Utah Transit Authority

Board of Trustees

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, September 25, 2024 9:00 AM FrontLines Headquarters

The UTA Board of Trustees will meet in person at UTA FrontLines Headquarters (FLHQ) 669 W. 200 S., Salt Lake City, Utah.

For remote viewing, public comment, and special accommodations instructions, please see the meeting information following this agenda.

1.	**Call to Order and Opening Remarks**	Chair Carlton Christensen
2.	**Pledge of Allegiance**	Chair Carlton Christensen
3.	**Safety First Minute**	Jeff Acerson
4.	**Public Comment**	Chair Carlton Christensen
5.	**Consent**	Chair Carlton Christensen
	a. Approval of September 11, 2024 Board Meeting Minutes	
6.	**Reports**	
	a. Executive Director Report - Executive Director Team Award - Video Security	Jay Fox
	b. Strategic Plan Minute: Moving Utahns to a Better Quality of Life - Ridership	Jay Fox
7.	**Resolutions**	
	a. R2024-09-02 - Resolution Adopting the Murray North Station Area Plan	Paul Drake Kayla Kinkead
	b. R2024-09-03 - Resolution Adopting the Clearfield Station Area Plan	Paul Drake Kayla Kinkead
	c. R2024-09-04 - Resolution Adopting Revised Board Policy - Board Policy 3.2 - Service Planning	Annette Royle Neiufi Iongi
	d. R2024-09-05 - Resolution Adopting the Capital Project Plan for the S-Line Streetcar Extension and Double Tracking Project	Jared Scarbrough Marcus Bennett Ethan Ray

e.	R2024-09-06 - Resolution Adopting the Authority's Tentative 2025 Budget	Viola Miller
f.	R2024-09-07 - Resolution Authorizing Execution of Addendum 8 to the Salt Lake City Transit Master Plan Interlocal Agreement for 2024-2025 Frequent Transit Network Routes	Nichol Bourdeaux Janelle Robertson
g.	R2024-09-08 - Resolution Authorizing the Handling of Funds, and the Investment and Disbursement of Monies	Brian Reeves Rob Lamph
h.	R2024-09-09 - Resolution Designating Authorized Users for the Authority's Utah Public Treasurers' Investment Fund Accounts	Brian Reeves Rob Lamph
8.	**Contracts, Disbursements and Grants**	
a.	Contract: S-Line Extension Phase 1 Pre-Construction Design Services (Kiewit Infrastructure West Corporation)	Jared Scarbrough Marcus Bennett Ethan Ray
b.	Contract: Drug and Alcohol Third Party Administrator (WorkforceQA, LLC.)	Lorin Simpson
c.	Contract: Occupational Medical Services (Intermountain WorkMed, LLC./IHC Health Services, Inc.)	Lorin Simpson
d.	Contract: Information Technology Research and Advisory Services (Info-Tech Research Group, Inc.)	Kyle Brimley
e.	Contract: Timpanogos Bus Facility Used Oil and Coolant Tanks (Spackman Enterprises, L.C.)	Kevin Anderson Guy Miner
9.	**Budget and Other Approvals**	
a.	2024 Transit Asset Management Plan and Group Sponsor Transit Asset Management Plan	Pam Thrasher Daniel Hofer
10.	**Discussion Items**	
a.	Next Generation Fare Collection System Update	Kensey Kunkel
11.	**Other Business**	Chair Carlton Christensen
a.	Next Meeting: Wednesday, October 9th, 2024 at 9:00 a.m.	
12.	**Adjourn**	Chair Carlton Christensen

Meeting Information:

- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.
- Meeting proceedings may be viewed remotely by following the meeting portal link on the UTA Public Meeting Portal - https://rideuta.legistar.com/Calendar.aspx
- In the event of technical difficulties with the remote connection or live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.
- Public Comment may be given live during the meeting by attending in person at the meeting location OR by joining the remote Zoom meeting below.
    - Use this link https://rideuta.zoom.us/webinar/register/WN_2LsUYKKrRBeqGnwIpTi80Q and follow the instructions to register for the meeting (you will need to provide your name and email address).
    - Sign on to the Zoom meeting through the URL provided after registering
    - Sign on 5 minutes prior to the meeting start time.
    - Use the "raise hand" function in Zoom to indicate you would like to make a comment.
    - Comments are limited to 3 minutes per commenter.
- Public Comment may also be given through alternate means. See instructions below.
    - Comment online at https://www.rideuta.com/Board-of-Trustees
    - Comment via email at boardoftrustees@rideuta.com
    - Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the board meeting.
    - Comments submitted before 2:00 p.m. on Tuesday, September 24th will be distributed to board members prior to the meeting.
- Meetings are audio and video recorded and live-streamed
- Members of the Board of Trustees and meeting presenters will participate in person, however trustees may join electronically as needed with 24 hours advance notice.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jana Ostler, Board Manager
FROM:	Jana Ostler, Board Manager

TITLE:

Approval of September 11, 2024 Board Meeting Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the September 11, 2024, Board of Trustees meeting

BACKGROUND:
A meeting of the UTA Board of Trustees was held in person at UTA Frontlines Headquarters and broadcast live via the UTA Board Meetings portal on Wednesday September 11, 2024 at 9:00 a.m. Minutes from the meeting document the actions of the Board and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the Utah Public Notice Website < https://www.utah.gov/pmn/sitemap/notice/938595.html> and video feed is available through the UTA Public Meeting <https://rideuta.legistar.com/Calendar.aspx>portal.

ATTACHMENTS:
1. 2024-09-11_BOT_Minutes_unapproved

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, September 11, 2024 9:00 AM FrontLines Headquarters

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:00 a.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Chair Christensen called for a moment of silence to remember those who lost their lives and served the public during the events that occurred on September 11, 2001.

Beth Holbrook, UTA Trustee, delivered a brief safety message.

4. Public Comment

In Person/Virtual Comment
(To view public comment in its entirety, see the meeting video located at https://rideuta.granicus.com/player/clip/318> .)

In person comment was given by Brett Ross and Robert Stutchbury. Both expressed support for the Rio Grande Plan.

Virtual comment was given by Alex Keller, Zack Scriven, Megan West, and Roger Browne. Keller, Scriven, and West expressed support for the Rio Grande Plan. Browne commented on the FrontRunner schedule and requested late night service to Provo.

Online Comment
Online comments received were distributed to the board for review prior to the meeting and are included in Appendix A to these minutes.

5. Consent

a. Approval of August 5, 2024 Board of Trustees Budget Work Session Minutes

b. Approval of August 6, 2024 Board of Trustees Budget Work Session Minutes

c. Approval of August 7, 2024 Board of Trustees Budget Work Session Minutes

d. Approval of August 8, 2024 Board of Trustees Budget Work Session Minutes

e. Approval of August 9, 2024 Board of Trustees Budget Work Session Minutes

f. Approval of August 16, 2024 Board of Trustees Budget Work Session Minutes

g. Approval of August 14, 2024 Board Meeting Minutes

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to approve the consent agenda. The motion carried by a unanimous vote.

6. Reports

a. Executive Director Report

- **UTA Recognition - TRAX Ambassadors**
- **Continuous Improvement Excellence Award - Meadowbrook Maintenance**

UTA Recognition - TRAX Ambassadors
Jay Fox, UTA Executive Director, was joined by Megan Waters, UTA Community Engagement Director, and Doraleen Taulanga, UTA Community Outreach Manager.

Taulanga recognized TJ Aiolupotea, Marcy Richards, and Kylee-Amber Sykes, UTA TRAX Ambassadors, for providing lifesaving emergency medical care to a transit rider in distress.

Continuous Improvement Excellence Award - Meadowbrook Maintenance
Jay Fox was joined by Alisha Garrett, UTA Chief Enterprise Strategy Officer, Richard Murray, UTA Director of Organizational Excellence, Riley Williams, UTA Manager of Vehicle Performance & Maintenance, and Patrick Smith, UTA Mechanic-Technician Apprentice.

Garrett and Murray recognized the Meadowbrook maintenance team and Meadowbrook 3D print shop team with the Continuous Improvement Excellence Award for their efforts to improve maintenance shop working conditions and correct a defect with operator seat belt alarms.

Chief of Staff
Jay Fox reported Kim Shanklin will serve as his chief of staff.

b. Strategic Plan Minute: Community Support - Strategic Communications Plan

Jay Fox highlighted efforts related the UTA Strategic Communications Plan that support the “Building Community Support” initiative in the UTA Strategic Plan.

c. Financial Report - July 2024

Viola Miller, UTA Chief Financial Officer, was joined by Brad Armstrong, UTA Director of Budget & Financial Strategy, and Greg Andrews, UTA Senior Financial Analyst.

Staff reviewed the following:

- Financial dashboard
- Sales tax revenue
- Sales tax collections by county
- Sales tax growth and passenger revenues
- Full-time equivalent (FTE) staffing
- Operating financial results
- Capital spending by chief office
- Capital year-to-date spending

Discussion ensued. Questions on inflation trends, federal grant reimbursements, and capital spending delays were posed by the board and answered by staff.

The board requested an update on capital spenddown and procurement delays.

7. Resolutions

a. R2024-09-01 - Resolution Authorizing the Execution of Federal Transit Administration 5310 Subrecipient Grant Agreements

Viola Miller was joined by Christy Allen, UTA Coordinated Mobility Manager, and Alika Lindsay, UTA Coordinated Mobility Grant Administrator.

Lindsay explained the resolution, which authorizes the execution of federal fiscal year 2023 and 2024 Federal Transit Administration 5310 subrecipient grant agreements as specified in Exhibit A to the resolution. The subrecipients provide mobility options across the UTA service area.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

8. Contracts, Disbursements and Grants

a. Contract: Vendor Managed Shop Supplies (Grainger Inc.)

Viola Miller was joined by Todd Mills, UTA Director of Supply Chain.

Mills requested the board approve a vendor-managed agreement with Grainger Inc. for shop supplies. The contract has an estimated value of $6,000,000 and a term of five

years.

Discussion ensued. Questions on state contract pricing and usage estimates and tracking were posed by the board and answered by staff.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

b. Contract: Farmington to Bountiful Bus Stop Improvements - Phase 1 (Landmark Companies, Inc.)

David Hancock, UTA Chief Capital Services Officer, was joined by Patti Garver, UTA Manager of Environmental Compliance & Sustainability.

Garver requested the board approve a $399,850.08 contract with Landmark Companies, Inc. for 11 bus stop improvements between Farmington and Bountiful in Davis County. The bus stops will ultimately be part of the Davis-SLC Community Connector.

Discussion ensued. Questions on project funding sources, stop locations, and stop branding were posed by the board and answered by Garver.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

c. Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-052 - 3300/3500 S. Bus Stops (Stacy and Witbeck, Inc.)

David Hancock was joined by Jacob Wouden, UTA Rail Infrastructure Project Manager.

Wouden requested the board approve a $890,433 change order to the contract with Stacy and Witbeck, Inc. for construction of 27 bus stops along 3300 South in South Salt Lake and Millcreek. The total contract value, including the change order, is $4,865,262.

Discussion ensued. Questions on competitive pricing, on-call contractor options, and bus stop upgrade goal progress were posed by the board and answered by staff.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this change order be approved. The motion carried by a unanimous vote.

d. Change Order: 200 South Bus Stop Shelter Installation Change Order #02 - Phase II (Landmark Companies, Inc.)

David Hancock was joined by Carlie Torres, UTA Project Manager II.

Torres requested the board approve a $410,810.73 change order to the contract with Landmark Companies, Inc. for 10 bus stop shelters to be installed along 200 South in Salt Lake City. The total contract value, including the change order, is $913,776.50.

Discussion ensued. Questions on the status of work on 200 South and construction quality control were posed by the board and answered by staff.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this change order be approved. The motion carried by a unanimous vote.

e. Change Order: Facility Remodel and Reconfiguration Services Contract Task Order #24-001 - Depot District Restroom Remodel (Paulsen Construction)

David Hancock was joined by David Osborn, UTA Project Manager III.

Osborn requested the board approve a $264,524.05 change order to the task order contract with Paulsen Construction for a restroom remodel and kitchen addition at the Depot District facility. Since this is the first task order on the contract, the current contract value is $264,524.05.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this change order be approved. The motion carried by a unanimous vote.

f. Change Order: UTA Headquarters and Salt Lake Central Redevelopment Design Services Change Order 1 - Schematic Design Phase I (Skidmore, Owings & Merrill LLP)

David Hancock was joined by Paul Drake, UTA Director of Real Estate & Transit-Oriented Development, and joined by Sean Murphy, UTA Facility Development Supervisor.

Murphy requested the board approve a $2,986,000 change order to the contract with Skidmore, Owings & Merrill LLP for Phase 1 of schematic design on the UTA Headquarters and Salt Lake Central redevelopment. The total contract value, including the change order, is $3,985,900.

Discussion ensued and centered on funding for the UTA Ten-Year Capital Plan, vetting on the Rio Grande Plan, how the UTA Ten-Year Capital Plan aligns with regional long-range planning processes, planned development on 600 West, Union Pacific involvement in plans that impact shared rail corridors, revenue potential from the Salt Lake Central redevelopment, and tenancy in the planned development.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this change order be approved. The motion carried by a unanimous vote.

g. Change Order: Banking Services Contract Modification 1 - Exercise Option Years (Zions Bank)

Viola Miller was joined by Brian Reeves, UTA Associate Chief Financial Officer, and Rob Lamph, UTA Comptroller.

Lamph requested the board approve a $288,000 change order to the banking services contract with Zions Bank to exercise a three-year extension option. The total contract value, including the change order, is $834,000.

Discussion ensued. A question on the contract term was posed by the board and answered by Lamph.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this change order be approved. The motion carried by a unanimous vote.

h. Pre-Procurements

- **Diesel Fuel and Unleaded Gasoline**
- **Operator Uniforms**
- **Wheel Press**
- **S70 Brake Calipers**

Todd Mills indicated the agency intends to procure the goods outlined on the meeting agenda.

Discussion ensued. Questions on fuel requirements on fleet vehicles, uniform options, wheel press equipment providers, and procurement timelines were posed by the board and answered by Mills.

Chair Christensen called for a recess at 10:43 a.m.

The meeting reconvened at 10:57 a.m.

9. Discussion Items

a. 2024 Transit Asset Management Plan - Capital Services

Daniel Hofer, UTA Director of Capital Programs & Support, was joined by Pam Thrasher, UTA Manager of State of Good Repair.

Thrasher reviewed the purpose of transit asset management (TAM), federal TAM plan requirements, TAM plan asset inventory, and condition assessments. She discussed the project creation process, project-based prioritization of investments, TAM policy, and TAM plan implementation strategy. She also spoke about agency coordination on state of good repair initiatives, key TAM activities and projects over the next four years, and resources required to implement the plan. Thrasher concluded by outlining UTA's process for monitoring TAM activities, UTA's group TAM plan (applies to two subrecipients: Weber Aging Services and United Way), and future expectations.

Discussion ensued. Questions on customer experience in the context of transit asset management, asset value estimations, and process and requirements for asset disposition were posed by the board and answered by staff.

b. Proposed Final 2025-2029 Five Year Capital Plan

David Hancock was joined by Daniel Hofer.

Hancock reviewed the executive team strategic priorities and delivery objectives.

Hofer then outlined the 2025-2029 Five-Year Capital Plan, including new projects, overview summary, overview by office, funding by category, state-of-good-repair, large projects, and funding by source. He also discussed 2025 funding details, major milestones, and budget changes stemming from the 2025 budget workshops held in August 2024.

Discussion ensued. Questions on the power control cabinet (PCC) replacement, electrical equipment supply, bond funding, future bonding, budgeting for multi-year projects, FrontRunner vehicle procurement, Midvalley Connector project timeline, program management support, and UVX project management were posed by the board and answered by staff.

c. Tentative 2025 Operating and Capital Budget

Viola Miller was joined by Brad Armstrong and Kim Shanklin, UTA Chief People Officer.

Miller provided an overview of the budget process and reviewed the ten-year financial forecast (with and without capital investment), and the tentative 2025 operating budget (expenses by mode, expenses by office, expenses by category, and FTE by office). She then outlined changes following the August 2025 budget workshops, the total tentative 2025 operating budget request, 2025 operating budget initiatives, and key budget assumptions. Miller discussed sales tax growth trends and sources and uses of operating funds.

Miller reviewed the tentative 2025 capital budget by office, budget changes from the August budget workshops, 2025 capital funding details, and major 2025 capital milestones. She concluded by outlining the next steps in the budget approval process.

Discussion ensued. Questions on contingency spending, percentage allocated to employee cost of living increase, and impact of federal interest rate changes on bonding plans were posed by the board and answered by staff.

d. Customer Experience Action Plan

Andy Stevenson, UTA Customer Experience Project Manager, was joined by Evan Chan, with Motivf.

Chan discussed customer experience generally, the objectives of the Customer Experience Action Plan, why a plan is needed, and the plan development process.

