

**MODIFICATION NUMBER 006**  
**TO CONTRACT UT 23-03738CG**

This Modification Number Six (“Modification”) to the Contract is hereby entered into the date of the last signature by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah (hereinafter “UTA”) and Trapeze Software Group Inc., a Delaware Corporation (hereinafter “Contractor or Trapeze”).

**RECITALS**

WHEREAS, on December 20, 2023, UTA entered into an IT Software and Services contract for Operations Work Assignment and Tracking System (Trapeze Enterprise Asset Management, Workforce Management and RISC)(hereinafter the “Contract”); and

WHEREAS, on April 14, 2025, UTA issued Modification 001. This was a no cost modification. Agreement, which allows for a third party, Documoto provides an illustrated parts catalog in the system so that part images and schematics can be integrated into the system, and

WHEREAS, on May 6, 2025, UTA issued Modification 002. This modification added LDAP Implementation to the contract; and

WHEREAS, on May 20, 2025, UTA issued Modification 003. This modification was cancelled as it was added incorrectly; and

WHEREAS, on June 19, 2025, UTA drafted Modifications 004 and 005, respectfully for Map Upgrades and CERT Program. These modifications were cancelled prior to approval as they were covered under another program; and

WHEREAS, both parties agree to issue modification 006, this modification adds the Workforce Management Core/SIT, Employee Self Service, and web based bidding for non-operator bargaining employees.

**CONTRACT AGREEMENT**

NOW, THEREFORE, on the stated Recitals, which are incorporated hereby in reference, and for and in consideration of the mutual covenants and agreements hereafter set forth, the mutual benefits to the parties to be derived here from, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. **Exhibit A1: Scope of Work: The Trapeze Workforce Management License Expansion** is changed to add all “non-operator” bargaining unit employees including maintenance (Rail, bus, para) MOW; Facilities; Parts Clerks/Couriers; Rail Supervisor/Controller; and Train Hosts. Trapeze proposal dated July 18, 2025. The cost of work is \$2,561,400.

2. **Exhibit A2: Scope of Work: Implementing the Trapeze Workforce Management Employee Self Service (ESS) Employee Information (EI) and Web-based Bidding Software** for additional employees referred to herein as “non-operators“. These additional non-operator employees are expected to fall into three (3) Agencies as follows:

- Maintenance – Rail
- Maintenance – Bus incl. Para
- Other Non-Operators
  - Maintenance – MOW
  - Maintenance – Facilities
  - Maintenance – Parts Clerk / Carrier
  - Rail Supervisor / Controller
  - Train Host

Trapeze proposal dated July 18, 2025. The cost of this Implementation will be \$422,105.

3. **Compensation and Fees:** The one-time project costs and long term support of the change order modification will be **\$2,983,505**. The costs are as follows:

a. **Core/SIT and ESS Costs:**

One-time project costs –Workforce Management Core and SIT

Item	Description	Base Solution
1	Software Licenses	\$642,358
2	Implementation Services	\$1,675,876
3	Expenses	\$89,000
	Total (USD)	\$ 2,407,234

Pricing Notes

- Software licenses are based on:
  - Adding 700 licenses for a total of up to 2000 employees

Long-term support costs for Workforce Management Core and SIT

Item	Description	Cost (USD)
1	Year 1 Maintenance	\$154,166

Long Term Support Notes:

- All subsequent maintenance renewal fees will be based on the operational characteristics of UTA at the time of renewal and subject to Trapeze’s then-current pricing.

One-time project costs – ESS Employee Information and Web-based Bidding

Item	Description	Cost (USD)
1	Software Licenses	\$113,385
2	Implementation Services	\$248,508
3	Expenses	\$33,000
	Total (USD)	\$394,893

Pricing Notes

- Software licenses are based on:
  - Adding 700 licenses for a total of up to 2000 employees

Long-term support costs for ESS Employee Information and Web-based Bidding

Item	Description	Cost (USD)
1	Year 1 Maintenance	\$27,212

Long Term Support Notes:


- All subsequent maintenance renewal fees will be based on the operational characteristics of UTA at the time of renewal and subject to Trapeze’s then-current pricing.

3. Term. There are no changes to the terms of the contract.
4. Other Terms Remain in Effect: All other terms and conditions remain unchanged.

UTAH TRANSIT AUTHORITY:

TRAPEZE SOFTWARE GROUP INC.

