including the original thereof, developed by Consultant as a part of its Work under this Contract (collectively and generically referred to in this Article as “Work Product”) are the property of UTA. All Work Product must be delivered to UTA no later than the completion of the Work and prior to final payment by UTA. In the event this Contract is terminated prior to completion of the Work, then Consultant shall transmit all Work Product completed or in-process as of the date of termination.
- 9.2 UTA shall not be construed to be the owner of any intellectual property contained in the Work

Utah Transit Authority

Product that was owned or created by Consultant outside of the scope of this Contract. However, with respect to such intellectual property of Consultant, Consultant hereby grants UTA a non-exclusive perpetual license to use such intellectual property to the full extent reasonably necessary for UTA's use and enjoyment of the Work Product furnished under this Contract.

ARTICLE 10.0

Subcontracts

- 10.1 Consultant shall give advance written notification to UTA of any proposed subcontract (not indicated in Consultant's Proposal) negotiated with respect to the Work. UTA shall have the right to approve all subcontractors, such approval not to be withheld unreasonably.
- 10.2 No subsequent change, removal or substitution shall be made with respect to any such subcontractor without the prior written approval of UTA.
- 10.3 Consultant shall be solely responsible for making payments to subcontractors, and such payments shall be made within thirty (30) days after Consultant receives corresponding payments from UTA.
- 10.4 Consultant shall be responsible for and direct all Work performed by subcontractors.
- 10.5 Consultant agrees that no subcontracts shall provide for payment on a cost-plus-percentage-of-cost basis. Consultant further agrees that all subcontracts shall comply with all applicable laws.

ARTICLE 11.0

Key Personnel

- 11.1 Consultant shall provide the key personnel as indicated in Consultant's Proposal (or other applicable provisions of this Contract), and shall not change any of said key personnel without the express written consent of UTA.

ARTICLE 12.0

Suspension of Work

- 12.1 UTA may, at any time, by written order to Consultant, require Consultant to suspend, delay, or interrupt all or any part of the Work called for by this Contract. Any such order shall be specifically identified as a "Suspension of Work Order" issued pursuant to this Article. Upon receipt of such an order, Consultant shall immediately comply with its terms and take all reasonable steps to minimize the incurrence of further costs allocable to the Work covered by the order during the period of Work stoppage.
- 12.2 If a Suspension of Work Order issued under this Article is canceled, Consultant shall resume Work as mutually agreed to in writing by the parties hereto.
- 12.3 If a Suspension of Work Order is not canceled and the Work covered by such order is terminated for the convenience of UTA, reasonable costs incurred as a result of the Suspension of Work Order shall be considered in negotiating the termination settlement.
- 12.4 If the Suspension of Work causes an increase in Consultant's cost or time to perform the Work, UTA's Project Manager or designee shall make an equitable adjustment to compensate Consultant for the additional costs or time, and modify this Contract by Change Order.

ARTICLE 13.0

Termination for Convenience; Termination for Cause and Default Remedies

- 13.1 UTA shall have the right to terminate this Contract at any time by providing written notice to Consultant. If this Contract is terminated for convenience, UTA shall pay Consultant its costs and a reasonable profit on work performed up to the effective date of the termination notice, plus costs reasonably and necessarily incurred by Consultant to effect such termination. UTA shall not be responsible for anticipated profits based on Work not performed as of the effective date of termination. Consultant shall promptly submit a termination claim to UTA. If Consultant has any property in its possession belonging to UTA, Consultant will account for the same, and dispose of it in the manner UTA directs.
- 13.2 If Consultant materially fails to perform any of its obligations under this Contract, and such failure is not cured or a cure initiated to the satisfaction of UTA within ten (10) days after receipt of written notice from UTA, UTA may, at its discretion:
- A. Terminate this Contract (in whole or in part) for default and complete the Work using other contractors or UTA's own forces, in which event Consultant shall be liable for all incremental costs so incurred by UTA;
 - B. Pursue other remedies available under this Contract (regardless of whether the termination remedy is invoked); and/or
 - C. Except to the extent limited by this Contract, pursue other remedies available at law.

Upon receipt of a termination notice as provided above, Consultant shall (i) immediately discontinue all Work affected (unless the notice directs otherwise); (ii) deliver to UTA all data, drawings and other deliverables, whether completed or in process; and (iii) if Consultant has any property in its possession belonging to UTA, account for the same, and dispose of it in the manner UTA directs. Consultant shall remit a final invoice for all services performed and expenses incurred in full accordance with the terms and conditions of this Contract up to the effective date of termination. UTA shall calculate termination damages payable under this Contract, shall offset such damages against Consultant's final invoice, and shall invoice Consultant for any additional amounts payable by Consultant (to the extent termination damages exceed the invoice). All rights and remedies provided in this Article are cumulative and not exclusive.

- 13.3 If UTA terminates this Contract for any reason, Consultant shall remain available, for a period not exceeding 90 days, to UTA to respond to any questions or concerns that UTA may have regarding the Work completed by Consultant prior to termination.

ARTICLE 14.0

Information, Records, and Reports; Audit Rights

- 14.1 Consultant shall retain all books, papers, documents, accounting records and other evidence to support any cost-based billings allowable under Exhibit B (or any other provision of this Contract). Such records shall include, without limitation, time sheets and other cost documentation related to the performance of labor services, as well as subcontracts, purchase orders, other contract documents, invoices, receipts or other documentation supporting non-labor costs. Consultant shall also retain other books and records related to the performance, quality or management of this Contract and/or Consultant's compliance with this Contract. Records shall be retained by Consultant for a period of at least six (6) years after completion

Utah Transit Authority

of the Work, or until any audit initiated within that six-year period has been completed (whichever is later). During this six-year period, such records shall be made available at all reasonable times for audit and inspection by UTA and other authorized auditing parties including, but not limited to, the Federal Transit Administration. Copies of requested records shall be furnished to UTA or designated audit parties upon request. Consultant agrees that it shall flow-down (as a matter of written contract) these records requirements to all subcontractors utilized in the performance of the Work at any tier.

**ARTICLE 15.0
Findings Confidential**

- 15.1 Any documents, reports, information, or other data and materials available to or prepared or assembled by Consultant or subcontractors under this Contract are considered confidential and shall not be made available to any person, organization, or entity by Consultant without consent in writing from UTA.
- 15.2 It is hereby agreed that the following information is not considered to be confidential:
- A. Information already in the public domain;
 - B. Information disclosed to Consultant by a third party who is not under a confidentiality obligation;
 - C. Information developed by or in the custody of Consultant before entering into this Contract;
 - D. Information developed by Consultant through its work with other clients; and
 - E. Information required to be disclosed by law or regulation including, but not limited to, subpoena, court order or administrative order.

**ARTICLE 16.0
General Indemnification and Insurance**

- 16.1 Consultant shall protect, release, indemnify and hold harmless UTA and its trustees, officers, and employees (hereinafter collectively "Indemnitees") against and from any and all demands, suits, losses, costs and damages of every kind and description, including attorneys' fees and/or litigation expenses (hereinafter collectively "Claims"), brought or made against or incurred by any of the Indemnitees resulting from or arising out of the negligent acts or omissions (actual or alleged) of Consultant, its subcontractors or anyone employed directly or indirectly by any of them or anyone for whose acts any of them may be liable in conjunction with this Contract or any Work performed hereunder. If an employee of Consultant, a subcontractor, anyone employed directly or indirectly by any of them or anyone for whose acts any of them may be liable has a claim against UTA or another Indemnitee, Consultant's indemnity obligation set forth above will not be limited by any limitation on the amount of damages, compensation or benefits payable under any employee benefit acts, including workers' compensation or disability acts.
- 16.2 For the duration of this Contract, Consultant shall maintain at its own expense, and provide proof of said insurance to UTA, the following types of insurance:
- A. Occurrence type Commercial General Liability Insurance ISO CG001, with an edition date of 11-88 or later, covering the indemnity and other liability provisions of this

Utah Transit Authority

Contract, with no exclusions of explosion, collapse or underground hazards. The limits shall be \$1,000,000 per occurrence with an annual aggregate of \$2,000,000. The policy shall be endorsed to include the following additional insured language: "The Utah Transit Authority shall be named as an additional insured with respect to liability arising out of the activities performed by, or on behalf of the Contractor, including completed operations."

B. Professional Liability insurance with the following limits and coverages:

Minimum Limits:

\$1,000,000 each claim

\$2,000,000 annual aggregate

Coverages:

1. Insured's interest in joint ventures
2. Punitive damages coverage (where not prohibited by law)
3. Limited contractual liability
4. Retroactive date prior to date
5. Extended reporting period of 36 months

Coverage which meets or exceeds the minimum requirements will be maintained, purchased annually in full force and effect until 3 years past completion of the Work unless such coverage becomes unavailable to the market on a commercially reasonable basis, in which case Consultant will notify UTA. If UTA agrees that such coverage is not reasonably available in the commercial market, Consultant may elect not to provide such coverage.

C. Automobile insurance covering owned, if any, non-owned, and hired automobile with limits not less than \$1,000,000 combined single limit of coverage. The policy shall be endorsed to include the following additional insured language: "The Utah Transit Authority shall be named as an additional insured with respect to liability arising out of the activities performed by, or on behalf of the Contractor, including automobiles owned, leased, hired or borrowed by the Contractor."

D. Workers' Compensation insurance conforming to the appropriate states' statutory requirements covering all employees of Consultant, and any employees of its subcontractors, representatives, or agents as long as they are engaged in the work covered by this Contract or such subcontractors, representatives, or agents shall provide evidence of their own Worker's Compensation insurance. The policy shall also cover Employers Liability with limits no less than \$500,000 each accident, and each employee for disease. The policy shall contain a waiver of subrogation against UTA.

16.3 On insurance policies where UTA is named as an additional insured, UTA shall be an additional insured to the full limits of liability purchased by the Consultant. Insurance limits indicated in this agreement are minimum limits. Larger limits may be indicated after Consultant's assessment of the exposure for this contract; for its own protection and the protection of UTA. Consultant's insurance coverage shall be primary insurance and non-

Utah Transit Authority

contributory with respect to all other available sources.

- 16.4 Consultant warrants that this Contract has been thoroughly reviewed by its insurance agent, broker or consultant, and that said agent/broker/ consultant has been instructed to procure for Consultant the insurance coverage and endorsements required herein.
- 16.5 Consultant shall furnish UTA with certificates of insurance (ACORD form or equivalent approved by UTA) as required by this Contract. The certificates for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates and any required endorsements are to be received and approved by UTA before work commences. Each insurance policy required by this Contract must be in effect at or prior to commencement of work under this Contract and remain in effect for the duration of the project. Failure to maintain the insurance policies as required by this Contract or to provide evidence of renewal is a material breach of contract.
- 16.6 UTA, as a self-insured governmental entity, shall not be required to provide insurance coverage for the risk of loss to UTA premises and improvements or equipment owned by UTA.

ARTICLE 17.0 Other Indemnities

- 17.1 Consultant shall protect, release, defend, indemnify and hold harmless UTA and the other Indemnitees against and from any and all Claims of any kind or nature whatsoever on account of infringement relating to Consultant's performance under this Contract. If notified promptly in writing and given authority, information and assistance, Consultant shall defend, or may settle at its expense, any suit or proceeding against UTA so far as based on a claimed infringement and Consultant shall pay all damages and costs awarded therein against UTA due to such breach. In case any portion of the Work is in such suit held to constitute such an infringement or an injunction is filed that interferes with UTA's rights under this Contract, Consultant shall, at its expense and through mutual agreement between the UTA and Consultant, either procure for UTA any necessary intellectual property rights, or modify Consultant's services or deliverables such that the claimed infringement is eliminated.
- 17.2 Consultant shall: (i) protect, release, defend, indemnify and hold harmless UTA and the other Indemnitees against and from any and all liens or Claims made or filed against UTA or upon the Work or the property on which the Work is located on account of any labor performed or labor, services, and equipment furnished by subcontractors of any tier; and (ii) keep the Work and said property free and clear of all liens or claims arising from the performance of any Work covered by this Contract by Consultant or its subcontractors of any tier. If any lien arising out of this Contract is filed, before or after Work is completed, Consultant, within ten (10) calendar days after receiving from UTA written notice of such lien, shall obtain a release of or otherwise satisfy such lien. If Consultant fails to do so, UTA may take such steps and make such expenditures as in its discretion it deems advisable to obtain a release of or otherwise satisfy any such lien or liens, and Consultant shall upon demand reimburse UTA for all costs incurred and expenditures made by UTA in obtaining such release or satisfaction. If any non-payment claim is made directly against UTA arising out of non-payment to any subcontractor, Consultant shall assume the defense of such claim within ten (10) calendar days after receiving from UTA written notice of such claim. If Consultant fails to do so, Consultant shall upon demand reimburse UTA for all costs incurred and expenditures made by UTA to satisfy such claim.

ARTICLE 18.0
Independent Contractor

18.1 Consultant is an independent contractor and agrees that its personnel will not represent themselves as, nor claim to be, an officer or employee of UTA by reason of this Contract. Consultant is responsible to provide and pay the cost of all its employees' benefits.

ARTICLE 19.0
Prohibited Interest

19.1 No member, officer, agent, or employee of UTA during his or her tenure or for one year thereafter shall have any interest, direct or indirect, including prospective employment by Consultant in this Contract or the proceeds thereof without specific written authorization by UTA.

ARTICLE 20.0
Dispute Resolution

20.1 The parties shall attempt to informally resolve all claims, counterclaims and other disputes through the escalation process described below. No party may bring a legal action to enforce any term of this Contract without first having exhausted such process.

20.2 The time schedule for escalation of disputes, including disputed requests for Change Order, shall be as follows:

Level of Authority	Time Limit
UTA's Project Manager/Consultant's Project Manager	Five calendar days
UTA's SECOND LEVEL/Consultant's SECOND LEVEL	Five calendar days
UTA's THIRD LEVEL/Consultant's THIRD LEVEL	Five calendar days

Unless otherwise directed by UTA's Project Manager, Consultant shall diligently continue performance under this Contract while matters in dispute are being resolved.

20.3 If the dispute cannot be resolved informally in accordance with the escalation procedures set forth above, than either party may commence legal action in accordance with the venue and law provisions of this Contract. If mutually agreed, the parties may also submit the dispute to arbitration or mediation.

ARTICLE 21
Successors and Assignees

21.1 Consultant shall not assign, sublet, sell, transfer, or otherwise dispose of any interest in this Contract without prior written approval of UTA, and any attempted transfer in violation of this restriction shall be void.

ARTICLE 22.0
Nonwaiver

22.1 No failure or waiver or successive failures or waivers on the part of either party in the enforcement of any condition, covenant, or article of this Contract shall operate as a discharge of any such condition, covenant, or article nor render the same invalid, nor impair the right of

Utah Transit Authority

either party to enforce the same in the event of any subsequent breaches by the other party.

ARTICLE 23.0
Notices or Demands

23.1 Any formal notice or demand to be given by one party to the other shall be given in writing by one of the following methods: (i) hand delivered; (ii) deposited in the mail, properly stamped with the required phase; (iii) sent via registered or certified mail; or (iv) sent via recognized overnight courier service. All such notices shall be addressed as follows:

If to UTA:

Utah Transit Authority
ATTN: Teresa Pickett
669 West 200 South
Salt Lake City, UT 84101

with a required copy to:

Utah Transit Authority
ATTN: Legal Counsel
669 West 200 South
Salt Lake City, UT 84101

If to Consultant:

Parametrix
ATTN: Daryl Wendle
719 2nd Ave, Suite 200
Seattle, WA 98104

23.2 Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed; provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice. Either party may change the address at which such party desires to receive written notice by providing written notice of such change to any other party.

23.3 Notwithstanding Section 23.1, the parties may, through mutual agreement, develop alternative communication protocols to address change notices, requests for information and similar categories of communications. Communications provided pursuant to such agreed means shall be recognized as valid notices under this Contract

ARTICLE 24.0
Contract Administrator

24.1 UTA's Contract Administrator for this Contract is Teresa Pickett, or designee. All questions and correspondence relating to the contractual aspects of this Contract should be directed to said Contract Administrator, or designee.

ARTICLE 25.0
General Provisions

25.1 Neither this Contract nor any interest herein may be assigned, in whole or in part, by either party hereto without the prior written consent of the other party, except that without securing such prior consent, either party shall have the right to assign this Contract to any successor or to such party by way of merger or consolidation or acquisition of substantially all of the entire business and assets of such party relating to the subject matter of this Contract, provided that

Utah Transit Authority

such successor shall expressly assume all of the obligations and liabilities of such party under this Contract, and provided further, that such party shall remain liable and responsible to the other party hereto for the performance and observance of all such obligations.

- 25.2 This Contract shall be interpreted in accordance with the substantive and procedural laws of the State of Utah. Any litigation between the parties arising out of or relating to this Contract will be conducted exclusively in federal or state courts in the State of Utah and Consultant consents to the jurisdiction of such courts.
- 25.3 The headings of the articles, clauses, and sections of this Contract are inserted for reference purposes only and are not restrictive as to content.
- 25.4 The parties enter in to this Contract for the sole benefit of the parties, in exclusion of any third party, and no third party beneficiary is intended or created by the execution of this Contract.
- 25.5 Any provision of this Contract prohibited or rendered unenforceable by operation of law shall be ineffective only to the extent of such prohibition or unenforceability without invalidating the remaining provisions of this Contract.
- 25.6 This Contract shall constitute the entire agreement and understanding of the parties with respect to the subject matter hereof, and shall supersede all offers, negotiations and other agreements with respect thereto.
- 25.7 Any amendment to this Contract must be in writing and executed by the authorized representatives of each party.
- 25.8 This Contract may be executed in any number of counterparts and by each of the parties hereto on separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute but one and the same instrument. Any signature page of this Contract may be detached from any counterpart and reattached to any other counterpart hereof. The electronic transmission of a signed original of this Contract or any counterpart hereof and the retransmission of any signed facsimile transmission hereof shall be the same as delivery of an original.
- 25.9 Provisions of this Contract intended by their nature and content to survive termination of this Contract shall so survive including, but not limited to, Articles 9, 13, 14, 15, 16, 17, 19, 20 and 25.

ARTICLE 26.0

Incorporated Documents

- 26.1 UTA's RFQU 19-03038TP including all federal clauses and other attachments, and Consultant's Proposal, are hereby incorporated into and made a part of this Contract, except to the extent that such documents were changed or altered by subsequent negotiations as indicated by the terms of this Contract, including Exhibits A and B.

ARTICLE 27.0

Insurance Coverage Requirements for Consultant Employees

- 27.1 The following requirements apply to the extent that: (i) the initial value of this Contract is equal to or in excess of \$2 million; (ii) this Contract, with subsequent modifications, is reasonably anticipated to equal or exceed \$2 million; (iii) Consultant has a subcontract at any tier that involves a sub-consultant that has an initial subcontract equal to or in excess of

Utah Transit Authority

\$1 million; or (iv) any subcontract, with subsequent modifications, is reasonably anticipated to equal or exceed \$1 million:

- A. Consultant shall, prior to the effective date of this Contract, demonstrate to UTA that Consultant has and will maintain an offer of qualified health insurance coverage (as defined by Utah Code Ann. § 17B-2a-818.5) for the Consultant's employees and the employee's dependents during the duration of this Contract.
- B. Consultant shall also demonstrate to UTA that subcontractors meeting the above-described subcontract value threshold have and will maintain an offer of qualified health insurance coverage (as defined by Utah Code Ann. § 17B-2a-818.5) for the subcontractor's employees and the employee's dependents during the duration of the subcontract.

IN WITNESS WHEREOF, the parties have made and executed this Contract as of the day and year first above written.

UTAH TRANSIT AUTHORITY:

By _____

W. Steve Meyer

Interim Executive Director

By _____

Michael DeMers

Chief Service Development Officer

PARAMETRIX CONSULT., INC.

By David Pennington

Name David Pennington

Title Vice President

By _____

Name _____

Title _____

Approved as to form and content

Michael Bell

Assistant Attorney General

UTA Counsel

Exhibit A – Scope of Services

**SCOPE OF WORK
POINT OF THE MOUNTAIN
TRANSIT PROJECT**

JUNE 2019

SCOPE OF WORK

Point of the Mountain Transit Project – Alternatives Analysis and Environmental Professional Services

SUMMARY

The Point of the Mountain (POM) Development Commission was created by the Utah State Legislature in 2016 to study growth in the Point of the Mountain area. One of their objectives was to plan for future transportation infrastructure. The Point of the Mountain Phase Two Vision completed in 2018 identified several transportation improvement options for the area. The *Point of the Mountain Transportation Analysis (TA)*, June 2018, was completed to help advance planning level efforts for select transportation improvement projects that were identified in the Phase Two Vision. One of the top priority projects in the TA identified potential alignments for rapid transit connections between Sandy and Lehi, including connections to the TRAX Blue Line, the existing Utah State Prison site in Draper, and the FrontRunner Draper Station. As a result of the TA and at the request of the POM Commission, project partners will evaluate potential transit alignments to determine which would provide the most viable regional connectivity and mobility, as well as economic development, in the affected area.

The Consultant for this project shall work with the Utah Transit Authority (UTA) and the Utah Department of Transportation (UDOT), along with Draper City, Lehi City, South Jordan City, Sandy City, Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), Salt Lake County, and Utah County (the Partners) to complete the project activities. UTA will serve as the lead agency for the project.

The project activities to be completed under this contract will be divided into two stages:
Stage I: Alternatives Analysis (AA), as further defined in this Scope of Work
Stage II: Environmental Analysis/Documentation, Preliminary Engineering, and Funding. After Stage I is completed, if there is a federal nexus, the Federal Transit Administration (FTA) will be the lead federal agency. If appropriate, the FTA will issue a Notice of Intent in accordance with the National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) requirements. Proposers should assume that an EIS will be required prior to federal actions related to transportation improvements. Class of action determinations will be made toward the end of the Alternatives Analysis.

Proposers should note the following:

- Work will not be undertaken on any Stage or Task until a Notice to Proceed is provided by UTA for that Stage or Task.
- Interested firms should submit proposals showing their qualifications for both phases.
- Proposals should provide a detailed work plan covering the AA phase, which is further described below.
- Following the AA phase, the Partners may at their sole option seek to negotiate a work plan and contract amendment covering the Environmental Document phase or it may undertake a separate procurement for that phase.
- WFRC and MAG staff will develop forecasts using the WFRC/MAG Travel Demand Model.

The Consultant shall fully participate in stakeholder coordination committee meetings and become an integral part of the team. Project stakeholders will include representatives from the Partner

agencies and other agencies to be determined. The Consultant shall provide the necessary Professional Engineers, planners, scientists, architects, CADD operators, surveyors, and other staff and professional and technical skills, materials, supplies, and other services, other than those specifically provided by UTA, required to successfully complete this Scope of Work.

The Alternatives Analysis will start with the alignments identified in the *Point of the Mountain Transportation Analysis*, June 2018, Section III, Preferred Vision Review, page 15. The AA will also include the screening of other alignments and modes identified as part of this study.

Major tasks to be performed under this Contract will include the following items:

Task 1: Project Management

Task 2: Data Collection

Task 3: Community and Partnership Building

Task 4: Purpose & Need

Task 5: Alternatives Analysis

Task 6: Funding and Operations Plan

The tasks listed in this Scope of Work are necessary for the completion of Stage I (Alternatives Analysis Phase) of this Contract.

As of June 21, 2019, \$550,000 of the project budget of \$800,000 has been secured. Until the additional \$250,000 is secured, the 6 tasks for the Alternatives Analysis will be phased. Part of tasks 1 and 5, and all of tasks 2, 3, & 4 will be completed with the secured funding and will be called Funding Phase 1. Completion of the remaining tasks will require the additional \$250,000 and will be called Funding Phase 2. The applicability of Funding Phase 1 and/or 2 has been labeled on each task.

The Consultant shall bear full responsibility for satisfactory completion of Tasks 1, 2, 4, 5 and 6 and associated deliverables.

Consultant shall have a support role for Task 3 and shall only expend effort in support of Task 3 when specifically tasked by UTA in writing to do so.

WORK TASKS FOR ALTERNATIVES ANALYSIS PHASE

TASK 1: PROJECT MANAGEMENT

The Consultant will provide overall direction and control for this task. . The Consultant project manager will be responsible for team coordination, implementation of quality-control measures, project reporting to UTA, project documentation, and overall performance of the project. The subtasks for this activity include the following:

- Monthly invoicing and status reports, including schedule status.
- Conduct bi-monthly meetings, including preparation of meeting materials, agendas, and minutes, as necessary.
- Project management plan including a refined work scope, schedule, budget, project controls including quality assurance/quality control, and invoicing and reporting procedures.
- Maintain an ongoing Administrative Record, consistent with NEPA requirements.
- Incorporation, if necessary, of other transportation studies and plans involving the study area.

Deliverables

- Monthly progress reports with invoices (Funding Phases 1 and 2)
- Complete project files in modifiable electronic format (Funding Phase 1 and 2)
- Project management plan (Funding Phase 1)

The Consultant shall submit monthly invoices to UTA for payment which shall identify the following:

- a. hourly rates, hours, and direct costs incurred by the Consultant in performance of the contract during the preceding month and cumulative to date
- b. a summary of work performed including any milestones and deliverables,
- c. a record of the total scope of work completed (cost to date), and percentage of scope of work remaining (cost remaining).
- d. supporting documentation for costs contained in the invoice will be submitted with each invoice.

The information described above shall also apply to all sub-consultants on the project.

TASK 2 – DATA COLLECTION

This task will include gathering data and information necessary to complete the study. This task will occur during Funding Phase 1. Data gathering will include, but not be limited to:

- MAG and WFRC Regional Transportation Plans 2019-2050 (RTP) as they pertain to the Point of the Mountain Area,
 - Include all recent updates to the travel demand model, land use assumptions, financial assumptions, and local bus assumptions
- Existing transit system and ridership,
- Road network and volumes,
- Point of the Mountain applicable studies,
- Current Master Plans, Transportation Plans, and zoning for each city in the project area,
- Current land use and development plans for each City, and
- Market studies that may have been completed for the area.

Assumptions

- All data is reasonably available.
- No data/information will be produced as this is a data gathering and research task.

Deliverables:

- Data Collection technical memorandum explaining contents, assumptions, dates, and sources, and including at least the following (Funding Phase1):
 - Findings from study of RTP and Point of the Mountain studies as they relate to the proposed alignments
 - Database and maps of existing/proposed roadway infrastructure and transit service
 - Initial conclusions to be able to state the current conditions and planned future as it exists in current planning documents

TASK 3 - COMMUNITY AND PARTNERSHIP BUILDING

Consultant will provide support to UTA for the task as requested by UTA in written task orders. The UTA Public Relations and Marketing Department will be responsible for completing this task, utilizing the services of public opinion research contractors or consultants as necessary. Work for this task will occur during both Funding Phase 1 and 2. This task has 5 subtasks including:

Subtask 1; Facilitated Workshop,
Subtask 2: Public, Stakeholder, & Agency Involvement,
Subtask 3: Stakeholder Advisory Committee
Subtask 4: Focus Groups,
Subtask 5: Public Opinion Surveys/Website.

TASK 3.1 FACILITATED WORKSHOP

UTA will lead this task with support from the Consultant during Funding Phase 1. The Partners will convene in a facilitated workshop setting to identify project goals, desired outcomes, risks, and elements of a project charter/partnership agreement. The project charter will include the overall project goals and objectives, desired outcomes, and possible risks; how the goals and objectives will be achieved; and who will be involved in the process. The workshop will also help the Partners assess the questions that need to be answered or problems that need to be solved by the project. The workshop tasks are as follows:

WORKSHOP PREPARATION

This task includes those activities necessary to prepare for the facilitated workshop. Among the activities included in this task are the following:

- Meet with and interview key agency and stakeholder representatives
- Prepare a draft workshop agenda for review and comment by the Partners
- Finalize the workshop agenda based on input from the Partners
- Identify and fulfill all logistical needs for the workshop

WORKSHOP FACILITATION

This task includes facilitation services for the workshop. The workshop will be approximately one day in length. The workshop location selection and arrangements, facilitation, handouts, audio visual, refreshments, accommodation for special needs and other arrangements are included in this task.

WORKSHOP DOCUMENTATION AND FOLLOW UP

This task includes activities that will occur after the workshop which will create a record of the decisions made and actions to be taken. It is anticipated that this will include a meeting summary, a listing of action items, a summary of decisions and a recitation of any other outstanding issues or actions that will need to be taken to follow up on the workshop. The final report and other items

described above will be presented to representatives of the Partners.

Deliverables

- Project Charter that identifies project goals, desired outcomes, and risks (Funding Phase 1)
- Workshop meeting and decision summary (Funding Phase2)

TASK 3.2 PUBLIC, STAKEHOLDER, & AGENCY INVOLVEMENT

UTA will lead this task with support from the Consultant. This work will occur in both Funding Phase 1 and 2 as described below. This task includes producing a Public Involvement Plan (PIP). The PIP will focus on engaging major stakeholders early in the process to minimize project delays and additional costs associated with reworking project elements due to stakeholder feedback. The PIP will identify all stakeholders with a potential interest, which could include policy makers, residents of the study area, public interest groups, government agencies, and potential business interests. The PIP will outline a process to select and involve key stakeholder representatives in the development of route selection criteria and alternative alignments, as necessary. A database will be maintained with contact and other information useful for engaging stakeholders in the process.

The PIP will include a plan to engage the public and conduct a public outreach and comment process for the project. The public comment process will allow the public, stakeholders, and agencies to have input on the purpose and need and alternatives developed for the project, including a public open house to allow the public to comment on the project purpose and need and draft alternatives developed in part through stakeholder input. This task will include coordinating at least three public meetings for this phase of the project; one at the onset of the project (Funding Phase 1), one upon completion of the purpose & need statement (Funding Phase 1), and one for public input on the draft AA (Funding Phase 2).

Deliverables

- Public Involvement Plan (Funding Phase 1)
- Stakeholder List (Funding Phase 1)
- Presentation and Discussion Materials for Three Public Meetings (First two meetings will occur during Funding Phase 1 and the third meeting will occur during Funding Phase2)

TASK 3.3 STAKEHOLDER ADVISORY COMMITTEE

This collaborative process includes the formation and facilitation of a Stakeholder Advisory Committee (SAC), consisting of jurisdiction staff (city community development, engineering, public works, managers, etc.). This committee will form the primary decision-making body for the study. This work will occur in both Funding Phase 1 and 2 as detailed below. SAC meetings will occur at the following phases in the project for the Alternatives Analysis:

- Project Kickoff & Needs Assessment (Funding Phase 1)
- Focus Group Outcomes and Goals & Needs Development (Funding Phase1)
- Review of draft Purpose and Need (Funding Phase1)
- Review of Draft Alternatives (Funding Phase 1)
- Alternatives Screening (Funding Phase 1)
- Locally Preferred Alternative (LPA) Refinement (Funding Phase 2)

Deliverables

- Meeting presentation and discussion materials
- Meeting agendas and minutes

TASK 3.4 FOCUS GROUPS

UTA will lead the focus group effort with support from the Consultant. This task will occur during Funding Phase 1. This task involves conducting market research-based focus groups representing a cross section of residents and business owners from Draper, Lehi, Sandy, and South Jordan. UTA and the Consultant may utilize market research to identify and recruit focus group participants, as well as hold sessions in a facility that allows team members and key stakeholders to view activities using live streaming video or similar technology. The Consultant will determine the appropriate size of focus groups, assuming three focus groups with incentives will be conducted.