Discussion ensued. Questions on integration with communications and marketing, challenges in the customer journey, and integration with operations were posed by the board and answered by staff. Chair Christensen recommended addressing barriers to

transit use as part of the customer experience effort.

e. Implementation of New Technologies Budget Work Session Follow-up

Alisha Garrett, UTA Chief Enterprise Strategy Officer, was joined by Kyle Brimley, UTA IT Director; Tigran Melikyan, UTA Director of Business Analysis; and Edison Pascascio, UTA Director of Data Strategy.

Garrett outlined the process for onboarding enterprise systems and the benefits of enterprise applications.

Discussion ensued. Questions on the definition of "business need," intersection of technologies implementation with budget planning, project prioritization, and resources (including personnel) were posed by the board and answered by staff.

f. Labor Relations Overview

Kim Shanklin was joined by David Kelly, UTA Labor Relations Officer.

Staff provided an overview of the labor relations function at UTA and its processes.

Discussion ensued. A question on appeal mechanisms was posed by the board and answered by staff.

10. Other Business

Next Meeting: Wednesday, September 25th, 2024 at 9:00 a.m.

11. Adjourn

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 1:03 p.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at https://www.utah.gov/pmn/sitemap/notice/938595.html for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at https://rideuta.granicus.com/player/clip/318?view_id=1&redirect=true.

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

Approved Date:

_____

Carlton J. Christensen
Chair, Board of Trustees

Appendix A

Online Public Comment

(Note: Online public comment was received via email and the text is copied as submitted.)

From Walker Hills:
Please do not continue to spend taxpayer dollars on the design of the headquarters/station building until the Rio Grande Plan is studied further.

We want the Rio Grande Plan!

From Peter Zeigler:
I have been following along and I have seen the plan for the new Salt Lake Central Station and I am going to say that the building itself is actually a good building. Now, I am going to mention that there has been no consideration for the Rio Grande Plan. Since Salt Lake County council has voted preliminarily to endorse that plan, it should make sense for UTA to take it into consideration.

Also, with the current HQ, I am going to ask, what is the current problem with it in terms of where it is right now and could it be able to be renovated? Also, why would relocating the HQ require building a whole new central station instead of considering what we have prior? Are there any official studies or plans that call for this? If so, what?

Maybe UTA should not approve more public funding for design services until the Rio Grande Plan is fully vetted. The Rio Grande Plan has gained significant public support that shouldn't be undercut or ignored so I ask the Board of Trustees to be able to address the Rio Grande Plan and look into it.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
FROM:	Jay Fox, Executive Director
PRESENTER(S):	Jay Fox, Executive Director

TITLE:

Executive Director Report

- **Executive Director Team Award - Video Security**

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

Jay Fox, Executive Director, will provide the following:

- UTA Executive Team Award - Video Security (Travis King, Cody Steffensen)

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Jay Fox, Executive Director
PRESENTER(S):	Jay Fox, Executive Director

TITLE:

Strategic Plan Minute: Moving Utahns to a Better Quality of Life - Ridership

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
At the end of 2022, UTA adopted its 2022-2030 Strategic Goals and Objectives. The strategic minute provides an update on one of the five UTA strategic priorities - Quality of Life, Customer Experience, Organizational Excellence, Community Support, and Economic Return.

DISCUSSION:
Our Quality-of-Life Strategic priority focuses on both access to our system as well as improving our environmental impact. One of the measures the Executive Team chose to help us track our impact was ridership. Ridership demonstrates how many people are riding and accessing the system which in turn improves their quality of life and our environment. The annual target for 2024 was to increase ridership by 5% over 2023 ridership numbers. Year to date we have achieved 18.6% increase in annual ridership through July 2024.

The discussion will highlight our performance.

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	David Hancock, Chief Capital Services Officer
PRESENTER(S):	Paul Drake, Director of Real Estate and TOD
	Kayla Kinkead, TOC Predevelopment Supervisor

TITLE:

R2024-09-02 - Resolution Adopting the Murray North Station Area Plan

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2024-09-02 to adopt the Murray North Station Area Plan as presented.

BACKGROUND:
The Utah Municipal Land Use, Development, and Management Act, UTAH CODE § 10-9a-101, et seq. mandates all cities with a fixed-guideway public transit station (rail or BRT) to develop and certify a Station Area Plan (SAP) in cooperation with the applicable public transit district. Station Area Plans are intended to promote shared objectives of 1) increasing housing availability and affordability, 2) enhancing access to opportunities, 3) promoting sustainable environmental conditions, and 4) increasing transportation choices and connections. Supported by UTA, Station Area Plans are led by municipal staff to ensure City general plans and zoning regulations will be updated for future Station Area Plan implementation. The Murray North Station Area Plan was led by Murray and Millcreek since the half-mile station area boundary overlapped both cities. This Station Area Plan has been formally adopted by Murray and Millcreek City.

Additionally, the Utah Public Transit District Act, Utah Code § 17B-2a-808.2, *et seq.* and Board Policy 5.1-Transit Oriented Development require approval of Station Area Plans by UTA's Local Advisory Council and adoption by the Board of Trustees.

DISCUSSION:
Murray and Millcreek City, in coordination with UTA and WFRC, worked together to develop the Station Area Plan for the Murray North station. The plan envisioned building on the success of the area to address some

existing challenges and create a framework for expanding core transit supportive uses in the future. This Station Area Plan prioritized the following objectives and outcomes for implementation: 1) enhance social vibrancy, 2) improve safety and perception of the area, 3) create a complete community through transit-supportive and mixed-use development, 4) increase connections to and through the station area, and 5) promote high-quality urban design.

The proposed Station Area Plan has been approved by Murray City and Millcreek City and was presented to UTA's Local Advisory Council on August 28th where, in Resolution AR2024-08-01, they approved the plan and made a recommendation to the Board of Trustees to adopt the proposed Murray North Station Area Plan.

ALTERNATIVES:
Amendments to the Station Area Plan may be recommended to Murray and Millcreek City. Refinements specific to UTA's property may be addressed in future UTA Master Development Plans or Agreements. Any changes to the SAP will require City approval.

FISCAL IMPACT:
The proposed Murray North Station Area Plan will better position UTA and respective Cities to coordinate redevelopment of the station area. This aligned coordination will promote future transit-oriented development (TOD) in an efficient and fiscally responsible manner. UTA-involved TODs may increase revenue from development and farebox proceeds.

ATTACHMENTS:
R2024-09-02, including the following Exhibit:

- Murray North Station Area Plan

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**RESOLUTION OF THE BOARD OF TRUSTEES
OF THE UTAH TRANSIT AUTHORITY
ADOPTING THE MURRAY NORTH STATION AREA PLAN**

R2024-09-02 September 25, 2024

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

WHEREAS, the Act requires the Board of Trustees (the "Board) to adopt plans for transit-oriented development after approval and recommendation by the Local Advisory Council; and

WHEREAS, the Utah Municipal Land Use, Development, and Management Act, UTAH CODE § 10-9a-101, *et seq.* mandates all cities with a fixed-guideway public transit station (rail or BRT) to develop and certify a Station Area Plan in cooperation with the applicable public transit district; and

WHEREAS, the Board has adopted Board of Trustees Policy 5.1 – Transit-Oriented Development (the "Policy"); and

WHEREAS, the Policy requires the Authority to establish Station Area Plans in collaboration with applicable municipalities; and

WHEREAS, a Station Area Plan was completed for the Murray North area in Salt Lake County, Utah ("Station Area Plan"); and

WHEREAS, Murray City Council approved the Station Area Plan on July 16, 2024, and Millcreek City Council approved the Station Area Plan on May 13, 2024, 2024; and

WHEREAS, on August 28, 2024, the Local Advisory Council reviewed and approved for recommendation to the Board the Station Area Plan; and

WHEREAS, the Board finds it is in the best interest of the Authority and the applicable municipality to adopt the Station Area Plan.

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

1. That the Murray North Station Area Plan is hereby adopted, attached as Exhibit A.

2. That the Board formally ratifies actions taken by the Authority, including those taken by the Executive Director, staff, and counsel that are necessary or appropriate to give effect to this Resolution.

3. That the corporate seal be attached hereto.

Approved and adopted on this September 25, 2024.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Annette Royle
Secretary to the Board of Trustees

(Corporate Seal)

Approved As To Form:

Signed by:
David Wilkins
CA25CE8F60E344B...
Legal Counsel

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Exhibit A

Murray North Station Area Plan

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MURRAY NORTH STATION AREA PLAN

JANUARY 23, 2024 DRAFT

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The Murray North Station Area was one of the first station areas to attract investment into transit supportive uses. Following the station's opening in 1999, this area has seen over 2,000 new housing units with additional neighborhood-serving commercial spaces. Private investment in housing and services continues in the area.

This plan envisions building on the success of the area to address some existing challenges and create a framework for expanding the core transit supportive neighborhood throughout most of the planning area. The plan establishes a framework for future growth and densities that will encourage investment in housing, services, and new neighborhood and community retail.

VISION

THE MURRAY NORTH STATION AREA IS AN ACCESSIBLE, VIBRANT, COMPLETE COMMUNITY THAT PROVIDES RESIDENTS AND VISITORS ALIKE WITH AN INTERESTING, ENGAGING MIX OF LAND-USES TO SERVE THEIR NEEDS.

The core area has seen significant new investment over the past 20 years. The core area's current boundaries of the station area – State Street, the Union Pacific Rail Line, and 4500 South – are barriers that require strategic new connections to take advantage of opportunities to the east, south, and west. Overcoming these barriers and expanding transit supportive development to areas beyond these barriers is a longer-term vision.

Over the next five-to-ten years, building on the existing and planned collection of transit-oriented developments in the area to create a safe, thriving transit supportive neighborhood in the core will set the stage and create momentum for the investments needed to overcome the identified barriers.

The station area itself is envisioned as the catalyst for the further transformation of the Murray North Station Area. There are several opportunities immediately adjacent to the station to create a hub of activity that will enhance safety, provide much needed community-based opportunities, and further establish the social fabric of the area as a thriving neighborhood. These opportunities include:

- Transforming the existing bus loop and two-acre parking lot into mixed income housing, community uses, restaurants, shops, and open space
- Redeveloping the Atlas Roofing site into mixed-income housing with improved site lines, lighting, and access, to address safety and parking issues on the west side of the station area
- Relocating the UTA mobility center and storage areas to create additional mixed income

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housing, community space, parking and trails and connectivity

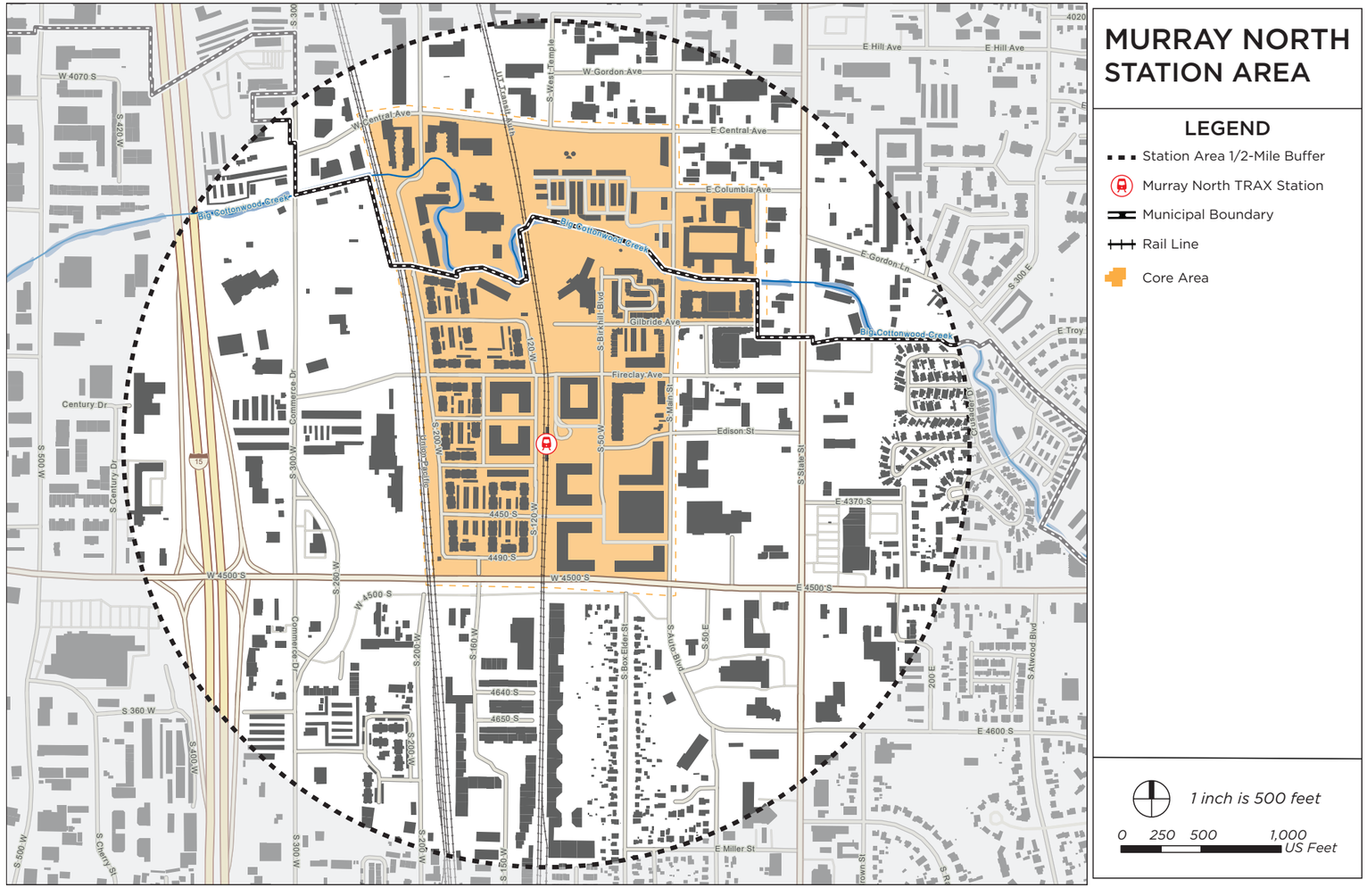
- Redeveloping the Salt Lake County Fleet Maintenance property into additional mixed income housing, a 10,000 to 14,000 SF market, parking, open space, and connectivity
- Redeveloping the commercial property on the corner of Fireclay Avenue and Main Street for additional mixed-income housing and to activate this critical corner

The transformation of the station area core will provide additional housing for all income levels and help address existing challenges in the neighborhood. These challenges include:

- Needed additional open space and trails. The proposed transformation of the immediate station area will add approximately 21.99 acres of new open space to this underserved area
- Improved site lines and additional community activity. Increasing desirable activity in the area and connecting currently dead-end streets physically and visually will help to reduce elevated levels of crime, particularly west of the station
- Additional parking spread throughout the station area in new parking structures will help alleviate current parking problems. The plan recommends the creation of a parking district to help fund the construction, maintenance, and operation of parking in the various recommended structures
- Address environmental contamination. The plan recommends a trail in the area of the contaminated berm on UTA property. The material in the berm should be processed to remove organic and construction waste materials. The remaining soils can then be "capped" beneath the trail. Any remaining materials should be characterized and disposed of in an appropriate facility.

Successful implementation of the plan will require policy changes, new administrative resources, and the use of a mix of impact fees, grants, tax-increment financing, and public/private partnerships to achieve the vision.

FIGURE E.1: MURRAY NORTH STATION AREA CORE



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REPORT INTRODUCTION

INTRODUCTION

One of the first stations on the original TRAX Blue Line to draw a sizable amount of new investment in transit-oriented development was the Murray North Station Area. Since 2000, there have been more than 2.5 million square feet of commercial development and an estimated 2,200 new housing units built. The region has seen large public investment in addition to private investment, with new road connections, trails, and streetscape enhancements among the projects completed. The immediate station area between Main Street and the north side of the Union Pacific train line, as well as Central Avenue and 4500 South, has received the majority of the area's transit-supportive investment.

The Plan is a joint planning effort of the cities of Murray and Millcreek, the Wasatch Front Regional Council (WFRC), and the Utah Transit Authority (UTA). This plan identifies a community-based vision for the future, as well as goals, strategies, and key implementation actions for each of the primary stakeholders. Plan strategies seek to take advantage of opportunities, overcome challenges and continue to provide attainable and affordable housing within a vibrant, transit supportive neighborhood.