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Jay Fox  
Executive Director

Signed by:  
  
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Tim Bigwood  
  
Title GM

\_\_\_\_\_  
Alisha Garrett  
Chief Enterprise Strategic Ofc

DocuSigned by:  
  
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Mike Bell  
UTA Legal Counsel

## EXHIBIT A1

### Statement of Work:

**Project:** Workforce management core functionality and sign-in terminal implementation for non-operator bargaining employees (Req: 15940)

**Date:** July 18, 2025

### 1. Introduction

UTA intends to implement a Workforce management solution for non-operator bargaining employees including:

- Maintenance – Rail
- Maintenance – Bus (including Paratransit)
- Maintenance – MOW
- Facilities
- Parts Clerk / Carrier
- Rail Supervisor / Controller
- Train Host

Scope includes core workforce management functions such as employee management, bidding, dispatch, workforce management, timekeeping and sign-in terminal.

Employee Self-Service is optional and not included in this SOW.

### 2. Project Objectives

- Deploy workforce management software and sign in terminals for non-operator bargaining employees.
- Ensure integration with existing payroll and HR systems.
- Provide training and support for UTA staff to manage and operate the solution.

### 3. Implementation Phases

- Phase 1: Initiation – Kick-off meeting, objectives, preliminary schedule.
- Phase 2: Planning & Design – Review processes, configure test environment, develop Design Document.
- Phase 3: Execution – Finalize configurations, internal testing, timekeeping dry-run.
- Phase 4: Training & Acceptance Testing – Train-the-trainer, acceptance and payroll testing.
- Phase 5: Deployment – Migrate to production, parallel testing, go-live support.

- Phase 6: Closure – Transition to long-term support and finalize documentation.

#### 4. Responsibilities

- UTA: Provide PM and SMEs, prepare environments, conduct training and testing, procure hardware.
- Implementation Team: Configure and install software, provide training and support, deliver documentation.

#### 5. Deliverables

- Kick-off presentation and preliminary schedule.
- Design Document (finalized and approved).
- Configured software in test and production environments.
- Training agendas and user guides.
- Cutover plan and go-live support.

#### 6. Project Duration

- Estimated timeline: 16 months from project kick-off to completion.

#### 7. Resource Requirements

- Project Manager: ~40% allocation throughout project.
- SMEs: 60% during design, 100% during training/testing/deployment.
- System Administrators: 25% during installation/testing, 100% during admin training.
- End Users/Testers: 75% during testing.

#### 8. Assumptions

- On-premises implementation using Microsoft SQL database.
- No historical data migration included.
- Hardware procurement and installation by UTA.
- Organizational Change Management is out of scope.
- Sign in terminal configuration includes up to 15 terminals.

## EXHIBIT A2

### Statement of Work:

**Project:** Employee self-service information and web-based bidding solution for non-operator bargaining employees (Req: 15941)

**Date:** July 18, 2025

### 1. Introduction

UTA intends to implement a Employee self-service information and web-based bidding solution for non-operator bargaining employees including:

- Maintenance – Rail
- Maintenance – Bus (including Paratransit)
- Maintenance – MOW
- Facilities
- Parts Clerk / Carrier
- Rail Supervisor / Controller
- Train Host

### 2. Purpose and Objectives

The purpose of this Statement of Work is to define the scope, deliverables, and requirements for implementing an employee self-service platform that includes employee information management and web-based bidding functionality for non-operator bargaining employees. The objective is to enhance workforce management efficiency, improve transparency, and provide employees with accessible tools for scheduling and bidding.

### 3. Scope of Work

The solution will include:

- Employee Information Management: Secure access for employees to view and update personal and employment-related data.
- Web-Based Bidding: Functionality for employees to participate in shift or work assignment bidding through an online interface.
- Integration: Compatibility with existing payroll, scheduling, and HR systems.
- User Access: Role-based permissions for employees, supervisors, and administrators.

### 4. Functional Requirements

- Ability for employees to log in securely and access personal information.

- Online bidding process with configurable rules (e.g., seniority, qualifications, collective bargaining agreement).
- Real-time updates and notifications for bidding results.
- Administrative tools for managing bidding cycles and employee data.

## 5. Technical Requirements

- Web-based application accessible via standard browsers and mobile devices.
- Compliance with UTA security and data privacy standards.
- Integration with existing enterprise systems using industry-standard APIs.
- Scalable architecture to support future enhancements.

## 6. Deliverables

- Detailed project plan and timeline.
- Configured employee self-service and bidding solution.
- Integration with UTA systems.
- User training and documentation.
- Post-implementation support for a defined period.

## 7. Acceptance Criteria

- Successful deployment of employee self-service and bidding functionality.
- Verified integration with existing systems.
- Completion of user training and documentation.
- Approval from UTA project stakeholders.

## 8. Assumptions and Constraints

- UTA will provide access to necessary systems and data.
- Project timelines are contingent on timely stakeholder approvals.
- Any changes to scope may impact cost and schedule.