Areas to be addressed include:

- Community Vision
- Perception of Transit
- Desired Transit Characteristics
- Sustainability Initiatives

Deliverables

- Focus Group Discussion Guide (Funding Phase 1)
- Focus Group Research Report (Funding Phase 1)

TASK 3.5 PUBLIC OPINION SURVEYS/WEBSITE

After completion of the focus groups and utilizing analysis of the focus group findings as a guiding qualitative framework, UTA will lead this task with support from the Consultant. This task will occur during Funding Phase 1. This task involves developing and conducting a transportation needs assessment with residents, commuters, and visitors of the Point of the Mountain area via telephone survey or digital polling through social media. UTA, in coordination the Consultant, will determine the research methodology for this task, which should include analyzing the frequency and valid percent of responses to each survey question, exploring the relationship between specific demographic characteristics and using Geographic Information System (GIS) mapping principles to illustrate the location and nature of feedback received. UTA, in coordination with the Consultant, and, if deemed appropriate, will procure a public opinion research contractor to conduct a survey that will be available online and in hardcopy format to gauge perceptions of the general public in the Point of the Mountain area and surrounding communities. In order to analyze the data, UTA public relations staff or the survey contractor will create a file containing the participants' 9-digit zip codes for geo-coding to illustrate the location and nature of feedback received. As appropriate, materials will be provided in Spanish as well as English, as well as provisions for obtaining feedback from disabled stakeholders or their representatives.

UTA's social media channels will also be utilized to expand survey coverage and link public and stakeholders to the project website and meeting information. UTA and the Partners will organize meetings with Business Community Groups and individuals. UTA and the Partners will issue press releases and public notices as necessary, as well as project updates on www.rideuta.com.

Deliverables

- Engage and inform the public about project status and survey on social media (Funding Phase 1)
- Develop, maintain, and update content for project information on the UTA website (Funding Phase1)
- Public Opinion Summary Report, including survey results (Funding Phase 1)

TASK 4 -PURPOSE & NEED

This task will clearly state the objectives of the project. This task will occur during Funding Phase 1. The purpose and need statement may include achieving a transportation objective and supporting land use, economic development, or growth objectives.

Goals

- Define the purpose and need objectives for the AA
- Outline the screening methodology and evaluation criteria for alignments being considered.

Tasks

- Using information obtained through data collection and stakeholder involvement, define the project goals and objectives.
- Document existing and future conditions, including:
 - Summary of transportation and land use patterns, as well as the context for future action, including the Utah State Prison Site;
 - Correlation to UTA and MAG & WFRC Long Range Plans, Draper, Lehi, Sandy, and South Jordan transportation plans, UDOT's Long Range Plan, Point of the Mountain Visions, etc.;
 - Identification of the existing and planned transportation system including current bus routes, light rail, commuter rail, intermodal centers, and the roadway system;
 - Consideration shall also be made for disruptive transportation trends, such as autonomous vehicles, transportation network companies, and other first/last mile technologies; and
 - Identification of existing and future demand levels.
- Prepare existing and future traffic conditions for the no-build and build scenarios -use existing, up-to-date traffic counts obtained from UDOT, Draper, Lehi, Sandy, and South Jordan; supplemented by any additional counts that are necessary. WFRC & MAG will run Version 8.3 of the travel demand model for transportation forecasting associated with the project. Selection of a horizon year will be examined as part of this task.
- Define the transportation problem.
- Determine corridor limits for the study.
- Outline the screening methodology and evaluation criteria for alternatives.
- Draft statement of Purpose and Need.
- Define evaluation criteria and evaluation measures.

Criteria for evaluating alternatives may include:

- Effectiveness in Addressing Purpose and Need
 - Transportation (e.g., transit ridership, speed, travel time, transfers, reliability, safety, quality of transit experience, user costs and benefits, roadway congestion, access to transit, job/education accessibility by transit)
 - Land use (e.g., support for economic development in areas suitable/targeted for TOD)
 - Environment
- Cost Effectiveness
 - Overall return on investment (economic + environmental + transportation)
 - Cost per trip
- Positive and Negative Impacts
 - Impacts on other transportation facilities and services

- Potential to serve areas with affordable housing, low-income, senior, people with disabilities, and minority populations
- Environmental impacts
- Feasibility
 - Constructability
 - Financial feasibility
 - Public and stakeholder support

Deliverables

- Existing and Future Conditions Report (Funding Phase 1)
- Draft and Final Purpose and Need, Screening Methodology and Evaluation Criteria Memorandum (Funding Phase 1)

TASK 5 -ALTERNATIVES ANALYSIS

This task involves analyzing alternatives based on the purpose and need objectives defined in the previous task. Task 5 activities will occur through Funding Phase 1 and 2. Alternatives will be accepted or eliminated on a rational basis that will be thoroughly documented by following the screening and evaluation criteria defined as part of the purpose and need task.

Goals

- Development, analysis, and screening of alternative(s) for the AA.

The Consultant will develop the following alternatives to fulfill the requirements of FTA and provide the basis for comparison between the build and no build alternatives in Chapter 2 of the EIS.

- The **No-build Alternative** will incorporate transportation improvements recommended by the long-range plan, excluding transit projects within the proposed alternative alignments. Development of the no-build alternative will include verification of land use and planned transportation projects within the applicable corridors to calibrate the most recent model.
- The **Build Alternative(s)** will consider the necessary investment, right-of-way, and stations or stops. The project will verify that the proposed alternative(s) meet the short- and long-term needs of the transportation problem. The **Locally Preferred Alternative (LPA)** will be the alternative that will ultimately meet the goals and purpose established in earlier tasks and will be carried forward for further evaluation in the EIS, as applicable.

Task 5 will include the following subtasks, depending on the amount of funding secured:

- Initial conceptual alternatives development and screening (Funding Phase 1)
- Alternative refined #1 and evaluation (Funding Phase 1)
- Alternatives refinement #2 and evaluation (Funding Phase 2)
- Identification of LPA (Funding Phase 2)

It is anticipated that the LPA plus the No-build Alternative will be fully evaluated in the EIS, if applicable. As mentioned previously, WFRC and MAG will produce the transportation forecasts using Version 8.3 of the travel demand model for the alignments identified as part of the AA process. The analyses will include an in-depth review of the differing land uses proposed for the no-build and build alternative(s) and the impacts each would have on ridership, economic development, housing, etc.

The Consultant will complete the AA and ensure that it will meet NEPA and FTA requirements as

follows:

- The alternatives should meet the purpose and need objectives.
- The alternatives should include all reasonable modes and alignments, including a no-build alternative.
- Each alternative should be defined to optimize its performance.
- The alternatives should be designed from the start with environmental considerations in mind.
- Capital and operating cost estimates should be completed for each alternative.
- The alternatives should be screened per the methodology and criteria developed in the purpose and need task.
- The project team should work together to identify the LPA.
- The public should be allowed to comment.

The results of the AA will be organized in matrix, text, and graphic form that will allow for clear cross-comparisons based on impacts and the evaluation criteria developed in the purpose and need task. If funding for Funding Phase 2 is secured, the process and results of the AA will be summarized in an AA report that will ultimately become Chapter 2 in the environmental document.

Deliverables

- Initial Screening and Refinement #1 Memo (Funding Phase 1 technical deliverable if no additional funding is secured)
- Draft and Final Evaluation Memorandum (Funding Phase 2)
- Draft and Final Alternatives Analysis (Funding Phase 2)

TASK 6 FUNDING AND OPERATIONS PLAN

The Consultant will facilitate development of a funding strategy for the Project by the Partners including additional studies and design required for subsequent phases of the Project. This task will occur during Funding Phase 2. The Consultant, in consultation with UTA, will develop potential scenarios for funding capital and operating costs of the Project. The funding strategies will consider the potential priority of other regional transit needs. The Consultant will also work with UTA to develop an operation plan for the transit system, which shall identify the operational entity, propose a business model, and recommend ways that the system may integrate or achieve economies of scale with the existing regional transit system. The operation plan will include cost estimates for operations and maintenance of the transit system associated with the project and its impact to the funding of existing and other planned transit projects.

Funding sources/scenarios could include:

- Federal funds including grants such as New Starts, etc.
- Local funds including Transportation Reinvestment Zones, Transit Transportation Investment Fund, and State Appropriations
- Local funds including existing tax revenues
- New local funds including new tax revenues such as a referendum

Deliverables:

- Funding Plan with recommendations for this project (Funding Phase 2)
- Operations Plan with recommendations for this project (Funding Phase 2)

Exhibit B – Project Budget for Funding Phase 1 & Funding Phase 2 and Schedule with Deliverables

Funding Phase1

Not-to-Exceed Amounts: All amounts for both labor hours and cost/price shown in the subsequent tables are not-to-exceed (NTE) amounts. The Consultant will be reimbursed for hours and cost incurred up to the NTE amount provided milestone deliverables are provided in a satisfactory manner and claimed costs are allowable per Article 6.2.

Invoicing and Payments: Consultant may invoice on a monthly basis for verifiable and allowable hours and costs expended during the preceding month provided that associated deliverables which are due have been delivered in accordance with the Project Schedule contained in Exhibit B and are acceptable to UTA.

Point of the Mountain Transit Study Estimate Summary		
Labor Summary for Funding Phase 1		
Task	Hours	Subtotal
1. Project Management	441	\$ 61,454.86
2. Data Collection	584	\$ 75,916.58
3. Community and Partnership Building	288	\$ 46,244.07
4. Purpose & Need	662	\$ 86,382.87
5. Alternatives Analysis	1,246	\$ 220,428.76
6. Funding and Operations Plan	0	\$ -
Total Labor	3,221	\$ 490,427.14
Direct Expenses Summary		
Expense Description		Subtotal
Travel		\$ 10,160.00
Mileage		\$ 2,175.00
Miscellaneous Supplies		\$ 5,000.00
Total Direct Expenses		\$ 17,335.00
Project Labor + Expenses Total		\$ 507,762.14

Point of the Mountain Hours Summary by Task for Funding Phase 1	
Task and Subtask	Hours Total
1. Project Management	
1.1. Project Management Activities	204
1.2. Bi-monthly meetings	111
1.3. Project Management Plan	48
1.4. QAQC Activities	18
1.5. Maintain Administrative Record	60
2. Data Collection	
2.1. Data Gathering	414
2.2. Data Collection Technical Memorandum	170
3. Community and Partnership Building	
3.1 Facilitated Workshop	66
3.2 Public, Stakeholder, & Agency Involvement	68
3.3 Stakeholder Advisory Committee	108
3.4 Focus Groups	24
3.5 Public Opinion Surveys/Website	22
4. Purpose & Need	
4.1. Existing Conditions	182
4.2. Future Conditions	234
4.3. Coordination & Support WFRC/MAG on Modeling	64
4.4. Purpose & Need	44
4.5. Screening Process, Evaluation Criteria, and Evaluation Measure	138
5. Alternatives Analysis	
5.1. Potential NEPA Early Scoping	20
5.2. Initial Conceptual Alternatives Development and Refinement #1	996
5.3. Initial Screening Memo (final deliverable for Phase 1)	230
5.4. Alternatives Refinement #2 and Evaluation	0
5.5. Evaluation Memo	0
5.6. Alternatives Analysis	0
6. Funding and Operations Plan	
6.1. Funding Plan	0
6.2. Operations Plan	0
Total Hours	3,221

St

PMX Labor Breakdown for Funding Phase 1				
Task and Subtask		Task Details	Parametrix Hours Total	Subtotal
1. Project Management				
1.1.	Project Management Activities	Deliverable: Monthly invoicing/progress reports	204	\$26,520
1.2.	Bi-monthly meetings	Meeting attendance, prep materials/agendas/minutes	111	\$17,549
1.3.	Project Management Plan	Deliverable	48	\$6,315
1.4.	QAQC Activities	Ongoing	18	\$4,538
1.5.	Maintain Administrative Record	Ongoing	60	\$6,532
				\$0
2. Data Collection				\$0
2.1.	Data Gathering		318	\$42,094
2.2.	Data Collection Technical Memorandum	Deliverable	98	\$13,274
				\$0
3. Community and Partnership Building				\$0
3.1 Facilitated Workshop				\$0
	3.1.1 Project Charter	Deliverable	10	\$1,548
	3.1.2 Stakeholder interviews	Meet and interview key agency/stakeholder reps	4	\$730
	3.1.3 Workshop agenda	Draft to be commented on by partners	3	\$478
	3.1.4 Workshop logistics	Setting up location, arrangements, handouts, AV, accomodations, etc	0	\$0
	3.1.5 Workshop staffing and facilitation	Assume 1-day workshop	10	\$1,408
	3.1.6 Documentation and followup	Deliverable: Workshop meeting and decision summary	9	\$1,156
3.2 Public, Stakeholder, & Agency Involvement				\$0
	3.2.1 Public Involvement Plan	Deliverable	0	\$0
	3.2.2 Develop/Maintain Stakeholder Database	Deliverable	2	\$226
	3.2.3 Public Meeting #1	Deliverable: Presentation and Discussion materials	16	\$2,504
	3.2.4 Public Meeting #2	Deliverable: Presentation and Discussion materials	16	\$2,504
	3.2.5 Public Meeting #3	Deliverable: Presentation and Discussion materials	0	\$0
	3.2.6 Task Support to UTA	Ongoing	0	\$0
3.3 Stakeholder Advisory Committee				\$0
	3.3.1 Mtg 1: Kickoff and Needs Assessment	Deliverable: Meeting presentation/materials, agenda, minutes	24	\$3,616
	3.3.2 Mtg 2: Focus Group Outcomes/Goals&Needs Development	Deliverable: Meeting presentation/materials, agenda, minutes	12	\$1,704
	3.3.3 Mtg 3: Draft Purpose and Need	Deliverable: Meeting presentation/materials, agenda, minutes	12	\$1,704
	3.3.4 Mtg 4: Draft Alternatives	Deliverable: Meeting presentation/materials, agenda, minutes	14	\$2,208
	3.3.5 Mtg 5: Alternatives Screening	Deliverable: Meeting presentation/materials, agenda, minutes	16	\$2,504
	3.3.6 Mtg 6: LPA Refinement	Deliverable: Meeting presentation/materials, agenda, minutes	0	\$0
3.4 Focus Groups				\$0
	3.4.1 Task Support to UTA	Ongoing	0	\$0
	3.4.2 Focus Group Discussion Guide	Deliverable	0	\$0
	3.4.3 Focus Group Research Report	Deliverable	0	\$0
3.5 Public Opinion Surveys/Website				\$0
	3.5.1 Transportation Needs Assessment / Survey		0	\$0
	3.5.2 Vendor		0	\$0
	3.5.3 Social Media Activities		0	\$0
	3.5.4 Website Content		0	\$0
	3.5.5 Public Opinion Summary Report		0	\$0
	3.5.6 Task Support to UTA		0	\$0
				\$0
4. Purpose & Need				\$0
4.1.	Existing Conditions	Deliverable: Existing Conditions Report	142	\$17,303
4.2.	Future Conditidions	Deliverable: Future Conditions Report	210	\$24,364
4.3.	Coordination & Support WFRC/MAG on Modeling		64	\$7,673
4.4.	Purpose & Need	Deliverable: Draft and Final Purpose & Need Memo	44	\$5,612
4.5.	Screening Process, Evaluation Criteria, and Evaluation Measures	Deliverable: Screening Methodology and Evaluation Criteria Memo	134	\$18,606
				\$0
5. Alternatives Analysis				\$0
5.1.	Potential NEPA Early Scoping		20	\$2,816
5.2.	Initial Conceptual Alternatives Development and Refinement #1		620	\$113,238
5.3.	Initial Screening Memo (final deliverable for Phase 1)	Deliverable: Draft and Final versions	230	\$30,590
5.4.	Alternatives Refinement #2 and Evaluation		0	\$0
5.5.	Evaluation Memo	Deliverable: Draft and Final versions	0	\$0
5.6.	Alternatives Analysis	Deliverable: Draft and Final versions	0	\$0
				\$0
6. Funding and Operations Plan				\$0
6.1.	Funding Plan	Deliverable	0	\$0
6.2.	Operations Plan	Deliverable	0	\$0
				\$0
				\$0
Hours Subtotal			2,469	
Fully Burdened Rate				
Parametrix Labor Subtotal			-	\$ 359,312

PMX Subcontractor Labor Breakdown for Funding Phase 1				
Task and Subtask		Task Details	Hours Total	Subtotal
1. Project Management				
1.1.	Project Management Activities	Deliverable: Monthly invoicing/progress reports	0	\$ -
1.2.	Bi-monthly meetings	Meeting attendance, prep materials/agendas/minutes	0	\$ -
1.3.	Project Management Plan	Deliverable	0	\$ -
1.4.	QAQC Activities	Ongoing	0	\$ -
1.5.	Maintain Administrative Record	Ongoing	0	\$ -
				\$ -
2. Data Collection				
2.1.	Data Gathering		96	\$ 11,978.07
2.2.	Data Collection Technical Memorandum	Deliverable	72	\$ 8,570.31
				\$ -
3. Community and Partnership Building				
3.1 Facilitated Workshop				
	3.1.1 Project Charter	Deliverable	8	\$ 1,659.20
	3.1.2 Stakeholder interviews	Meet and interview key agency/stakeholder reps	8	\$ 1,351.29
	3.1.3 Workshop agenda	Draft to be commented on by partners	2	\$ 337.82
	3.1.4 Workshop logistics	Setting up location, arrangements, handouts, AV, accomodations, etc	4	\$ 675.64
	3.1.5 Workshop staffing and facilitation	Assume 1-day workshop	4	\$ 675.64
	3.1.6 Documentation and followup	Deliverable: Workshop meeting and decision summary	4	\$ 675.64
3.2 Public, Stakeholder, & Agency Involvement				
	3.2.1 Public Involvement Plan	Deliverable	8	\$ 1,351.29
	3.2.2 Develop/Maintain Stakeholder Database	Deliverable	0	\$ -
	3.2.3 Public Meeting #1	Deliverable: Presentation and Discussion materials	8	\$ 1,351.29
	3.2.4 Public Meeting #2	Deliverable: Presentation and Discussion materials	8	\$ 1,351.29
	3.2.5 Public Meeting #3	Deliverable: Presentation and Discussion materials	0	\$ -
	3.2.6 Task Support to UTA	Ongoing	10	\$ 1,689.11
3.3 Stakeholder Advisory Committee				
	3.3.1 Mtg 1: Kickoff and Needs Assessment	Deliverable: Meeting presentation/materials, agenda, minutes	6	\$ 1,013.47
	3.3.2 Mtg 2: Focus Group Outcomes/Goals&Needs Development	Deliverable: Meeting presentation/materials, agenda, minutes	6	\$ 1,013.47
	3.3.3 Mtg 3: Draft Purpose and Need	Deliverable: Meeting presentation/materials, agenda, minutes	6	\$ 1,013.47
	3.3.4 Mtg 4: Draft Alternatives	Deliverable: Meeting presentation/materials, agenda, minutes	6	\$ 1,013.47
	3.3.5 Mtg 5: Alternatives Screening	Deliverable: Meeting presentation/materials, agenda, minutes	6	\$ 1,013.47
	3.3.6 Mtg 6: LPA Refinement	Deliverable: Meeting presentation/materials, agenda, minutes	0	\$ -
3.4 Focus Groups				
	3.4.1 Task Support to UTA	Ongoing	8	\$ 1,351.29
	3.4.2 Focus Group Discussion Guide	Deliverable	8	\$ 1,351.29
	3.4.3 Focus Group Research Report	Deliverable	8	\$ 1,351.29
3.5 Public Opinion Surveys/Website				
	3.5.1 Transportation Needs Assessment / Survey		8	\$ 1,351.29
	3.5.2 Vendor		2	\$ 337.82
	3.5.3 Social Media Activities		2	\$ 337.82
	3.5.4 Website Content		2	\$ 337.82
	3.5.5 Public Opinion Summary Report		4	\$ 675.64
	3.5.6 Task Support to UTA		4	\$ 675.64
				\$ -
4. Purpose & Need				
4.1.	Document Existing Conditions	Deliverable: Existing Conditions Report	40	\$ 6,781.57
4.2.	Document Future Conditions	Deliverable: Future Conditions Report	24	\$ 5,060.72
4.3.	Coordination/Support WFRC/MAG on Modeling		0	\$ -
4.4.	Purpose & Need	Deliverable: Draft and Final Purpose & Need Memo	0	\$ -
4.5.	Screening Process, Evaluation Criteria, and Evaluation Measures	Deliverable: Screening Methodology and Evaluation Criteria Memo	4	\$ 983.55
				\$ -
5. Alternatives Analysis				
5.1.	Potential NEPA Early Scoping		0	\$ -
5.2.	Initial Conceptual Alternatives Development and Refinement #1		376	\$ 73,785.03
5.3.	Initial Screening Memo (final deliverable for Phase 1)	Deliverable: Draft and Final versions	0	\$ -
5.4.	Alternatives Refinement #2 and Evaluation		0	\$ -
5.5.	Evaluation Memo	Deliverable: Draft and Final versions	0	\$ -
5.6.	Alternatives Analysis	Deliverable: Draft and Final versions	0	\$ -
				\$ -
6. Funding and Operations Plan				
6.1.	Funding Plan	Deliverable	0	\$ -
6.2.	Operations Plan	Deliverable	0	\$ -
				\$ -
				\$ -
				\$ -
Hours Subtotal			752	
Fully Burdened Rate				
Subconsultant Labor Subtotal			-	\$ 131,115

Funding Phase 2

Point of the Mountain Transit Study Estimate Summary		
Labor Summary for Funding Phase 2		
Task	Hours	Subtotal
1. Project Management	104	\$ 14,479.78
2. Data Collection	0	\$ -
3. Community and Partnership Building	46	\$ 7,205.93
4. Purpose & Need	0	\$ -
5. Alternatives Analysis	922	\$ 148,049.10
6. Funding and Operations Plan	394	\$ 75,143.97
Total Labor	1,466	\$ 244,878.78
Direct Expenses Summary		
Expense Description		Subtotal
Travel		\$ 3,920.00
Mileage		\$ 290.00
Miscellaneous Supplies		\$ 500.00
Total Direct Expenses		\$ 4,710.00
Project Labor + Expenses Total		\$ 249,588.78

Point of the Mountain Hours Summary by Task for Funding Phase 2	
Task and Subtask	Hours Total
1. Project Management	
1.1. Project Management Activities	42
1.2. Bi-monthly meetings	36
1.3. Project Management Plan	0
1.4. QAQC Activities	6
1.5. Maintain Administrative Record	20
2. Data Collection	
2.1. Data Gathering	0
2.2. Data Collection Technical Memorandum	0
3. Community and Partnership Building	
3.1 Facilitated Workshop	0
3.2 Public, Stakeholder, & Agency Involvement	26
3.3 Stakeholder Advisory Committee	20
3.4 Focus Groups	0
3.5 Public Opinion Surveys/Website	0
4. Purpose & Need	
4.1. Existing Conditions	0
4.2. Future Conditions	0
4.3. Coordination & Support WFRC/MAG on Modeling	0
4.4. Purpose & Need	0
4.5. Screening Process, Evaluation Criteria, and Evaluation Measure	0
5. Alternatives Analysis	
5.1. Potential NEPA Early Scoping	0
5.2. Initial Conceptual Alternatives Development and Refinement #1	0
5.3. Initial Screening Memo (final deliverable for Phase 1)	0
5.4. Alternatives Refinement #2 and Evaluation	468
5.5. Evaluation Memo	144
5.6. Alternatives Analysis	310
6. Funding and Operations Plan	
6.1. Funding Plan	262
6.2. Operations Plan	132
Total Hours	1,466

PMX Labor Breakdown for Funding Phase 2				
Task and Subtask		Task Details	Hours Total	Subtotal
1. Project Management				
1.1.	Project Management Activities	Deliverable: Monthly invoicing/progress reports	42	\$ 5,052.99
1.2.	Bi-monthly meetings	Meeting attendance, prep materials/agendas/minutes	36	\$ 5,736.69
1.3.	Project Management Plan	Deliverable	0	\$ -
1.4.	QAQC Activities	Ongoing	6	\$ 1,512.76
1.5.	Maintain Administrative Record	Ongoing	20	\$ 2,177.33
2. Data Collection				
2.1.	Data Gathering		0	\$ -
2.2.	Data Collection Technical Memorandum	Deliverable	0	\$ -
3. Community and Partnership Building				
3.1 Facilitated Workshop				
	3.1.1 Project Charter	Deliverable	0	\$ -
	3.1.2 Stakeholder interviews	Meet and interview key agency/stakeholder reps	0	\$ -
	3.1.3 Workshop agenda	Draft to be commented on by partners	0	\$ -
	3.1.4 Workshop logistics	Setting up location, arrangements, handouts, AV, accommodations, etc	0	\$ -
	3.1.5 Workshop staffing and facilitation	Assume 1-day workshop	0	\$ -
	3.1.6 Documentation and followup	Deliverable: Workshop meeting and decision summary	0	\$ -
3.2 Public, Stakeholder, & Agency Involvement				
	3.2.1 Public Involvement Plan	Deliverable	0	\$ -
	3.2.2 Develop/Maintain Stakeholder Database	Deliverable	0	\$ -
	3.2.3 Public Meeting #1	Deliverable: Presentation and Discussion materials	0	\$ -
	3.2.4 Public Meeting #2	Deliverable: Presentation and Discussion materials	0	\$ -
60	3.2.5 Public Meeting #3	Deliverable: Presentation and Discussion materials	14	\$ 1,999.55
	3.2.6 Task Support to UTA	Ongoing	0	\$ -
3.3 Stakeholder Advisory Committee				
	3.3.1 Mtg 1: Kickoff and Needs Assessment	Deliverable: Meeting presentation/materials, agenda, minutes	0	\$ -
	3.3.2 Mtg 2: Focus Group Outcomes/Goals&Needs Development	Deliverable: Meeting presentation/materials, agenda, minutes	0	\$ -
	3.3.3 Mtg 3: Draft Purpose and Need	Deliverable: Meeting presentation/materials, agenda, minutes	0	\$ -
	3.3.4 Mtg 4: Draft Alternatives	Deliverable: Meeting presentation/materials, agenda, minutes	0	\$ -
	3.3.5 Mtg 5: Alternatives Screening	Deliverable: Meeting presentation/materials, agenda, minutes	0	\$ -
	3.3.6 Mtg 6: LPA Refinement	Deliverable: Meeting presentation/materials, agenda, minutes	16	\$ 2,503.81
3.4 Focus Groups				
	3.4.1 Task Support to UTA	Ongoing	0	\$ -
	3.4.2 Focus Group Discussion Guide	Deliverable	0	\$ -
	3.4.3 Focus Group Research Report	Deliverable	0	\$ -
3.5 Public Opinion Surveys/Website				
	3.5.1 Transportation Needs Assessment / Survey		0	\$ -
	3.5.2 Vendor		0	\$ -
	3.5.3 Social Media Activities		0	\$ -
	3.5.4 Website Content		0	\$ -
	3.5.5 Public Opinion Summary Report		0	\$ -
	3.5.6 Task Support to UTA		0	\$ -
4. Purpose & Need				
4.1.	Existing Conditions	Deliverable: Existing Conditions Report	0	\$ -
4.2.	Future Conditions	Deliverable: Future Conditions Report	0	\$ -
4.3.	Coordination & Support WFRC/MAG on Modeling		0	\$ -
4.4.	Purpose & Need	Deliverable: Draft and Final Purpose & Need Memo	0	\$ -
4.5.	Screening Process, Evaluation Criteria, and Evaluation Measures	Deliverable: Screening Methodology and Evaluation Criteria Memo	0	\$ -
5. Alternatives Analysis				
5.1.	Potential NEPA Early Scoping		0	\$ -
5.2.	Initial Conceptual Alternatives Development and Refinement #1		0	\$ -
5.3.	Initial Screening Memo (final deliverable for Phase 1)	Deliverable: Draft and Final versions	0	\$ -
5.4.	Alternatives Refinement #2 and Evaluation		288	\$ 51,145.63
5.5.	Evaluation Memo	Deliverable: Draft and Final versions	92	\$ 16,853.16
5.6.	Alternatives Analysis	Deliverable: Draft and Final versions	282	\$ 40,420.27
6. Funding and Operations Plan				
6.1.	Funding Plan	Deliverable	54	\$ 8,189.21
6.2.	Operations Plan	Deliverable	68	\$ 9,842.79
				\$ -
				\$ -
Hours Subtotal			918	
Fully Burdened Rate				
Parametix Labor Subtotal			-	\$ 145,434.19

PMX Subcontractor Labor Breakdown for Funding Phase 2				
Task and Subtask	Task Details		Hours Total	Subtotal
1. Project Management				
1.1.	Project Management Activities	Deliverable: Monthly invoicing/progress reports	0	-
1.2.	Bi-monthly meetings	Meeting attendance, prep materials/agendas/minutes	0	-
1.3.	Project Management Plan	Deliverable	0	-
1.4.	QAQC Activities	Ongoing	0	-
1.5.	Maintain Administrative Record	Ongoing	0	\$ -
				\$ -
2. Data Collection				
2.1.	Data Gathering		0	\$ -
2.2.	Data Collection Technical Memorandum	Deliverable	0	\$ -
				\$ -
				\$ -
3. Community and Partnership Building				
3.1 Facilitated Workshop				
	3.1.1 Project Charter	Deliverable	0	\$ -
	3.1.2 Stakeholder interviews	Meet and interview key agency/stakeholder reps	0	\$ -
	3.1.3 Workshop agenda	Draft to be commented on by partners	0	\$ -
	3.1.4 Workshop logistics	Setting up location, arrangements, handouts, AV, accomodations, etc	0	\$ -
	3.1.5 Workshop staffing and facilitation	Assume 1-day workshop	0	\$ -
	3.1.6 Documentation and followup	Deliverable: Workshop meeting and decision summary	0	\$ -
3.2 Public, Stakeholder, & Agency Involvement				
	3.2.1 Public Involvement Plan	Deliverable	0	\$ -
	3.2.2 Develop/Maintain Stakeholder Database	Deliverable	0	\$ -
	3.2.3 Public Meeting #1	Deliverable: Presentation and Discussion materials	0	\$ -
	3.2.4 Public Meeting #2	Deliverable: Presentation and Discussion materials	0	\$ -
	3.2.5 Public Meeting #3	Deliverable: Presentation and Discussion materials	8	\$ 1,351.29
	3.2.6 Task Support to UTA	Ongoing	4	\$ 675.64
3.3 Stakeholder Advisory Committee				
	3.3.1 Mtg 1: Kickoff and Needs Assessment	Deliverable: Meeting presentation/materials, agenda, minutes	0	\$ -
	3.3.2 Mtg 2: Focus Group Outcomes/Goals&Needs	Deliverable: Meeting presentation/materials, agenda, minutes	0	\$ -
	3.3.3 Mtg 3: Draft Purpose and Need	Deliverable: Meeting presentation/materials, agenda, minutes	0	\$ -
	3.3.4 Mtg 4: Draft Alternatives	Deliverable: Meeting presentation/materials, agenda, minutes	0	\$ -
	3.3.5 Mtg 5: Alternatives Screening	Deliverable: Meeting presentation/materials, agenda, minutes	0	\$ -
	3.3.6 Mtg 6: LPA Refinement	Deliverable: Meeting presentation/materials, agenda, minutes	4	\$ 675.64
3.4 Focus Groups				
	3.4.1 Task Support to UTA	Ongoing	0	\$ -
	3.4.2 Focus Group Discussion Guide	Deliverable	0	\$ -
	3.4.3 Focus Group Research Report	Deliverable	0	\$ -
3.5 Public Opinion Surveys/Website				
	3.5.1 Transportation Needs Assessment / Survey		0	\$ -
	3.5.2 Vendor		0	\$ -
	3.5.3 Social Media Activities		0	\$ -
	3.5.4 Website Content		0	\$ -
	3.5.5 Public Opinion Summary Report		0	\$ -
	3.5.6 Task Support to UTA		0	\$ -
				\$ -
4. Purpose & Need				
4.1.	Document Existing Conditions	Deliverable: Existing Conditions Report	0	\$ -
4.2.	Document Future Conditdions	Deliverable: Future Conditdions Report	0	\$ -
4.3.	Coordination/Support WFRC/MAG on Modeling		0	\$ -
4.4.	Purpose & Need	Deliverable: Draft and Final Purpose & Need Memo	0	\$ -
4.5.	Screening Process, Evaluation Criteria, and Evaluation	Deliverable: Screening Methodology and Evaluation Criteria Memo	0	\$ -
				\$ -
5. Alternatives Analysis				
5.1.	Potential NEPA Early Scoping		0	\$ -
5.2.	Initial Conceptual Alternatives Development and Refinement #1		0	\$ -
5.3.	Initial Screening Memo (final deliverable for Phase 1)	Deliverable: Draft and Final versions	0	\$ -
5.4.	Alternatives Refinement #2 and Evaluation		180	\$ 25,388.16
5.5.	Evaluation Memo	Deliverable: Draft and Final versions	52	\$ 9,437.33
5.6.	Alternatives Analysis	Deliverable: Draft and Final versions	28	\$ 4,804.55
			0	\$ -
6. Funding and Operations Plan				
6.1.	Funding Plan	Deliverable	208	\$ 43,522.45
6.2.	Operations Plan	Deliverable	64	\$ 13,589.52
				\$ -
				\$ -
				\$ -
	Hours Subtotal		548	
	Fully Burdened Rate			
	Subconsultant Labor Subtotal		-	\$ 99,444.59

Project Schedule

x = deliverable

Funding Phase 1

Funding Phase 2

	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
1. Project Management												
1.1. Project Management Activities	x	x	x	x	x	x	x	x	x	x	x	x
1.2. Bi-monthly meetings												
1.3. Project Management Plan	x											
1.4. QAQC Activities												
1.5. Maintain Administrative Record												
2. Data Collection												
2.1. Data Gathering												
2.2. Data Collection Technical Memorandum		x										
3. Community and Partnership Building												
3.1 Facilitated Workshop		x										
3.1.1 Project Charter		x										
3.1.2 Stakeholder interviews												
3.1.3 Workshop agenda												
3.1.4 Workshop logistics												
3.1.5 Workshop staffing and facilitation												
3.1.6 Documentation and followup												
3.2 Public, Stakeholder, & Agency Involvement												
3.2.1 Public Involvement Plan	x											
3.2.2 Develop/Maintain Stakeholder Database												
3.2.3 Public Meeting #1												
3.2.4 Public Meeting #2												
3.2.5 Public Meeting #3												
3.2.6 Task Support to UTA												
3.3 Stakeholder Advisory Committee												
3.3.1 Mtg 1: Kickoff and Needs Assessment												
3.3.2 Mtg 2: Focus Group Outcomes/Goals&Needs Development												
3.3.3 Mtg 3: Draft Purpose and Need												
3.3.4 Mtg 4: Draft Alternatives												
3.3.5 Mtg 5: Alternatives Screening												
3.3.6 Mtg 6: LPA Refinement												
3.4 Focus Groups												
3.4.1 Task Support to UTA												
3.4.2 Focus Group Discussion Guide												
3.4.3 Focus Group Research Report												
3.5 Public Opinion Surveys/Website												
3.5.1 Transportation Needs Assessment / Survey												
3.5.2 Vendor												
3.5.3 Social Media Activities												
3.5.4 Website Content												
3.5.5 Public Opinion Summary Report												
3.5.6 Task Support to UTA												
4. Purpose & Need												
4.1. Document Existing Conditions												
4.2. Document Future Conditions			x									
4.3. Coordination/Support WFRC/MAG on Modeling												
4.4. Purpose & Need					x							
4.5. Screening Process, Evaluation Criteria, and Evaluation Measures					x							
5. Alternatives Analysis												
5.1. Potential NEPA Early Scoping????												
5.2.a Initial Conceptual Alternatives Development and Screening												
5.2.b Alternatives Refinement #1 and Evaluation												
5.3 Initial Screening Memo (final deliverable Phase 1)								x				
5.4 Alternatives Refinement #2 and Evaluation												
5.4 Evaluation Memo											x	
5.5 Alternatives Analysis Document												x
6. Funding and Operations Plan												
6.1. Funding Plan												x
6.2. Operations Plan												x

Exhibit C

FEDERAL CLAUSES FOR ARCHITECT AND ENGINEERING SERVICE CONTRACTS

ACCESS REQUIREMENTS FOR PERSONS WITH DISABILITIES

Contractor shall comply with 49 USC 5301(d), stating federal policy that the elderly and persons with disabilities have the same rights as other persons to use mass transportation services and facilities and that special efforts shall be made in planning and designing those services and facilities to implement that policy. Contractor shall also comply with all applicable requirements of Section 504 of the Rehabilitation Act of 1973, as amended, 29 USC 794, which prohibits discrimination on the basis of disability; the Americans with Disabilities Act of 1990 (ADA), as amended, 42 USC 12101 et seq., which requires that accessible facilities and services be made available to persons with disabilities; and the Architectural Barriers Act of 1968, as amended, 42 USC §4151 et seq., which requires that buildings and public accommodations be accessible to individuals with disabilities.