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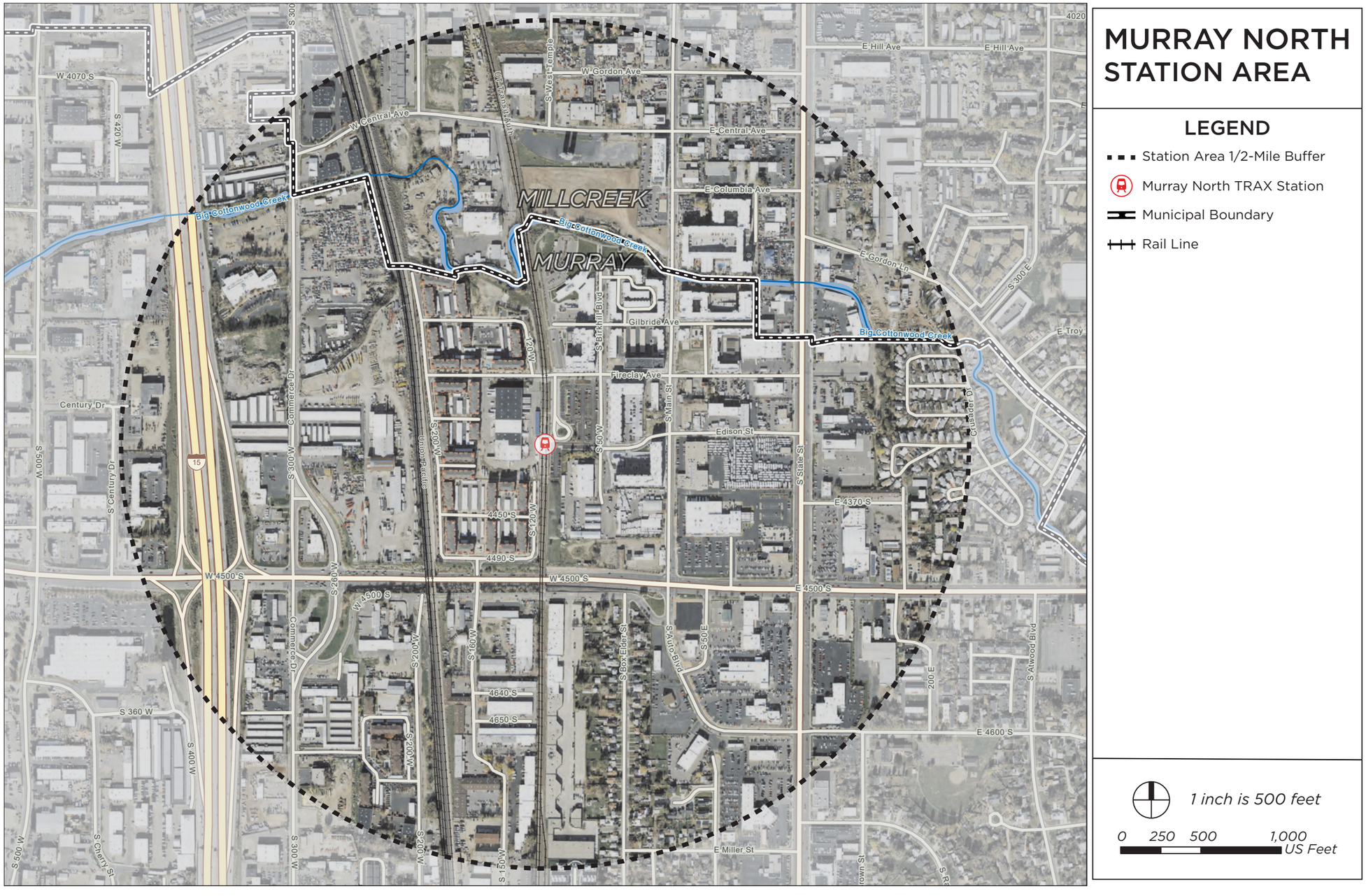
FIGURE1.1: MURRAY NORTH STATION AREA 1/2-MILE BUFFER



MURRAY NORTH STATION AREA

LEGEND

- Station Area 1/2-Mile Buffer
- Murray North TRAX Station
- Municipal Boundary
- Rail Line

1 inch is 500 feet

0 250 500 1,000 *US Feet*

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Planning Area Description

This plan focuses on the Murray North Station Area, which is defined as the area within a ½-mile radius from the Murray North TRAX platform, located at 71 W. Fireclay Ave, in Murray, Utah. The area is between I-15 and State Street, south of Central Avenue and extending south of 4500 South to approximately 4700 South. Big Cottonwood Creek not only serves as the primary ecological asset to the station area, but it bifurcates the station area and serves as a significant portion of the jurisdictional boundary between Murray and Millcreek Cities.

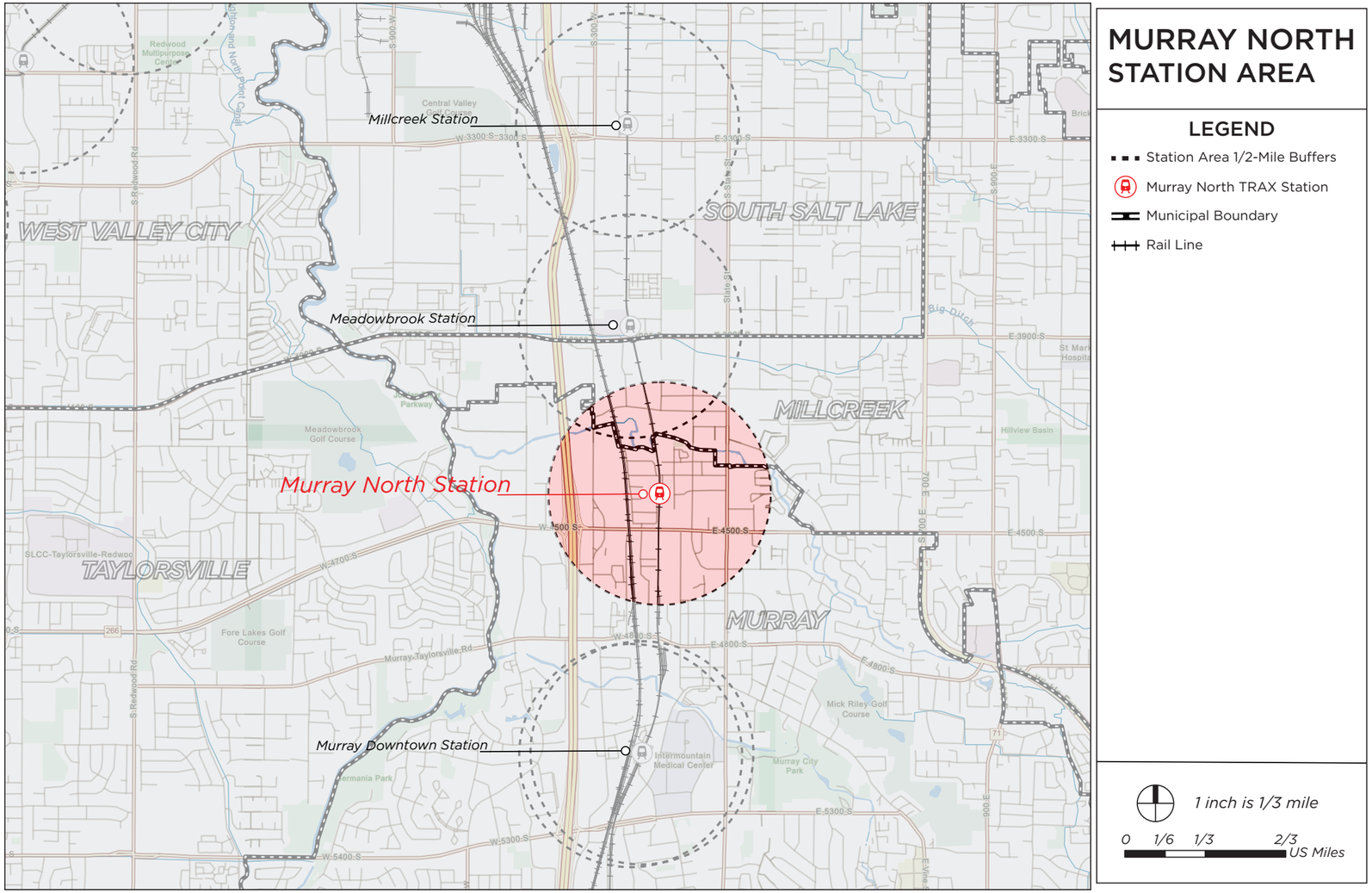
The planning areas for the Meadowbrook Station to the north and the Murray Central Station to the south closely abut the Murray North Station Area. Because of the close proximity of adjacent station areas, planning for the Murray North Station is approached as part of a large ecosystem of connected, transit supportive areas.

The Murray North TRAX Station is a mid-level light rail station within the TRAX system. The station is a 385-foot center platform accessed from the east by a north crossing of the tracks and a south crossing of the tracks. The southern walkway from the station connects to the Brickgate Apartments west of the platform. The northern walkway connects to the bus loop, station parking lot and Fireclay Avenue.

While not one of the major nodes, like nearby Murray Central Station, Murray North is served by TRAX lines--Blue and Red, and connects to two bus routes (Routes 205 and 45). Route 205 connects north generally along 500 East to Downtown Salt Lake City and has 789 daily boardings system-wide. Route 45 connects east to Holladay Village and Olympus Cove Park and Ride and has 389 daily boardings system-wide, so these are good regional bus connections.

In addition to the 205-bus route that serves the station, there is an additional bus route, the 200, on State Street that does not stop at the TRAX station but has stops within the station area. The State Street routes are primary connections north and south through the Salt Lake valley. During the public engagement process many residents north of State Street indicated that they use the routes on State Street rather than the TRAX line. Connection and coordination of transit between the station and the lines throughout the immediate area enhance the transit supportive nature of the entire neighborhood.

FIGURE 1.2: REGIONAL TRAX SYSTEM MAP



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Background and Purpose

A Station Area Plan (SAP) is required per "H.B. 462 Utah Housing Affordability Amendments" for municipalities that have fixed-guideway public transit stations (rail or BRT). The code, 10-9a-403.1, requires the development of specific SAPs at both planned and existing stations along transit investment corridors to increase housing options. The code also requires that SAPs promote the following principles:

- Increase the availability and affordability of housing, including moderate income housing
- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

Addressing adequate housing is a critical aspect of preparing for anticipated growth. The SAP process empowers local governments to conduct localized planning efforts and develop a contextual solution to an area's development needs and take advantage of regional investments in transit infrastructure. The planning process also seeks to enhance coordination of planning and reporting efforts and increase collaboration between stakeholders who want to improve housing affordability and availability—from state-level commissions and divisions, to regional transportation and planning agencies (UTA, UDOT, and WFRC), to municipalities and private sector developers. For the Murray North SAP, both Murray and Millcreek Cities served as local government representatives with representation from UTA and WFRC.

Station area plans are required to identify opportunities and constraints within the station area, identify opportunities for additional affordable housing and the need for supportive services, describe a preferred vision shared by the community within and around the station area, and provide strategic recommendations that may be pursued by both UTA, respective local governments, and private partners to help facilitate implementation.

Recognizing that housing and land use policies have profound impacts on individual transportation mode choices, quality of life, and growing environmental concerns, H.B. 462 requires a comprehensive integration of these aspects into local land use policy. Provisions include the modification of how municipal corporations develop and report their moderate-income housing strategies, and further defines the mechanism that distributes state funding to political subdivisions that meet defined transit-based planning requirements and withholds funding from those who fail to achieve the requirements in accordance with specified timelines.

Historical Context and Understanding

The first recorded building in the Murray North Station Area was a home constructed in 1858. The area was originally developed as a residential area with a correspondingly scaled grid system. Over time, the area transitioned to industrial uses. Prior to the opening of the TRAX Blue Line, the land uses around the Murray North TRAX Station were already primarily industrial, a result of its proximity to I-15, the State Street corridor, Union Pacific rail line, and Big Cottonwood Creek, which have provided the necessary transportation infrastructure and resources for operations. Today, the most prevalent land use in the station area is industrial, making up approximately 40% of the total land area. Industrial areas generally have large lots with limited internal infrastructure. This is true of many of the remaining industrial areas within the Murray North Station area.

Over the past two and a half decades since the construction of the TRAX station, the area has seen a continual transformation towards transit supportive development, mostly consisting of high-density residential structures. The area east of State Street in Murray generally transitions from the commercial State Street corridor to single-family residential neighborhoods whereas Millcreek hosts a handful of apartments and mobile homes adjacent to the State Street corridor. Today, there are approximately 2,678 total housing units within the Murray North Station Area, 70% of which

FIGURE 1.3: MURRAY NORTH STATION HISTORICAL AERIALS

HISTORICAL AERIALS SOURCE: GOOGLE EARTH & SALT LAKE COUNTY

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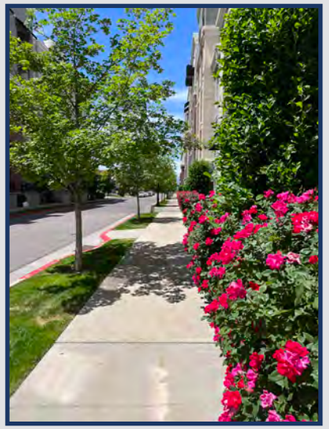
WALKING AUDIT CONDUCTED DURING THE "WHAT YOU HAVE" PHASE

GREEN/OPEN SPACE IDENTIFIED THROUGH THE "WHAT YOU NEED" PHASE



STREETSCAPE WITHIN THE STATION AREA THAT EXHIBITS "HOW YOU GET THERE"

have been constructed since 2000.

Plan Basis

This Station Area Plan leverages prior planning efforts conducted by both local and regional jurisdictions. In conjunction with a solid understanding of prior planning efforts, this plan considers the best path to align market opportunity with physical opportunity, and the community vision established throughout the planning process. Prior plans reviewed included:

- Murray General Plan (2017)
- Millcreek Together General Plan
- Millcreek Transportation Master Plan
- Mid-Valley Active Transportation Plan
- Fireclay Transportation Master Plan & Design Standards
- Life on State Implementation Plan
- Seven Greenways Vision Plan
- West Millcreek Meadowbrook Plan

Process

The consultant team engaged the public through online and in-person opportunities to provide feedback and contribute to the decision-making process. A three-phased approach was used to craft the plan that will guide decisions and embody values of the community as the Murray North Station Area continues to grow and develop. The phases implemented to guide this plan were as follows:

- **WHAT YOU HAVE** – This phase focused on gaining a comprehensive understanding of existing conditions and context within the area of influence for the Murray North Station Area. An initial site visit and public engagement kick-off was also associated with this phase. The complete existing conditions analysis that includes the following may be found in the appendix:
  - Accessibility analysis
  - Environmental analysis
  - Socioeconomic analysis
  - Public safety analysis
  - Market analysis
- **WHAT YOU WANT AND NEED** – While the second phase focused on dialogue with the community (listening, repeating back, and inviting input) this exchange of ideas and input occurred throughout the entire process. At this stage we not only shared what was learned through the initial phase, but we invited the public, technical partners, and stakeholders to tell us about what they want and need to make the station area a more complete community. This phase included several in-person input opportunities, a variety of stakeholder interviews, continued online engagement, and lots of thought digestion. A more complete detailing of community engagement takeaways can be found in the Community Engagement chapter.
- **HOW TO GET THERE** – Based upon the emerging unified vision, the consultant team worked to identify specific pathways toward the identified goals. Tangible goals and strategies were established based on input and direction from previous phases.

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EXISTING CONDITIONS

INTRODUCTION

Station Area Policy Background

The Murray North station is an existing light rail station that serves the Blue and Red TRAX lines that connect throughout Salt Lake County. The station is located at 71 West Fireclay Avenue in Murray, serving the immediate “Fireclay area.” The Blue line connects downtown Salt Lake City with Draper on the southern edge of Salt Lake County, and the Red line connects the University of Utah with Daybreak in South Jordan in the southwest of Salt Lake County.

The ½-mile Study Area is generally defined by I-15 on the west, the area north of 4500 South Street, and area west of State Street, and south of Central Avenue. Big Cottonwood Creek bisects the Study Area and is shared between Murray and Millcreek cities. The total population within the ~500-acre Study Area is currently estimated to be 6,541 people, or approximately 13 people per acre, distributed across 2,611 households. The Study Area is also home to 4,360 employees, or approximately 9 employees per acre (ESRI).

Today, the Study Area contains a mix of new high-density housing, auto-oriented retail, auto and RV dealerships, a mix of small businesses, and a wide range of industrial uses.

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DEMOGRAPHICS

Population

ESRI estimates the current population of Murray to be 52,255 with an expected 0.5% annual growth rate to 53,448 by 2028. Similarly, Millcreek has a population of 64,778 and is projected to grow at a rate of 0.31% annually from 2023-2028 to 65,793 people. The population within a ½-mile radius of Murray North Station is currently 6,541 and is expected to grow to 6,791 by 2028, representing an annual growth rate of 0.75%.

CATEGORY	MURRAY	MILLCREEK	STUDY AREA
2023 Population	52,255	64,778	6,541
2028 Population	53,448	65,793	6,791
5-Year Annual Growth Rate (%)	0.5%	0.31%	0.75%
Source: ESRI			

TABLE 2.1: POPULATION COMPARISON

Income

The City of Murray has a median household income of $71,470 compared to the City of Millcreek with a median household income of $80,083. However, within the Study Area, the median household income is significantly less than the US and neighboring jurisdictions, at $50,437. This is likely attributed to the greater concentration of workforce housing within the Study Area and the greater number of single-member households that live in multifamily housing, as indicated in the household type statistics.

CATEGORY	MURRAY	MILLCREEK	STUDY AREA
Median HH Income	$71,470	$80,083	$50,437
Per Capita Income	$39,540	$46,650	$38,765
Source: ESRI			

TABLE 2.2: INCOME COMPARISON

Race and Ethnicity

The Study Area is much more diverse than the surrounding cities of Murray and Millcreek, Salt Lake County, and Utah. Diversity can promote economic growth and enhance vitality. Research shows that cultural diversity enables a community to be stronger and more productive. Increased diversity can also contribute to cultural experiences and artistry, which in turn increases quality of life. Exploring ways to celebrate the higher diversity in the Study Area with art, programming, and events could help support revitalization, expand economic opportunity, and help differentiate the Study Area from regional contexts.

Opportunities

Because the Study Area is projected to grow more quickly and with a more diverse population than the surrounding communities, the Murray North Station Area can become one of the more vibrant and interesting neighborhoods in the region. There is an existing diverse population in the area that seeks services and amenities that are culturally appropriate and easily accessible. Initial observations indicate an opportunity to balance the recent influx of high-density residential with additional amenities and services, including the addition of usable open space.

Challenges & Barriers

Household and per capita income in the Study Area is significantly lower than the surrounding communities. This presents a challenge for attracting new retail and services into the area. The lack of expendable household income and access to surrounding neighborhoods is a recognized barrier to attracting fresh food and similar resources into the station area. This was a consistent observation from area residents and visitors.

LEFT: flyer advertising Hispanic heritage month event in Murray
Source: Now Playing Utah!

RIGHT: Murray city celebrates cultural diversity through Hispanic Heritage Days Event in the Murray Park Amphitheater, September 2023
Source: KSL TV

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LAND USE AND ZONING

Land Use

Existing land use is important because it establishes the current conditions for the subject area and determines what options are available for future development. Typically, land uses that are already in existence will remain the same because they are appropriate for the area or are difficult to transition. This generally leaves opportunities for development within vacant areas. The pattern of land use that exists today within the station area has evolved to adapt to the requirements of the community as it has experienced growth, both in geographic size and population. An existing land use assessment was conducted from generalized Salt Lake County assessor data obtained by the project team.

The planning area for this SAP can be thought of as several character areas. The “core area” identified is the area immediately around the station, generally from Main Street to the Union Pacific rail line and from 4500 South to Central Avenue. This core area has been and continues to be the focus of most of the transit supportive development that has occurred in the area since the opening of the TRAX Blue Line. The “State Street corridor area” includes both sides of State Street for the length of the planning area, spanning west to Main Street and north above Central Avenue. The “southern area” includes the area south of 4500 South. The “Western area” includes the area west of the Union Pacific rail line spanning the length of the study area. There are also small portions of the ½ mile radius that are west of I-15 and east of the State Street corridor and south 4500 South that are small and disconnected from the rest of the planning area and infeasible to address in the planning process.

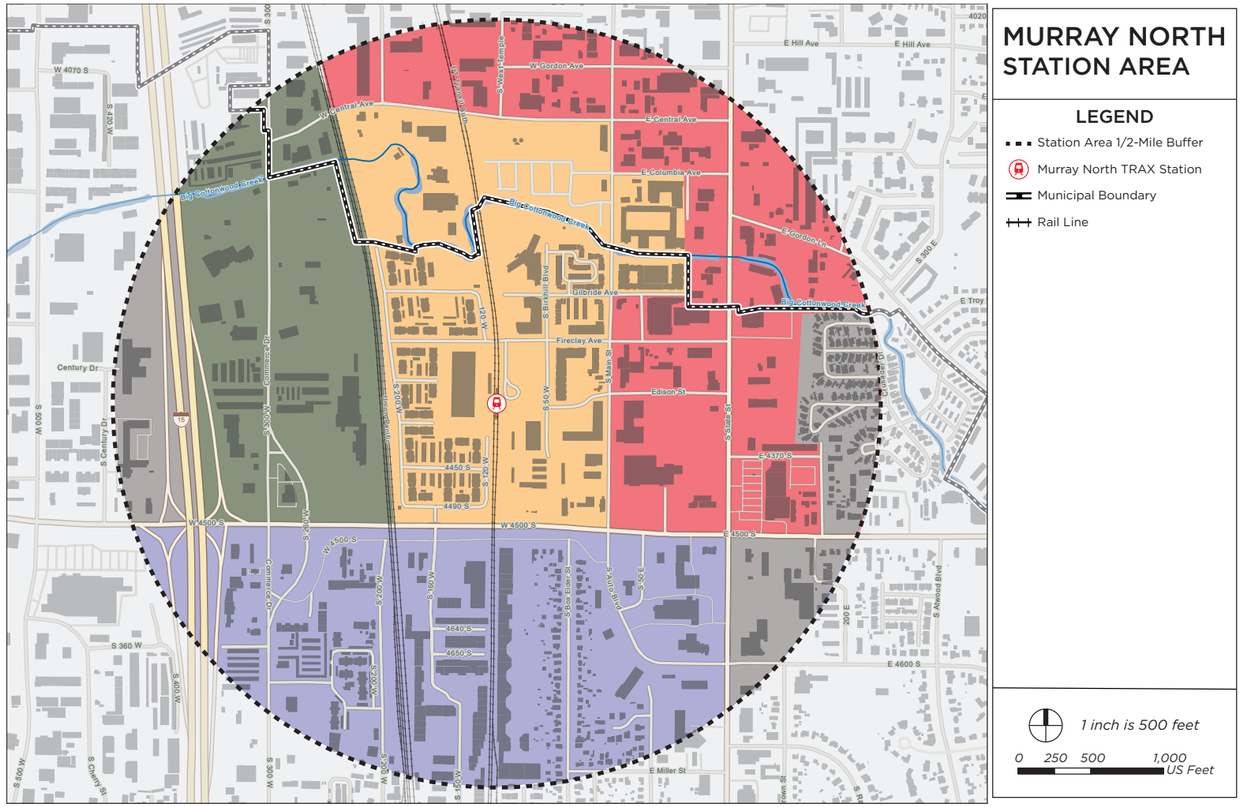
The Core Area includes newer residential developments closer to the station, primarily along Main Street and Fireclay Avenue. There is ground floor retail in many of the buildings that was required as part of the development approval process to activate the street level and is intended to support local households. The core area includes several remaining opportunities for new development.

The State Street Corridor Area is characterized primarily by auto-oriented commercial development. The deep, setback commercial uses along State Street varies in depth from one lot north of Big Cottonwood Creek to an entire block south of the Creek and south of 4500 South. Additional small-scale commercial services are located throughout the blocks north of Central Avenue.

The Southern area is characterized by a mix of uses. A well-established, single-family, residential neighborhood has existed in this area since the early 1940’s even as the surrounding area has transitioned. Other uses in the southern area include light industrial and newer townhomes along the light rail line and some commercial uses along Auto Boulevard. The area between the light rail line and the Union Pacific Rail line is characterized by light industrial uses including auto body repair shops and cabinet makers.

The Western Area west of the Union Pacific rail line includes heavy industrial, storage, and warehousing uses. The area closest to 4500 South is significantly lower than the rest of the area and includes highway focused commercial uses. The area is currently experiencing some redevelopment pressure; however, because it is currently disconnected from the Murray North Station by the Union Pacific rail line new development proposals are not currently transit supportive.

FIGURE 2.1: MURRAY NORTH “CHARACTER AREAS”



LAND USE (EXCLUDING ROW & NON-DESIGNATED USES)	PERCENTAGE	ACREAGE
Commercial	29.7%	112.2
Industrial	43.4%	163.9
Single Family Residential	6.9%	26.1
Multi-Family	18.9%	71.4
Transit Infrastructure	1.1%	4.1
TOTAL		377.7
Source: Salt Lake County Assessor		

TABLE 2.3: GENERALIZED CURRENT LAND USE DISTRIBUTION

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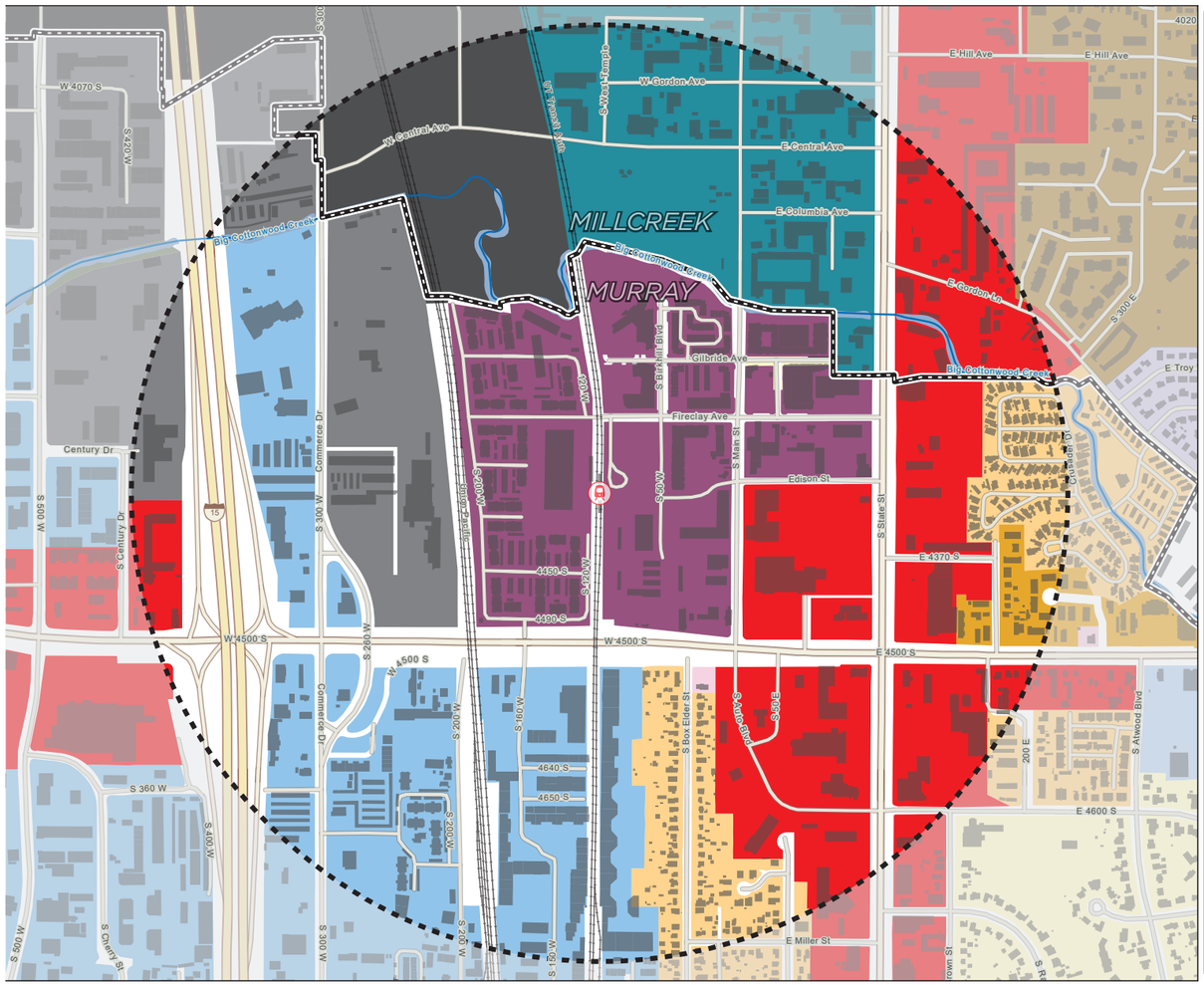
FIGURE 2.2: GENERAL PLAN FUTURE LAND USES MAP



MURRAY NORTH STATION AREA

LEGEND

- Station Area 1/2-Mile Buffer
- Murray North TRAX Station
- Municipal Boundary
- Rail Line

Future Land Use

Murray

- Business Park Industrial
- General Commercial
- High Density Residential
- Industrial
- Low Density Residential
- Medium Density Residential
- Mixed Use
- Office
- Parks and Open Space
- Residential Business

Millcreek

- Employment / Commercial
- Light Manufacturing
- Neighborhood 3
- Urban Transit Center

1 inch is 500 feet

0 250 500 1,000 *US Feet*

Through analysis of the 2017 Murray General Plan, there are an identified 10 distinct future land use designations that have significant impact on the study area: Business Park Industrial, General Commercial, High Density Residential, Industrial, Low Density Residential, Medium Density Residential, Mixed Use, Office, Parks and Open Space, and Residential Business. Regarding the Millcreek portion of the study area, there are four distinct future land use designations that influence the future development and character of the land: Employment/ Commercial, Light Manufacturing, Neighborhood 3, and Urban Transit Center.

The Future Land Use map for Murray designates the core station area as “Mixed Use” which is Murray’s transit supportive designation. The bulk of land in this district is currently commercial or residential and largely conforms to the future land use plan, however two parcels directly west of the platform are home to the site of Atlas Molded Products, a molded polystyrene development and manufacturing facility. A relic of the area’s overall industrial orientation, this multi-block building and the associated freight requirements present an example of the challenges left behind by an evolving neighborhood.

The Future Land Use map for Millcreek designates the core area as “Urban Transit Center.” As with Murray, the Millcreek core area has many of the same conflicts arising from historical . The scale is more significant, however as much of the land between Main Street and the rail corridor, south of Weston Avenue, is small scale automotive repair shops.

State Street is a longstanding and well-established commercial corridor that spans north-south through both jurisdictions. It has , historically, been geared towards auto-oriented services and convenience-based shopping centers. In its current state, the State Street corridor may not be as well-reflected in the future vision for commercial development in the station area, largely in part to the nature of auto-oriented development. Through the development of this plan, existing conditions must be carefully considered when planning for the future of the area.

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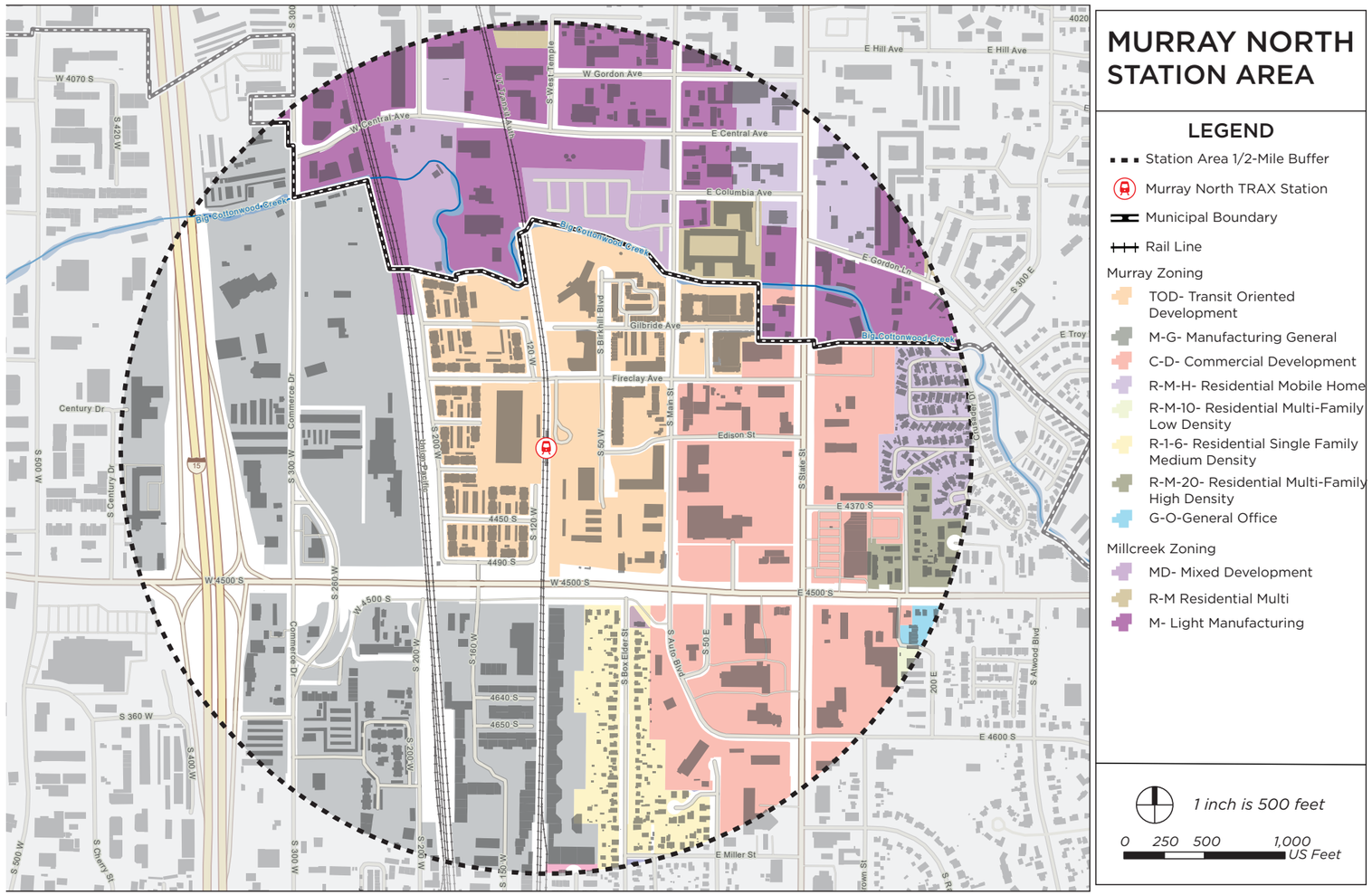
FIGURE 2.3: ZONING MAP



Zoning

As the Wasatch Front region continues to grow, the Murray North Station Area will become home to additional residents and employees that will need adequate access to a variety of services, employment, dwellings, and open space/recreation opportunities. An appropriate mix of land uses within the station area creates more abundant opportunities and plays a role in supporting the greater transit system network. To capitalize on the regional and local growth opportunities, both Murray and Millcreek have established zoning codes reflecting the future vision for the Murray North Station area when deployed in the appropriate context. For example, within the northern portion of the station area, Millcreek has established Mixed Development (MD) zoning in areas that are currently, or were formerly, occupied by industrial land uses. Similarly, Murray established Transit Oriented Development (TOD) zoning at the core of the station area which has led to the arrival of several multifamily apartment and townhome developments such as the Avida and Birkhill complexes.