ACCESS TO RECORDS AND REPORTS

Contractor will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to the Contract, including, but not limited to, data, documents, reports, statistics, sub-agreements, leases, subcontracts, arrangements, other third party agreements of any type, and supporting materials related to those records.

Contractor agrees to comply with the record retention requirements in accordance with 2 CFR §200.333. Contractor shall maintain all books, records, accounts and reports required under the Contract for a period equal to the longer of: (i) three (3) years; or (ii) such longer period as may be specified in the Contract (except in the event of litigation or settlement of claims arising from the performance of the Contract, in which case records shall be maintained until the full and final disposition of all such claims or litigation (including appeals related thereto)).

Contractor agrees to provide sufficient access to United States Department of Transportation, Federal Transit Administration (FTA) and its contractors to inspect and audit records and information related to performance of the Contract as reasonably may be required.

Contractor agrees to permit FTA and its contractors access to the sites of performance under the Contract as reasonably may be required.

CHANGES TO FEDERAL REQUIREMENTS

Contractor shall comply with all applicable regulations, policies, procedures and directives of the FTA. Applicable regulations, policies, procedures and directives include, without limitation, those listed directly or by reference in the Master Agreement between UTA and FTA, as they may be amended or promulgated from time to time during the term of the Contract. Contractor's failure to comply shall constitute a material breach of the Contract.

CIVIL RIGHTS REQUIREMENTS

In accordance with Federal transit law at 49 USC §5332, Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue including, without limitation the following equal employment opportunity requirements:

(1) **Race, Color, Creed, National Origin, Sex** – In accordance with Title VII of the Civil Rights Act, as amended, 42 USC §2000e et seq., and federal transit laws at 49 USC §5332, Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL)

regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 CFR Part 60, and Executive Order No. 11246, "Equal Employment Opportunity in Federal Employment," September 24, 1965, 42 USC §2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 USC §2000e note. Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, or sex (including sexual orientation and gender identity). Such action shall include, but not be limited to, the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, Contractor agrees to comply with any implementing requirements FTA may issue.

(2) **Age** – In accordance with the Age Discrimination in Employment Act, 29 USC §§621-634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 CFR Part 1625, the Age Discrimination Act of 1975, as amended, 42 USC §6101 et seq., U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 CFR Part 90, and federal transit law at 49 USC §5332, Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, Contractor agrees to comply with any implementing requirements FTA may issue.

(3) **Disabilities** – In accordance with Section 504 of the Rehabilitation Act of 1973, as amended, 29 USC §794, the Americans with Disabilities Act of 1990, as amended, 42 USC §12101 et seq., the Architectural Barriers Act of 1968, as amended, 42 USC §4151 et seq., and federal transit law at 49 USC §5332, Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, Contractor agrees to comply with any implementing requirements FTA may issue.

Contractor also agrees to include these requirements in each subcontract financed in whole or in part with federal assistance provided by FTA, modified only if necessary to identify the affected parties.

CLEAN AIR [Applicable Only to Contracts valued at more than \$150,000]

Contractor shall comply with all applicable standards, orders or regulations pursuant to the Clean Air Act, 42 USC 7401 et seq. Contractor agrees that it will not use any violating facilities. Contractor shall report each violation to UTA and understands and agrees that UTA will, in turn, report each violation as required to FTA and the appropriate EPA Regional Office. Contractor shall include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with FTA assistance.

CLEAN WATER [Applicable Only to Contracts valued at more than \$150,000]

Contractor shall comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 USC 1251 et seq. Contractor shall report each violation to UTA and understands and agrees that UTA will, in turn, report each violation as required to FTA and the appropriate EPA Regional Office. Contractor shall include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with FTA assistance.

CONFORMANCE WITH NATIONAL ITS ARCHITECTURE [Applicable Only to Contracts and Solicitations for Intelligent Transportation Systems]

To the extent applicable, Contractor agrees to conform to the National Intelligent Transportation Systems (ITS) Architecture and Standards as required by SAFETEA-LU § 5307(c), 23 U.S.C. § 512 note, and comply with FTA Notice, "FTA National ITS Architecture Policy on Transit Projects" 66 Fed. Reg. 1455 et seq., January 8, 2001, and any subsequent further implementing directives, except to the extent FTA determines otherwise in writing.

DEBARMENT AND SUSPENSION [Applicable Only to Contracts valued at more than \$25,000]

Contractor shall comply and facilitate compliance with U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 CFR Part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 CFR Part 180. These provisions apply to each contract at any tier of \$25,000 or more, and to each contract at

any tier for a federally required audit (irrespective of the Contract amount), and to each contract at any tier that must be approved by an FTA official irrespective of the Contract amount. As such, Contractor shall verify that its principals, affiliates, and subcontractors are eligible to participate in this federally funded contract and are not presently declared by any federal department or agency to be: (i) debarred from participation in any federally assisted award; (ii) suspended from participation in any federally assisted award; (iii) proposed for debarment from participation in any federally assisted award; (iv) declared ineligible to participate in any federally assisted award; (v) voluntarily excluded from participation in any federally assisted award; and/or (vi) disqualified from participation in any federally assisted award. By submitting a response to UTA's solicitation for the Contract, Contractor has certified that the foregoing items (i) through (vi) are true. The certification in this clause is a material representation of fact relied upon by UTA. If it is later determined by UTA that Contractor knowingly rendered an erroneous certification, in addition to other remedies available that may be available to UTA, the federal government may pursue available remedies, including but not limited to suspension and/or debarment. Contractor agrees to comply with the requirements of 2 CFR Part 180, subpart C, as supplemented by 2 CFR Part 1200, during the Contract term. Contractor further agrees to include a provision requiring such compliance in its lower tier covered transactions.

DISADVANTAGED BUSINESS ENTERPRISES

(1) **FTA Policy** – The Contract is subject to 49 CFR Part 26. Therefore, Contractor must satisfy the requirements for DBE participation as set forth herein. These requirements are in addition to all other equal opportunity employment requirements of the Contract. UTA shall make all determinations with regard to whether or not Contractor is in compliance with the requirements stated herein.

(2) **Nondiscrimination** – Neither Contractor nor any subcontractor shall discriminate on the basis of race, color, national origin, or sex in the performance of the Contract. Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of FTA-assisted contracts. Failure by Contractor to carry out these requirements is a material breach of the Contract, which may result in the termination of the Contract or such other remedy as UTA deems appropriate, which may include, but is not limited to: (i) withholding monthly progress payments in whole or in part; (ii) assessing any liquidated damages as may be provided in the Contract; (iii) requiring Contractor to stand-down with respect to the Work (without an increase in the Contract cost or an adjustment to the Contract schedule) until Contractor achieves compliance with respect to these requirements and/or (iv) disqualifying Contractor from future participation in UTA contracts.

(3) **DBE Goals and Good Faith Efforts** – The national goal for participation of Disadvantaged Business Enterprises (DBE) is 10%. The recipient's overall agency goal for DBE participation is 6%. If a separate contract goal for DBE participation has been established for the Contract, it is listed in the solicitation documents that have been incorporated into the Contract. Contractor is required to document sufficient DBE participation to meet the applicable goal. If Contractor is unable to meet the applicable goal, Contractor must alternatively document adequate good faith efforts to meet the DBE Goal. The types of actions that the UTA will consider as part of the Bidder/Offeror's good faith efforts include, but are not limited to, the following: (i) Contractor's attendance at a pre-bid meeting (as applicable) scheduled by UTA to inform DBEs of subcontracting opportunities; (ii) advertisement of subcontracting opportunities in general circulation media, trade association publications, and minority-focus media; (iii) written notification to capable DBEs that their interest in the Contract is solicited; (iv) documentation of efforts to negotiate with DBEs for specific subcontracts including the names, addresses, and telephone numbers of DBEs that were contacted and the date(s) of contact, a description of the information provided to DBEs regarding the work to be performed and a statement explaining why additional agreements with DBEs were not reached; (v) for each DBE Contractor contacted but rejected as unqualified, the reason for Contractor's conclusion; (vi) documentation of efforts made to assist the DBEs contacted that needed assistance in obtaining required bonding or insurance; (vii) documentation of efforts to utilize the services of small business organizations, community and contractor groups to locate qualified DBEs; (viii) documentation of Contractor's efforts to break out Contract work items into economically feasible units in fields where there are available DBE firms to perform the work; (ix) evidence that adequate information was provided to interested DBEs about the plans, specifications and requirements of the Contract, and that such information was communicated in a timely manner; and (x) documentation of any efforts made to assist interested DBEs in obtaining necessary equipment, supplies, materials or related assistance or services.

(4) **Race-Neutral Procurements** – If no separate contract goal has been established, the successful bidder/offeror will be required to report its DBE participation obtained through race-neutral means throughout the period of performance.

(5) **Verification of Compliance** – Contractor shall assist UTA in verifying compliance with the DBE requirements of the Contract by submitting status reports itemizing payments to all DBEs with each monthly request for payment. Upon Contract completion, Contractor shall submit a summary of payments, by subcontract, made to all subcontractors to UTA’s Civil Rights Compliance Officer.

(6) **Prompt Payment of Subcontractors** – Contractor is required to pay its subcontractors performing work related to the Contract for satisfactory performance of that work no later than 30 days after Contractor’s receipt of payment for that work from UTA. In addition, Contractor may not hold retainage from its subcontractors or must return any retainage payments to those subcontractors within 30 days after the subcontractor’s work related to the Contract is satisfactorily completed or must return any retainage payments to those subcontractors within 30 days after incremental acceptance of the subcontractor’s work by UTA and Contractor’s receipt of the partial retainage payment related to the subcontractor’s work. The failure to make prompt payment to subcontractors as required above shall constitute a material breach of the Contract and shall give rise to remedies including, without limitation, the Authority’s right to withhold amounts payable to the Contract and make direct payments (including interest) to subcontractors.

(7) **Termination of a DBE Subcontractor** – Contractor shall not terminate any DBE subcontractor identified in the Contract (or Contractor’s response to the Contract solicitation) without UTA’s prior written consent. UTA may provide such written consent only if Contractor has good cause to terminate the DBE subcontractor. Before transmitting a request to terminate, Contractor shall give notice in writing to the DBE subcontractor of its intent to terminate and the basis for the termination. Contractor shall give the DBE subcontractor five days to respond to the notice and advise of the reasons why the DBE subcontractor believes there is not good cause to terminate the subcontract. When a subcontract with the DBE subcontractor is terminated or when a DBE subcontractor fails to complete its work on the Contract for any reason, Contractor shall make good faith efforts to find another DBE subcontractor to substitute for the original DBE subcontractor and immediately notify UTA in writing of its efforts to replace the original DBE subcontractor. These good faith efforts shall be directed at finding another DBE to perform at least the same amount of work under the Contract as the DBE subcontractor whose subcontract was terminated, to the extent needed to meet the applicable goal.

ENERGY CONSERVATION

Contractor shall comply with mandatory standards and policies relating to energy efficiency, stated in the state energy conservation plan issued in compliance with the Energy Policy & Conservation Act.

FALSE STATEMENTS OR CLAIMS CIVIL AND CRIMINAL FRAUD

Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 USC 3801 et seq. and USDOT regulations, "Program Fraud Civil Remedies," 49 CFR 31, apply to its actions pertaining to this project. Upon execution of the Contract, Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the Contract or FTA assisted project for which the Contract work is being performed. In addition to other penalties that may be applicable, Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submittal, or certification, the US Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act (1986) on Contractor to the extent the US Government deems appropriate.

Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the federal government under the Contract, the federal government reserves the right to impose the penalties of 18 USC §1001 and 49 USC §5323(1) on Contractor, to the extent the federal government deems appropriate.

Contractor shall include the above two clauses in each subcontract financed in whole or in part with FTA assistance. The clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

FLY AMERICA REQUIREMENTS [Applicable Only to Contracts Involving Transportation of Persons or Property, by Air between the U.S. and/or Places Outside the U.S]

Contractor shall comply with 49 USC 40118 (the “Fly America” Act) in accordance with General Services Administration regulations 41 CFR 301-10, stating that recipients and subrecipients of federal funds and their contractors are required to use US Flag air carriers for US Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a US flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. Contractor shall include the requirements of this section in all subcontracts that may involve international air transportation.

INCORPORATION OF FTA TERMS

The Contract includes certain Standard Terms and Conditions required by the FTA, whether or not expressly stated in the Contract. All FTA-required contractual provisions, as stated in 2 CFR Part 200 or FTA Circular 4220.1F, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in the Contract. Contractor shall not perform any act, fail to perform any act, or refuse to comply with any request that would cause UTA to be in violation of FTA terms and conditions.

LOBBYING [Applicable Only to Contracts valued at more than \$150,000]

Byrd Anti-Lobbying Amendment, 31 USC 1352, as amended by the Lobbying Disclosure Act of 1995, P.L. 104-65 [to be codified at 2 USC §1601, et seq.] – Contractors who apply or bid for an award of \$150,000 or more shall file the certification required by 49 CFR Part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant or any other award covered by 31 USC 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-federal funds with respect to that federal contract, grant or award covered by 31 USC 1352. Such disclosures are forwarded from tier to tier up to UTA.

NO FEDERAL GOVERNMENT OBLIGATIONS TO THIRD PARTIES

UTA and Contractor acknowledge and agree that, notwithstanding any concurrence by the federal government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the federal government, the federal government is not a party to the Contract and shall not be subject to any obligations or liabilities to UTA, Contractor or any other party (whether or not a party to the Contract) pertaining to any matter resulting from the Contract. Contractor agrees to include the above clause in each subcontract financed in whole or in part with federal assistance provided by the FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

PATENT RIGHTS AND RIGHTS IN DATA [Applicable Only to Contracts Involving Experimental, Developmental or Research Work]

The Contract is funded through a federal award with FTA for experimental, developmental, or research work purposes. As such, certain patent rights and data rights apply to all subject data first produced in the performance of the Contract. Contractor shall grant UTA intellectual property access and licenses deemed necessary for the work performed under the Contract and in accordance with the requirements of 37 CFR Part 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by FTA or U.S. DOT. The terms of an intellectual property agreement and software license rights will be finalized prior to execution of the Contract and shall, at a minimum, include the following restrictions: Except for its own internal use, Contractor may not publish or reproduce subject data in whole or in part, or in any manner or form, nor may Contractor authorize others to do so, without the written consent of FTA, until such time as FTA may have either released or approved the release of such data to the public. This restriction on publication, however, does not apply to any contract

with an academic institution. For purposes of the Contract, the term “subject data” means recorded information whether or not copyrighted, and that is delivered or specified to be delivered as required by the Contract. Examples of “subject data” include, but are not limited to computer software, standards, specifications, engineering drawings and associated lists, process sheets, manuals, technical reports, catalog item identifications, and related information, but do not include financial reports, cost analyses, or other similar information used for performance or administration of the Contract.

(1) The federal government reserves a royalty-free, non-exclusive and irrevocable license to reproduce, publish, or otherwise use, and to authorize others to use for “Federal Government Purposes,” any subject data or copyright described below. For “Federal Government Purposes,” means use only for the direct purposes of the federal government. Without the copyright owner’s consent, the Federal Government may not extend its federal license to any other party.

(i) Any subject data developed under the Contract, whether or not a copyright has been obtained; and

(ii) Any rights of copyright purchased by Contractor using federal assistance in whole or in part by the FTA.

(2) Unless FTA determines otherwise, Contractor performing experimental, developmental, or research work required as part of this Contract agrees to permit FTA to make available to the public, either FTA’s license in the copyright to any subject data developed in the course of the Contract, or a copy of the subject data first produced under the Contract for which a copyright has not been obtained. If the experimental, developmental, or research work, which is the subject of this Contract, is not completed for any reason whatsoever, all data developed under the Contract shall become subject data as defined herein and shall be delivered as the federal government may direct.

(3) Unless prohibited by state law, upon request by the federal government, Contractor agrees to indemnify, save, and hold harmless the federal government, its officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by Contractor of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under that contract. Contractor shall be required to indemnify the federal government for any such liability arising out of the wrongful act of any employee, official, or agents of the federal government.

(4) Nothing contained in this clause on rights in data shall imply a license to the federal government under any patent or be construed as affecting the scope of any license or other right otherwise granted to the federal government under any patent.

(5) Data developed by Contractor and financed entirely without using federal assistance provided by the federal government that has been incorporated into work required by the underlying Contract is exempt from the requirements herein, provided that Contractor identifies those data in writing at the time of delivery of the Contract work.

(6) Contractor agrees to include these requirements in each subcontract for experimental, developmental, or research work financed in whole or in part with federal assistance.

RECYCLED PRODUCTS

Contractor agrees to provide a preference for those products and services that conserve natural resources, protect the environment, and are energy efficient by complying with and facilitating compliance with Section 6002 of the Resource Conservation and Recovery Act, as amended, 42 USC §6962, and U.S. Environmental Protection Agency (U.S. EPA), “Comprehensive Procurement Guideline for Products Containing Recovered Materials,” 40 CFR Part 247.

RESOLUTION OF DISPUTES, BREACHES AND OTHER LITIGATION

UTA and Contractor intend to resolve all disputes under the Contract to the best of their abilities in an informal manner. To accomplish this end, the parties will attempt to resolve disputes through communications between their respective staffs, and, if resolution is not reached at that level, a procedure for review and action on such disputes by appropriate management level officials within UTA and Contractor’s organization.

Unless otherwise directed by UTA, Contractor shall continue performance under the Contract while matters in dispute are being resolved.

Unless the Contract provides otherwise, all claims, counterclaims, disputes and other matters in question between UTA and Contractor arising out of or relating to the Contract or its breach will be decided by alternative dispute resolution if the parties mutually agree, or in a court of competent jurisdiction within the State of Utah.

Duties and obligations imposed by the Contract and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by UTA or Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

SEISMIC SAFETY [Applicable Only to Contracts Involving Construction of new buildings or additions to existing buildings]

Contractor agrees that any new building or addition to an existing building shall be designed and constructed in accordance with the standards required in USDOT Seismic Safety Regulations 49 CFR 41 and shall certify compliance to the extent required by the regulation. Contractor shall also ensure that all work performed under the Contract, including work performed by subcontractors, complies with the standards required by 49 CFR 41 and the certification of compliance issued on the project.

TERMINATION

Upon written notice to Contractor, UTA may, for its convenience and without cause, elect to terminate the Contract. If UTA terminates the Contract for its convenience, Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination., but excluding consequential damages (which includes, but is not limited to, lost profits and/or opportunity costs associated with the terminated portion of the work).

UTA may terminate this contract in whole or in part, for UTA’s convenience or because of the failure of Contractor to fulfill the contract obligations. UTA shall terminate by delivering to Contractor a notice of termination specifying the nature, extent, and effective date of the termination. Upon receipt of the notice, Contractor shall: (i) immediately discontinue all services affected (unless the notice directs otherwise), and (ii) deliver to UTA’s project manager all data, drawings, specifications, reports, estimates, summaries, and other information and materials accumulated in performing the Contract, whether completed or in process. UTA has a royalty-free, nonexclusive, and irrevocable license to reproduce, publish or otherwise use, all such data, drawings, specifications, reports, estimates, summaries, and other information and materials.

Accept Terms of Clauses _____ Date _____

Company Name _____

Federal I.D. No. _____



CONTRACT ROUTING FORM

Department * Supply Chain

Existing Contract? Yes

New Contract Number 19-03083

Contract Section

Procurement

Board Review Date * 07/10/2019

Document Type * Pre-Procurement

Requisition # Original
6737

Please upload the contract or requisition here Req 6737.pdf 25.92KB

Contract Title * Lawncare & Landscaping Services

Contractor Name * TBD

Description / Purpose * UTA intends to seek a lawncare and landscape contract on 30 plus UTA properties. These properties include Trax stations, park & rides, maintenance facilities, and business offices.

The proposed contract is for two years with 3 one year options. Total value of the 5 year contract is \$750,000 (\$150,000 per year). Contract includes weekly lawn mowing and cleanup. Spring and fall cleanup, fertilizing, aeration, and weeding may be added ONLY at Project Manager's request.

Contract Administrator * Wilson, Rick V

Project Manager * Johnson, Johnny

Base Contract Effective Dates * Beginning
8/1/2019

* Ending
9/29/2024

Contract Type * Services

Procurement Method * IFB (Low Bid)

Number of Responding Firms

\$ Value of Next Lowest Bidder

Base Contract Term (Months) * 36

Contract Options (Months) * 24

Option to Renew? * Yes
 No

* Renewal Terms
3 Years, with up to 2 one year extensions.

Extension Start Date

End Date

Financial Section

Procurement

Existing Contract Value

Amendment Amount

New/total Contract Value *

\$

\$ 0.00

\$ 750,000.00

Qty 5

Unit Price \$

Annual/One-Time Value

\$ 150,000.00

Attachment

Is the amount an estimate? * Yes No

How was the estimate calculated? *

Based on current contract for Lawn care and clean up only, plus adding cost of new locations, and optional services of fertilizing, aeration, Spring and Fall Clean Up, Weed Control

Is the amount a one-time purchase or annual recurring purchase? *

One-time

Recurring

Account Code * 3800.5035
3.92

Capital Project Code

Budgeted? * Yes

No

Funding Source * Local

Budget amount* \$ 750,000.00

Will this contract require support from another department?* Yes No

Is the other department(s) aware of this contract and the required support?* Yes No N/A

Has the Qualified Health Insurance Certificate been verified?* Yes No N/A

Approval Section

1)Legal/Compliance Review* Wilson, Rick V

2)Accounting Approval Needed?* Yes No

3)Risk Approval Needed?* Yes No

4)IT Approval Needed?* Yes No

5)Add Additional Approval?* Yes No

6)Manager/Program Manager* Johnson, Johnny

7)Dir, Sr. Mgr, or RGM* Anderson, Kevin R

8)Chief* Cumins, Donald E

9)Executive Director* Meyer, William Steven

Board Approval Required Board Approval Date

Print this page

5/7

0

REQUISITION FOR PURCHASE-RSS

Requisition Number 6737 OU Department 3800 FACILITIES

Requested By 1662 Johnson, Johnny
Request Date

Date 05/02/1

Title Lawn & Landscaper Services

Justification

Lawncare and landscape contract on 30 plus UTA properties. These properties include Trax stations , park & rides, maintenance facilities, and business offices. Contract is for two years with 3 one year options. Total value of 5 year contract is \$750,000 (\$150,000 per year). Contract includes lawn mowing and cleanup, spring and fall cleanup, with fertilizing, aerapion, and weeding at Project Manager's request.

19-03083

UTA Purchasing will create and advertise an Invitation for Bid (IFB) on Sciquest.

Line	Description	Qty	UoM	Unit Price	Extended	Line Status	Account Number	Subledger-Type	Percent
1.000	UTAPropertiesLawn Moming			.0000	750,000.00	Approved	3800.50353.92		100.0000

Approval History

Process ID	Line No.	Approver Number and Name	Approver Action Taken	Date and Time Updated
574	Order Level	1256648 Anderson, Kevin R	Approved	05/03/19 191438
574	Order Level	1456823 Hancock, David W	Approved	05/06/19 141453
574	Order Level	1440978 Cumins, Donald E	Approved	05/06/19 231954
574	Order Level	4835 Meyer, William Steven	Approved	05/07/19 1651



CONTRACT ROUTING FORM

Department * Supply Chain

Existing Contract? Yes

New Contract Number 19-03082

Contract Section

Procurement

Board Review Date * 07/10/2019

Document Type * Pre-Procurement

Requisition # Original
6688

Please upload the contract or requisition here Req 6688.pdf 45.9KB

Contract Title * New Roof Membrane for the OK Manufacturing Building

Contractor Name * TBD

Description / Purpose * The membrane roof on the UTA owned building at 2340 S 900 W (formerly known as OK Manufacturing) is well beyond its life-span and leaks in several areas around the building. Simple roof repairs are no longer sufficient and the roof needs to be replaced. This contract will be to remove the old membrane roof covering and install a new one at an estimated cost of \$221,800.

Contract Administrator * Wilson, Rick V

Project Manager * Ward, Dallan B

Base Contract Effective Dates * Beginning
7/15/2019

* Ending
9/30/2019

Contract Type * Construction

Procurement Method * IFB (Low Bid)

Number of Responding Firms

\$ Value of Next Lowest Bidder

Base Contract Term (Months) * 3

Contract Options (Months) * 0

Option to Renew? * Yes
 No

Extension Start Date

End Date

Financial Section

Procurement

Existing Contract Value	Amendment Amount	New/total Contract Value *
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\$	\$ 0.00	\$ 221,800.00
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Qty 1	Unit Price \$	Annual/One-Time Value	\$ 221,800.00
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Attachment Is the amount an estimate? * Yes No

How was the estimate calculated? * Contacted 3 firms for best practices and estimates.

Is the amount a one-time purchase or annual recurring purchase? * One-time Recurring

Account Code * 40-
7390.6891
2

Capital Project Code SCR39019

Budgeted? * Yes

Funding Source * Local No

Budget amount * \$ 221,800.00

Will this contract require support from another department? * Yes No

Is the other department(s) aware of this contract and the required support?*

Yes No N/A

Has the Qualified Health Insurance Certificate been verified?*

Yes No N/A

Approval Section

1)Legal/Compliance Review* Wilson, Rick V

2)Accounting Approval Needed?* Yes No

3)Risk Approval Needed?* Yes No

4)IT Approval Needed?* Yes No

5)Add Additional Approval?* Yes No

6)Manager/Program Manager* Ward, Dallan B

7)Dir, Sr. Mgr, or RGM* Anderson, Kevin R

8)Chief* Cumins, Donald E

9)Executive Director* Meyer, William Steven

Board Approval Required Board Approval Date

Print this page

REQUISITION FOR PURCHASE-RSS

4/25

14

Requisition Number 6688 OU Department 3800 FACILITIES

Requested By 3612 Ward, Dallan B
Request Date

Date 04/22/19

Title New Roof OK manufacturing

Justification The membrane roof on the OK Manufacturing building at 2340 S 900 W is so old it is literally cracking everywhere, and leaks are forming in several areas around the entire building. We have been trying to seal them up as best we can, but we cannot keep up. The entire roof membrane needs to be removed, and a new roof installed.

Originally the building had a tar and gravel roof. That original roof eventually failed so they removed all the loose gravel from the tar, and covered it with a layer of insulation, and a membrane roof. The membrane type roof is a far superior system compared to the tar and gravel, but the current building codes will not allow a third roofing system to be installed over the 2 existing roofs.

I have secured three bids from local contractors to redo the roof. One of the contractors, American Roofing insists they will need to remove both old roofs before putting down a new roof. The other two contractors propose to leave the original tar and gravel roof, and remove only the insulation and membrane that is over the top of the tar and gravel, thus saving almost \$70,000.00 in labor costs.