More than 22% of the land with a zoning designation in Murray's portion of the study area has been zoned to allow for higher density residential development and to encourage a mix of uses that fit the future of the area. Similarly, more than 22% of the land with a zoning designation in the Millcreek portion of the study area has been designated to accommodate higher density residential development.

MILLCREEK ZONING DESCRIPTION	% OF LAND AREA	ACREAGE
Commercial	21.9%	24.1
Light Manufacturing	55.7%	61.3
Mixed Development	16.8%	18.5
Residential Multi-Family	5.6%	3.2
TOTAL		**110.1**
Source: Millcreek City GIS		

TABLE 2.4: ZONING DISTRIBUTION WITHIN THE MILLCREEK PORTION OF THE STATION AREA

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MURRAY ZONING DESCRIPTION	% OF LAND AREA	ACREAGE
Residential Multi-Family High Density	2.5%	7.0
Commercial Development	24.0%	67.9
General Office	0.3%	1.0
Manufacturing General	43.4%	122.8
Murray Central Mixed Use	0.1%	0.3
Residential Single-Family Medium Density	5.7%	16.2
Residential Multi-Family Low Density	0.2%	0.5
Residential Mobile Home	3.9%	10.9
Residential Neighborhood Business	0.1%	0.2
Transit Oriented Development	19.8%	56.1
TOTAL		282.8
Source: Murray City GIS		

TABLE 2.5: ZONING DISTRIBUTION WITHIN THE MURRAY PORTION OF THE STATION AREA

Opportunities

There are several opportunities for new, transit supportive development both in the near term within the core area near the station and in the longer term in the broader Murray North Station Study Area. Near term opportunities include:

- The former gravel operation currently under construction for a new townhome development
- Several remaining industrial parcels north of Big Cottonwood Canyon
- The plastics factory immediately west of the platform that is expected to transition to a transit supportive use in the next five years
- The station park and ride lot
- UTA's mobility center and storage area property
- The former Salt Lake County Fleet Management site

Many of these areas are already approved or under construction for transit supportive uses.

Longer term opportunities include the State Street corridor, the area south of 4500 South and east of the TRAX line in the 10-year horizon and the areas west of the Union Pacific rail line in the 20-year horizon if the Central Avenue underpass is upgraded and a new crossing at Fireclay Avenue is installed.

Challenges & Barriers

Future development of many of these areas requires project partners to coordinate the elimination or minimization of barriers to development. Some of the barriers are environmental, relating to the area's history of industrial uses. Other barriers require investment in connections across or under major roadways or rail lines. Other challenges are market-based providing incentives for desired development types. These barriers and challenges are addressed in the recommended path forward for this plan.

MARKET ASSESSMENT

Retail Market Demand

Overall, the Study Area contains approximately 736,000 square feet of existing retail. Based on purchasing power and existing retail supply, unmet demand is estimated at 170,549 square feet. Based upon growth projections, the Study Area is anticipated to support an additional 4,718 square feet of retail annually to meet retail demand over the next five years based upon population and demographic growth projections. The current retail market rent is $18.02 per square foot, plus taxes, insurance, and common area maintenance (NNN's) for shell space. The retail vacancy rate in Murray/Millcreek is low.

Although development pressure remains high, future regulations should ensure that the appropriate elements and amenities get integrated into each future development to enable a safe, walkable, and connected district to unfold.

FIGURE 2.4: EXISTING RETAIL DEVELOPMENT WITHIN THE STUDY AREA

Corporate Office Demand

Overall, the office market in Millcreek and Murray is relatively strong, with high occupancy rates and rental rates that are generally in line with the overall market in the Salt Lake City metropolitan area.

The Study Area could benefit from "higher quality" jobs that could stem from new office occupants. This would also complement the mixed-use objectives of the Station Area plan. Furthermore, office space will be complementary with other uses in the Station Area. Promoting small to moderate increments of office space in the Station Area would contribute to broader economic diversity and create stability in the Study Area.

Preferably, new office space would be a second-floor component of a high-density residential project, or it could be introduced as a first-floor flex space that can accommodate office or service retail such as real estate, title, insurance, engineering, or other service-oriented businesses.

Industrial Demand

The market demand for industrial space in Murray/Millcreek is strong due to the city's location near major transportation routes, including I-15 and I-215, as well as its proximity to the Salt Lake City International Airport. The regions diverse economies, which includes a strong industrial sector, also contributes to the demand for industrial space. There is currently 1.5M square feet of industrial space in the Study Area. The average price per square foot of industrial space in Murray/Millcreek is $12.30. The vacancy rate is 0.9%. There has been no measurable industrial space added within the Study Area over the last 10 years.

Opportunities

There are several opportunities for new commercial development along State Street in both the near and longer terms, withiin the core Murray North Station Study Area. Near term opportunities include:

- Exploring neighborhood service retail that could also support future commercial and residential uses in the core, such as grocery, destination restaurants, and retail services
- Explore redevelopment/revitalization of underutilized parcels that front on State Street and 4500 South

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Challenges & Barriers

The challenge will be to create new space and achieve rental space that can justify new construction costs during the transition.

In the current context, most of the retail would likely gravitate towards State Street. State Street offers existing retail concentration, higher traffic counts, and established co-tenancy in this part of the Study Area. Most of the current commercial space within the Study Area is located along State Street, which is dominated by auto oriented and convenience retail. Changing this context is difficult because the existing corridors within the study area and the internal core area around the Station Area do not have sufficient elements needed to create a holistic mixed-use environment.

HOUSING

The Murray North Station area has experienced significant residential growth over the past couple of decades. In 2010, the station area's population was approximately 1,400 residents with approximately 750 total housing units per United States Census data. Since 2010, ESRI indicates that the area's population has grown to 6,541 people and 2,678 housing units in 2023.

Approximately 30% of the area's housing units are contained within apartment complexes with more than 50 units. The number of housing units in multi-family structures is anticipated to increase as higher-density developments are planned and completed. With an increase in residential density, unique housing opportunities and pedestrian-scale commercial amenities become more economically viable and are the main pillars of successful transit-oriented developments.

The distribution of housing values for both the Murray North Station Area and Salt Lake County, are represented in the Owner-occupied Housing Units by Value table. When compared to county-wide figures, the station area's variation in values drastically differs. Within the station area, single-family homes are the most prevalent owned housing type, the majority being valued in the $200,000-$299,000 range and less. In Salt Lake County, nearly half of all homes are valued between $500,000 and $750,000, demonstrating the station area's offering of more affordable housing prices that may accommodate young families or low-income households looking to purchase a starter home.

Another prevalent owned housing type in the station area is mobile homes. Often, mobile homes are viewed as the most affordable and achievable method of obtaining home ownership. By leasing the land underneath the structure rather than accounting for it in the sale of the structure, a significant portion of the purchase price is removed. More than 43% of the area's housing stock is valued under $100,000, mostly comprised of mobile homes situated on the east side of State Street in Murray.

The Murray North Station Area has a current vacant housing unit rate of 12.7% which is more than double the rates in Murray, Millcreek, and Salt Lake County. According to ESRI, a vacant housing unit is classified as no one living in the dwelling, unless its occupant or occupants are only temporarily absent. The figure of 12.7% equates to roughly 340 housing units but doesn't necessarily mean that these units have been, or will be, vacant for a long period of time. Vacant housing units can be unoccupied for various reasons, either because the new tenant or owner hasn't yet moved in or the property is vacant for another reason such as remodeling or abandonment.

FIGURE 2.5: HOUSING UNDER CONSTRUCTION ALONG MAIN STREET

FIGURE 2.6: HOUSING TYPOLOGIES WITHIN THE STATION AREA

TABLE 2.6: OWNER-OCCUPIED HOUSING UNITS BY VALUE

	MURRAY NORTH STATION AREA	SALT LAKE COUNTY
< $99,999	43.5%	0.6%
$100,000- $199,999	15.6%	1.1%
$200,000-$299,999	23.4%	0.5%
$300,000- $399,999	3.2%	10.1%
$400,000- $499,999	2.2%	30.3%
$500,000- $749,999	8.1%	47.2%
$750,000- $999,999	1.3%	8.2%
$1,000,000 +	2.7%	1.9%

Source: American Community Survey 5-year Estimate 2017-2021

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Murray North Station Role in Moderate Income Housing

Affordable housing availability is key to a good quality of life and economic security. The Murray North Station Area has provided moderate income housing for several years. This station area offers two types of housing below the market rate. The Utah Affordable Housing Database, managed by the Utah Department of Housing & Community Development lists the affordable apartment properties within both Murray and Millcreek. Of the five affordable apartment properties in Murray and one in Millcreek, three are within the Murray North Station Area. These include:

- Artesian Springs Apartments (Millcreek)
- Birkhill Apartment Homes Phase III (Murray)
- Front Gate Apartments (Murray)

The station area is also home to low-rent apartments. These apartments do not provide direct rental assistance but have more affordable rental rates. These apartments include:

- Brickgate at Fireclay Apartments (Murray)
- Avida Apartments (Murray)

The station area includes 426 rental-assisted units and 644 low-rent units with hundreds more planned, including 70 units dedicated to low-income senior housing. As one of the station area plan objectives is to increase housing affordability and availability in the station area, Murray North is ahead of the curve, especially in terms of addressing housing affordability. However, housing and housing affordability alone are not enough to establish a complete and thriving neighborhood. Rental housing affordability has been a primary focus of the Murray North Station over the past few years. Increasing housing options (such as home ownership), increasing opportunities for a feeling of belonging and commitment to the neighborhood, and incorporating supplemental services is necessary to build upon the existing collection of housing in the station area and form a complete neighborhood. To accomplish a cohesive and complete neighborhood, the station area plan will need to focus on promoting the other station area principles as well:

- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

Opportunities

The Murray North Station area will continue to provide opportunities for affordable housing. There are significant existing opportunities in the area for affordable rental and ownership housing. There are also plans for additional affordable options within the core area. In addition to affordable options, there are also opportunities to further diversify the housing base in both the core and the extended Study Area. These opportunities include new market rate rentals and additional entry-level ownership options for families of all types and sizes.

Other opportunities include adding services, retail uses, and amenities that will increase the neighborhood's livability and social cohesion.

Challenges & Barriers

The Murray North Station Area is perceived by residents and the surrounding community as unsafe and difficult to park. As seen later in this Plan, for some parts of the Study Area this is true and should be addressed as part of the immediate implementation strategy. The crime and lack of parking, particularly in the area around Brickgate and the Avida, has a "dampening effect" on investment throughout the area, particularly for non-residential investors.

Other challenges and barriers relate to opportunities to expand transit supportive residential development beyond the current core area because of real estate market values along the State Street corridor and connectivity challenges throughout the area.

CONNECTIVITY

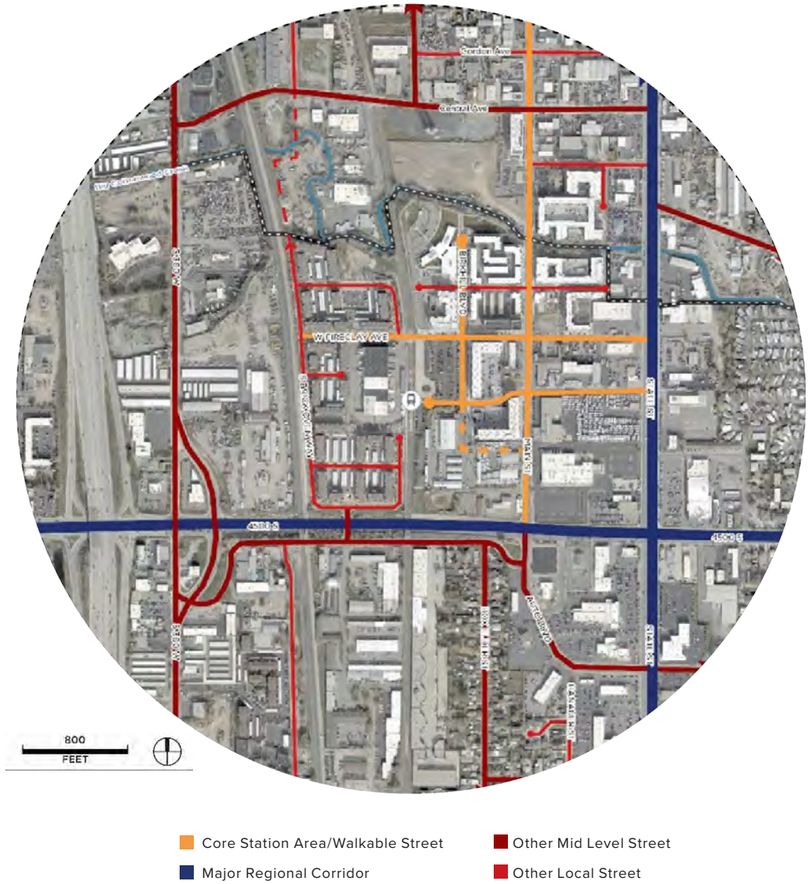
Street Network

The street network provides the mobility framework for the Murray North Station Area. It creates both the connections needed for the station area to thrive and the barriers preventing those connections. The area's streets also provide most of the public space that will help establish a walkable character for the station area.

The street network in the Murray North station area is interesting in that it is primarily a network geared toward auto, commercial, and industrial land uses but with the beginnings of a connected network for the emerging mixed-use area around the station. In addition, there are some streets that serve and reflect the character and land uses of the historic residential part of Murray.

To break down this network into its pieces, we have identified four main types of streets in the station area, based on their relevance to the station area, their transportation function, and their character. These are 1) a set of smaller or mid-size streets within the core station area; 2) major regional corridors; 3) other mid-size streets in the station area that form key connections in, out, and within it; and 4) other, smaller, local level streets throughout the half-mile station area. More information on these street typologies can be found in the appendix.

FIGURE 2.7: EXISTING STREET TYPES



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Bicycling and Micromobility

The bicycle network in the study area mostly consists of potential. The lone bike facilities in the station area are a bike lane along the northern segment of Main Street and a segment of multi-use path that arcs from the station at Fireclay Avenue north to Big Cottonwood Creek to Main Street. Other core station area streets are relatively bikeable for short stretches even without facilities, but these streets all run into the set of major barriers discussed above. With the ability to cross these barriers that surround the station, bicycling shows a lot of promise in the station area.

Sidewalks are the basic infrastructure for pedestrians. On most other streets outside of the station area core, and in some cases within it, pedestrian realms generally are simple, narrow 6-to-10-foot sidewalks with no other elements or buffer. While providing a basic, utilitarian place for people to walk, they do not provide the safety, comfort, or richness that the newer, wider pedestrian realms provide. Generally, the station area's sidewalks are relatively complete–most streets have at least basic sidewalks on one side of the street, and most have sidewalks on both sides. Due to the prevalence of street and rail barriers in the station area, pedestrian crossings may help shape pedestrian accessibility. Existing and missing sidewalk segments have been identified through the planning process, and should prioritize filling missing segments from the core outwards.

Urban design—the shaping of public space—is at the heart of a transit-oriented community. The vast majority of public space in most station areas, apart from the station itself, lies in its streets. This is especially true in the Murray North Station Area. Streets that make great public spaces are those designed for people, as opposed to only motor vehicles. The higher residential density needed for station areas means open space is more critical to those without private yards. At a fundamental level, space designed for people has a human scale and comfort.

Integration

One of the themes of the street network is disconnection. With this in mind, the project team analyzed the station area's street and pathway connectivity by measuring how much of the area within a half-mile of the station is actually accessible within a half-mile walk. If connectivity was maximized, with streets radiating out from the station area, the entire circle would be accessible; if the network was a perfect grid, the area accessible would look like a diamond within the circle. However, only a portion of the half-mile circle, totaling less than 50 percent, is accessible within a half mile walk from the station.