19-03082

Start Date ASAP
mid to end of July

Line	Description	Qty	UoM	Unit Price	Extended	Line Status	Account Number	Subledger-Type	Percent
1.000	New Roof OK Manufacturing			.0000	221,790.00	Approved	40-7390.68912	SGR39019 C	100.0000

Approval History

Process ID	Line No.	Approver Number and Name	Approver Action Taken	Date and Time Updated
514	Order Level	1256648 Anderson, Kevin R	Approved	04/23/19 125551
514	Order Level	1456823 Hancock, David W	Approved	04/24/19 152800
514	Order Level	1440978 Cumins, Donald E	Approved	04/25/19 175253
514	Order Level	4835 Meyer, William Steven	Approved	04/25/19 195731

over \$200K bids must be from published public IFB

All weather \$221,790.00
 American \$291,100.00
 RMS \$236,119.08

Preliminary estimates ONLY

UTAH TRANSIT AUTHORITY
2019 Budget - Second Amendment - Capital
July 17, 2019

Exhibit A

	2019 Amended Budget as of June 19, 2019	Budget Amendments		Budget After July 31 Budget Amendments
		Salt Lake County 4th Quarter	E-Voucher Software	
<u>Funding Sources</u>				
1 UTA Current Year Funding	\$ 23,113,000	\$ -	\$ 166,000	\$ 23,279,000
2 2018 UTA Carryover Funding	21,238,438	-	-	21,238,438
3 Sales Tax	-	6,000,000	-	6,000,000
4 Grants	62,398,278	-	84,000	62,482,278
5 Local Partner Contributions	17,013,733	-	-	17,013,733
6 State Contribution	5,065,699	-	-	5,065,699
7 2018 Bond Proceeds	25,077,792	-	-	25,077,792
8 Leasing	11,103,282	-	-	11,103,282
9 Total Funding Sources	<u>165,010,222</u>	<u>6,000,000</u>	<u>250,000</u>	<u>171,260,222</u>
<u>Expense</u>				
10 Provo-Orem TRIP	10,591,896	-	-	10,591,896
11 Airport Station Relocation	2,650,000	-	-	2,650,000
12 State of Good Repair	47,144,243	3,500,000	-	50,644,243
13 Other Capital Projects	104,624,083	2,500,000	250,000	107,374,083
14 Total Expense	<u>\$ 165,010,222</u>	<u>\$ 6,000,000</u>	<u>\$ 250,000</u>	<u>\$ 171,260,222</u>

2019 Budget Amendment #2

Detail Capital Project Information

1. **TRAX Curve Replacement at S. Temple & Main Street (\$2,000,000 – SL County 4th Quarter funds):** This project is replacing worn rail that is out of tolerance due to excessive rail wear around the curve. This track is in embedded concrete and the concrete will need to be removed and replaced in order to replace the rail.

2. **SD Rehab/Overhaul (\$1,500,000 – SL County 4th Quarter funds):** This funding will help accelerate the rehab of the light rail vehicles by allowing purchase of long lead materials and equipment. It will also help with the allocation of needed additional resources.

3. **Depot District (\$1,000,000 – SL County 4th Quarter funds):** UTA will be procuring equipment and furnishings that the contractor will be installing for the new Depot District Technology Center. The estimated value of equipment and furnishings is \$7,394,970. The current 2019 budget is allowing approximately half of this to be procured. The additional funding will be applied to procure more at this year's prices.

4. **Meadowbrook Expansion (\$300,000 – SL County 4th Quarter funds):** The increased bus service to Salt Lake County will require additional buses, and additional garage capacity to park and service those buses. With this funding, UTA will hire a consultant to design the expansion of the Meadowbrook facility to handle an additional 24 buses. Additional funds will be programmed in 2020 and 2021 for project construction

5. **Operator Restrooms in Salt Lake County (\$200,000 – SL County 4th Quarter funds):** Availability of restrooms for operators is a main constraint in bus service planning. UTA has identified the top locations where operator restroom facilities are a priority. These are typically at mid-route or end of line stops, or to accommodate service expansion. Sixteen desired operator restroom locations have been identified in Salt Lake County. UTA is proposing \$1M of funding over the next three years (with \$200K of that in 2019) to design and build between five and eight restrooms, depending on right-of-way considerations.

6. **Bus Stop Improvements & Signage in Salt Lake County (\$1,000,000 – SL County 4th Quarter funds):** UTA has developed a Bus Stop Master Plan that prioritizes the need to upgrade bus stops throughout our service area. Upgrades may include making the stop ADA compliant, adding amenities such as seats or shelters, and upgrading signage. Prioritization considers such factor as ridership, ADA compliance, safety, and whether it is in a Title 6 area. There are over 3700 bus stops in Salt Lake County with many of them needing some type of upgrade. We estimate we can upgrade between 80 to 90 bus stops with this year’s funding. Higher priority stops will be upgraded first. Additional funds will be programmed in future years to upgrade additional stops.

7. **E-Voucher Software (\$250,000 – Federal Grant and UTA Funds):** The UTA Coordinated Mobility Department recently received a federal grant to develop an electronic voucher (e-voucher) system to replace a manual voucher paper system. This solution will include a web-based application for providers to keep track of clients, drivers, payments, programs, and will include a mobile app. The mobile app for drivers and clients allows for origin and destination confirmation, payment processing, and client verification. This system will drastically decrease the administrative tasks, costs and risks associated with traditional voucher programs. The total amount of grant funding for this project is \$918K, with a local match of \$166K. The 2019 funding of \$250K is to start the project which will be completed in 2020.

UTAH TRANSIT AUTHORITY
2019 Budget - Third Amendment - Operating
July 17, 2019

Exhibit A

		Budget Reallocations					
		2019 Amended Budget as of June 19, 2019	Planning and Customer Experience Reallocations	Salt Lake County 4th Quarter	Salt Lake City Purchased Service (Aug-Dec '19)	Parts Freight Expense Adjustment	2019 Amended Budget July 31, 2019
Revenue							
1	Sales Tax	\$ 314,861,000	\$ -	\$ (6,000,000)	\$ -	\$ -	\$ 308,861,000
2	Federal Preventative Maintenance	66,188,000	-	-	-	-	66,188,000
3	Passenger Revenue	53,420,000	-	-	-	-	53,420,000
4	Advertising	2,467,000	-	-	-	-	2,467,000
5	Investment Income	8,582,000	-	-	-	-	8,582,000
6	Other Revenues	3,933,000	-	-	-	-	3,933,000
7	Salt Lake City	5,356,000	-	-	(1,887,351)	-	3,468,649
8	Salt Lake County (S-Line)	500,000	-	-	-	-	500,000
9	Utah County	1,670,000	-	-	-	-	1,670,000
10	Motor Vehicle Registration to UDOT	2,400,000	-	-	-	-	2,400,000
11	Total Revenue	459,377,000	-	(6,000,000)	(1,887,351)	-	451,489,649
Operating Expense							
12	Bus	102,107,000	-	-	2,406,617	58,900	104,572,517
13	Commuter Rail	29,064,000	-	-	-	104,782	29,168,782
14	Light Rail	49,906,000	-	-	-	142,000	50,048,000
15	Paratransit Service	22,918,000	-	-	160,277	7,000	23,085,277
16	Rideshare/Vanpool	3,541,000	-	-	-	-	3,541,000
17	Operations Support	48,097,000	-	-	460,676	19,000	48,576,676
18	General & Administrative	33,689,000	463,263	-	176,079	-	34,328,342
19	Salt Lake City service	4,950,000	-	-	(4,950,000)	-	-
20	Salt Lake County service	11,479,000	-	(6,000,000)	-	-	5,479,000
21	Total Operating Expense	305,751,000	463,263	(6,000,000)	(1,746,351)	331,682	298,799,594
Non-Operating Expense							
22	Planning/Real Estate/TOD/Major Program Development	6,151,000	(463,263)	-	-	-	5,687,737
23	Total Non-operating Expense	6,151,000	(463,263)	-	-	-	5,687,737
Debt Service							
24	Principal and Interest	121,819,000	-	-	(141,000)	-	121,678,000
25	Contribution to Early Debt Retirement Reserve	23,735,000	-	-	-	(331,682)	23,403,318
26	Contribution to Reserves	1,921,000	-	-	-	-	1,921,000
27	Total Debt Service and Reserves	147,475,000	-	-	(141,000)	(331,682)	147,002,318
28	Total Expense	\$ 459,377,000	\$ -	\$ (6,000,000)	\$ (1,887,351)	\$ -	\$ 451,489,649

2019 Budget Amendment #3

Detailed Operating Budget Reallocation Information

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

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

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

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

COMMUNITY ENGAGEMENT SUMMARY

RIDERSHIP/COVERAGE BALANCE					
UTA Service Area	Current Service Ratio	Public Web Survey		Community Leader Workshops	
		Existing Resources	Additional Resources	Existing Resources	Additional Resources
NORTHERN REGION	40/60	50/50	50/50	50/50	60/40
CENTRAL REGION	60/40	60/40	60/40	70/30	70/30
			50/50*		
SOUTHERN REGION	60/40	60/40	50/50	70/30	70/30

- Input suggests move towards ridership
- Input suggests move towards coverage
- Input suggests maintain existing balance

Labeled with median response (ridership % / coverage %)

COVERAGE PRIORITIES						
UTA Service Area	Public Web Survey			Community Leader Workshops		
	Service for people with no transportation alternative	Service responding to growth or new development	Service to all taxpayers	Service for people with no transportation alternative	Service responding to growth or new development	Service to all taxpayers
NORTHERN REGION	1	2	3	1	3	2
CENTRAL REGION	1	2	3	1	2	3
SOUTHERN REGION	2	1	3	1	2	3
	1*	2*				

- Top Priority
- Second Priority
- Third Priority

*Indicates that result varied when weighted by zip code population



SERVICE CHOICES DECISION WORKSHEET

UTA Service Area	Current Service Ratio	With existing resources, UTA's bus service should be:	With future resources, UTA's bus service should be:	UTA's coverage resources should focus on (ordered 1-3 or %)
NORTHERN REGION (Box Elder, Weber and Davis Counties)	40% Ridership	_____ % Ridership	_____ % Ridership	_____ Service for people with no transportation alternative
	60% Coverage	_____ % Coverage	_____ % Coverage	_____ Service responding to growth or new development
CENTRAL REGION (Salt Lake and Tooele Counties)	60% Ridership	_____ % Ridership	_____ % Ridership	_____ Service for people with no transportation alternative
	40% Coverage	_____ % Coverage	_____ % Coverage	_____ Service responding to growth or new development
SOUTHERN REGION (Utah County)	60% Ridership	_____ % Ridership	_____ % Ridership	_____ Service for people with no transportation alternative
	40% Coverage	_____ % Coverage	_____ % Coverage	_____ Service responding to growth or new development
				_____ Service to all taxpayers

RIDERSHIP

- More frequent
- Only serves denser areas
- More riders per tax dollar

COVERAGE

- Less frequent
- Service everywhere
- Fewer riders per tax dollar



UTA Service Choices

Board Decision Memo

JULY 3, 2019



JARRETT WALKER + ASSOCIATES



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The Board's Decision

Introduction

The UTA Service Choices project aims to fully review, and if necessary redesign, the pattern of bus service across the UTA network, as well as setting standards for future service changes.

A network redesign should reflect the priorities of the Board, informed by input from the community. For this reason, UTA has embarked on a major outreach effort seeking public comment about what priorities should govern the project. This memo summarizes the input that has been received thus far.

The goal of this memo is to give the Board all the information it needs to make a decision about the priorities for UTA's bus service.

The following pages describe the choice before the Board, and our recommended method of articulating a position on the major service policy questions that will shape the design of the Draft Plan.

The appendices to this document describe in detail the result of the public and community leader engagement processes carried out in Spring 2019.

The Key Questions

A statement of priorities expresses a difficult decision about how to balance competing goals. We identify goals as competing if implementing them would require different kinds of network design.

The decision that is needed is thus fundamentally like a budget decision, where the question is not "are these good things to spend money on?", but rather "which are more important, given that we cannot afford everything?"

We have identified three critical questions on which we need direction. The next section describes these choices in more detail.

1. When deploying the existing operating budget (potentially moving service from one

place to another), how should UTA balance the competing goals of ridership and coverage?

2. When deploying new resources, how should UTA balance the competing goals of ridership and coverage? (This question was asked in all business units but is currently relevant only in the Salt Lake Business Unit, where new resources for bus service are available.)

3. When deploying service with a coverage goal – in expectation of low ridership – what should be the primary principle governing that service design:

- Serving people with no alternatives, including seniors, youth, and people with low incomes.
- Responding to growth, by extending service to newly developing communities.
- Serving everyone who pays taxes. This principle would lead us to try to provide service absolutely everywhere in the service area.

To provide clear direction for the study, the Board needs to adopt a statement answering each of these questions.

What did we hear from community leaders and members of the public?

This outreach process involved many tools, including a public online survey and hands-on workshops with community leaders. Each were designed to directly ask people about their priorities for transit.

Before sharing their opinion on these important questions, all participants in the community leader workshops were provided a briefing summarizing the findings of the Choices Report, and then were lead through an interactive exercise teaching the tools and tradeoffs of transit. In total, community leaders spent 3-4 hours engaged in each workshop, compared to the 10-15 minutes the public web survey was designed to take.

Much more detail is available on the results of outreach in appendices A, B and C of this document, but the two tables on this and the following page provide a succinct summary.

Balance of Service by Region

Figure 1 summarizes the results emerging from the public web survey and community leader workshops relating to the balance of service between ridership and coverage goals. The summary presented here is based on the median response on the ridership/coverage scale question, where participants were asked to allocate bus operating resources using a scale of ten percent increments from 100% ridership / 0% coverage to 0% ridership / 100% coverage.

In each region, a majority of community leaders voted to shift the balance of service with existing and additional resources towards ridership.

North Region

In the north, public survey respondents generally said to move slightly more towards ridership.

Central Region

In the central region, public survey respondents tended to opt to maintain the existing balance.

South Region

In the south, the median response from the public survey was to maintain the existing balance, but if new resources became available to focus them on coverage services to a greater degree than today.

Figure 1: Balance of Service by Region

Region	Public Web Survey		Community Leader Workshops	
	Balance of Existing Resources	Balance of Additional Resources	Balance of Existing Resources	Balance of Additional Resources
North	Focus more on ridership services	Focus more on ridership services	Focus more on ridership services	Focus more on ridership services
Central	Maintain existing balance of services	Maintain existing balance of services <i>Note: when weighted by zip code population, the median response in the Central region was to focus more on coverage services.</i>	Focus more on ridership services	Focus more on ridership services
South	Maintain existing balance of services	Focus more on coverage services	Focus more on ridership services	Focus more on ridership services

Red = input suggests move towards ridership Blue = input suggests move towards coverage

Figure 2: Coverage Priorities by Region

Region	Public Web Survey			Community Leader Workshops		
	Service for people with no transportation alternative	Service responding to growth or new development	Service to all taxpayers	Service for people with no transportation alternative	Service responding to growth or new development	Service to all taxpayers
North	1	2	3	1	3	2
Central	1	2	3	1	2	3
South	2	1	3	1	2	3

Note: when weighted by zip code population, in the South region, the top priority was "service for people with no alternative".

Coverage Priorities by Region

Figure 2 shows the most common ranking of coverage priorities by public survey respondents and community leaders for each region. There are three main reasons to provide coverage service, and each has different network implications:

- Service for people with no transportation alternative
- Service responding to growth or new development
- Service to all taxpayers

North Region

In the north region, public web survey respondents and community leaders had the same top priority: service for people with no transportation alternative. However, while the public survey respondents ranked service responding to growth second and service to all taxpayers last, community leaders instead ranked service to all taxpayers as their number two coverage purpose.

Central Region

In the central region, community leaders and public web survey respondents had the same order of coverage priorities: 1) service for people with no transportation alternative; 2) service responding to growth or new development; 3) service to all taxpayers.

South Region

In the south region, public web survey respondents' top coverage priority was "service responding to growth or new development", while community leaders' top priority was "service for people with no transportation alternative".

However, when public survey responses were weighted by zip code, the top priority was "service for people with no transportation alternative". This is mainly due to the fact that in the south, a large volume of responses (100+) were received from the zip code covering Saratoga Springs and the surrounding area. Responses from this area tended to prioritize "service responding to growth or new development" to a greater extent than those from other parts of the south region.

Background: Why These Questions?

In the Choices Report, we identified two key questions the Board must provide direction on in order to design a coherent Draft Service Plan.

Public transit agencies are asked to serve many different goals at the same time. For example, people often mention one of these goals:

- Reduce traffic congestion on the busiest corridors.
- Reduce air pollution.
- Provide a 'permanent' service to stimulate dense development in urban centers.
- Provide an affordable transportation option for people with limited or no access to personal cars.
- Get workers to their jobs.
- Be available near the homes of everyone who pays taxes to support the service.
- Support future development opportunities.
- Connect clients to social service agencies.
- Get students to class.

UTA receives many different comments requesting changes to service in order to pursue these goals, but UTA has a limited budget, so doing more of one thing can mean doing less of another. That's why the UTA Board needs to articulate its priorities.

Ridership or Coverage?

The many different goals of transit service can be sorted into two major categories: ridership goals and coverage goals.

Ridership means attracting as many riders as possible, even if service is not available in as many places.

When we do this, we also work towards the following goals:

- Compete more effectively with cars, so that more people can travel down a busy road.
- Collect more fare revenue, increasing the share of our budget paid for by fares, assuming that fares don't change.
- Make more efficient use of tax dollars by reducing the cost to provide each ride.
- Improve air quality by replacing single-occupancy vehicle trips with transit trips, reducing emissions.
- Support dense and walkable development and redevelopment.
- Provide the most useful and frequent services to more people.

When we concentrate our most useful services in the places where the most people can take advantage of them, we do all of these things at once.

Coverage means being available in as many places as possible, even if not many people ride. When we do this, we can also work towards the following goals:

- Access for people without other travel options. This can include low income people, elderly people, and disabled people, among others.
- Provide some service to everyone who pays taxes to support UTA.
- Support for lower density development, such as new low-density suburbs around the edge of the region.

These goals lead us to spread service out so that everyone gets a little bit, which is different than what we do when we are seeking ridership.

Spreading service out means spreading it thin. If UTA buses need to cover every part of the region, we have to run lots of routes. When we spread our limited budget over all those routes, we cannot afford to run very much service on each

of them. That means those routes won't be very effective, because they won't run often enough, or late enough, to be there when you need them.

Ridership goals and coverage goals are both very popular. But no transit agency can pursue both goals with the same dollar, because the goals require very different kinds of bus networks. UTA, like every agency, has to decide how much of its budget it will spend pursuing ridership goals, and how much it will spend on coverage goals. There's no right or wrong answer to this question: It depends on your priorities.

What does planning for ridership mean?

Suppose, for a moment, that we planned the network for high ridership. This network would seek to be useful to the greatest number of people. What would that mean?

When a store or restaurant opens in new town, it will often fail or succeed based on its location. You want to open your business in a place with many potential customers, where it will be easy for people to make the decision to come into the store and buy your products. This is why you so frequently see a fast food restaurant or coffee shop at the intersections of busy streets, and not tucked away in neighborhoods. These businesses know that their best markets are where many people are always passing by, and where it's quick and convenient to stop in to pick up a cup of coffee or lunch.

When we are asked to plan for high ridership, we are being asked to think like a business; to identify the best markets with the most potential customers, where useful transit services can compete for the greatest number of trips. We'd concentrate cost-effective, useful service where lots of people can benefit.

Why are Coverage goals important?

Coverage services are not about ridership, they are about availability. For example, we might measure coverage as the percentage of the population that's within 1/2 mile of some service. The goal

of coverage service is to make that number high, even if the result is low ridership.

When people ask for coverage services, they usually give one of three reasons.

Transportation Options for People Who Cannot Drive

The first of these, "access for people who cannot drive", is about what people often call the social service function of transit. That is, a transportation option for people with few other choices, who are located in places where high-ridership service would not go.

This could include sites like senior living communities in suburban or rural areas, isolated lower-income communities with low vehicle ownership rates, and important destinations like community colleges or social service agencies that have chosen to build facilities in environments that are difficult for transit to serve efficiently. These are all places where some people need the service badly, but this doesn't mean that many people would use the service compared to higher-density areas that are more efficiently integrated into the rest of the transit network.

Some Service for Everyone Who Pays

Everyone who pays taxes into UTA could reasonably expect some service in return. This is the second common argument for coverage services.

You could also argue that even people who don't have a bus route close to home are benefiting from UTA through reduced traffic congestion and other benefits to the economy.

Still, some people want service to everywhere that pays taxes, and this is a common reason for coverage services to exist.

Supporting Future Development

The last reason is about the future. Sometimes, transit agencies are asked to offer a service today in places that are expected to develop in a way that may generate high ridership in the future. Developers of new neighborhoods often want

transit to be there early, before there are many people, so that it is available right as people move in. This is a low-ridership service until there are enough people there.

Dividing the Budget by Priorities

Every transit agency has to decide how much of its budget to spend on ridership goals as opposed to coverage goals.

A network that was 100% ridership 0% coverage would have excellent service in places where the community geometry supports high ridership transit, but there would be little or no service anywhere else. A 100% coverage network would spread routes across the entirety of the service area, but because spreading it out means spreading it thin, these routes would not be very frequent, and as a result not many people would find them useful.

Any decision regarding the balance of service between the two goals must be made at the level of UTA's three main service regions, internally referred to as "business units". Each region consists of UTA's services operated within one or more counties:

- Northern Region - Davis & Weber Counties & Portions of Box Elder County
- Central Region - Salt Lake County & Portions of Tooele County
- Southern Region - Utah County

Perhaps today's ridership-coverage balance in each business unit is right for the future, or perhaps the community will value a shift in emphasis. The direction of that shift—either towards higher ridership or towards wider coverage—is a question for the public, community leaders, and ultimately the Board.

Who would be impacted?

While the details of a service plan designed to shift the balance of service towards more coverage

or higher ridership can only be fully understood through a design process, we can generally describe which portions of the existing network would likely be impacted in either case.

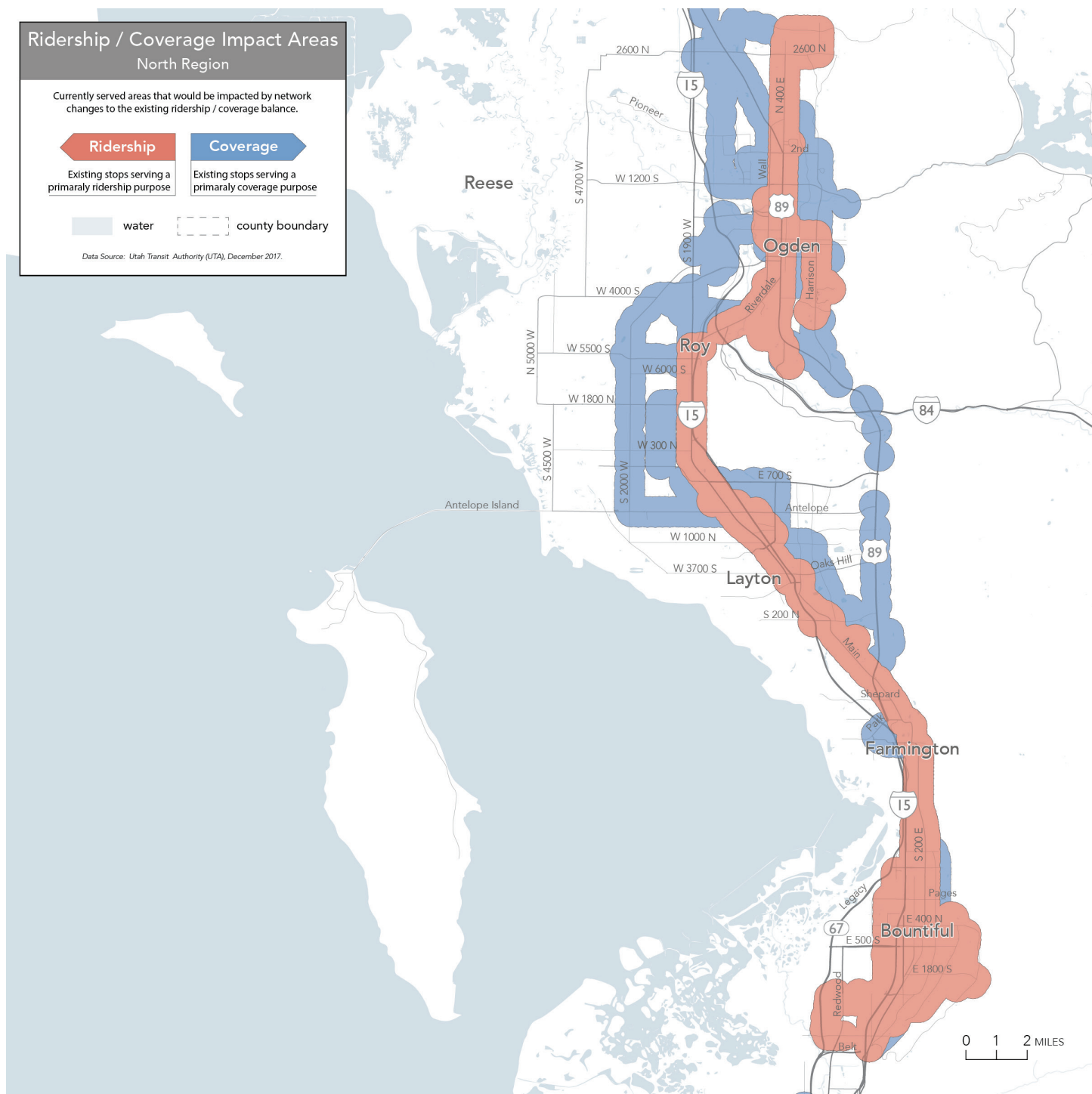
As part of the analysis included in the Choices Report, we developed a "network model" that produced the ridership/coverage budget split estimates for each network region referred to in this document and in the survey and other engagement materials. This analysis involved an examination of existing productivity, ridership, and supporting land use (residential density, density of lower-income people, density of zero-car households, employment density, density of low and middle wage jobs), which formed the basis of an estimated ridership/coverage purpose split for each route.

The maps on the next three pages color code the area around each bus stop by whether the purpose of the route is mainly ridership or coverage. **These maps do not include rail services, which are not part of this process.**

The areas shown in red are served by frequent, highly productive services, and contain dense, walkable land uses. The areas shown in blue are primarily served at lower-frequencies, and mainly contain lower-density, less walkable land uses.

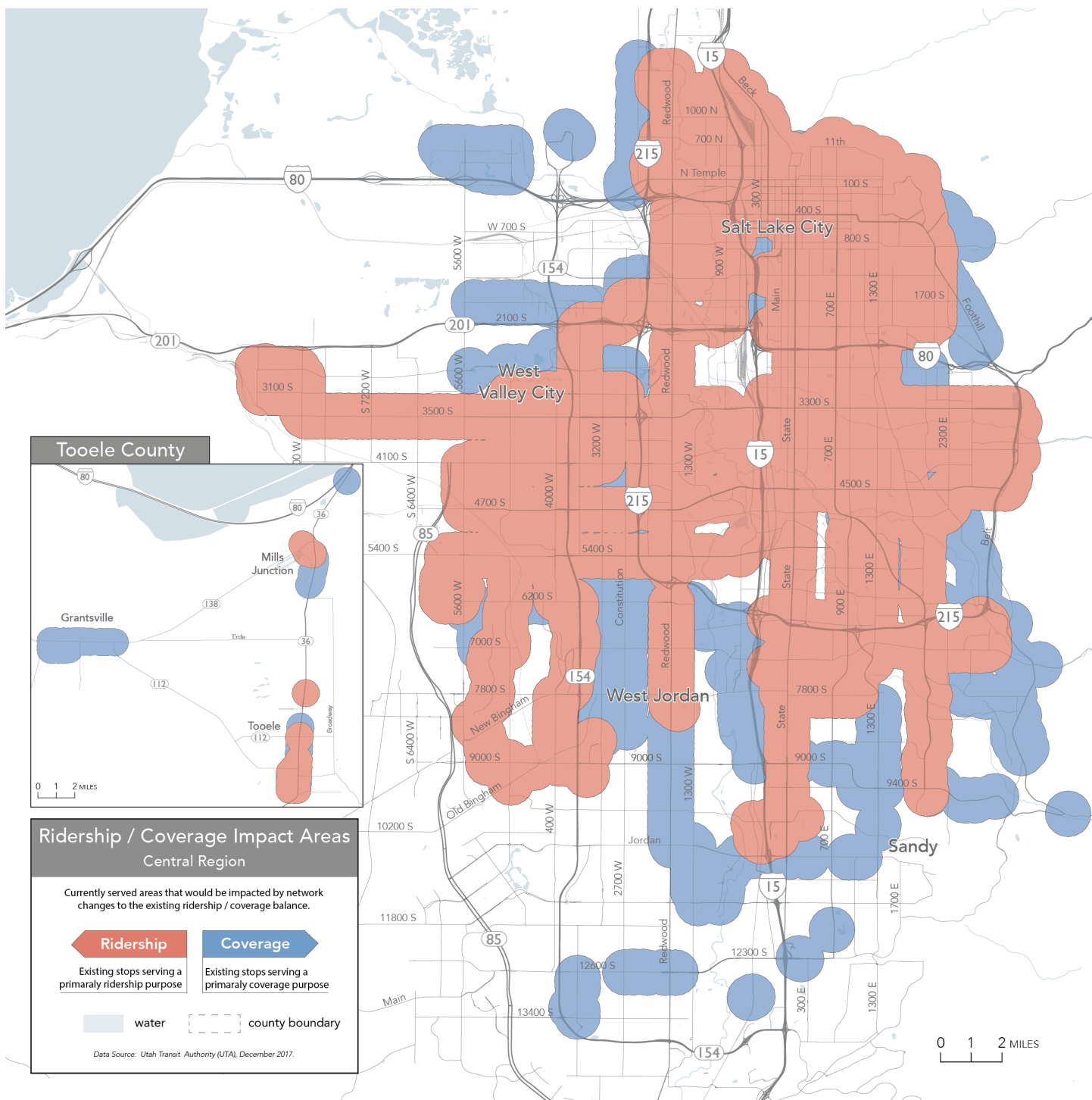
With existing resources, a shift of resources towards ridership would likely invest more service in these red areas, and reduce service in some blue areas. A shift of resources towards coverage would likely require reducing service levels in the red areas, in order to extend the blue areas to new parts of the region.

Figure 3: Example of Ridership / Coverage Impact Areas - North



Disclaimer: this map is intended only as the most general illustrations of the portions of the network that could be impacted by a ridership/coverage decision that changes the balance of service. It should not be construed as a plan, proposal, or policy.

Figure 4: Example of Ridership / Coverage Impact Areas - Central



Disclaimer: this map is intended only as the most general illustrations of the portions of the network that could be impacted by a ridership/coverage decision that changes the balance of service. It should not be construed as a plan, proposal, or policy.

Options for the Board: Ridership-Coverage Tradeoff

A board resolution answering our questions could consist of the following statements:

In the **Mt. Ogden Business Unit** (Davis, Weber, and Box Elder Counties), about 40% of bus service resources are now deployed for a ridership goal, while the other 60% serves a coverage goal.

- When deploying **existing resources**, this balance should be:
 - Unchanged, or
 - Shifted to a split of ___% ridership, ___% coverage.
- Should **additional resources** become available, this balance should be:
 - Unchanged, or
 - Shifted to a split of ___% ridership, ___% coverage.

In the **Salt Lake Business Unit** (Salt Lake and Tooele Counties), about 60% of bus service resources are now deployed for a ridership goal, while the other 40% serves a coverage goal.

- When deploying **existing resources**, this balance should be:
 - Unchanged, or
 - Shifted to a split of ___% ridership, ___% coverage.
- In the context of **projected service growth**, this balance should be:
 - Unchanged, or
 - Shifted to a split of ___% ridership, ___% coverage.

In the **Timpanogos Business Unit** (Utah County), about 60% of bus service resources are now deployed for a ridership goal, while the other 40% serves a coverage goal.

- When deploying **existing resources**, this balance should be:
 - Unchanged, or
 - Shifted to a split of ___% ridership, ___% coverage.
- Should **additional resources** become available, this balance should be:
 - Unchanged, or
 - Shifted to a split of ___% ridership, ___% coverage.

Note that:

- When working in the context of existing resources, a direction to change the ridership-coverage split is a direction to remove service somewhere so as to deploy it somewhere else. Shifting in the ridership direction will cause all service to disappear on some low-ridership segments. Shifting in the coverage direction, it is expected that the frequency or duration of service would be reduced on some higher-ridership routes.
- While practically all service changes trigger some negative reaction from people who are used to the service as it is, service removals are likely to cause a particularly strong negative reaction.
- We presume that the Board will want to define a separate ridership-coverage split for each business unit, because the Mt. Ogden Business Unit has a much different split than the other two. Setting a single ridership-coverage split for the entire network would imply radical change to the existing splits in one or more units, causing that unit's network to change more than the others'. However, the Board may wish to apply a single policy to the whole network.

- For each business unit, the Board could choose to apply a single split to both existing and new resources (should they become available), effectively combining the last two questions. We asked the public to think separately about existing resources vs. new resources because shifting existing resources implies removing someone's service, while splitting new resources does not.

Options for the Board: Coverage Priorities

To the extent that service is designed for coverage, Board direction is needed on how to deploy coverage service, among the competing priorities of:

- Meeting needs, by focusing in places where people are especially likely to not have access to cars due to age or income. This priority would tend to generate coverage service specifically where these groups are concentrated.
- Serving new communities that are just being built.
- Providing some service to everyone who pays taxes. This priority would spread service thinly across the entire developed region, since there is someone paying taxes everywhere.

The survey showed strong support for the first two priorities and much less for the third. The Board is being asked to provide direction on how these priorities should be balanced. This could be expressed numerically, by providing a percentage of coverage service to devote to each goal. The Board could also make a more general statement indicating which priority is higher.

Options for the Board: Strength of Policy Commitment

At a minimum, the Board needs to answer these questions for the purposes of the Service Choices project. However, the Board should consider creating a more enduring policy answering these questions. Having standing policies has the following benefits:

- It is easier to show that service decisions are not being made arbitrarily, or based on lobbying by particular communities, because consistent rules are being applied fairly everywhere (at least everywhere within each business unit).
- The Board and Local Advisory Council would devote less effort to individual service decisions, as staff would have the direction needed to design service and present draft plans that meet the stated goals.
- Other potential funding partners would know that there is a clear boundary to what UTA will fund, which creates a simpler conversation about what a partner needs to contribute. For example, if a municipality wants to pay for more service than it gets from UTA anyway, it is helpful to have a clear policy indicating what level of service the municipality can expect from UTA's budget. That policy follows logically from answers to the questions we have stated.

Appendix A: Summary of Outreach Activities

Outreach Efforts

At the outset of the UTA Service Choices initiative, The Langdon Group (TLG) worked with the project team to identify specific outreach goals and discussed ways to measure the success of the engagement process. Three goals were identified along with their corresponding success measurement.

1. Furnish the UTA Board with a clear sense of the regional transit priorities of major stakeholders and the public.

- **Success Measurement:** Create a clear sense of regional transit priorities through the data collected from the Community Leader Workshops and the public survey. Within each of the outreach methods, gauge success by (1) showing that UTA directly reached and directly invited a broad cross-section of participants and provided an opportunity to engage and (2) using the demographic data from the survey to show a high level of participation and a diverse geographic and socioeconomic spread.

2. Build public awareness that ridership and coverage are distinct goals requiring very different networks.

- **Success Measurement:** Create an outreach campaign that includes education about ridership and coverage goals. This goal is slightly more difficult to track because education and building awareness tend to be more qualitative, rather than quantitative. Success can be gauged by tracking the analytics of the Service Choices social media posts, the website visits, and the reach of media coverage. The survey data can also indicate whether participants understood the ridership vs. coverage topic. If many participants provide conflicting input on a ridership or coverage network in their community, it could be inferred that the respondents did not understand the concepts.

3. Strengthen relationships with community partners and the public through a sincere engagement process.

- **Success Measurement:** Create a diverse set of outreach mechanisms that target a broad cross-section of stakeholders (elected officials, internal, general public, key community leaders, project partners, etc.). Gauge success by the number and diversity of outreach methods used (in-person meetings, open houses, online engagement, digital communication and advertising, etc.). Many opportunities to engage and a diversity of outreach methods will signify that UTA provided ample opportunity to all within the service area. Track participants and survey respondents to show actual participation in the process per audience group. If we see that all of the key audiences were engaged and participated, we have reached our goal of creating a sincere engagement process.

To better inform the balance between ridership and coverage, UTA with help from TLG and JWA, conducted a public outreach process that spanned the Wasatch Front metropolitan area and aimed to include all taxpayers, whether they were regular transit riders, occasional transit riders, or had never ridden transit.

Outreach efforts included:

- A **series of four community leader workshops** were held throughout UTA's service area. Jarrett Walker & Associates facilitated these workshops to inform community leaders and gather their feedback on the balance between ridership and coverage.
- A **public web survey**.
- **Engaging local elected officials**, partner agency leadership and staff was key to the overall engagement plan that JWA created. To reduce "planning fatigue" and to be efficient with busy schedules, the Service Choices messaging was presented to these audiences at meetings and engagement opportunities that participants already regularly attend.

- **Three public open houses** were held in the three UTA service areas, one per service area. Any member of the public was invited to attend these events; however, they were carefully crafted to be accessible for paratransit riders to further ensure that the Service Choices events were inclusive. The open houses were advertised on Facebook, UTA's website, and through mailers sent to paratransit riders with specific information about the public meetings. The public open houses featured information boards, an electronic survey station, and had UTA staff available to answer questions.
- **Six booths at public events** on fourteen days were staffed in the three service areas, totaling two per service area. These events were hosted in partnership with local community festivities with the goal to reach more members of the public at events they were already attending to engage a broader cross-section of the public.

The analysis in this section focuses on the web survey and community leader workshops, which were the primary methods producing input that pertained directly to the questions before the board.

Web Survey

Educating the public on the difference between a ridership-based network and coverage-based network and asking for the public's input on balancing the two goals was a complicated concept to convey. In order to get constructive public feedback, the public needed to be educated and informed. UTA and TLG transformed the complicated concepts of ridership and coverage and created an interactive online survey using the MetroQuest platform.

The online survey contained educational sections as well as five questions pertaining to the UTA service area that residents lived in (Davis, Box Elder, and Weber Counties; Salt Lake and Tooele Counties; or Utah County).



Figure 6: Community Leaders participate in interactive planning game exercise. Each workshop featured a 1-hour design segment, followed by a group conversation facilitated by Jarrett Walker where participants critiqued and compared their designs.

The online survey was provided in English and Spanish. For residents that needed additional assistance to complete in the survey, participants could call a UTA Customer Service Agent and have the survey administered verbally or mailed a printed copy. The MetroQuest survey was also converted into a Survey Monkey text-only version to accommodate visually impaired participants who use a reading service to digest online content.

The UTA Service Choices online survey was live and collecting feedback from March 7, 2019 to May 31, 2019. In total, 3,374 respondents participated in the survey.

Key Takeaways

- In the **Northern** region of the network, respondents generally suggested a **move towards a greater focus on ridership**. The median response to the questions regarding the balance of service with both existing and additional resources was 50% ridership / 50%

coverage, compared to today's split of 40% ridership / 60% coverage.

- In the **Central** region of the network (Salt Lake and Tooele Counties), **responses did not strongly suggest a direction to change the balance of service.** The median response to the questions regarding the balance of service with both existing and additional resources was 60% for ridership / 40% for coverage, the same as today's resource split. However, when weighted by zip code population, the weighted median response to the desired split of additional resources between ridership and coverage goals was more focused on coverage.
- In the **Southern** region of the network, the median response **with existing resources was to maintain the current balance**, 60% ridership / 40% coverage. In responses to how to balance the two goals **with (hypothetical) additional resources, more survey takers chose an option with a greater focus on coverage:** the median response with additional resources was 50% ridership / 50% coverage.

Demographic Characteristics and Geographic Distribution of Survey Respondents

- The survey population did not precisely represent the demographic characteristics or population distribution of within UTA's service area and three business units. This was not part of the goal or design of the survey.
- Demographic characteristics
 - The results of the major content questions were not appreciably different when weighted by race & ethnicity, vehicle ownership, or income.
 - More information on the demographic profile of survey respondents is available in Appendix A.
- Geographic distribution

- When weighted by zip code population, responses to the major questions were largely similar to the unweighted values, except that in the Central region of the network, the weighted median response to the desired split of additional resources between ridership and coverage goals was 50% ridership / 50% coverage, compared to 60% ridership / 40% coverage for the unweighted result. This means that respondents from the most heavily-sampled zip codes (clustered around downtown Salt Lake City and the University of Utah) tended to favor the existing ridership/coverage split. Responses from places with lower sampling rates (generally more suburban places where the existing network offers lower levels of transit services) tended to favor a slight move towards coverage.
- The highest sampling rates were found in zip codes near downtown Salt Lake City, the University of Utah, and Saratoga Springs.
- More information on the geographic distribution of survey responses is available in Appendix B.

Ranking Transit Goals

The first question asked respondents to rank their top five (of a list of eight) goals for transit. The list of goals reflects a set of different outcomes that are common reasons for people to value or support transit:

- Reduce Emissions
- Serve Dense Urban Areas
- Serve People in Need
- Serve Every Community
- Lower Cost Per Rider
- Manage Congestion
- Use Taxes Efficiently
- Serve Rural & Suburban Areas

There were two purposes to asking this question. First, if a single goal was found to be the priority of a great majority of respondents, there could be service design decisions that would take on additional urgency. Second, the policy goal ranking question was also a cue for respondents to think about the survey in terms of the policy goals and desired outcomes for the entire transit system, its users, and the community, not just the potential impacts on their own potential usage of the system.

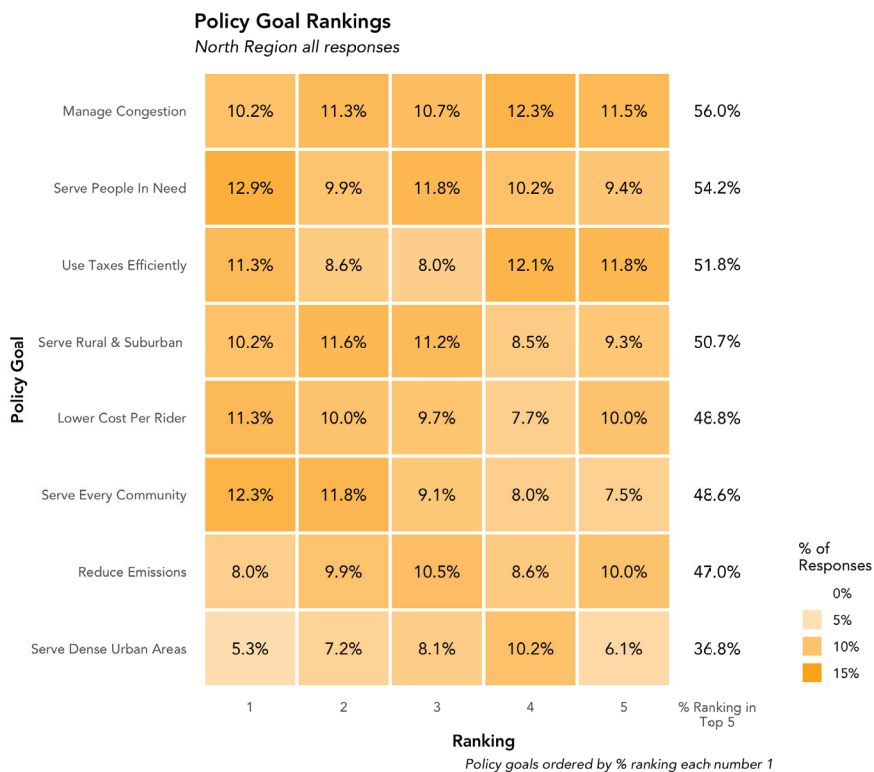
All Regions

In each region, respondents' policy goal rankings were remarkably well-distributed. No goal achieved a share of higher than 15.2% of "number one" rankings in any region.

The most common goals included in respondents' top 5 lists across all regions were "Reduce Emissions", "Manage Congestion", and "Serve People In Need". The first two are goals that require high ridership (since many people must use transit in order to accomplish either), while the third is a coverage goal. This illustrates how both

Figure 7: Policy Goal Rankings - North Region

How to read these charts: each cell shows the percent of respondents who ranked each goal in each position. The last column shows the percent of respondents who included each goal in their "Top 5" ranking.



ridership and coverage goals are popular transit outcomes among the public.

North Region

In the North region, there was very little consensus around the top priority - all but one goal ("Serve Dense Urban Areas") were included in at least 50% of top 5 lists, and 6 of 8 goals received between 10% and 13% of first-place ranks.

The top 5 policy goals in the North region as ranked by participants were:

- Manage Congestion (57.7% included in top 5)
- Serve People in Need (57.5%)
- Use Taxes Efficiently (56.3%)
- Serve Rural & Suburban Areas (52.2%)

- Reduce Emissions (51.5%)

However, more than 50% of respondents also included “Lower Cost Per Rider” and “Serve Every Community” in their Top 5.

The most common goal ranked #1 was “Serve People in Need”, which was the top priority for 12.9% of North region respondents.

Central Region

Figure 9 shows how respondents in the Central region ranked each goal, ordered by the percent who included the goal in their top five.

The top 5 policy goals in the Central region as ranked by participants were:

In the Central region, the most common goals that respondents included in their top five were:

- Reduce Emissions (59%)
- Manage Congestion (58.7%)
- Serve People in Need (57%)
- Lower Cost Per Rider (48.6%)
- Serve Dense Urban Areas (46%)

The most common goal ranked #1 was “Reduce Emissions”, which was the top priority for 15.2% of Central region respondents.

South Region

In the Southern region (Utah County), “Manage Congestion” was by far the most common goal included in respondents’ top 5 ranking at 60.3% (just 39.7% did not rank it).

The top 5 policy goals in the South region as ranked by participants were:

- Manage Congestion (60.3%)

Figure 9: Policy Goal Rankings - Central Region

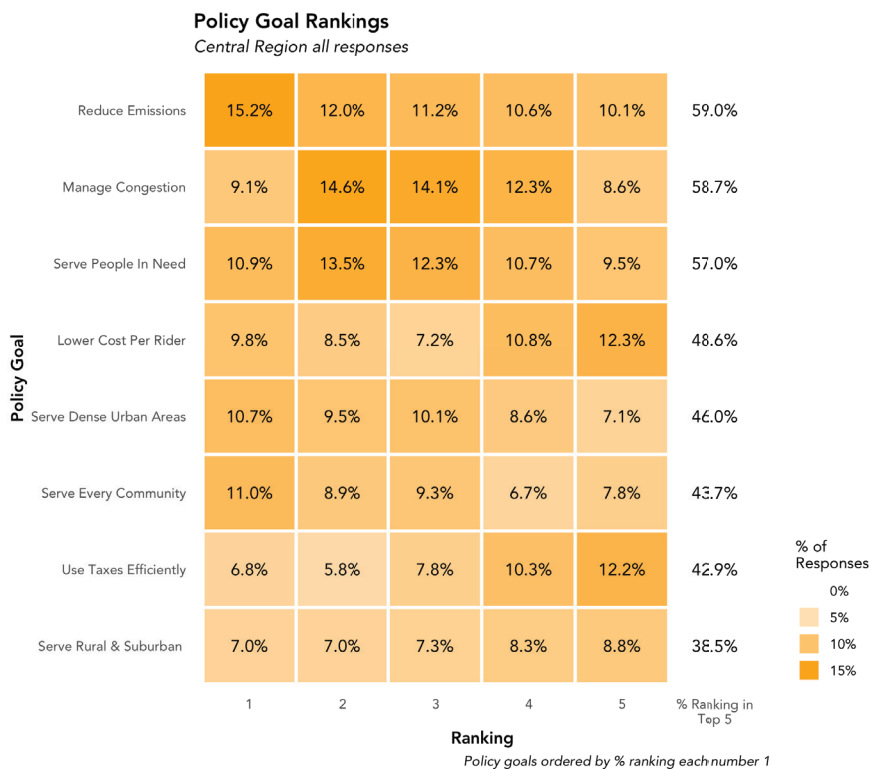
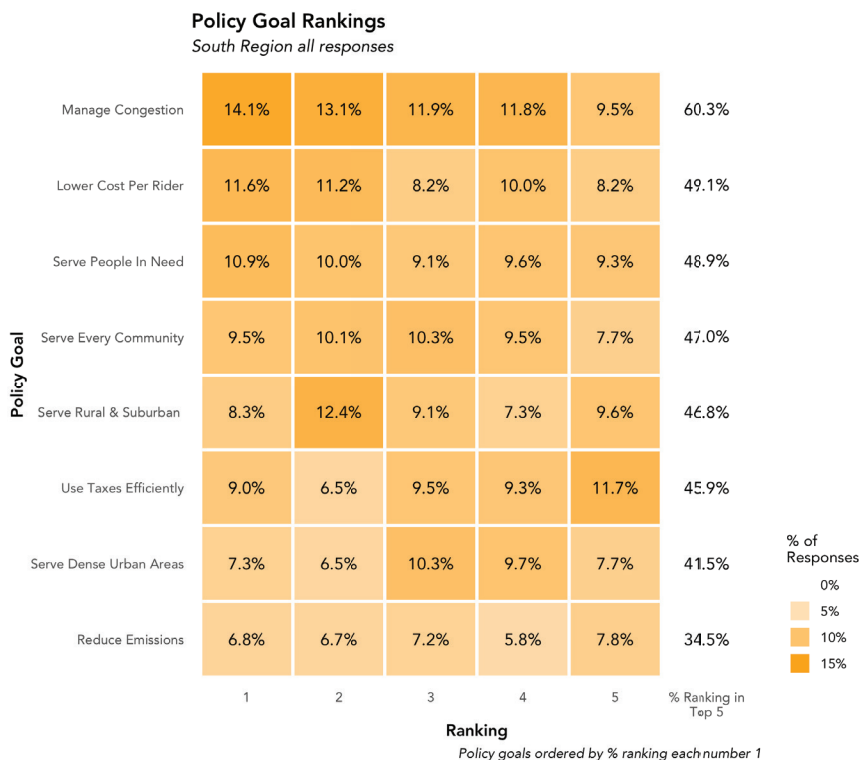


Figure 8: Policy Goal Rankings - South Region



included in top 5)

- Lower Cost Per Rider (49.1%)
- Serve People In Need (48.9%)
- Serve Every Community (47%)
- Serve Rural & Suburban (46.8%)

The most common goal ranked #1 was “Manage Congestion”, which was the top priority for 14.1% of South region respondents.

Balance of Service with Existing Resources

The second question asked respondents to share their opinion on the division of UTA’s bus service resources between the ridership and coverage goals. Respondents selected a position on a scale from 100% ridership / 0% coverage to 0% ridership / 100% coverage. This scale marked the current resource split; if they wanted to make changes, participants could “turn the dial” either towards a greater focus on ridership or on coverage.

North Region

In the Northern region of the network, respondents generally suggested a move towards a greater focus on ridership. The median response was 50% ridership / 50% coverage; this was also the most common response, with 21% of respondents selecting this option. About 57% of respondents selected an option with a greater focus on ridership than today. Only about 20% of respondents chose an option with an increased coverage focus.

Central Region

In the Central region, the most common choice was to maintain the existing balance of service; 22% of respondents selected this option. The remaining 78% were highly polarized on whether the balance should be focused more on coverage or ridership services. As a result, the median and weighted mean responses are effectively identical

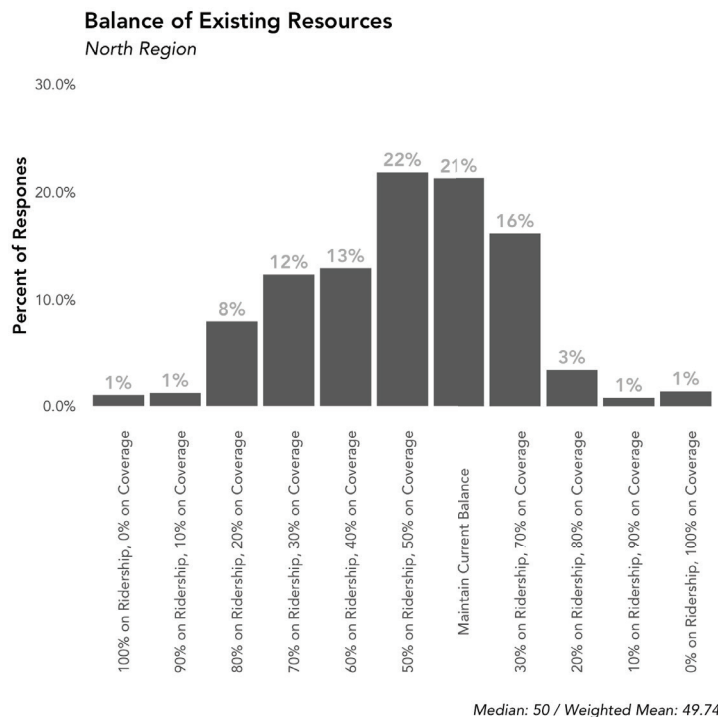


Figure 11: Balance of Service with Existing Resources - North

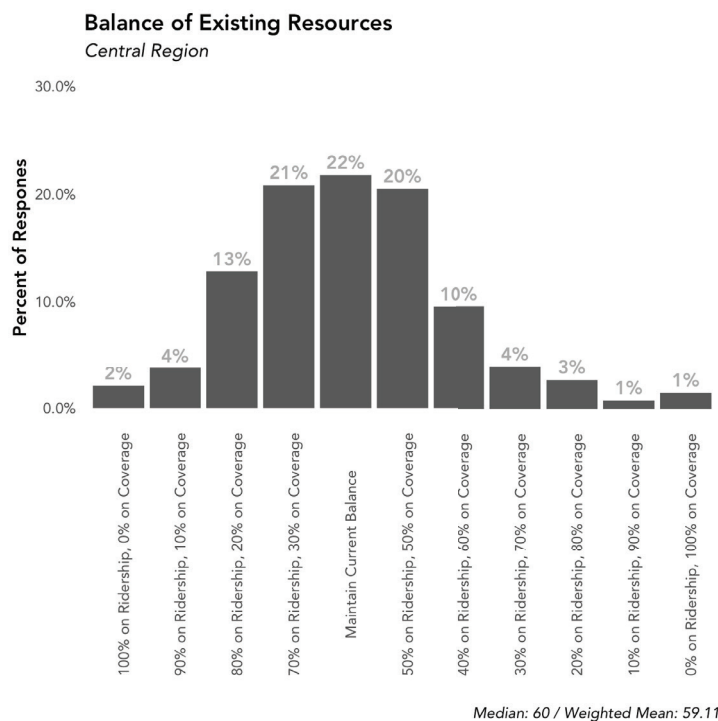


Figure 10: Balance of Service with Existing Resources - Central

to the current balance.

While opinion was polarized on this question, few respondents opted to turn the dial further than two “clicks”- only 15% of responses advocated for a balance of service that was outside of the range between an 80/20 and 40/60 split. The next two most common responses were 70/30 and 50/50 (21% and 20% respectively), which imply a slightly greater focus on ridership or coverage, but not a dramatic reallocation of service.

South Region

In the Southern region of the network, the median response with existing resources was to maintain the current balance, 60% ridership / 40% coverage, which was also the most common response at 27%. 73% of respondents did advocate for changing the balance; about 34% voted to move towards ridership and 40% towards coverage. While more respondents who changed the balance from today voted to move towards coverage, the median response to the survey is the existing balance of service.

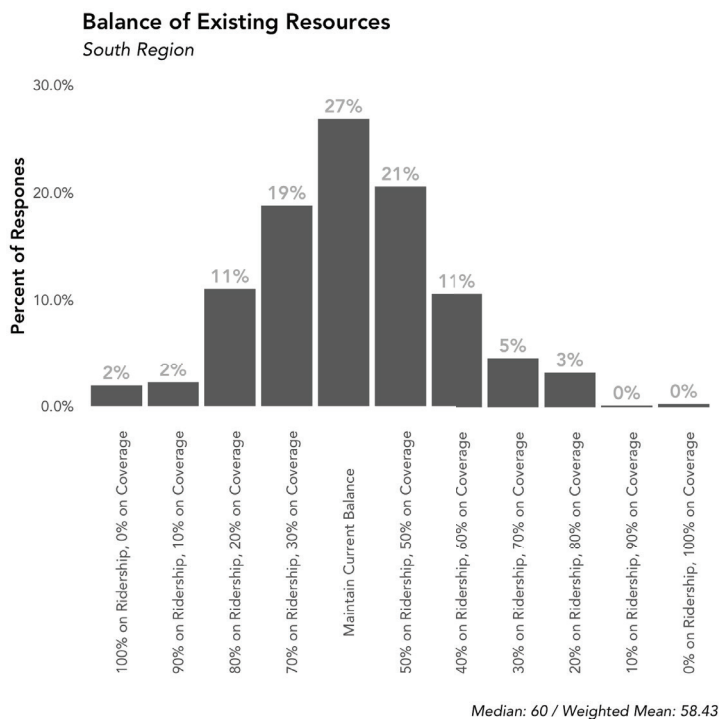


Figure 12: Balance of Service with Existing Resources - South

Balance of Service with Additional Resources

The third question asked the same question, but this time about how additional transit service resources should be invested, should they become available.

Note that this question is currently hypothetical for the North and South regions. In the Central region, this question has additional importance, because there are additional funds for transit that will be come available in the near future through the new “Fourth Quarter” sales tax increment.

North Region

In the North region, where the existing balance of service is approximately 40% ridership, 60% coverage, the median response was to allocate (hypothetical) future transit service resources with a greater focus on the ridership goal. The median

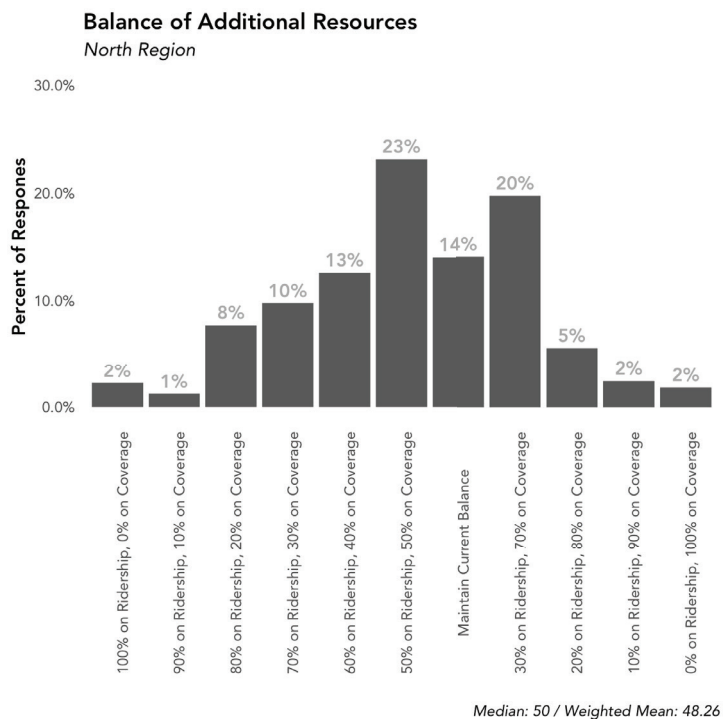


Figure 13: Balance of Service with Additional Resources - North

response was 50% ridership / 50% coverage, and 57% of all North region respondents shifted the balance of additional resources towards ridership to some degree.

Central Region

Responses in the Central region were also highly polarized around the split for additional transit resources. 88% of respondents opted to change the balance, with 38% shifting towards ridership, and 47% shifting towards coverage. The median response is 60% ridership, 40% coverage, the same as today's balance.

South Region

In the South region, the median response from participants suggested a greater focus on coverage. The median response was 50% ridership / 50% coverage, compared to the existing 60% ridership / 40% coverage split. With additional resources, about 29% of respondents shifted the balance towards ridership, while 54% shifted it towards more coverage.

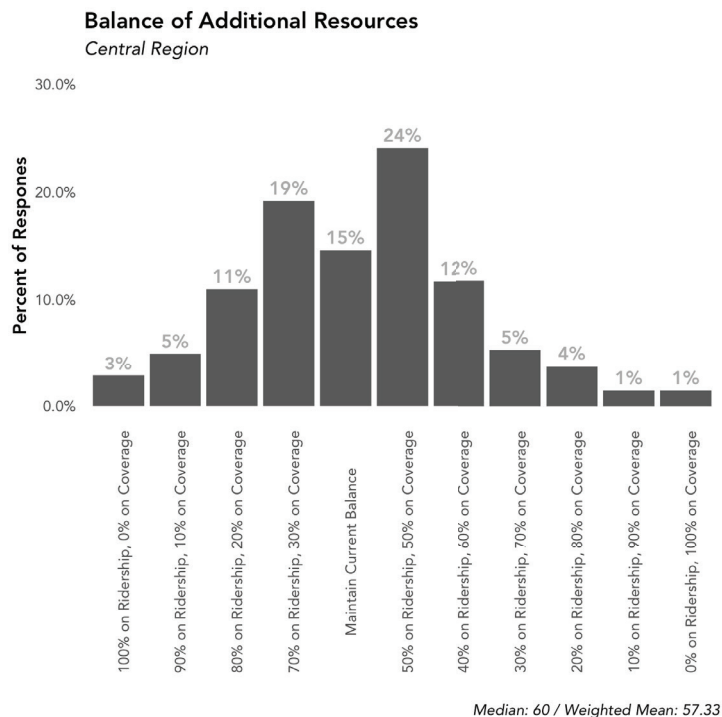


Figure 14: Balance of Service with Additional Resources - Central

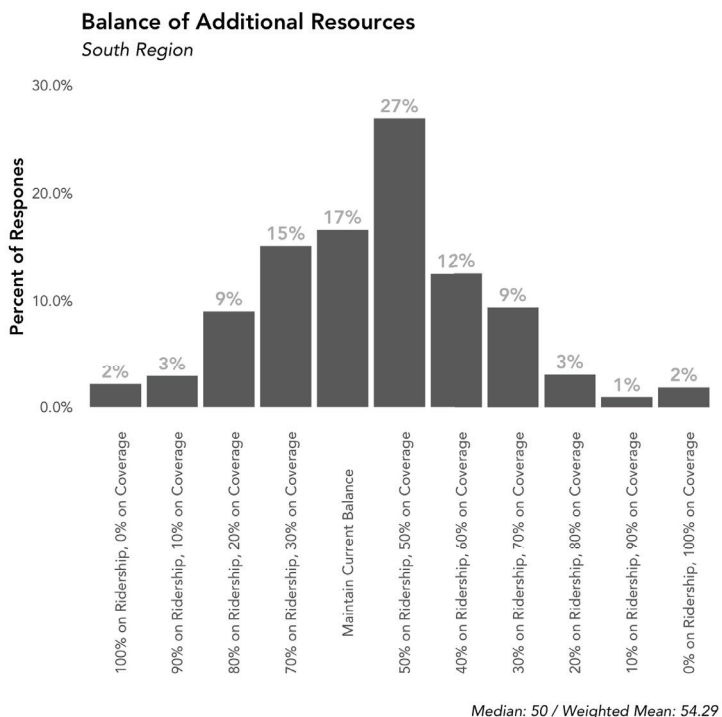


Figure 15: Balance of Service with Additional Resources - South

Community Leader Workshops

A series of four workshops were held throughout UTA's service area. Jarrett Walker & Associates facilitated these workshops to inform community leaders and gather their feedback on the balance between ridership and coverage.

- The Box Elder, Davis, and Weber County area had one workshop in Clearfield with 28 attendees.
- The Salt Lake County and Tooele County area had two workshops, with 35 attendees at the South Salt Lake event and 25 at the West Jordan event.
- Utah County had one workshop in Provo with 26 attendees.

The community leaders that were invited to attend the workshops included staff representing city and county government, NGO's, and community organizations.

Each of the four Community Leader Workshops included two major activities:

- An interactive planning game called "Prairieville", which is designed to teach people who are not experts in transit about the tools and tradeoffs of transit planning, so that they are able to share their opinions with the benefit of a greater degree of expertise.
- A set of anonymous polling questions focused on the major themes of this study. This activity used clicker polling devices to ask the community leaders about questions like the appropriate balance of resources between ridership and coverage goals in their region.