FIGURE 2.8: PEDESTRIAN PATHS SIDEWALKS

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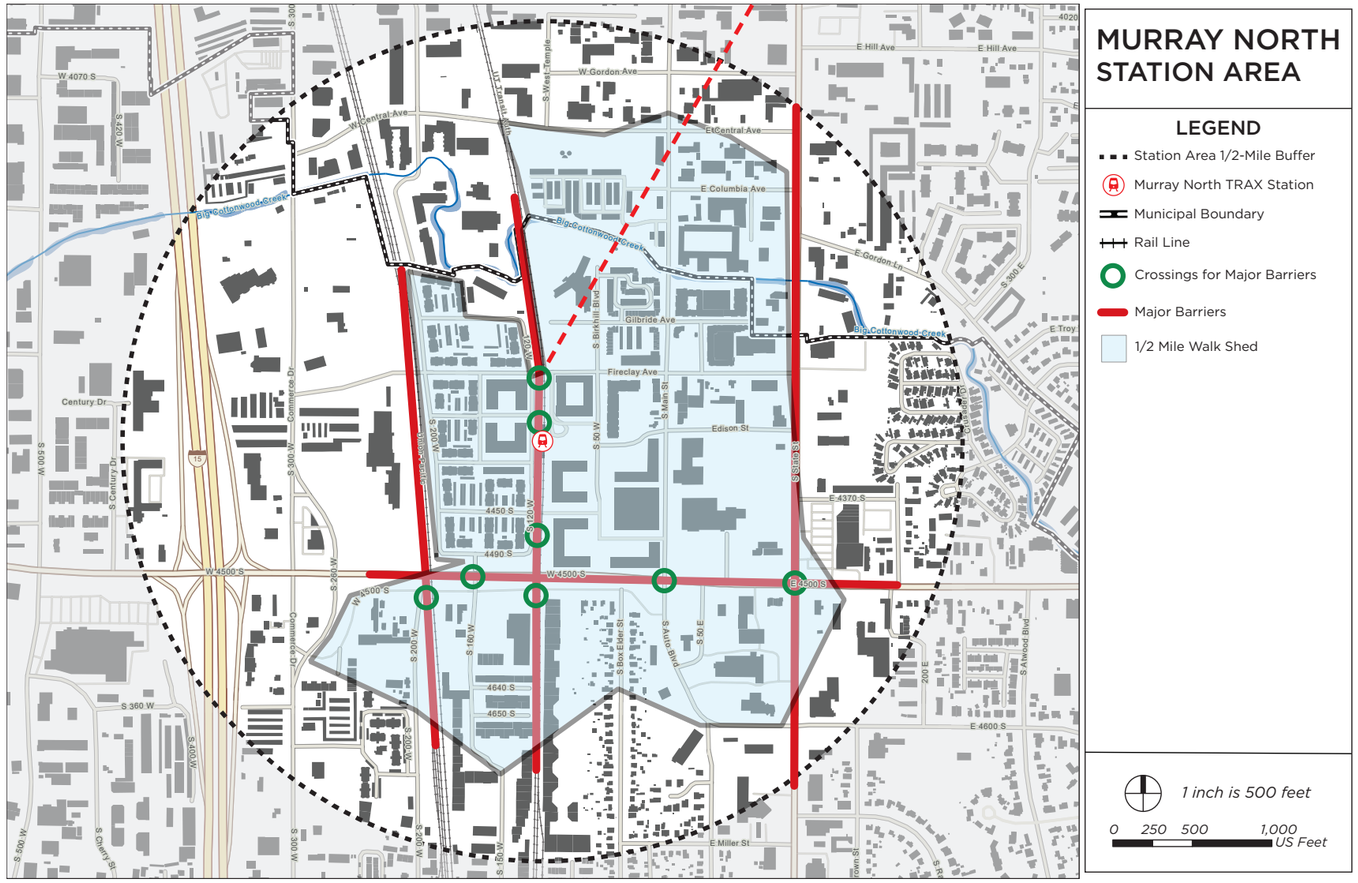
The limited walkability is due to a series of major barriers around the Murray North TRAX Station. These barriers, consist of State Street, 4500 South, the TRAX tracks themselves, and the Union Pacific/FrontRunner rail tracks. I-15 is another barrier, but it is far to the west in the station area. In addition, the blocks outside the core station area are large and motor vehicle-oriented and are not conducive for walking to and from the station, and around the station area. These barriers shape the area that is accessible to and from the station. Some crossings of the barriers (green circles) allow accessibility beyond the barriers, but these crossings are limited. This analysis indicates opportunities to increase the area accessible to the station by strategically adding and enhancing existing barrier crossings and pedestrain facilities.

EXAMPLE BARRIER AT THE INTERSECTION OF FIRECLAY AVENUE AND THE TRAX LINE

FIGURE 2.9: MURRAY NORTH "BARRIERS"



Traffic

Currently, the data show no segments of the key streets over capacity. Main Street is well under capacity. The future 2050 projected volumes show significant growth throughout the station area, including nearly a doubling of volumes on Main Street, but most streets remain under capacity. Only 4500 South is over capacity – the segment that is most disconnected from the station area.

Parking

Parking has been identified by different stakeholders as a major issue in the station area, largely due to a perceived mismatch between demand and supply. In general, parking can be a vexing issue in a transit-oriented community for several reasons. First, one of the advantages of transit-oriented development is that ostensibly residents walk more and drive less so less parking is required. However, communities have been hesitant to allow development with lower parking ratios in TOD areas, concerned about impact to surrounding neighborhoods. In Murray North, development was built with less parking than is perceived to be needed, and the lack of parking has been noted by various stakeholders. It is difficult to tell where the mismatch is between supply and demand, although the focus of the angst seems to be the large Fireclay multifamily project between the TRAX and U.P./FrontRunner rail lines.

Second, parking must be located and designed to not degrade the pedestrian experience and urban design of the area as much as possible, whether in structures integrated with buildings or on surface lots behind buildings. In Murray North TOD, parking for the residential buildings is a mix of surface, structured and even some underground parking, placed primarily out of view of the street behind/under buildings or in rear alley-loaded garages. This parking placement is successful from a design standpoint. The one exception is the UTA parking lot itself. In the TRAX system along the Wasatch Front, many stations, like Murray North, were built with a station parking lot in the center of the station area, immediately adjacent to the platform. In some cases, this parking has been used as a land bank for future development, as in Sandy's East Village development.

Third, the model of suburban-style development emphasizes each land use having its own individualized parking, even when the parking has been designed for peak events, and when different uses have different peak use times. Transit-oriented communities emphasize more public and shared uses in all aspects. The approach to parking in many TOD's allows shared parking

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for uses with different peaks, and parking shared between the TRAX station and other uses. There is little shared parking in the Murray North area, with just under 200 on-street spaces in the station area core. Meanwhile, the TRAX parking lot has 231 spaces.

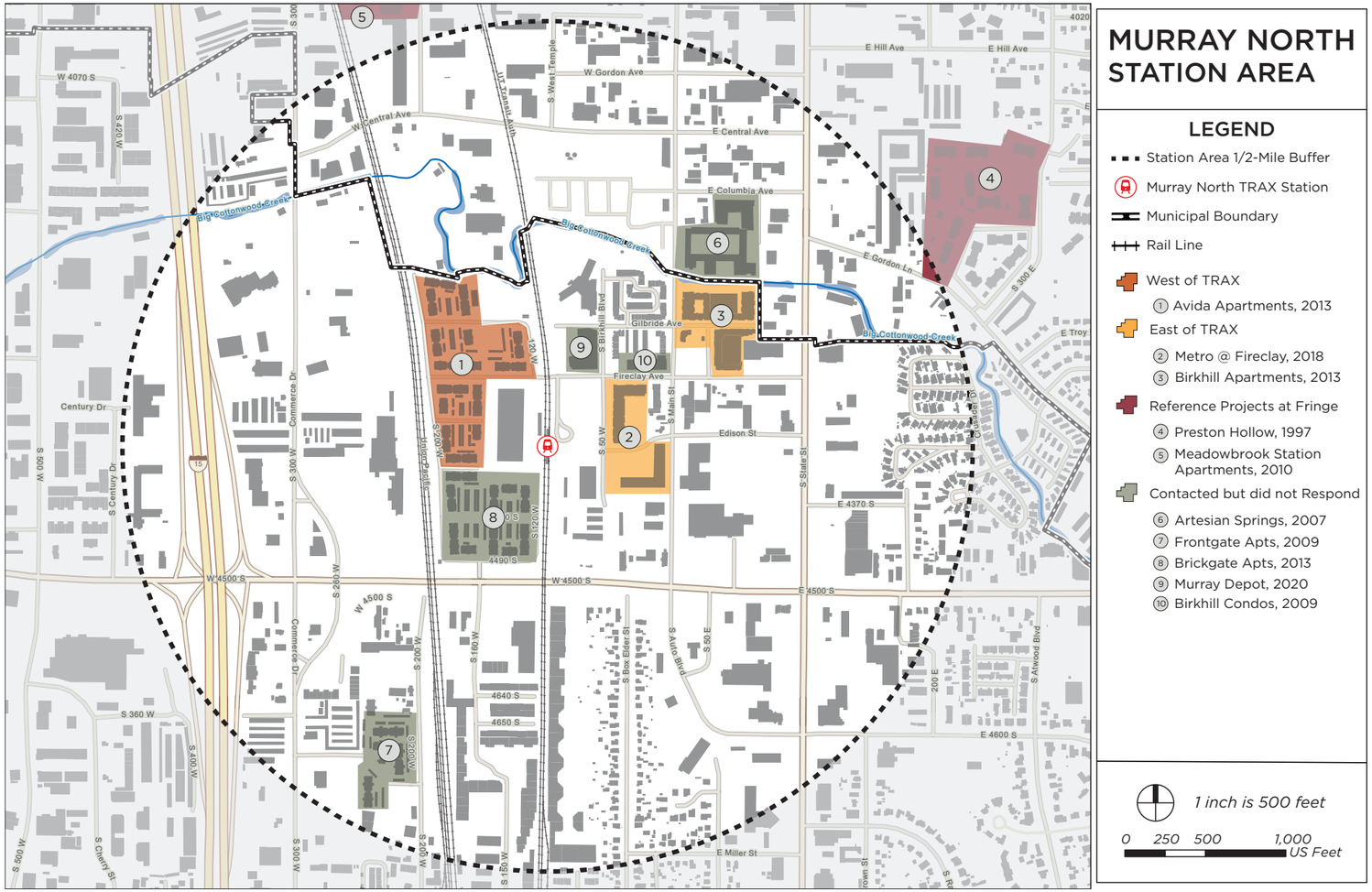
The project team undertook a basic parking utilization assessment. The parking analysis sought to understand the source of these issues and illuminate the parking situation in the station area in a holistic manner. An in-depth analysis can be found in Appendix A.

Some aspects of background context are important to understand. First, in general, there are a series of considerations for parking in transit-oriented communities (TOCs) that are different than in other parts of a city. As TOCs emphasize riding transit, walking, and bicycling, any aspect of private automobile infrastructure needs to be considered for how it can support and not obstruct these other modes to the degree possible. Past TOCs have considered smaller supplies of parking than in conventional development projects; pricing parking differently than in conventional developments; allowing multiple land uses (such as commercial, residential, or the transit station) to share parking, such as at different times of the day; and designing parking to support walkability. In the primarily auto-dependent cities of the United States, success is often found in finding a balance between the realities of car ownership and the above strategies that support and incentivize transit use, walking, and biking.

Second, there is specific history within this station area relevant to this analysis. Initial developments within the Murray North TOC employed some of the strategies listed above – including lower parking supplies and a pricing strategy that "unbundles" the cost of the parking from the cost of the residential unit. The history that has received the most focus from stakeholders is the provision of parking in the two complexes west of TRAX – Avida and Brickgate. Here, parking was built at a ratio below one per unit. Avida, for example, reports 371 spaces for 400 units. These are the areas where stakeholders have cited the issues identified above – and so the link between TOC parking policy and dysfunction has been made by some within the community.

With this context in mind, we looked at the supply and pricing of parking throughout the station area and how well utilized these parking supplies are, as well as other observations on the impacts of these parking situations. Ultimately, what do we learn from this analysis for the station area? What are the resulting opportunities for the station area?

FIGURE 2.10: APARTMENTS WITH INTEGRATED PARKING



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Based on the data collected, the following takeaways were observed:

- Avida has major and unique issues: The Avida management reports towing around 15-20 vehicles a night. According to the management, this is due to limited parking, that is less than one space per unit, and many of the complex's roads being fire lanes with no parking allowed. The management also cites the area being isolated and cut off by both the UTA TRAX and Frontrunner rail lines. The management states that they have over 20 households moving out each month citing the main reason as parking. None of the other four managers mentioned these issues.
- Other core station area buildings' parking is well-utilized but not completely full: The two buildings the team was able to speak with in the core station area east of the TRAX report high occupancy rates but note that the parking in their experience has never been completely full. The occupancy estimates given for the different lots and garages were primarily between 85 and 94 percent.
- People gravitate toward lower cost or free parking: Parking outcomes for the area's apartment communities seemed to depend heavily on cost, and the availability of a free alternative nearby. This is relatively obvious, as people generally would rather not pay to park their vehicle. One community, Meadowbrook Station, has free open lot parking for each lease holder over 18, and garage spaces for rent, and sees its garage sitting at less than 30 percent full most months, with numerous complaints of crowded parking in their free lot. In the Metro@Fireclay, only the $80 heated garage spots, at significantly more than the $50 lot cost and over twice the $35 lot cost, was far underutilized at 46%.
- On-street parking is not at or over capacity: However, the caveat to the above finding is that people don't shun paying for parking to the degree that the on-street parking is completely over-capacity. Apart from Avida, the building managers stated that on-street parking does not appear to be at or over capacity, and the only issues reported were "squatters" and the RV businesses using the parking.
- There is a balance and interplay in supply, pricing, and context that seems to work in most places: There is a balance among bundling, lots/garages, cost, and availability of on-street parking, with each having its own unique mix, but the only place it doesn't seem to be working is Avida. In general, while people don't seem to like paying for parking separate from their unit, many will do it versus finding a free on-street spot or are willing to pay slightly more for a garage spot versus a surface lot spot (at Metro@Fireclay). In areas with plenty of on-street spaces, pay garages for extra vehicles may sit almost empty (Meadowbrook) versus highly occupied where there isn't much on-street parking (Preston). Only one building has any restrictions on the number of spots per apartment (Birkhill Apartments) but Birkhill indicates that that restriction has not created any complaints or problems. Some apartments only see a problem around holidays when there may be more visitors to the units, but this is mostly for apartments out of the immediate station area.

FIGURE 2.11: ON-STREET PARKING ALONG BIRKHILL BOULEVARD

FIGURE 2.12: ILLEGAL PARKING ALONG FIRECLAY AVENUE

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- Overall, there is extra parking capacity throughout the station area: The issue seems to be more in specific projects (Avida, and potentially its neighbor, Brickgate) than in supply overall. Currently, there is an oversupply of parking on the streets, UTA lot, and many buildings. Even with this oversupply, there is overcrowding in certain areas, and many violators park in fire lanes or other no parking zones.
- There is a desire for more options: There appeared to be a desire from managers and residents for more options for how, when, and where people park.
- Sharing is a strategy that has some potential to be explored: There seems to be potential for exploring ways to share the station area's parking supply. For example, the UTA lot has been identified by some apartment communities nearby as a potential solution to overnight parking problems with their units.
- Community design matters: The areas that appear to struggle the most – Avida, and likely Brickgate next-door – do have lower supplies of parking than the projects east of TRAX, but they also have a different community design. These complexes – with surface lots, streets with little on-street parking, and especially a level of isolation from the surrounding community that does not encourage walkability or the ability to share of parking resources – were constructed more as suburban, auto-dependent residential projects that happened to be close to a light rail station rather than as transit-oriented projects. Meanwhile, the part of the core of the station area east of the TRAX station has more of a transit-oriented community design - with connected streets and paths, shared on-street parking, structured parking, and opportunities for shared transportation resources.

FIGURE 2.13: UTA-OWNED PARKING LOT ADJACENT TO PLATFORM

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SAFETY

Crime is prevalent throughout the station area. Most crimes reported to the police departments are nonviolent crimes, such as Public Ordinance, Public Peace, and traffic calls. These three categories include crimes such as 911 hang ups, noise complaints, texting while driving. Although the most common crime instances are non-violent, crime of all kinds is prevalent throughout the station area. Although crime comparisons are not a 1:1 comparison because of inconsistencies of classification and police department standards, the Murray North Station Area's crime rates are much higher than both Murray and Millcreek Cities, specifically around both non-violent and violent crimes.

Understanding where most of the crimes are located can help to identify solutions and strategies to lower crime instances within the station area. Several areas had multiple instances reported throughout the months, with multiple addresses receiving 10+ instances. Addressing reoccurring bad actors within the station should be a priority to reduce crime statistics and reintroduce stability into the area.

The TRAX Station

The station itself is relatively safe with minimal crime instances. Within 200 feet of the station itself, only six (6) crimes were reported compared to the 1,003 instances within the station area. The station itself has a good amount of lighting that helps to illuminate the area at night. There is lighting to illuminate the UTA sign showing which station it is, but there are elements of glare. Improved lighting around the sign could help to showcase the station area better.