Community Leader Polling Results

The major input to the Service Choices process produced by these workshops are the results of the polling questions.

The relevant questions were the following (several other polling questions were asked to familiarize participants with the devices, and as part of the educational planning game):

- With our existing transit resources, how much should we spend on ridership or coverage? (Multiple Choice)
- If we had additional funds for transit service, how should those funds be divided between ridership and coverage? (Multiple Choice)
- When we design coverage service, which of the following is the most important goal we should pursue? (Multiple Choice)
- When we design coverage service, which of the following is the SECOND most important goal we should pursue? (Multiple Choice)

Balance of Existing Resources

In all workshops, a majority of community leaders expressed a desire to change the balance of existing transit service resources towards a greater focus on ridership. Figure 16 on the next page charts the spread of opinion among stakeholders in each workshop on this question.

In the Northern region, because the existing balance of service is much more focused on coverage (40% Ridership / 60% Coverage), there was more of a spread of opinion among participants about how far to move towards ridership. While a smaller number of people in each workshop did vote in favor of adding coverage, this never exceeded 20% of participants.

In the Central and Southern regions, which both have an existing balance of service of approximately 60% ridership / 40% coverage, most

With our existing transit resources, how much should we spend on ridership or coverage? (Multiple Choice)

Responses by Region and Workshop

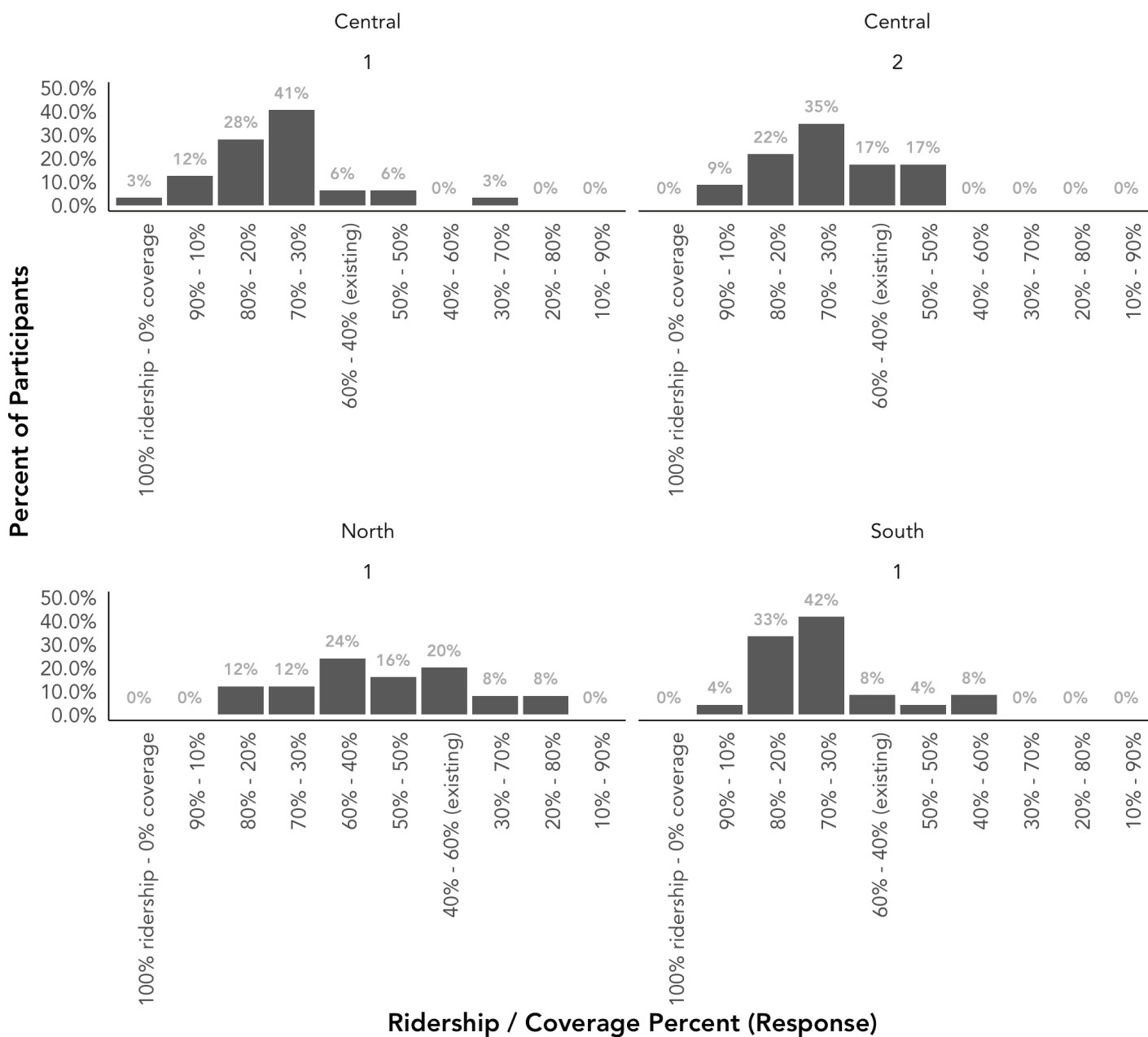


Figure 16: Community Leader Workshop Polling Results: With our existing transit resources, how much should we spend on ridership or coverage?

community leaders opted to turn the dial just one or two positions, to 70/30 or 80/20.

Balance of Additional Resources

In all workshops, a majority of community leaders told us that were new transit resources to become available, they should be focused on high-ridership services to a greater extent than are existing resources. When examining the results of the Community Leader Workshops, it's worth keeping in mind that participants were largely drawn from city and county staff, NGO's, and community organizations, who each had the benefit of a 1-hour educational activity, plus a presentation summarizing the Choices Report, when responding to these questions.

Figure 17 on page 27 charts the spread of opinion among community leaders on this question

North

Existing resources: 40% ridership / 60% coverage

While the North region currently has a much more coverage-focused network design than the Central and South regions, community leaders here too voted to move towards a greater focus on ridership.

The median response to the question of the ridership / coverage split was:

- With Existing Resources: 50% ridership / 50% coverage
- With (hypothetical) Additional Resources: 60% ridership / 40% coverage

Central

Existing resources: 60% ridership / 40% coverage

Central region workshop participants expressed a desire to move slightly further towards a more ridership-focused network with existing resources.

The median response to the question of the ridership / coverage split was:

- With Existing Resources: 70% ridership / 30% coverage
- With Additional Resources: 70% ridership / 30% coverage

South

Existing resources: 60% ridership / 40% coverage

The median response to the question of the ridership / coverage split was:

- With Existing Resources: 70% ridership / 30% coverage
- With (hypothetical) Additional Resources: 70% ridership / 30% coverage

If we had additional funds for transit service, how should those funds be divided between ridership and coverage? (Multiple Choice)

Responses by Region and Workshop

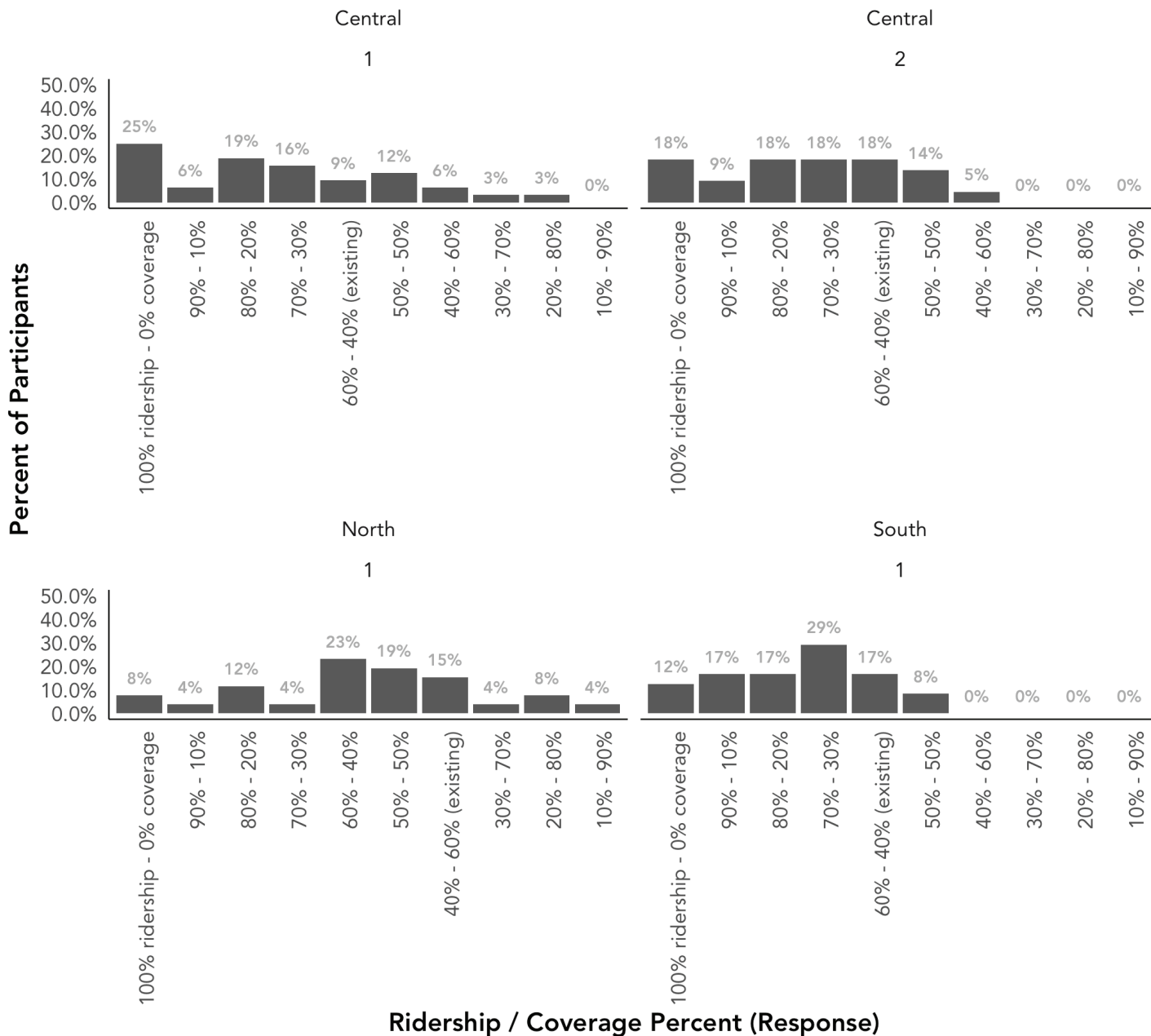


Figure 17: Community Leader Workshop Polling Results: If we had additional funds for transit resources, how should those funds be divided between ridership and coverage?

Coverage Priorities

The last two questions asked community leaders to share their top two priorities for coverage service. This is a simplified way of asking a similar question to that in the online public survey where respondents divided 10 points between three competing coverage purposes: responding to new development, service everyone who pays taxes, and serving people who have no alternative, including seniors and people with low incomes.

Figure 18 on page 29 shows the breakdown to coverage priority rankings from each workshop.

In each workshop in each region, the majority's top coverage purpose was to serve people who have no alternative. In the first central workshop, and in the north, this was overwhelmingly the case, with over 80% of participants selecting that option as their top priority.

In the second Central and the South workshops, community leader opinion on the top priority was split between serving people with no alternative, and responding to new development. In the second Central workshop, 35% of stakeholders ranked responding to new development as their top coverage priority. In the South workshop, 43% selected this opinion as their top priority.

Across all four workshops, few people selected serving all taxpayers at the number one or number two goal of coverage services. This coverage priority never garnered more than 12% of first place votes in any workshop, although 26% and 32% of participants did rank it as the number two priority in the first Central and South workshops.

When we design coverage service, which of the following is the most important goal we should pursue? (Multiple Choice)

Responses by Region and Workshop

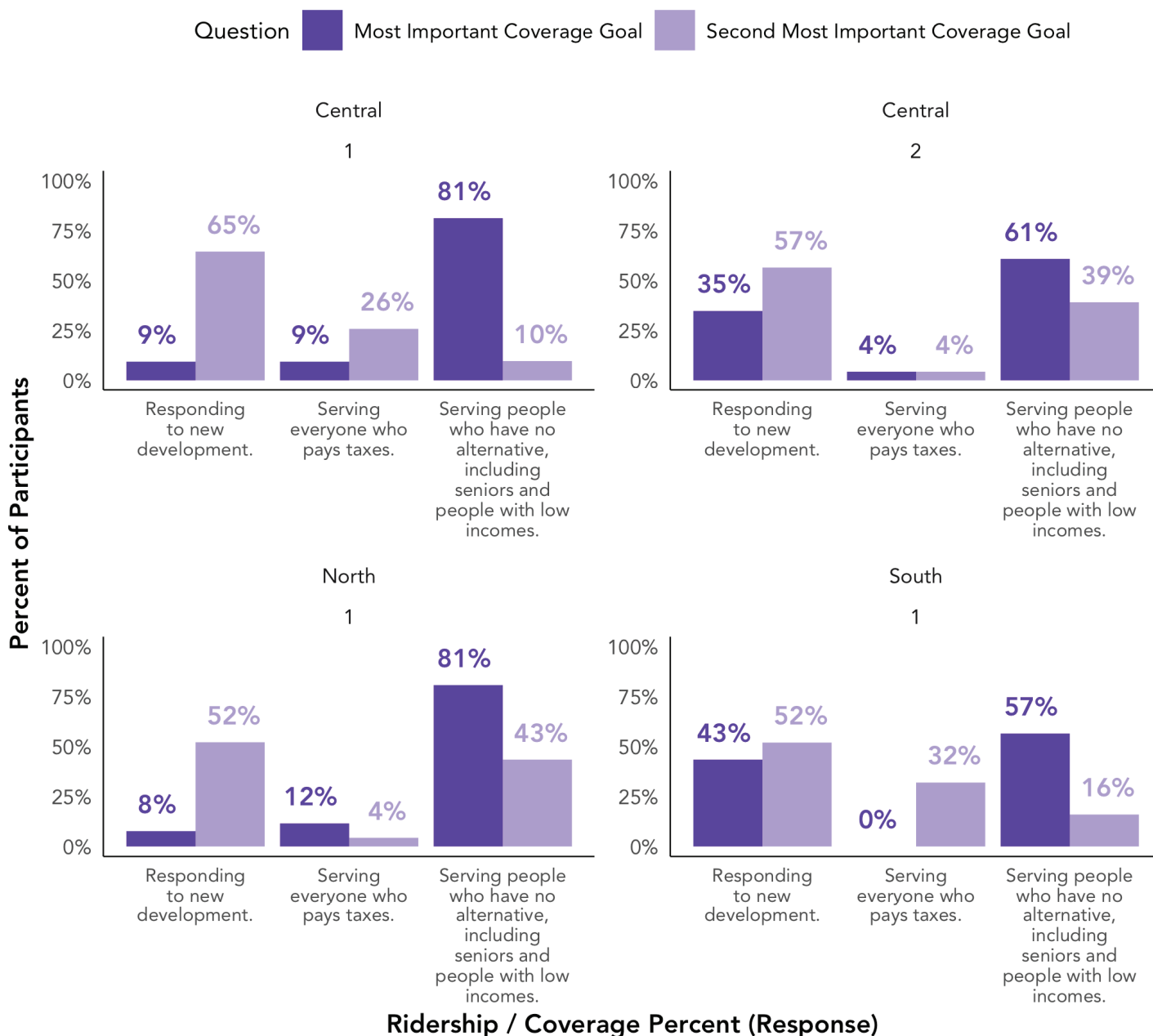


Figure 18: Community Leader Workshop Polling Results: When we design coverage service, which of the following is the most important goal we should pursue?

Appendix B: Demographic Profile

Who took our survey?

Three main optional demographic questions were asked at the end of the survey. Because these questions came after the main content questions, not every respondent filled out the demographic questionnaire.

This section provides an table of sampling rates for each demographic question, compared to the demographics of UTA's three business units as represented in the American Community Survey 5-Year Summary File.

Following each profile table, the main charts for the three key content questions (existing resources, additional resources and coverage priorities) are reproduced, with weighting applied to correct for over/undersampling.

The purpose of this analysis is to provide an idea of whether the major conclusions drawn from each question on the survey would differ if all residents of each region of the network took the survey, given what we know about the responses of those members of each group who did participate.

Normalizing in this way means that responses from participants that did not answer the demographic question are discarded, and then each remaining response is assigned a weight based on the degree to which the demographic group to which it belongs is over or underrepresented in the survey sample, compared to the general population of each business unit.

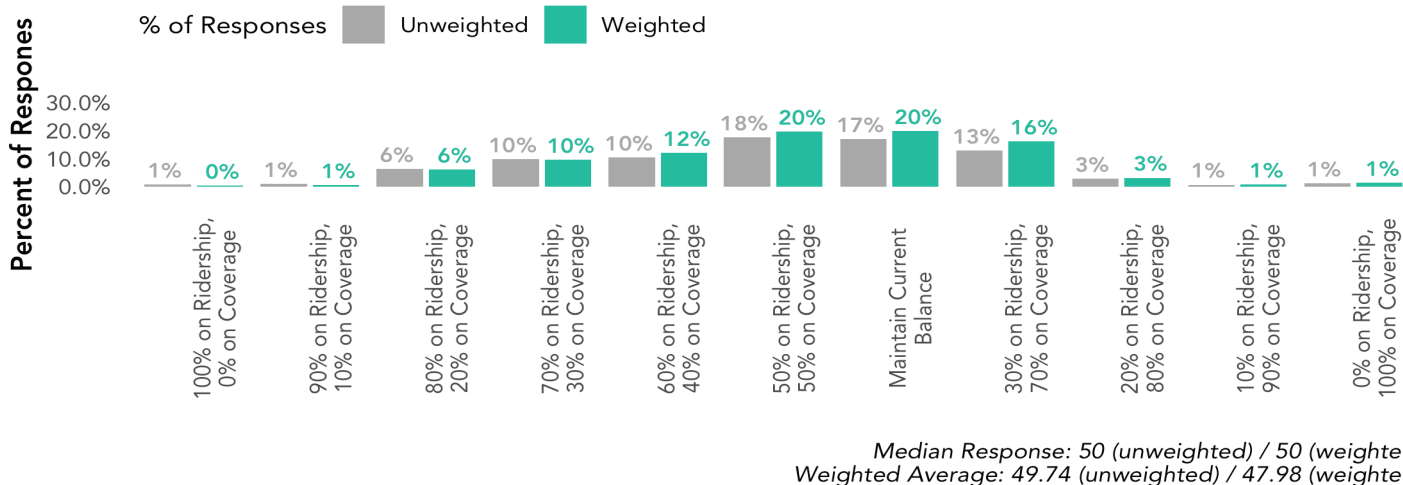
This section also includes charts similar to those shown for each of the three main survey questions comparing the weighted and unweighted median and weighted average response (expressed in terms of the ridership percentage on the ridership/coverage scale). In all cases, the weighted and unweighted median responses fall within the same 10% ridership/coverage split class, although the weighted average response does differ by an insignificant degree in each.

Race & Ethnicity

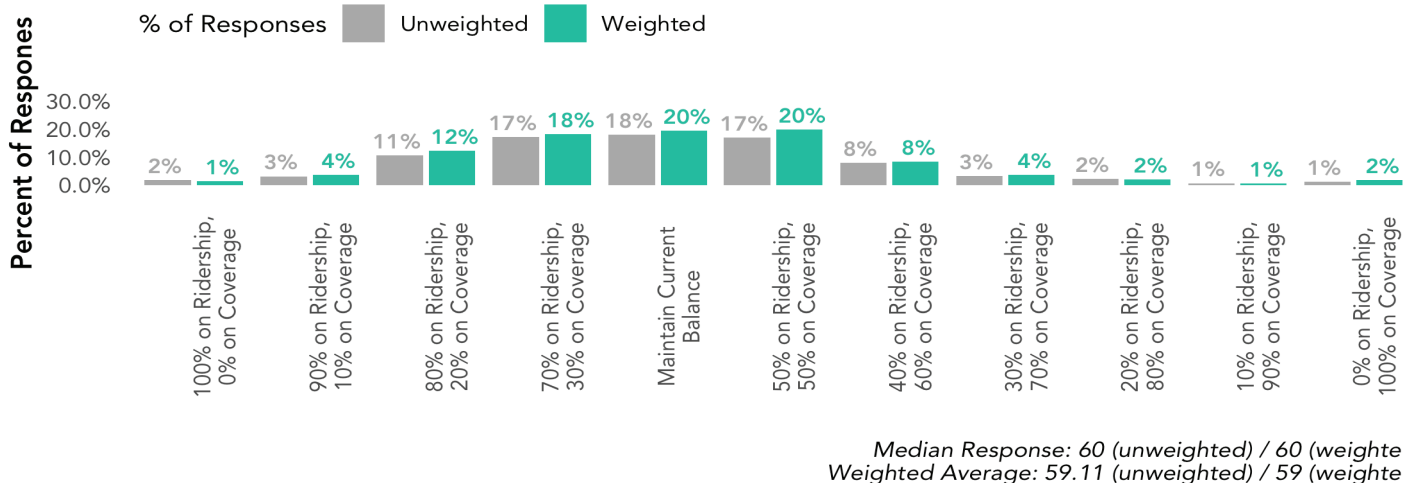
Response	Region	Population (ACS 2017 5-Year)		Sample (UTA Service Choices Survey)		Over/ Under Sample
		Count	% of total	Count	Response	
American Indian or Alaska Native	North	3013	0.5%	0	0%	-
Asian or Asian American	North	9276	1%	5	1%	67%
Black or African American	North	6848	1%	4	1%	73%
Hispanic or Latino	North	79306	13%	19	4%	30%
Multiracial or another race	North	26870	4%	8	2%	37%
Native Hawaiian or other Pacific Islander	North	2647	0.4%	2	0%	94%
White or Caucasian	North	515740	82%	433	85%	104%
Asian or Asian American	Central	43095	4%	28	2%	56%
Black or African American	Central	18653	2%	9	1%	41%
Hispanic or Latino	Central	205844	18%	55	4%	23%
Multiracial or another race	Central	48962	4%	28	2%	49%
Native Hawaiian or other Pacific Islander	Central	16891	1%	5	0%	25%
White or Caucasian	Central	850377	73%	1157	85%	117%
American Indian or Alaska Native	South	2335	0.4%	3	0%	121%
Asian or Asian American	South	8400	1%	14	2%	158%
Black or African American	South	2995	1%	3	0%	95%
Hispanic or Latino	South	65539	11%	25	4%	36%
Multiracial or another race	South	19289	3%	7	1%	34%
Native Hawaiian or other Pacific Islander	South	4414	1%	1	0%	21%
White or Caucasian	South	478514	83%	522	86%	103%

Figure 19: UTA Service Choices Web Survey Sampling - Race & Ethnicity

Balance of Existing Resources North Region - Weighted by Race & Ethnicity



Balance of Existing Resources Central Region - Weighted by Race & Ethnicity



Balance of Existing Resources South Region - Weighted by Race & Ethnicity

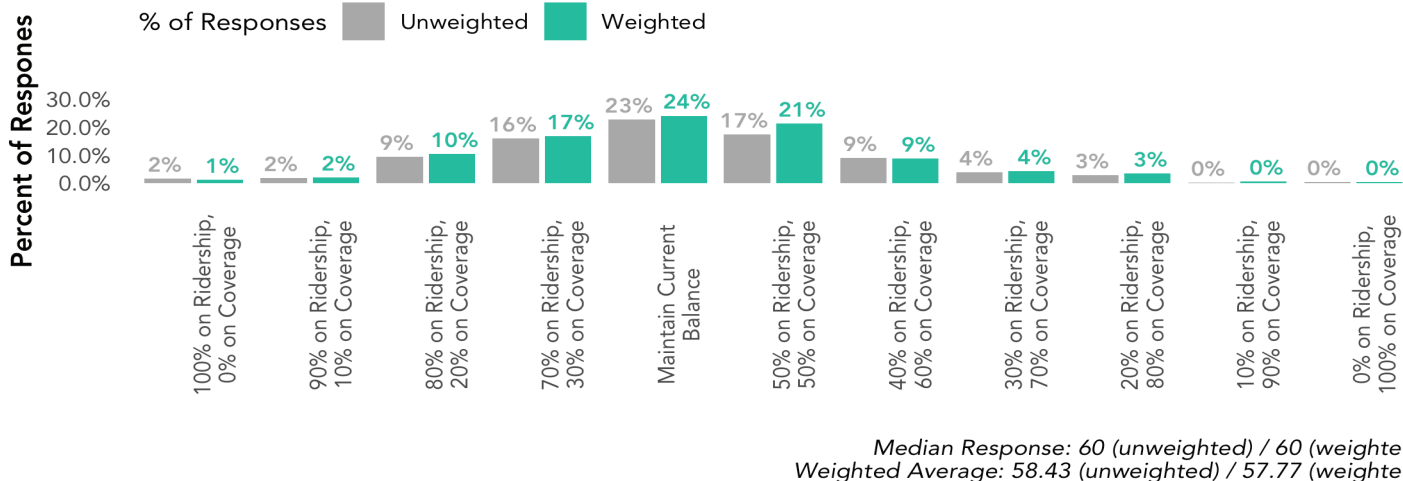
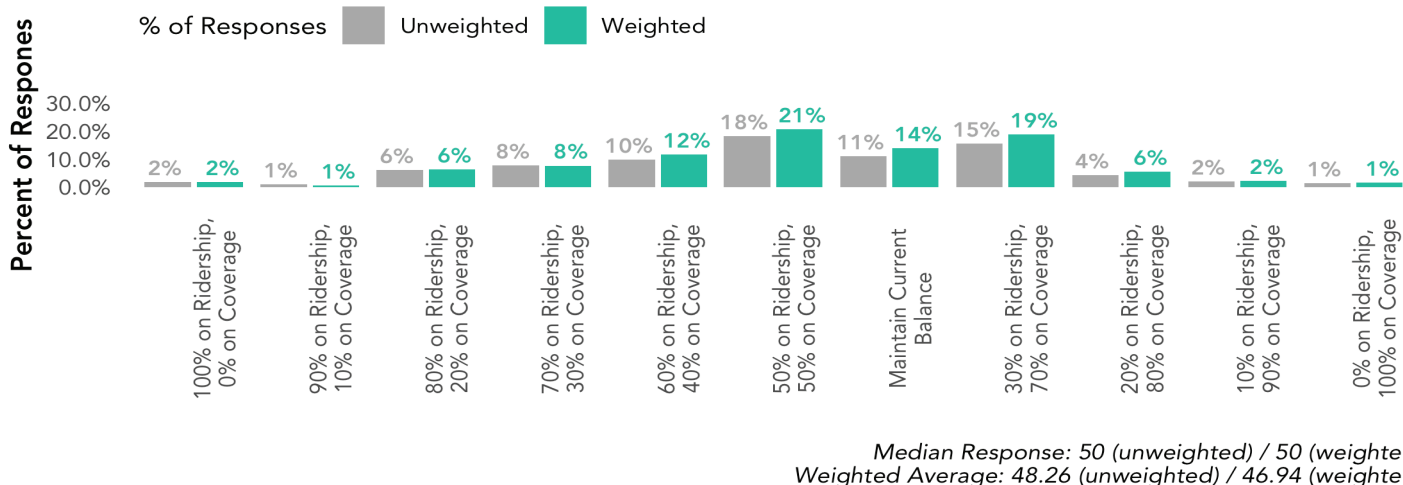
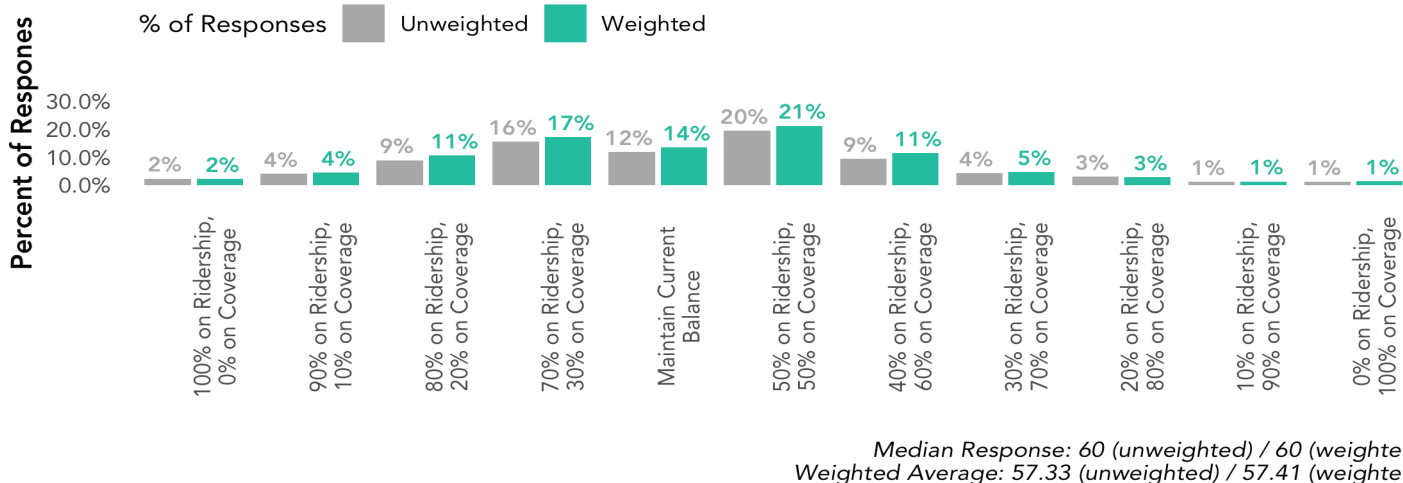


Figure 20: Balance of Existing Resources - Race & Ethnicity Weighting

Balance of Additional Resources North Region - Weighted by Race & Ethnicity



Balance of Additional Resources Central Region - Weighted by Race & Ethnicity



Balance of Additional Resources South Region - Weighted by Race & Ethnicity

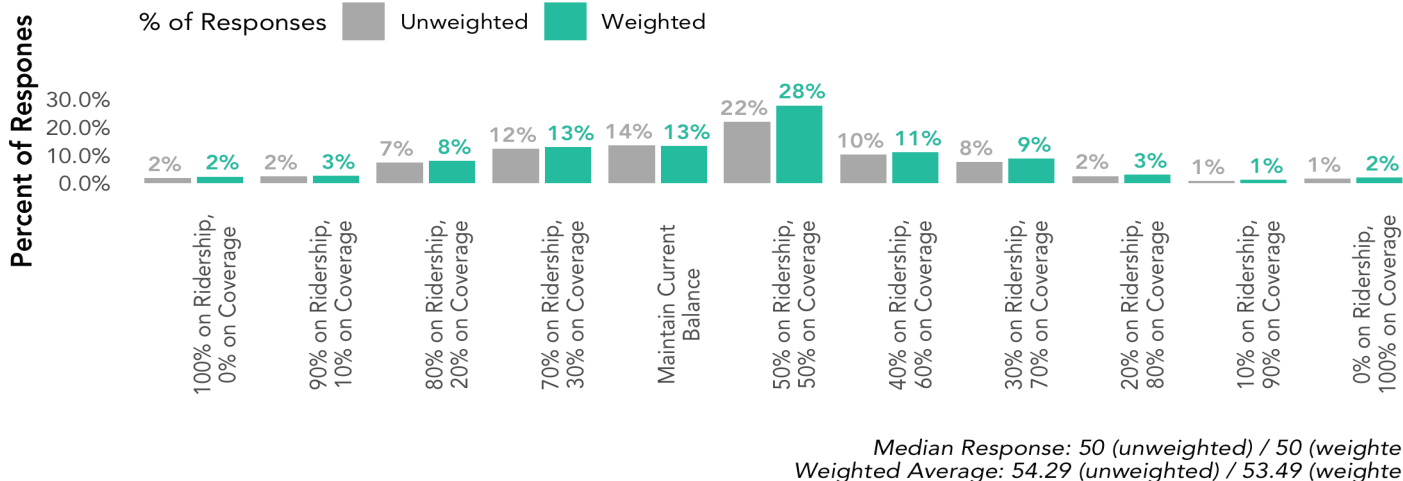


Figure 21: Balance of Additional Resources - Race & Ethnicity Weighting

Coverage Priority

Mean Coverage Priority Rank by Region - Weighted by Race & Ethnicity

% of Responses Unweighted Weighted

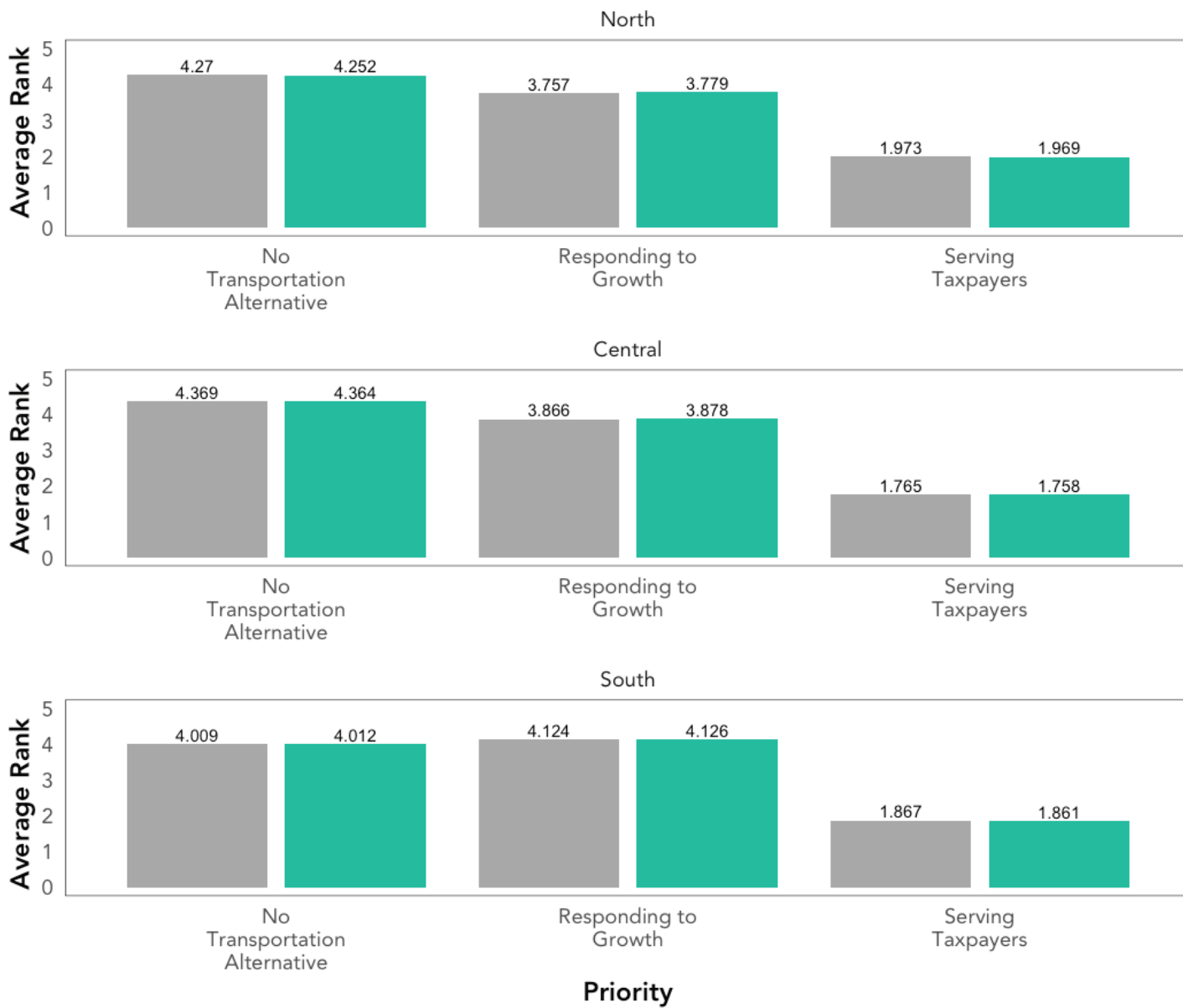


Figure 22: Coverage Priorities - Race & Ethnicity Weighting

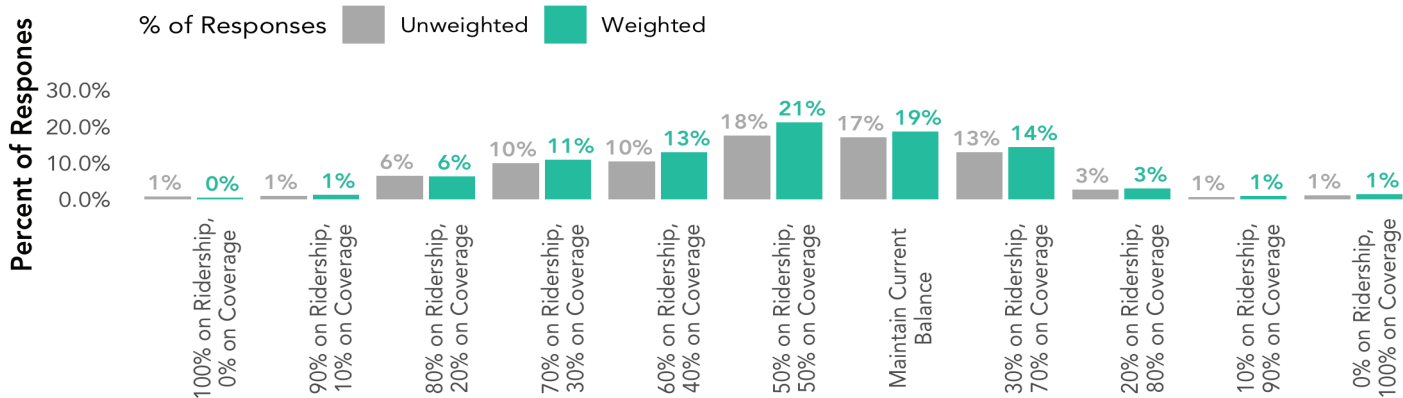
Income

Response	Region	Population (ACS 2017 5-Year)		Sample (UTA Service Choices Survey)		Over/ Under Sample
		Count	% of total	Count	Response	
Under 15000	North	14257	7%	14257	7%	119%
Between 15000 and 24999	North	12338	6%	12338	6%	80%
Between 25000 and 34999	North	15272	8%	15272	8%	59%
Between 35000 and 49999	North	25385	13%	25385	13%	95%
Between 50000 and 74999	North	43475	22%	43475	22%	93%
Between 75000 and 99999	North	33488	17%	33488	17%	117%
Between 100000 and 149000	North	35453	18%	35453	18%	112%
Between 150000 and 199999	North	12149	6%	12149	6%	105%
200000 or more	North	7938	4%	7938	4%	95%
Under 15000	Central	28384	7%	28384	7%	88%
Between 15000 and 24999	Central	26853	7%	26853	7%	93%
Between 25000 and 34999	Central	31188	8%	31188	8%	76%
Between 35000 and 49999	Central	47945	13%	47945	13%	74%
Between 50000 and 74999	Central	77552	20%	77552	20%	100%
Between 75000 and 99999	Central	57480	15%	57480	15%	119%
Between 100000 and 149000	Central	65074	17%	65074	17%	127%
Between 150000 and 199999	Central	24175	6%	24175	6%	104%
200000 or more	Central	23990	6%	23990	6%	82%
Under 15000	South	11363	7%	11363	7%	183%
Between 15000 and 24999	South	10896	7%	10896	7%	144%
Between 25000 and 34999	South	12609	8%	12609	8%	66%
Between 35000 and 49999	South	19925	13%	19925	13%	57%
Between 50000 and 74999	South	32222	21%	32222	21%	90%
Between 75000 and 99999	South	23972	15%	23972	15%	121%
Between 100000 and 149000	South	27397	18%	27397	18%	112%
Between 150000 and 199999	South	9496	6%	9496	6%	78%
200000 or more	South	7628	5%	7628	5%	43%

Figure 23: UTA Service Choices Web Survey Sampling - Income

Balance of Existing Resources

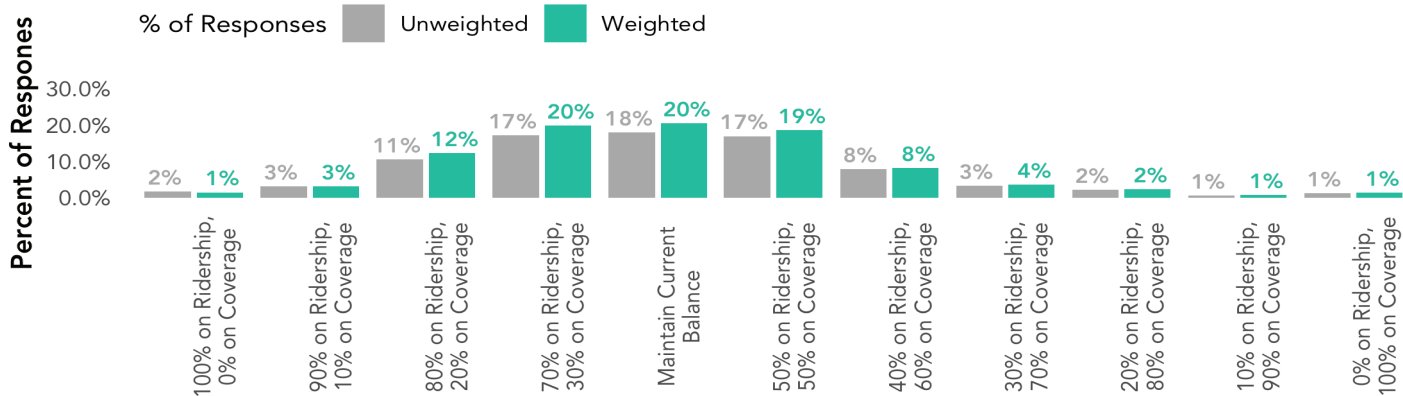
North Region - Weighted by Income



Median Response: 50 (unweighted) / 50 (weighted)
 Weighted Average: 49.74 (unweighted) / 49.32 (weighted)

Balance of Existing Resources

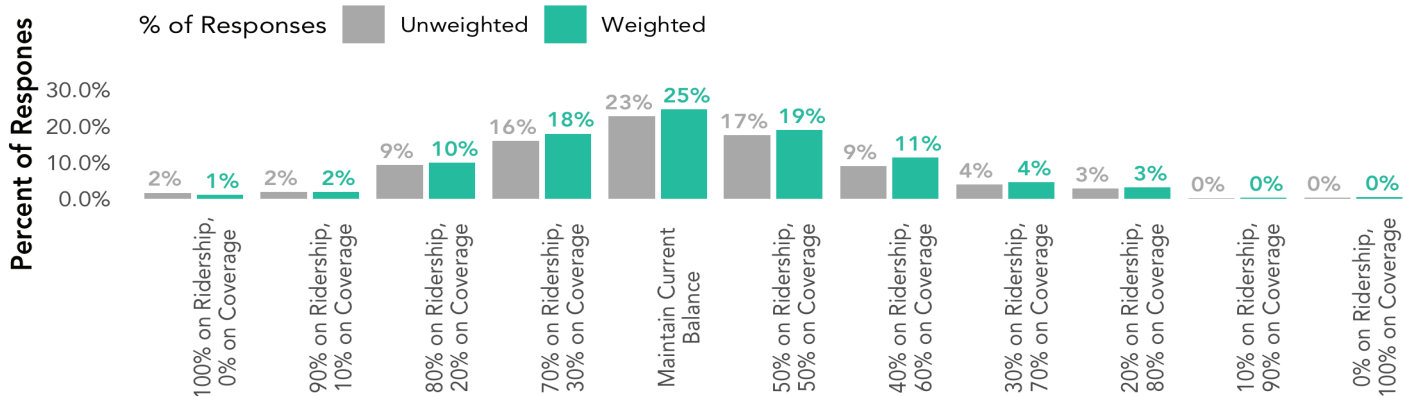
Central Region - Weighted by Income



Median Response: 60 (unweighted) / 60 (weighted)
 Weighted Average: 59.11 (unweighted) / 59.22 (weighted)

Balance of Existing Resources

South Region - Weighted by Income

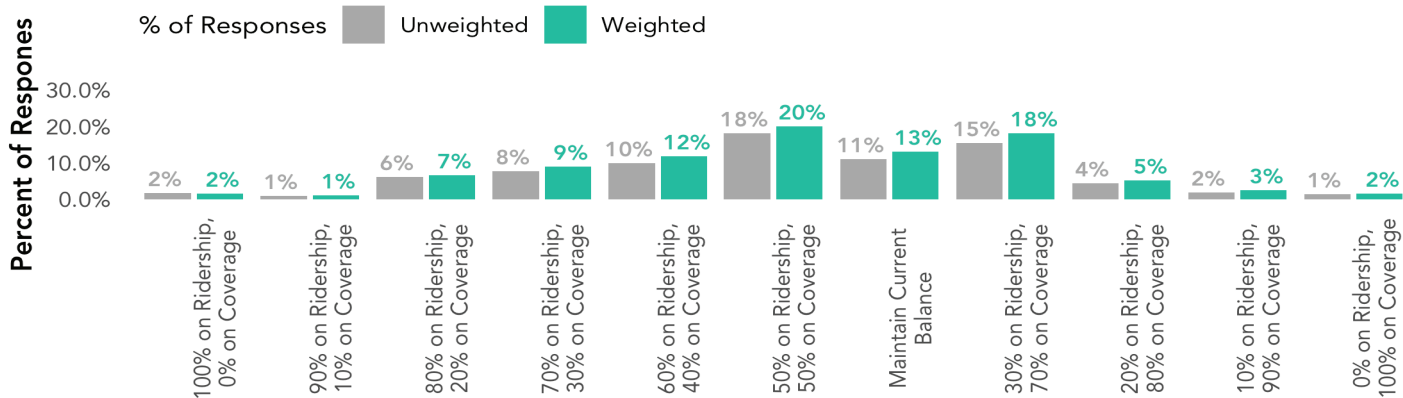


Median Response: 60 (unweighted) / 60 (weighted)
 Weighted Average: 58.43 (unweighted) / 57.54 (weighted)

Figure 24: Balance of Existing Resources - Income Weighting

Balance of Additional Resources

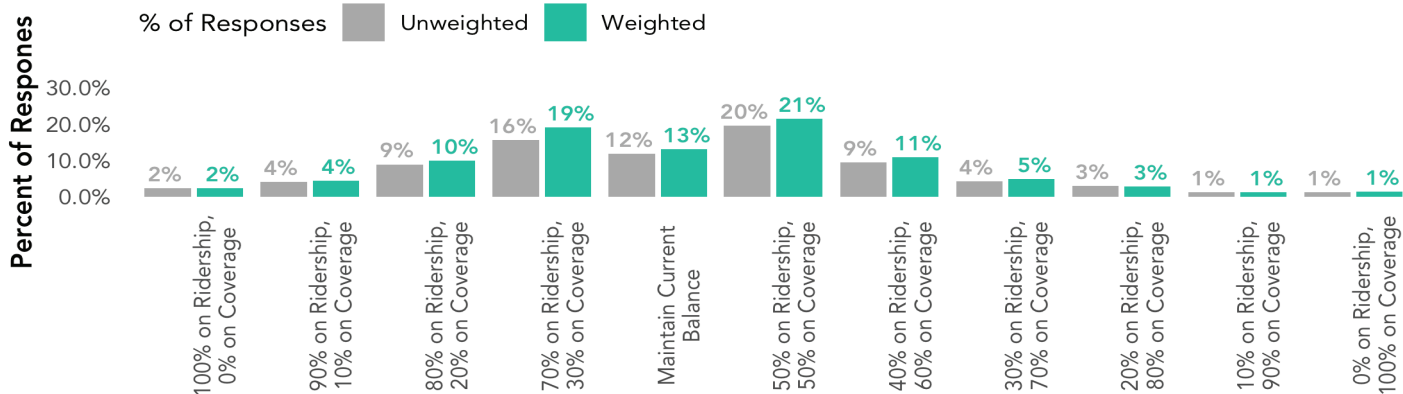
North Region - Weighted by Income



Median Response: 50 (unweighted) / 50 (weighted)
 Weighted Average: 48.26 (unweighted) / 47.62 (weighted)

Balance of Additional Resources

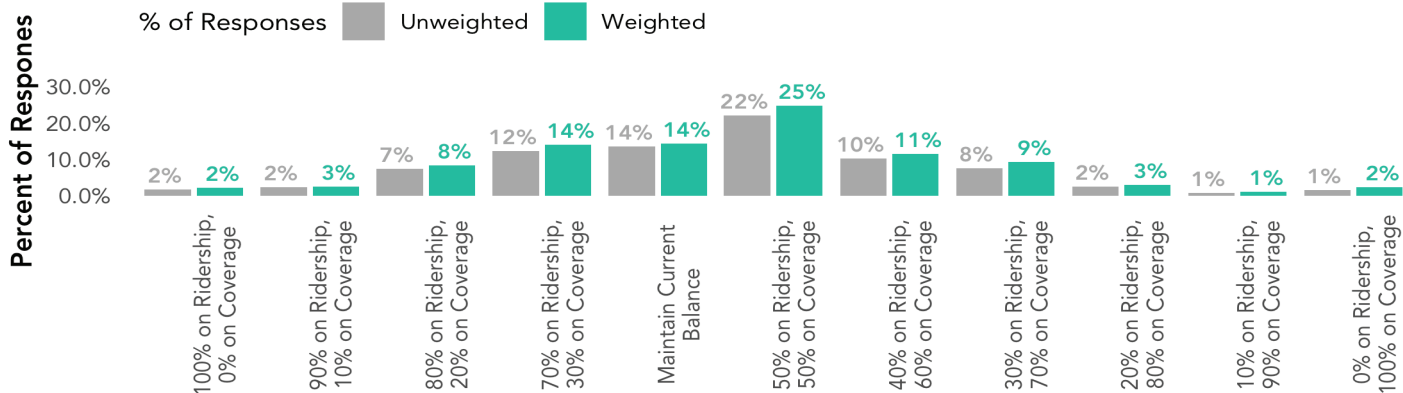
Central Region - Weighted by Income



Median Response: 60 (unweighted) / 60 (weighted)
 Weighted Average: 57.33 (unweighted) / 57.53 (weighted)

Balance of Additional Resources

South Region - Weighted by Income



Median Response: 50 (unweighted) / 50 (weighted)
 Weighted Average: 54.29 (unweighted) / 53.55 (weighted)

Figure 25: Balance of Additional Resources - Income Weighting

Coverage Priority

Mean Coverage Priority Rank by Region - Weighted by Income

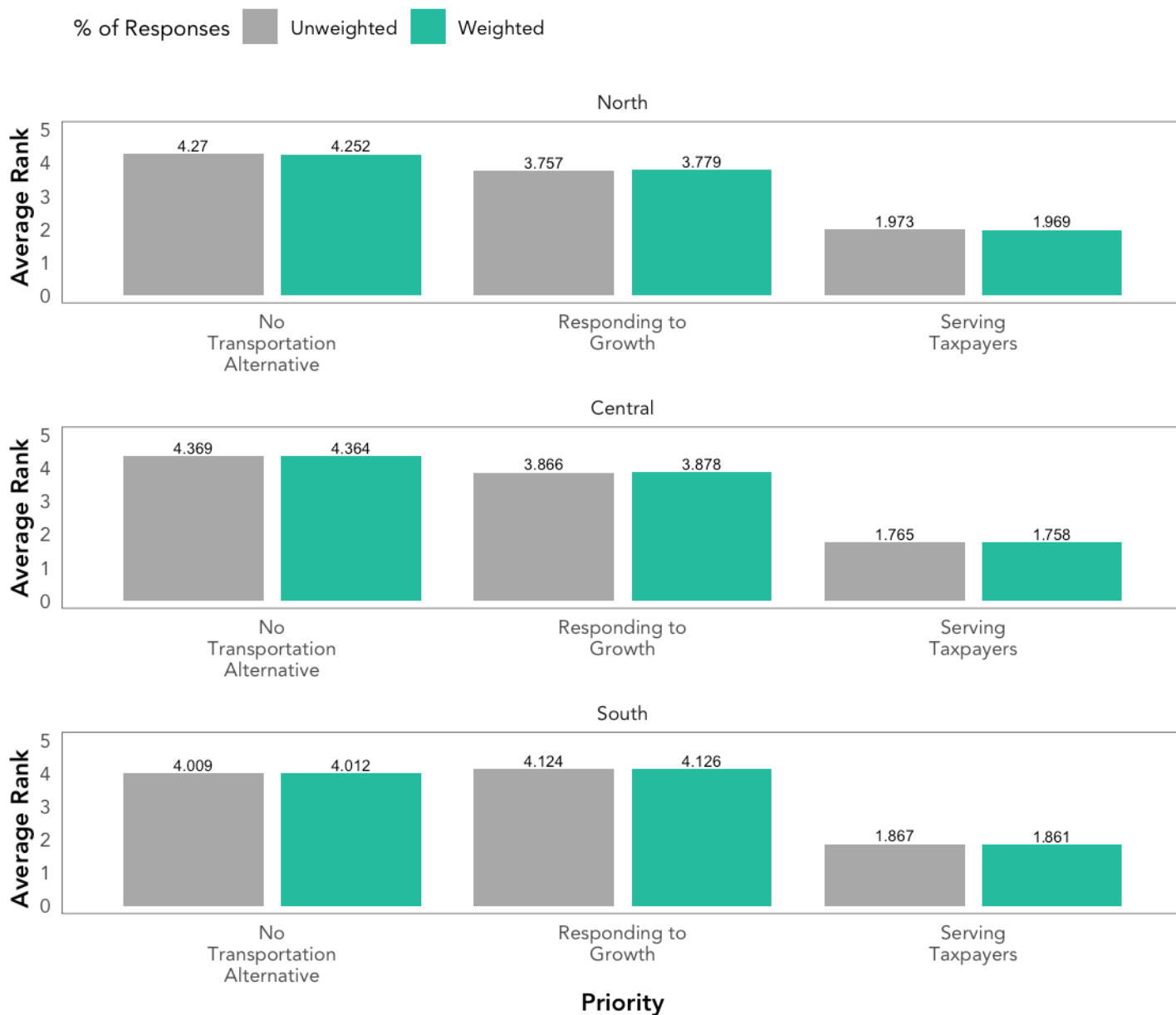


Figure 26: Coverage Priorities - Income Weighting

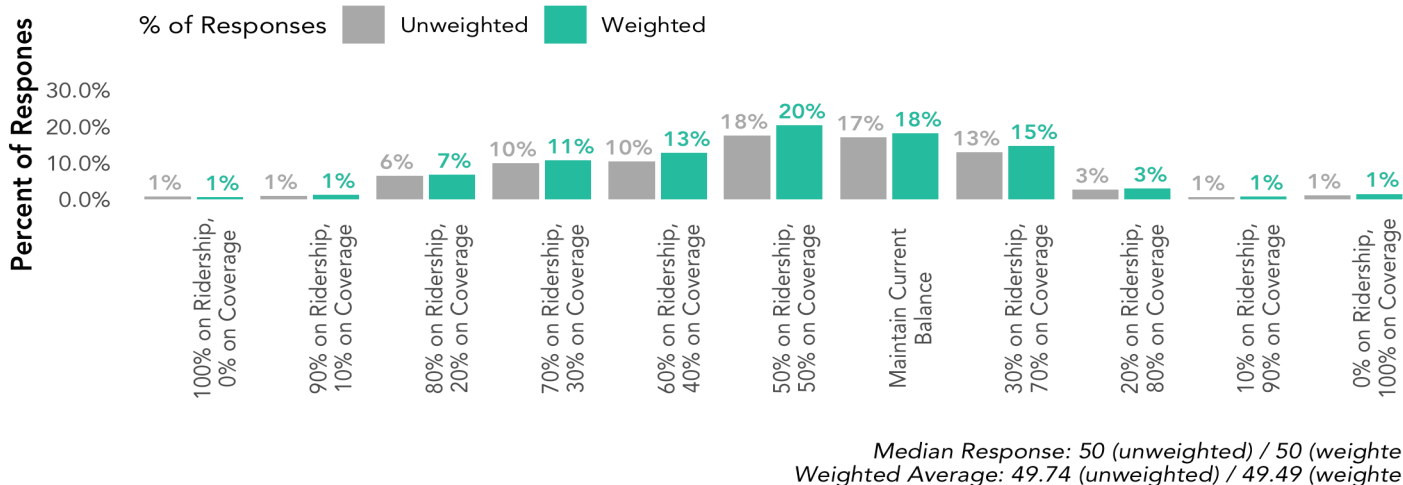
Vehicles Available in Household

Response	Region	Population (ACS 2017 5-Year)		Sample (UTA Service Choices Survey)		Over/ Under Sample
		Count	% of total	Count	Response	
0	North	8215	4%	29	6%	155%
1	North	44776	22%	106	23%	104%
2	North	84134	42%	212	46%	110%
3 or more	North	62630	31%	106	23%	74%
0	Central	19684	5%	133	11%	210%
1	Central	107678	28%	406	33%	117%
2	Central	157201	41%	490	40%	97%
3 or more	Central	98057	26%	194	16%	61%
0	South	4510	3%	41	7%	250%
1	South	32099	21%	175	31%	150%
2	South	69473	45%	247	44%	98%
3 or more	South	49582	32%	102	18%	57%

Figure 27: UTA Service Choices Web Survey Sampling - Vehicle Ownership

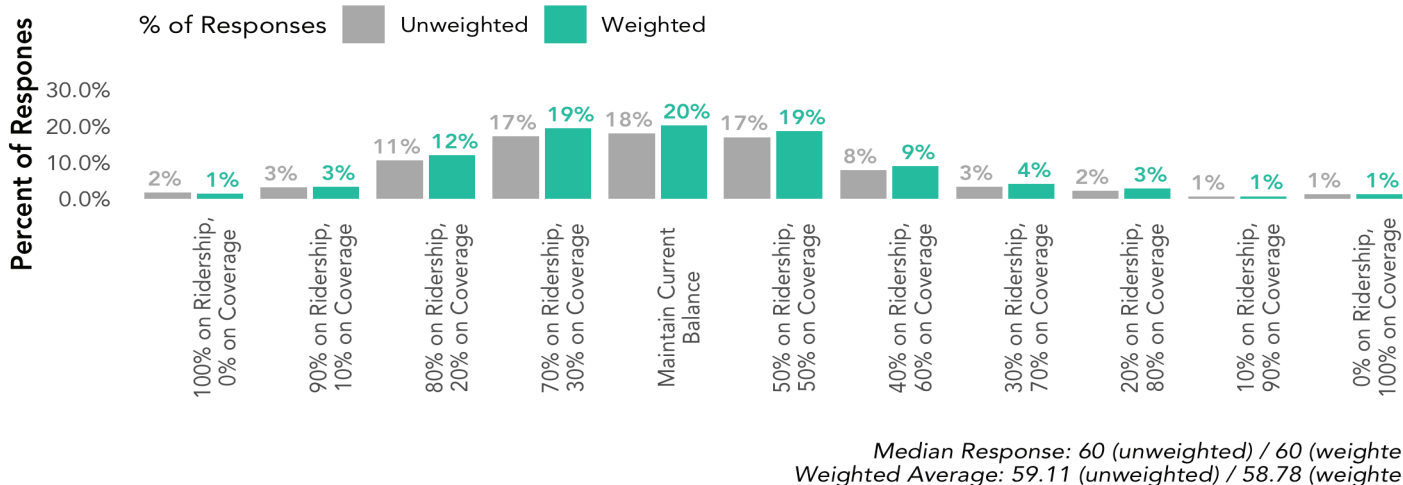
Balance of Existing Resources

North Region - Weighted by Vehicles Available



Balance of Existing Resources

Central Region - Weighted by Vehicles Available



Balance of Existing Resources

South Region - Weighted by Vehicles Available

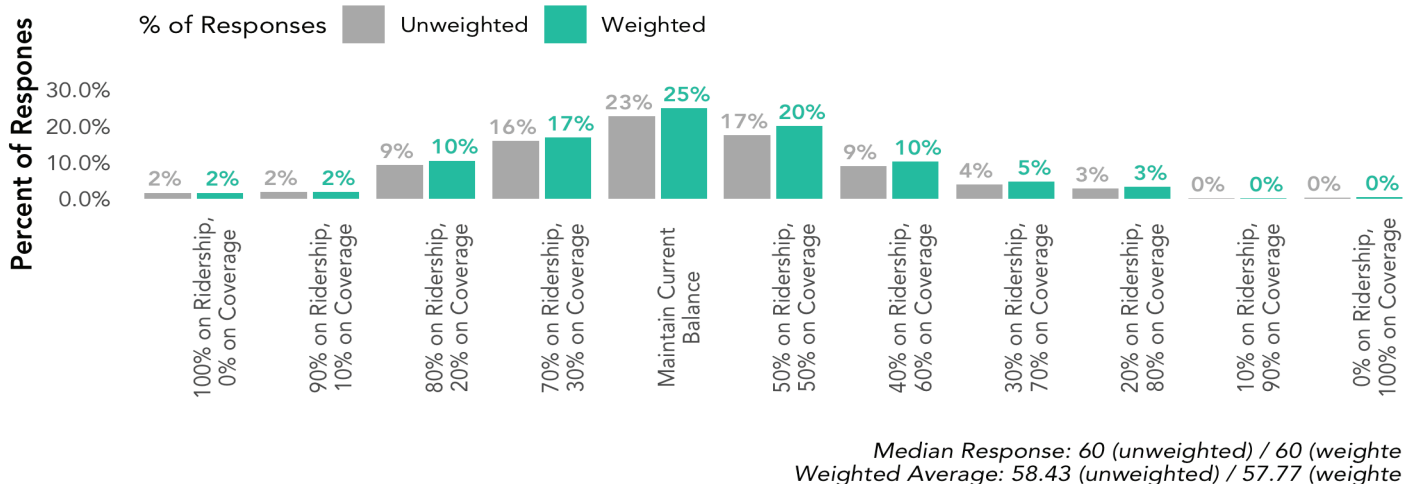
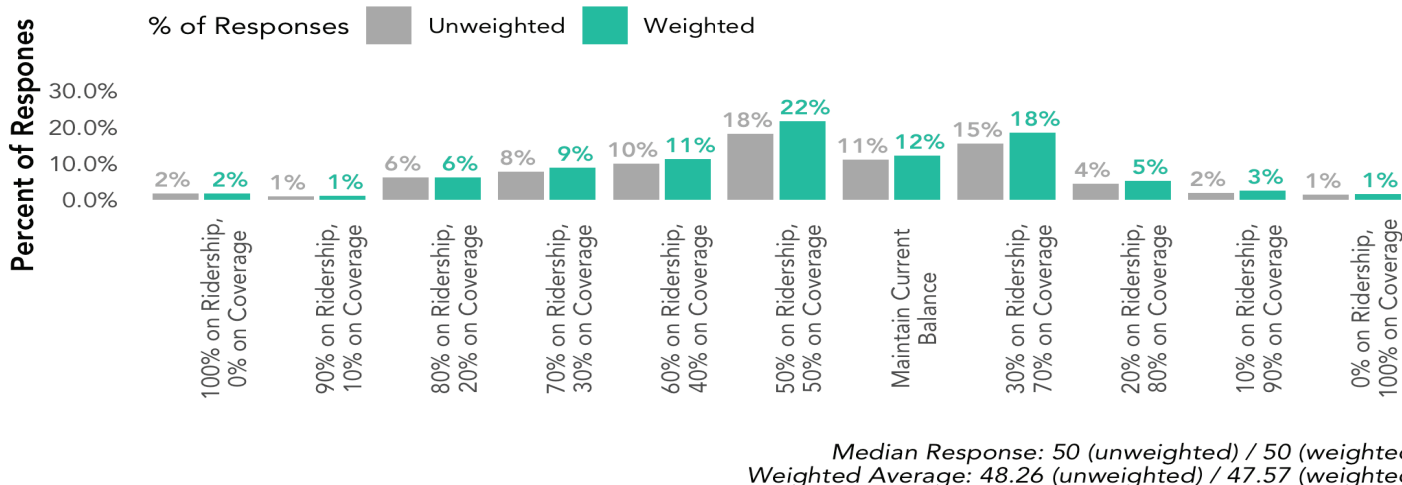
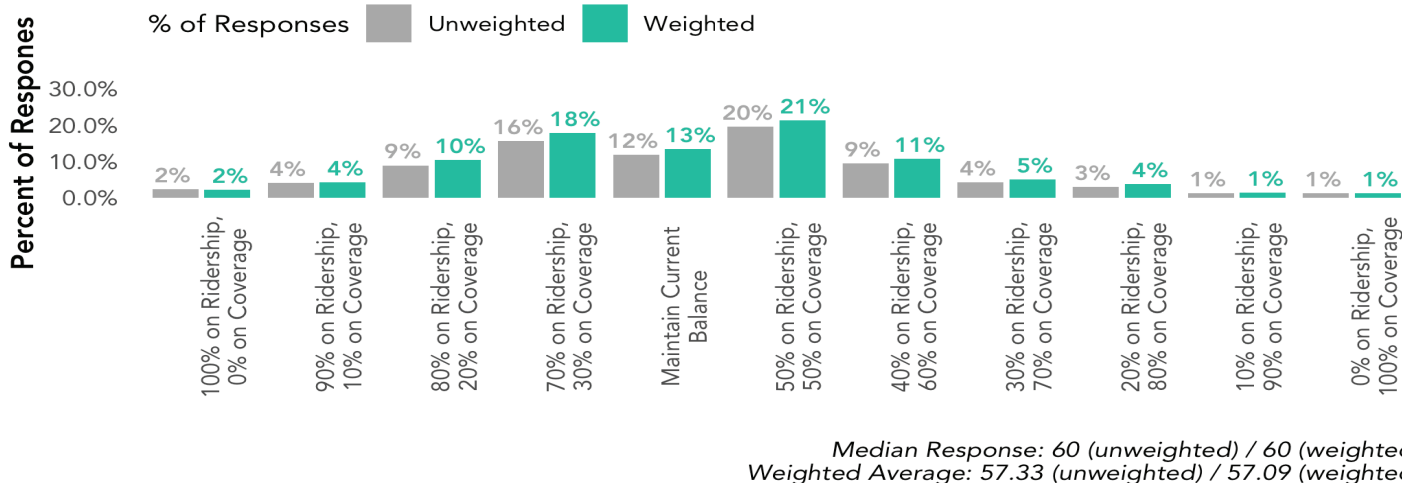