Violent Crimes

Violent crimes have a victim harmed or threatened with violence. These crimes include rape, sexual assault, robbery, assault, and murder. Out of all the crime instances in the station area, violent crimes make up 1000 instances in 5 months, or 10% of all crime in the area. Rather than being sprinkled throughout the station area, these instances are concentrated in specific areas, including residencies of the Brickgate Apartments, behind the Paradise Buffet, and industrial areas between 300 West and the UP Line. Mitigation tactics include eviction of violent crime committing tenants and crime deterring practices concentrated in these three areas. These practices include police presence, additional lighting, and security cameras.

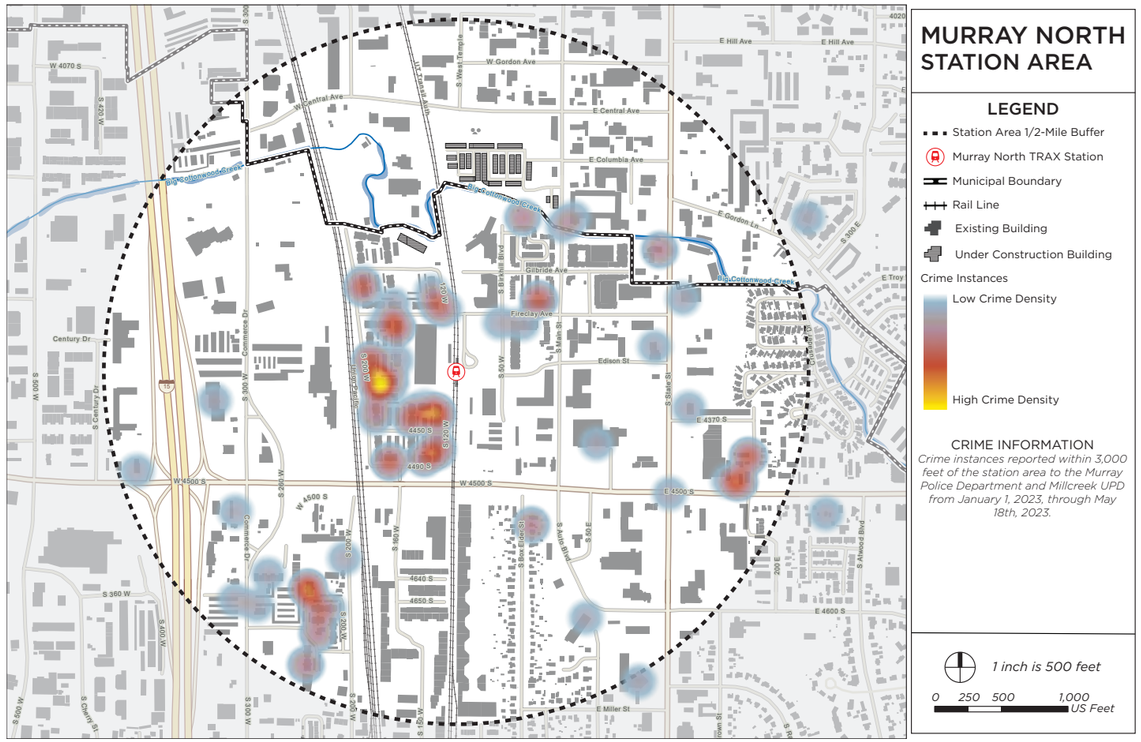

FIGURE 2.14: VIOLENT CRIME INSTANCES WITHIN THE STATION AREA

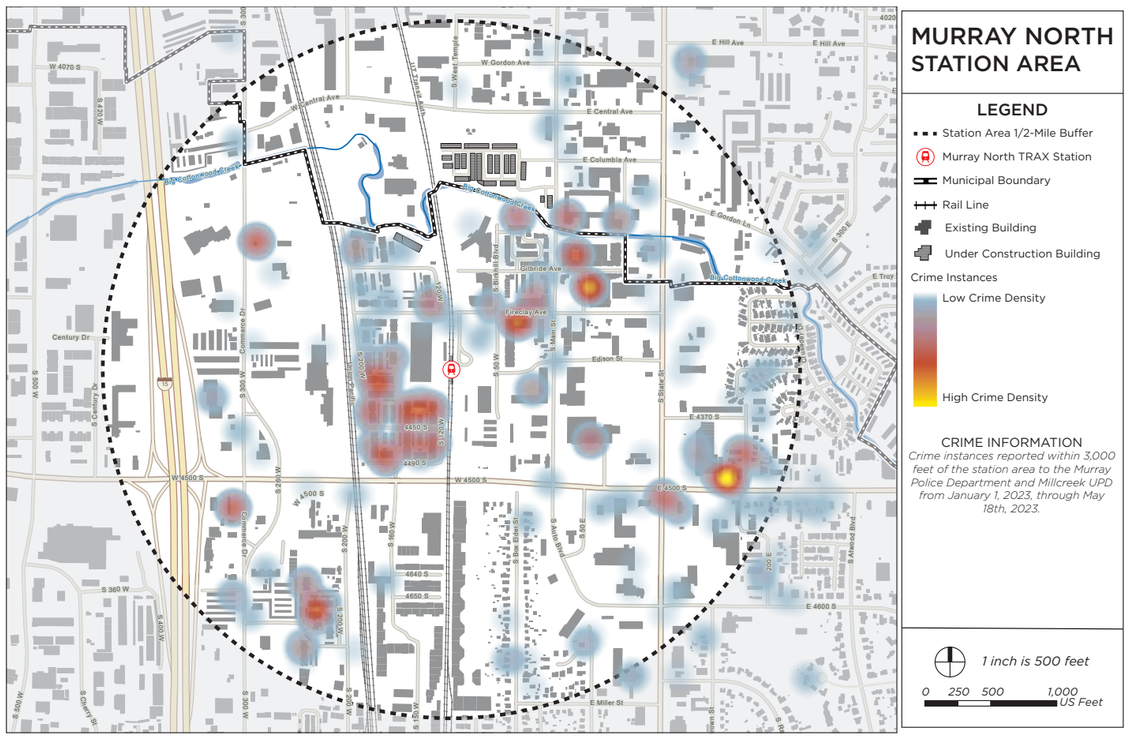

FIGURE 2.15: NON-VIOLENT CRIME INSTANCES WITHIN THE STATION AREA

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Non-Violent Crimes

Nonviolent crimes include drug possession and distribution, noise complaints, illegal gambling, prostitution, and other offenses which do not involve a threat of harm or an actual attack upon another. This is the most prevalent crime type within the station area. Of all the crime instances, 26% are related to public ordinance and 21% are related to public peace. Public Ordinance calls include welfare checks, 911-hang ups, and overdoses while public peace calls include noise complaints, disrupting the peace, and disorderly conduct. While these crimes do little to physically harm another, these crimes can make people not want to invest in their communities and move to another area.

Property Crimes

Property crimes fall under nonviolent crimes and include property being stolen or vandalized, without threat to a victim. These crimes include vehicular theft, trespassing, fraud, burglary, and larceny. Property crimes can be extremely traumatic for residents and can deter businesses from moving in. Property crimes account for about 18% of all crimes in the station area.

Traffic Safety

Traffic-related offenses include hit-and-run, reckless driving, and driving under the influence. The largest concentration is at the major intersection of State Street and 4500 South and it is a concern that this plan can help ameliorate. This is the place where one of the core station area's key corridors crosses the barrier that is preventing it from connecting to downtown Murray.

Other takeaways:

- Main Street sees a fair share of crashes, including some bicyclist related crashes, with the most severe occurring north of Gilbride Avenue – this could be a location to focus on slowing traffic more through the heart of the station area.
- There are some pedestrian-related crashes that have occurred in the smaller streets in the Fireclay development.

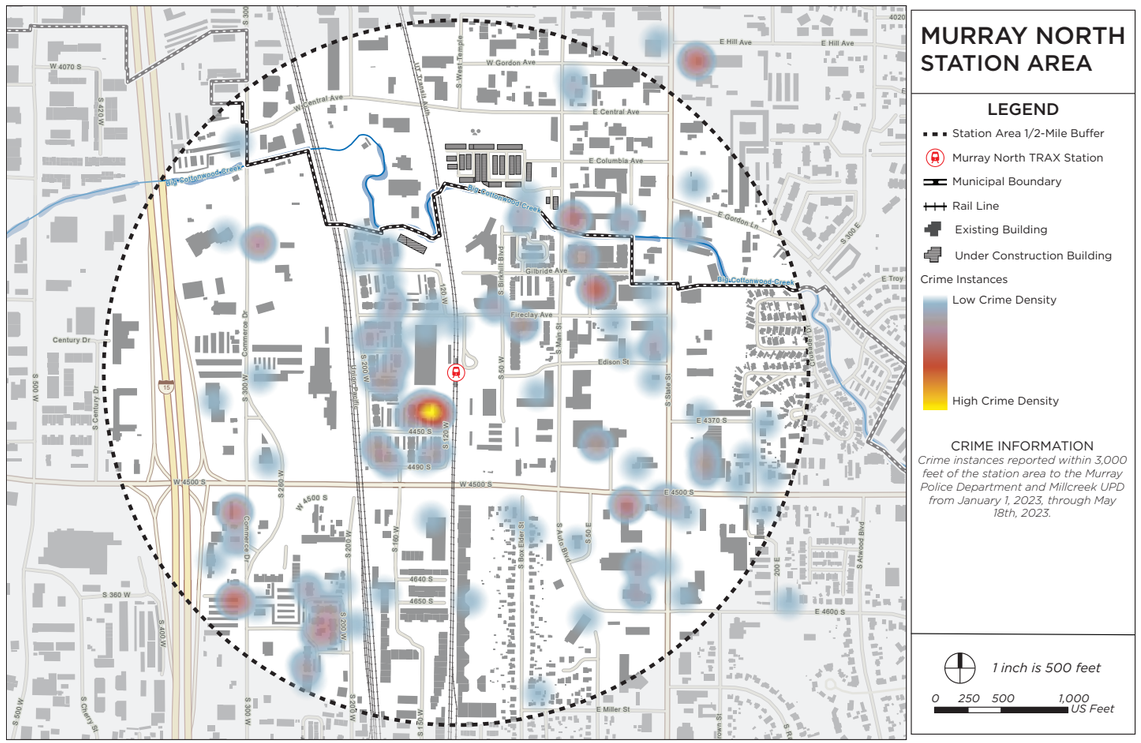

FIGURE 2.16: PROPERTY CRIME INSTANCES WITHIN THE STATION AREA

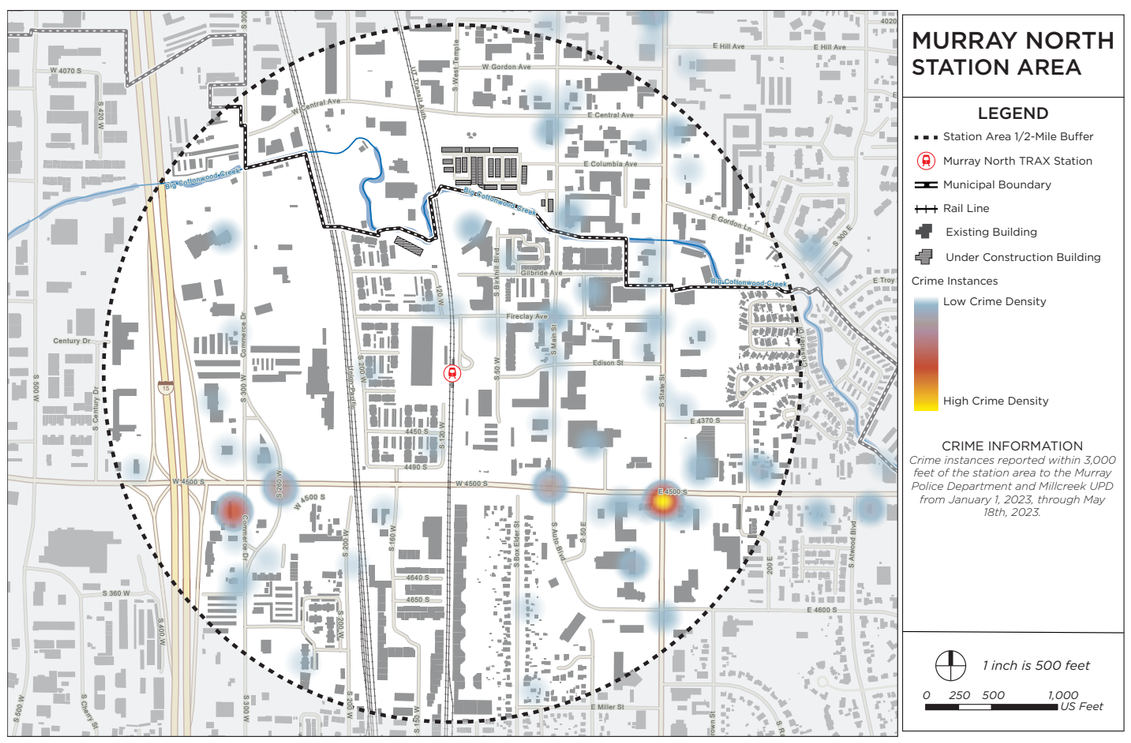

FIGURE 2.17: TRAFFIC CRIME INSTANCES WITHIN THE STATION AREA

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Crime Comparable

Comparing crime statistics throughout jurisdictions is not a 1:1 comparison. While many people do not report their crime experiences to the police, agencies also have different definitions and inconsistencies in crime reporting. Classification decisions can also push crime numbers up and down, regardless of a change in crime rates. Violent crime is the type of crime that falls into classification inconsistencies the most. When looking at comparable data, it is important to note these inconsistencies and that these are not a direct 1:1 comparison. However, even considering crime reporting inconsistencies, the Murray North Station Area's crime rates are much higher than both Murray and Millcreek Cities. To get a more accurate comparison, traffic incidents were excluded from the following table.

TABLE 2.7: 2022 TOTAL CRIME RATE AND INSTANCE COMPARISON

AREA	CRIME INSTANCES	POPULATION	RATE PER 1,000
Murray North Station Area*	1,180	6,541	176.3
Murray City*	3,025	49,729	60.8
Millcreek City*	1,899	64,110	29.6

**Crime instances reported within 3,000 feet of the station area to the Murray Police Department and Millcreek UPD are representative of a period from January 1, 2023, through May 18th, 2023. For comparison purposes, the crime instances in this table have been extrapolated over a 12-month period at the same rate observed from January 1, 2023, through May 18th, 2023.*

Source: 2022 Murray City and Millcreek Crime Statistics Provided by Neighborhood Scout

When looking at property crime in the station area versus Murray and Millcreek Cities, the Murray North Station area has an extrapolated property crime rate greater than Millcreek City, and less than Murray City. Property crime includes trespassing, vandalism, burglary, and theft. It is important to note that some larceny was included in this category, however crimes resulting in a direct victim suffering harm were included in violent crime. This shows the crime rates significantly affecting the residents of Murray North Station Area are both violent and non-violent crimes.

TABLE 2.8: 2022 TOTAL PROPERTY RATE AND INSTANCE COMPARISON

AREA	CRIME INSTANCES	POPULATION	RATE PER 1,000
Murray North Station Area*	237	6,541	36.2
Murray City*	2,834	49,729	57.0
Millcreek City*	1,740	64,110	27.1

**Crime instances reported within 3,000 feet of the station area to the Murray Police Department and Millcreek UPD are representative of a period from January 1, 2023, through May 18th, 2023. For comparison purposes, the crime instances in this table have been extrapolated over a 12-month period at the same rate observed from January 1, 2023, through May 18th, 2023.*

Source: 2022 Murray City and Millcreek Crime Statistics Provided by Neighborhood Scout

Perceived Safety

What is perceived safety? How is it different from crime data? Perceived safety is an awareness or emotional reaction to a space based on how one feels in that space. While a space can have relatively low crime, the feeling of that space can feel isolated, uncomfortable, or dangerous. Perceived safety is linked to access, maintenance, and other factors. Urban design and planning can play an important role in creating a feeling of safety for the area around Murray North Station. The Murray North Station Area has an abundance of perceived crime, leading to storefront and housing vacancies and underutilization of the park and ride at the TRAX station.

The main perceived safety considerations are:

- Natural surveillance and activity support– the design of both the natural and built environment play a part in not just how the area looks, but how the interaction of these environments makes the area feel. This includes an "eyes on the street" approach to create a feeling that people are watching what is happening around them.
- Access Control- Controlling access not only applies to how individuals get to the transit station, but how visitors and residents move around within the station area. This includes a look at the street configuration, sidewalks, ingress, and egress.
- Maintenance- Cleanliness and upkeep preserves the intended use of the space and helps to make people feel that the area is in order.

Opportunities

Opportunities include continuing to work with the police department to change from suburban policing in the city to urban policing in the Fireclay area. Police beats and presence throughout the station area at various times of day, may help to deter crime. Other opportunities include using design to make committing crimes harder to get away with, building up the neighborhood to retain good neighbors, and creating more stewardship in the area.