Figure 28: Balance of Existing Resources - Vehicles Available Weighting

Balance of Additional Resources North Region - Weighted by Vehicles Available



Balance of Additional Resources Central Region - Weighted by Vehicles Available



Balance of Additional Resources South Region - Weighted by Vehicles Available

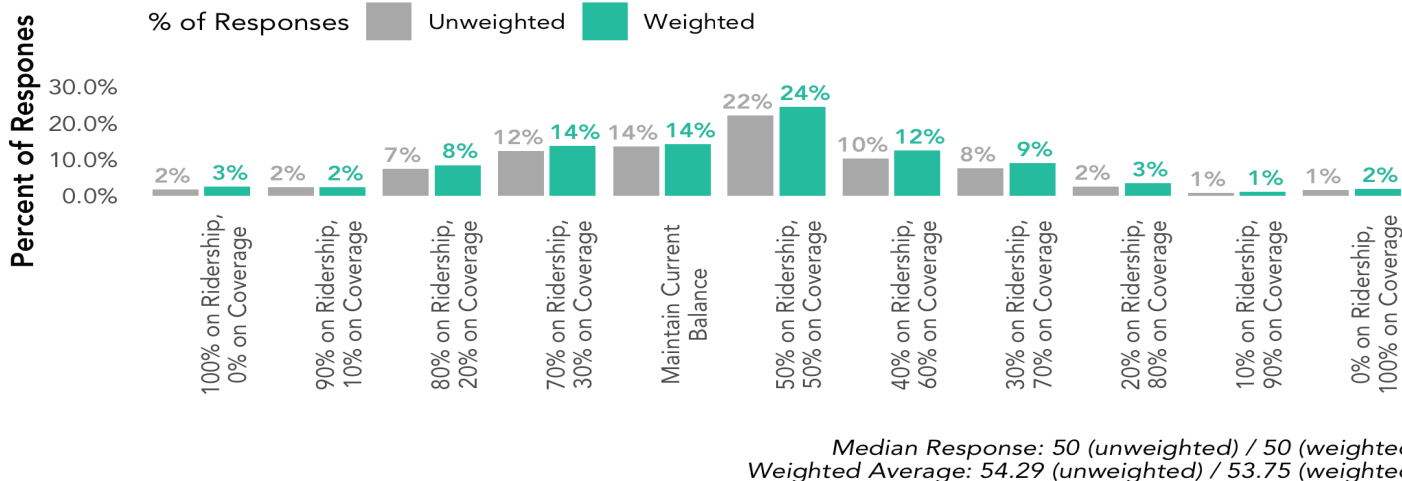


Figure 29: Balance of Additional Resources - Vehicles Available Weighting

Coverage Priority

Mean Coverage Priority Rank by Region - Weighted by Vehicles Available

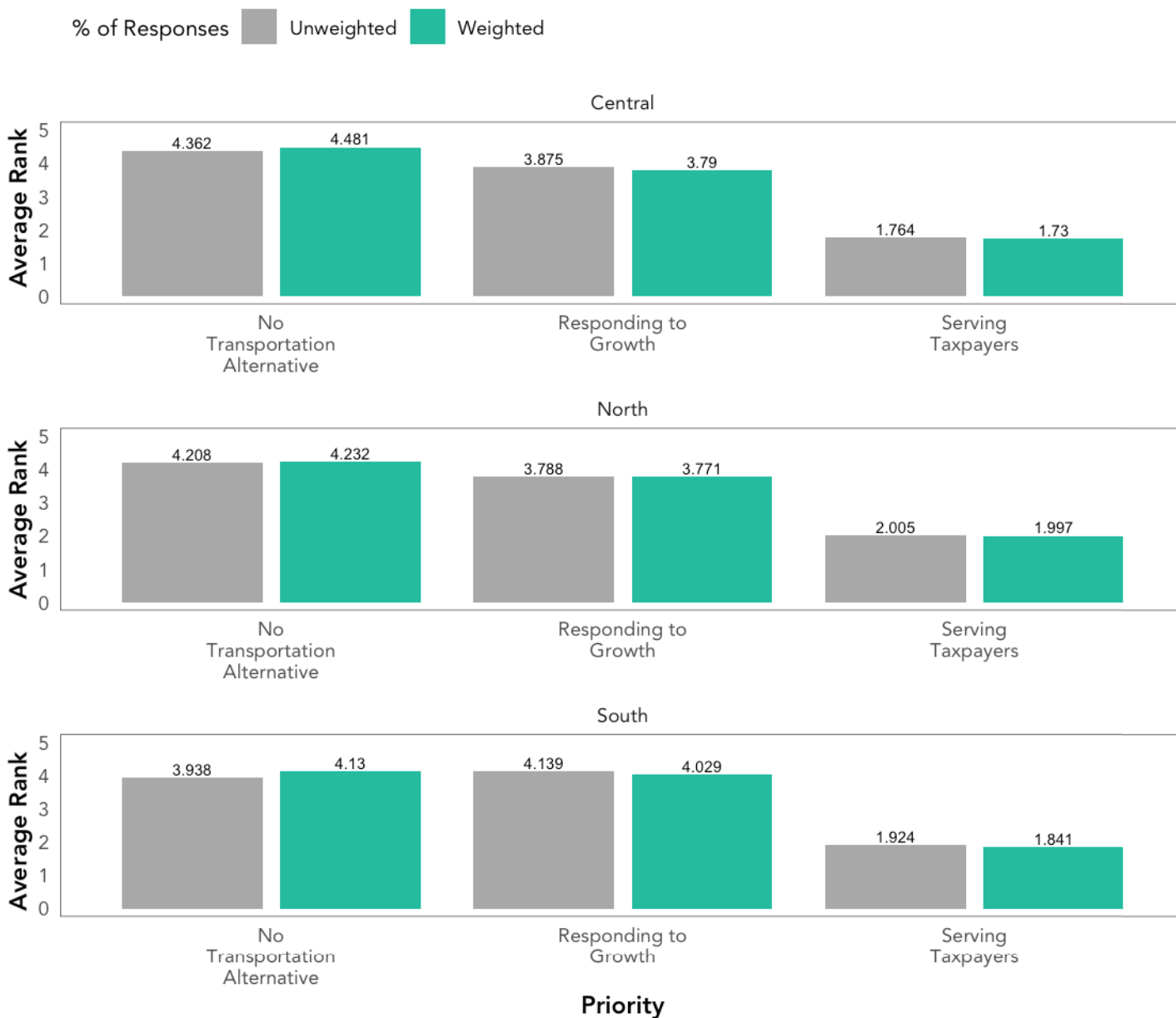


Figure 30: Coverage Priorities - Vehicles Available Weighting.

When weighted by vehicle ownership, the order of priorities in the South region changes so that “Service for People with No Transportation Alternative” is a slightly higher priority than “Responding to Growth”. However, the absolute value of the average scores are very close in both cases.

Appendix C: Geographic Distribution of Survey Responses

Where did our survey responses come from?

While people from each region of the network were able to take regionally-specific versions of the survey, we were also interested in which places within each region contributed more or fewer responses. To enable this, we asked respondents to provide their zip code, which could be used in combination with Census data on population by zip code to for later geographic normalization.

The maps on the next two pages show where survey results originated from, and where the sampling rates were highest (the % of each zip codes' population which completed the survey).

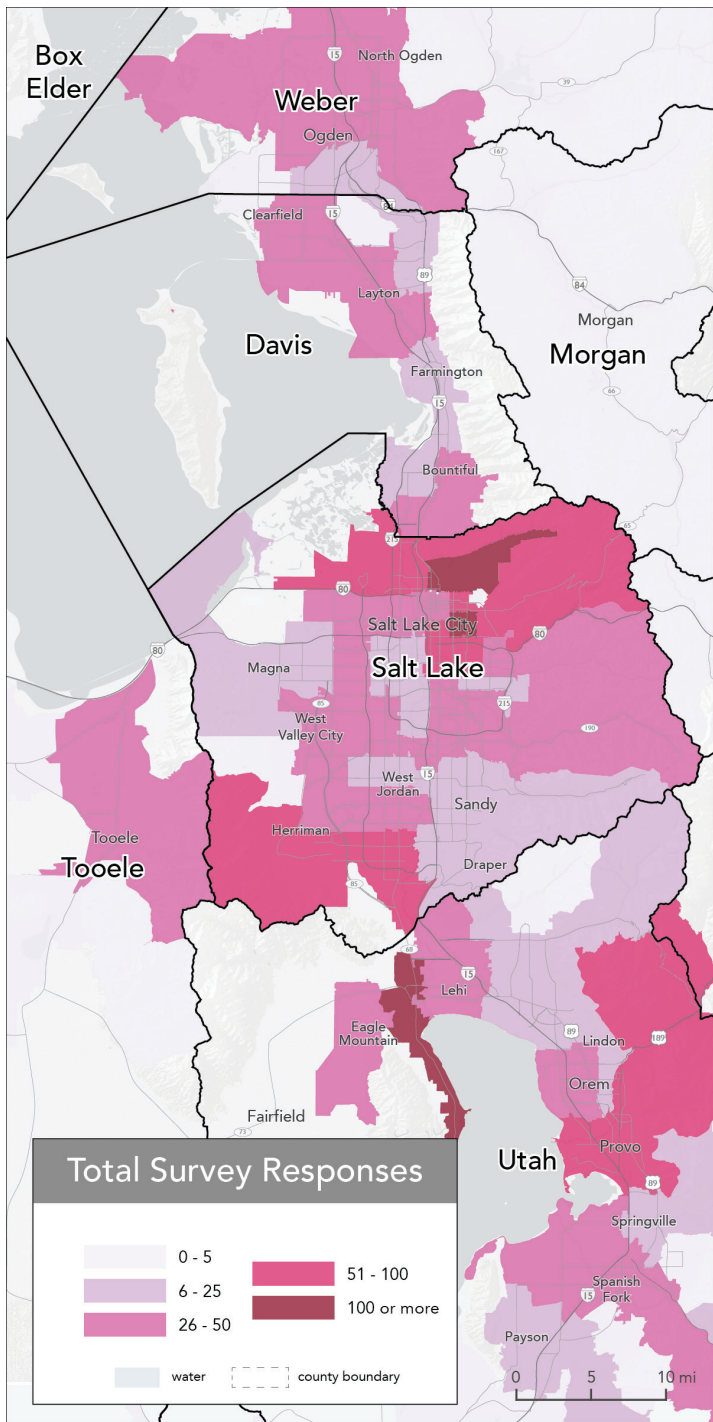


Figure 31: Total Survey Responses by Zip Code

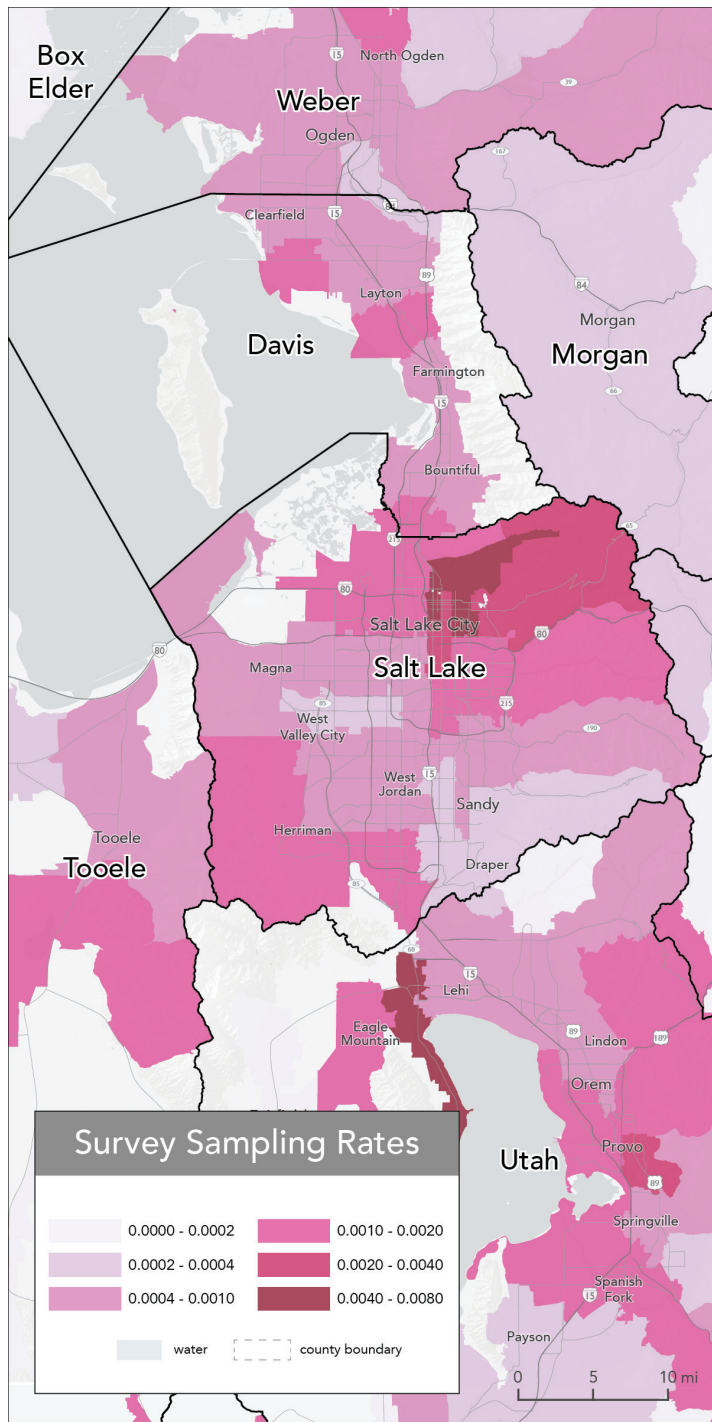


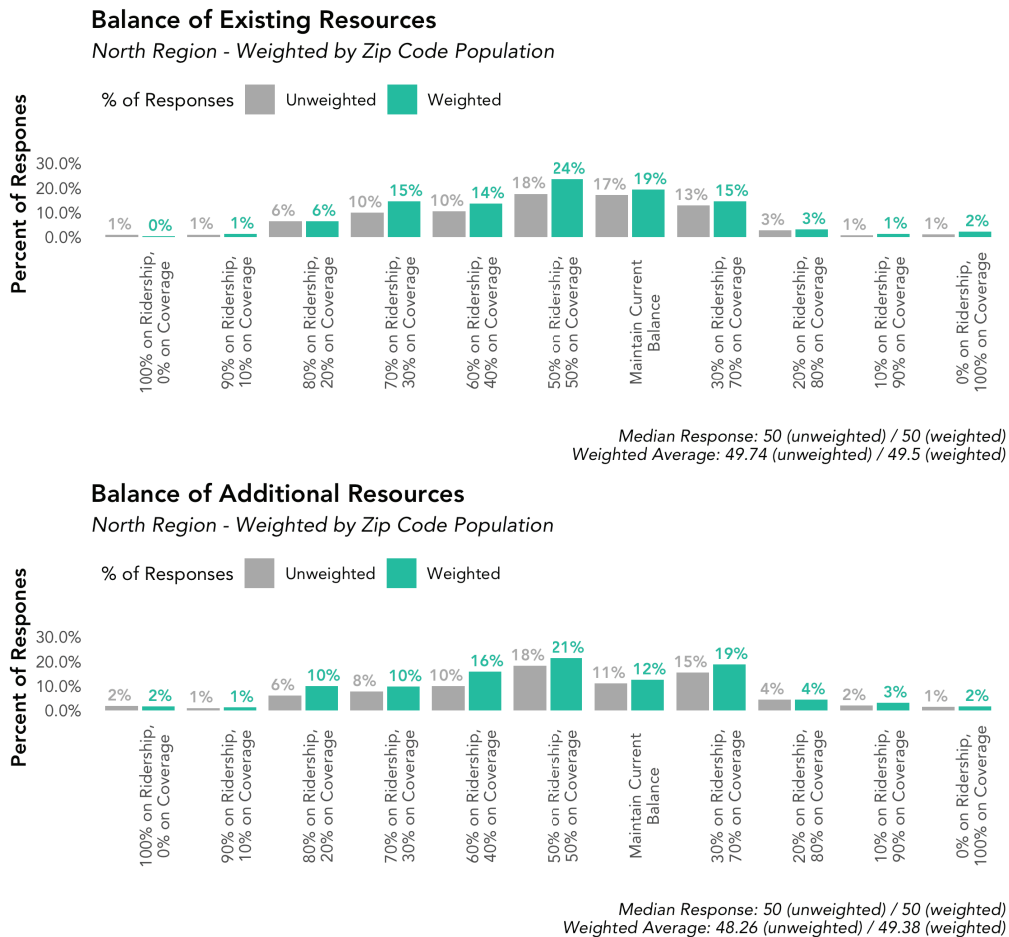
Figure 32: Survey Sampling Rates by Zip Code

North

In the North region, the number of responses and sampling rates were very consistent across the main developed areas. As a result, when the responses are normalized by zip code population, the distribution of responses to the questions of the balance of existing and (hypothetical) resources is very similar to that of the unweighted survey population.

Figure 33 compares the unweighted and weighted responses to the resources allocation questions for the North region.

Figure 33: Balance of Existing and Additional Resources, weighted by zip code population - North



Central

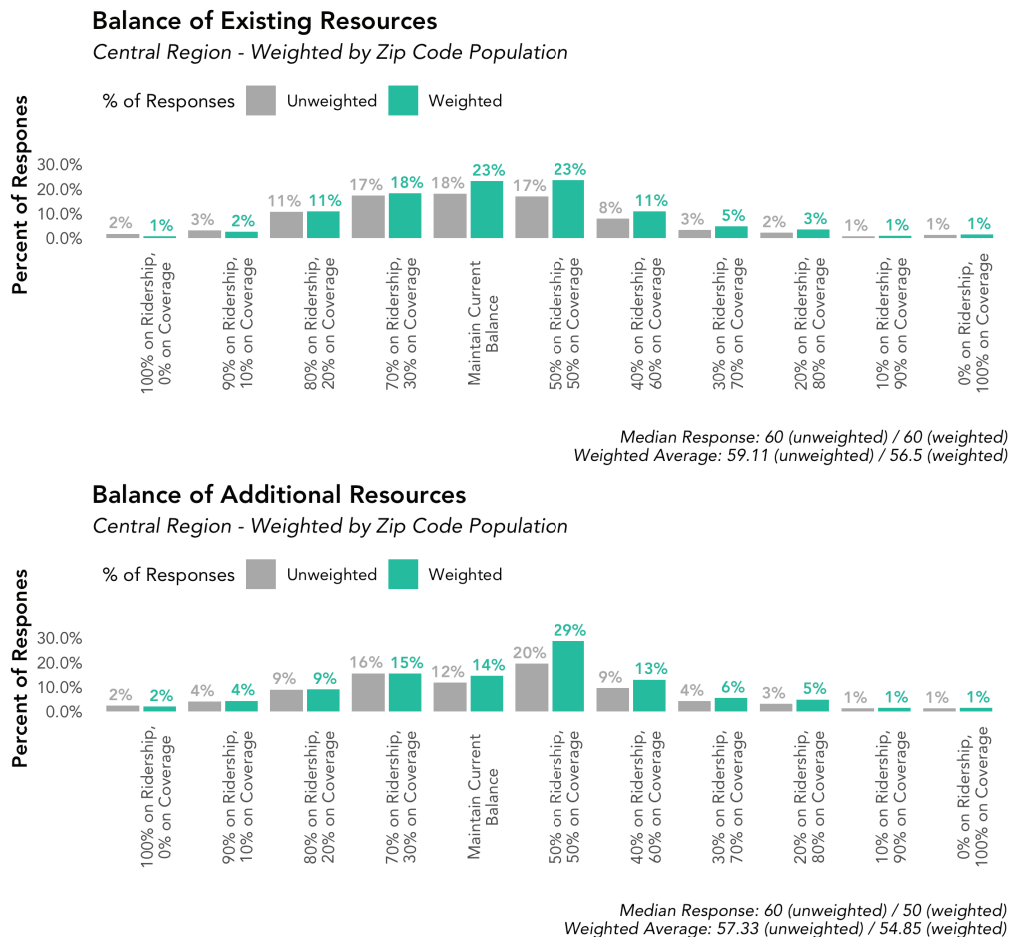
In the Central region, the most responses and the highest sampling rates were found in central Salt Lake City, around the University of Utah. It makes sense that these highly transit-oriented places would generate a lot of interest in the survey, since they are where transit is most useful, and makes up the greatest share of trips.

These are the places that benefit most strongly from a ridership-oriented change of resources, so it makes sense that responses from these places tended to favor a stronger emphasis on ridership. Figure 34 compares the unweighted and weighted responses to the resources allocation questions for the Central region.

When responses from the Central region are weighted by zip code population, the overall result is to tilt the scale further towards coverage:

- With existing resources, the median response for the Central region for both unweighted and weighted is to maintain the current balance of service, 60% ridership / 40% coverage. However, the weighted average response shifts from 59.1 % ridership to 56.5% ridership.
- With additional resources, the median response weighted by zip code population is 50% ridership / 50% coverage (versus 60% ridership / 40% coverage unweighted).

Figure 34: Balance of Existing and Additional Resources, weighted by zip code population - Central



South

In the South, many responses came from the zip codes covering the population centers of Provo and Orem, but there were also a very large (100+) number of responses received from the zip code on the western shore of Utah Lake including Saratoga Springs and other residential areas west of Lehi. This is actually the zip code with the single largest number of responses across the entire survey population.

When weighted by zip code population, the South responses are quite similar to the unweighted result, with a slightly higher focus on coverage. For the existing split (shown in Figure 35), median response is 60% ridership / 40% coverage (the existing split) in both cases.

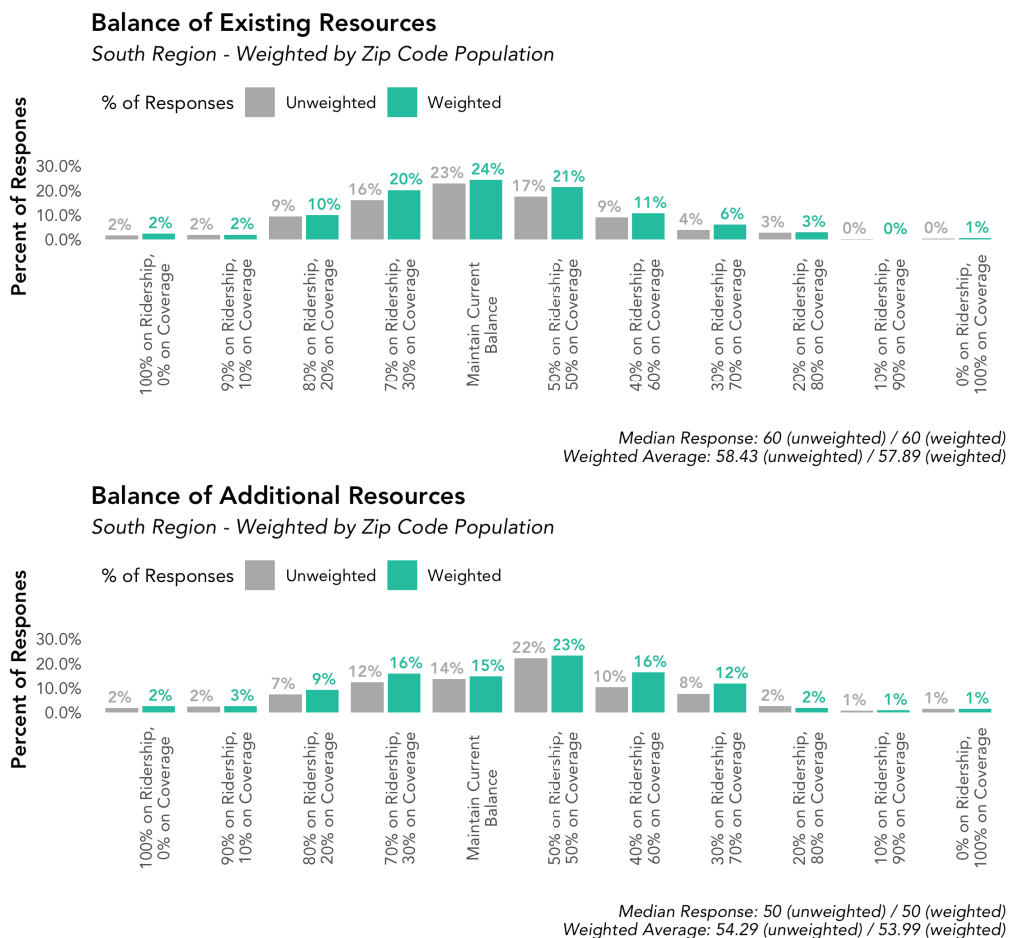
The same is true for (hypothetical) additional resources. When weighted by zip code population, the responses skew more towards coverage, but only slightly. The median response in both cases is 50% coverage / 50% ridership, a shift of 10% towards coverage from the current balance.

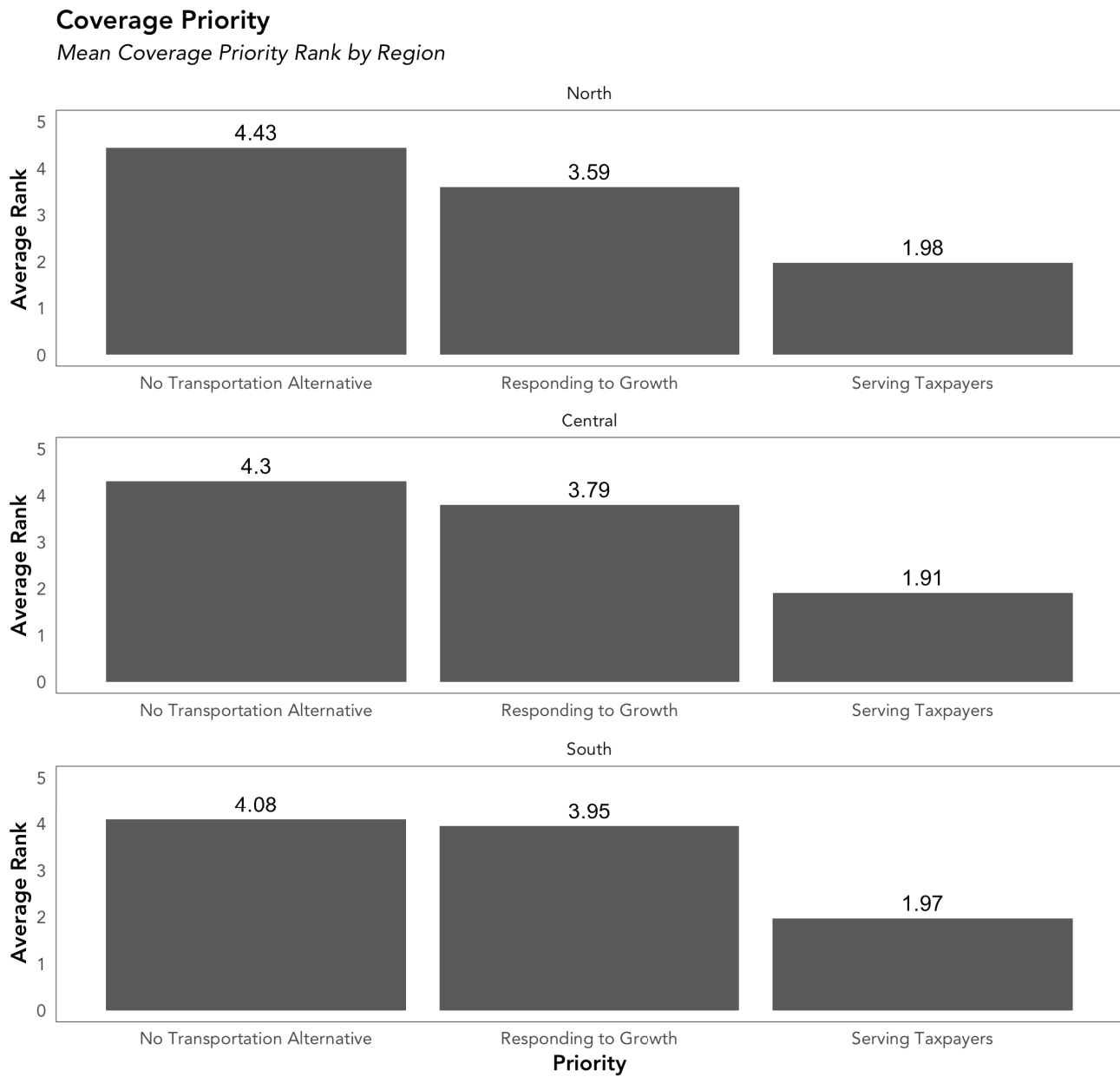
Coverage Priorities

When weighted by zip code population, the coverage rankings in the Central and North regions are unchanged from the unweighted value.

In the South, when weighted by population, the order of priorities changes. In the unweighted result, the top priority in the south was "Responding to Growth", and the second was "Service for People with No Transportation Alternative".

Figure 35: Balance of Existing and Additional Resources, weighted by zip code population - South





Proportionally weighted by zip code population. Includes only responses that provided a zip code within Utah.

Figure 36: Coverage priorities, weighted by zip code population