As the industrial use west of the platform is replaced with new development, the Brickgate area should be "reconnected" to the rest of the area and site lines improved to eliminate current dead ends and unobserved areas. The new development in this area should ensure that, where possible, there are windows overlooking Brickgate parking areas and drive aisles . Redesigning the area should also include new connections to the west and opportunities for additional or shared parking.

Implementation of a Good Landlord Program that provides training and tools to property managers for addressing crime at their properties is another tool recommended for this area. The Good Landlord Program provides incentives for property owners and managers to minimize crime and disincentives instances when owners and managers choose not to participate in the program and crime rates remain high.

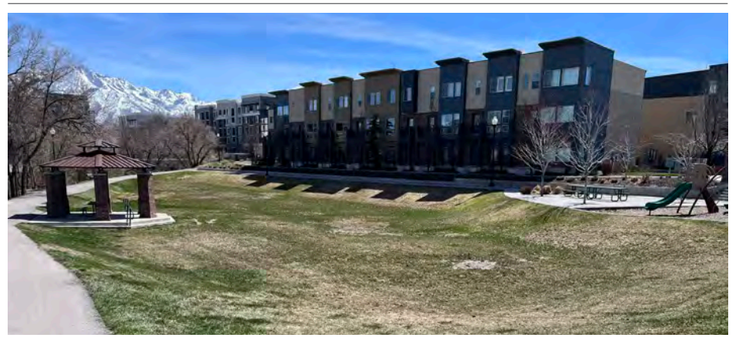
Challenges & Barriers

The station area has a higher crime rate than both Murray and Millcreek Cities, particularly around violent crime. Challenges include the Brickgate Development not doing adequate background checks and unwilling to work with the city to mitigate issues within the development. Similar issues arise with the owners of the industrial sites where violent crime occurs.

As the area continues to grow, design strategies that improve site lines, reduce dead ends and blind corners, and increase pedestrian, bicycle and auto traffic throughout the area will reduce the opportunity for crimes. In addition, enhancing social cohesion and providing opportunities for residents, employees, and visitors to feel "ownership" of the spaces in the station area will also reduce the opportunity for criminal behavior.

FIGURE 2.18: DEAD-END ALONG BRICK OVEN WAY WITH LIMITED NATURAL SURVEILLANCE

FIGURE 2.19: BIRKHILL PARK NATURAL SURVEILLANCE



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ENVIRONMENTAL

Parks & Tree Canopy Coverage

PARKS

Currently, the Murray North station area hosts two parks and approximately 1.9 miles of trail adjacent to Big Cottonwood Creek and the TRAX line. The existing Birkhill Park is privately owned by a development company but allows public use of the space. An additional park is under construction in Millcreek along the north side of Big Cottonwood Creek, opposite Birkhill Park, as part of the Opus Green development. Upon completion, the 1.15-acre park will be dedicated to Millcreek City. Millcreek City has also worked out an agreement for the developer to build a bridge over Big Cottonwood Creek that will connect the two park spaces in early 2024.

The current parks level of service in the Study area is 0.6 acres per 1,000 population for the current 6,541 people who live within the station area. This is significantly lower than both Murray and Millcreek on a citywide basis and the whole of Salt Lake County as well. Across both municipalities, an average of 4.4 park acres are offered for every 1,000 residents. In its entirety, Salt Lake County offers 6.93 acres of park space for every 1,000 residents, revealing that other areas of the county are much better served by accessible park space than the Murray North Station Area. Considering the current lack of accessible park space, an opportunity exists for additional city owned parks to be implemented in the Murray North Station area to ensure residents have ample and accessible park space.

An additional 24.9 acres are needed to bring the Murray North Station area to the Murray/Millcreek blended average for the current population. As the population continues to increase, additional acreage will be required to keep pace with increased demand.

TREE CANOPY

Tree canopy is the footprint of trees when viewed from above and expressed as a percentage of the area. The current tree canopy of the station area is 7%. North of 4500 South has the least percentage of of coverage, at 5%, The area south of 4500 South has a slightly higher canopy cover, at around 8.5%. The best tree canopy of the station is located east of State Street, at 18% canopy cover, with the highest tree covered areas located around the existing single family residential areas and along Big Cottonwood Creek.

It is recommended by the USDA Forest Service and The Nature Conservancy that western cities strive for 25% to 35% tree canopy coverage. This changes slightly from census block group to census block group, depending on the area infrastructure. Typically, areas adjacent to highways have a lower tree canopy coverage. However, directly opposite the station area, the tree canopy coverage sits at 12%. While highly trafficked streets like I-15, State Street, and 4500 South include less space for the urban forest, there are still opportunities to increase the tree canopy coverage. Note that the tree canopy coverage percentage will increase as existing trees grow, but it is not enough to overcome the current deficit.

Contaminated Areas

The area around the Murray North Station has historically hosted a range of industrial uses including the Morgan-Hanauer Smelter and the Salt Lake County Fleet Maintenance facility. Most of the current industrial uses in the station area are automobile-oriented services or manufacturing businesses, which simultaneously present benefits and challenges for the area. Although industrial activities produce critical resources and support the economy, they are often major sources of air, soil, and water pollution. As the station area continues to grow in population and commercial activity, the proximity of industrial activities to these future uses is a crucial element for consideration.

The former Salt Lake County Fleet facility has a history of environmental contamination including an underground storage tank and pipe leak of approximately 1,700 gallons of fuel in 1989. Subsequent testing revealed benzene contaminated groundwater in the area in July of 1991. In November of 1998, a “no further action” was issued although soils and ground water contamination remained above acceptable levels. Following the initial leak, the underground storage tanks were replaced with two 10,000-gallon tanks that were eventually closed in May 2014 but remain on site today. Soil contamination at the Salt Lake County site includes arsenic and lead within three feet of the ground surface (“bgs”), but not at greater depths.

Directly west and neighboring the former county fleet facility, another brownfield site exists at the 1.3-acre UTA soil berm and adjoining parking lot to the north. The contaminated soil on UTA’s property was stockpiled during the construction of the TRAX rail line in 1999. Prior to the TRAX rail line’s construction, the known-to-be contaminated soil had to remain confined within the area that it originated from, resulting in the soil berm that is present today. Several investigations have been conducted since to characterize the contaminants within the soil.

Terracon, a local engineering consultant, conducted environmental assessments in 2020 at the former Salt Lake County Fleet Management site and in 2022 at the UTA soil berm and parking lot site. The assessment of the former County Fleet Facility property revealed arsenic and lead in soil samples at levels that exceed the EPA’s screening levels. In addition to the soil samples, groundwater contamination was detected for metals, TPH, and VOC’s although Terracon reports that the shallow water is unlikely to be used for drinking. Similarly, soil samples taken from the UTA berm contained arsenic levels that exceed EPA guidance for industrial uses and lead levels that exceed EPA guidance for residential uses.

FIGURE 2.20: TREE CANOPY

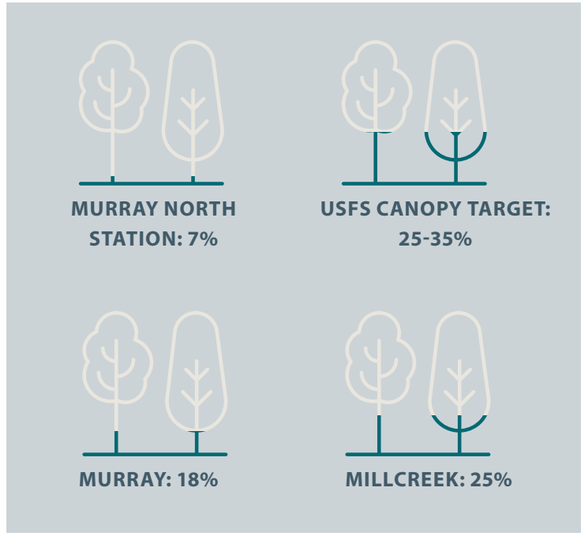

FIGURE 2.21: CONTAMINATED AREAS NEAR THE TRAX PLATFORM

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As part of their assessment of the Salt Lake County site, Terracon recommends removal of the underground storage tanks and the removal and appropriate disposal of impacted fill soil to allow residential redevelopment. Terracon identified two strategies for arsenic and lead contaminated soils at the UTA berm including beneath roadways and paving or removal to an authorized facility. In addition, Terracon indicated that further research on UTA's site, including a Responsible Party designation, will be necessary prior to the berm's removal. The engineering consultant strongly recommends both sites continue coordination with UDEQ to assess any residual impacts from the contaminated soil and groundwater.

Opportunities

There is an opportunity to increase livability in the station area by adding parks, trails, open space, and gathering areas. This strategy's success requires implementation of measures to increase personal safety in the area and ensure that new public amenities encourage positive social interaction.

Another opportunity is to repurpose the large park and ride lot to the east of the platform. This large parking lot is an opportunity for new development with a public plaza and greenspace incorporated and activated by new, adjacent uses.

The required 50-foot setback from Big Cottonwood Creek is an opportunity to use that area as a trail and open space amenity providing significant new acreage to serve existing and future development in the area.

In addition to addressing the current deficit of parks and open space in the area, additional parks and trails will address the lack of tree canopy. Increasing the percentage of areas with adequate tree canopy coverage reduces heat islands, improves air quality, and enhances overall livability.

Challenges & Barriers

Personal safety and security of parks, trails, and open spaces in the station area is a challenge. Addressing safety concerns in the area can help to eliminate safety concerns in the parks system as well.

Another challenge is the developed nature of most of the station area. Underlying property values are relatively high, reducing the opportunity for public purchase of significant new acreage to address the shortage. Creative and cooperative solutions will be necessary to address the need.

Environmental contamination is the main barrier to redevelopment of the former Salt Lake County Fleet Management site and opportunities on the UTA owned property. Many of the Brownfield tools available to private, potentially contaminated property owners are not available to UTA or Salt Lake County. Ongoing and proactive coordination with UDEQ is required to identify the most cost-effective methods to prepare these two redevelopment opportunities for future investment.

Overall Station Area Opportunities

Several opportunities exist to reduce environmental detriments and further expand upon existing assets such as Big Cottonwood Creek and Birkhill Park. Reducing environmental detriments and capitalizing on the existing assets will help position the station area as a place that residents and visitors enjoy spending their time . Future actions such as remediation of areas with contaminated soil, improving or redeveloping legacy industrial uses with transit supportive development and expanding access to natural park spaces will serve to improve the area's environmental profile and, at the same time, residential quality of life. Similarly, areas that are currently underutilized or void of significant land improvements may present opportunities to be reclaimed as riparian corridors, parks, or other uses that support future residential development. For example, the parcel between I-15 and the Union Pacific rail line, north of the Humane Society is currently encumbered by floodplain and serves as a car lot but could evolve to serve a different or improved use over time.

LEFT: Existing Birkhill Park, and Walking Trail adjacent to Big Cottonwood Creek

RIGHT: Contaminated berm parallel to the TRAX line

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PUBLIC ENGAGEMENT

OVERVIEW

The Murray North Station Area planning process kicked off in January 2023. Community engagement involved collaboration, input, and involvement from a broad cross-section of community members and project stakeholders. The plan utilized a combination of in-person and online outreach opportunities to maximize public and stakeholder input, to solidify the vision for the future of the station area.

The demographics of the neighborhood presented a particular challenge in soliciting feedback. Renters are generally less likely to turn out for open houses and similar in-person meetings. As a result, the public engagement strategy focused on online and in -person opportunities that “went where the people are.”

The process began with the launch of the project website that provided foundational information about the process, as well as an opportunity for initial comments and thoughts through an interactive project area map, an idea wall, and survey. The website was available and updated throughout the planning process to keep the public informed and up to date. Online engagement opportunities were supplemented with several in-person outreach efforts as well. Over the course of the planning process there were:

- 4,156 Postcards sent to individual addresses
- 2 Site tours
- 79 Social Pinpoint map comments
- 4 In-person open houses/tabling events
- 3 Community Advisory Committee meetings
- 3 Technical Advisory Committee meetings
- 6 stakeholder meetings
- 1 Joint City Council meeting
- 1 Joint Planning Commission meeting

Area residents and business owners were notified of the in-person events and updates to the website through several methods:

- A postcard notifying all addresses within ¾-mile about the platform of the website, and open house
- Flyer’s distributed and posted through local businesses and Murray City Hall
- Various A-Frame signage on the station platform to notify TRAX riders of upcoming events
- Emails to individuals who signed up for notifications on the website or at in-person events
- Murray, Millcreek, WFRC, and UTA social media accounts

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SEPTEMBER 12 OPEN HOUSES EVENT AT BIRKHILL PARK

TABLE 3.1: MURRAY NORTH STATION AREA PLAN OPEN HOUSES/TABLING EVENTS

EVENT	DATE/LOCATION	SYNOPSIS
Open House #1	04-27-23 Birkhill Apartments	The community was invited to the Birkhill Apartments for an open house meeting on April 27th, 2023. Attendees provided feedback to the project team to communicate what they felt was appropriate within the station planning area by identifying various opportunities and challenges.
The Front Climbing Club Tabling Event	06-07-23 The Front Climbing Club	The project team engaged with the community at The Front Climbing Gym's Summer Concert Series on June 7th, 2023. Event attendees interacted with a map of the station area and left feedback about community assets, missing services, and opportunities for enhancement.
UTA Platform Pop-Up Event	07-19-23 Murray North Station Platform	A pop-up event was held at the station platform on the morning of July 19th, 2023 to intercept morning TRAX commuters. The purpose of this event was to engage and inform the general public about the plan's process and gather their input about the station area's future. Riders were also encouraged to share their experience riding the TRAX to/from the Murray North station.
Open House #2	09-12-23 Birkhill Park	The second open house was held on September 12th, 2023 at Birkhill Park. Attendees provided feedback on the overall vision for the station area by reviewing alternative scenarios and the preferred scenario developed by the project team.

Site Tours

The consultant team conducted several site tours throughout the planning process. On February 8, 2023, the consultant team met with representatives from Murray City, Millcreek City, Utah Transit Authority (UTA), and Wasatch Front Regional Council (WFRC) to visit key destinations throughout the Station Area. The group observed a range of opportunities and constraints facing the study area, such as a variety of land uses, missing connections in the existing street grid-network, new residential developments, vacant commercial spaces, connections to transit, and other community assets.

Open Houses & Tabling Events

Open houses and tabling events were held at key points during the planning process. "Phase One" events focused on identifying the challenges and opportunities of area residents and business owners. "Phase Two" events focused on generating feedback on several concepts generated in response to the strengths, weaknesses, opportunities, and threats identified in Phase One. "Phase Three" events focused on refining the vision and conceptual future for the areas. Table 3.1 provides an overview of the events.

Community Advisory Committee

A Community Advisory Committee of local stakeholders met three times during the planning process. The objectives of the committee were to:

- Guide the community engagement process
- Review materials, analysis, and community input
- Ensure public input was appropriately reflected in the draft plan
- Act as an ambassador between the plan process and the community

Stakeholder Interviews

In addition to outreach efforts targeting planning area residents, businesses, and the broader community, several stakeholders were interviewed as part of the process. These stakeholder interviews included conversations with business owners/representatives, real estate professionals, and additional public agency partners like Utah Transit Authority, Utah Department of Transportation, and elected officials. While broad ranging in technical and professional acumen, stakeholders expressed their local understanding and knowledge to the project team to inform the market perspective, end-user experience, and general observations related to the Station Area.

The initial stakeholder meetings focused on informing the stakeholders of the project purpose and schedule and discussing the stakeholder's experience of the area and plans for their property. Each stakeholder received the draft vision and preferred alternative for the plan and was invited to provide insight and comments in a follow-up meeting.

Online Outreach

The public was encouraged to leave comments, suggestions, ideas, and concerns on the project website: www.murraynorthstationarea.org throughout the process. While leaving a comment, the public could also learn more about the area, see the timeline of community engagement events, and contact the consultant team to learn more about the station area. 47 percent of online comments received through the website involved an idea or suggestion for the area, while 41 percent had a comment about an improvement needed in the neighborhood. 11 percent of the comments submitted were able to identify an asset that works well in the station area.

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Some of the most up-voted comments on the web page included suggestions for adding a trail along Big Cottonwood Creek, incorporating a public plaza, enhanced and improved bicycle access and experience along Main Street, and reactions to the news that a coffee shop (Fireclay Coffee) was opening in the area.

Key Messages

Overall, the community engagement portion of the project was conducted to establish community-based vision and ownership of the plan. Outreach included residents, stakeholders, property owners, and project partners alike. Community engagement built consensus surrounding diverse perspectives and respondents, as well as informed about decisions regarding development. Several of the key messages from the community engagement events included:

- Incorporating additional access to goods and services into the neighborhood
- Reestablishing the “Fireclay” name in a positive light
- Improving overall connectivity throughout the neighborhood, particularly though bike and pedestrian-oriented transit
- Increasing visibility and safety throughout the neighborhood
- Incorporating additional shade throughout the neighborhood
- Adding more community gathering spaces (public or private)

JUNE 7 TABLING EVENT AT THE FRONT CLIMBING CLUB

FIGURE 3.1: MURRAY NORTH STATION AREA PLAN OPEN WEBSITE COMMENTS WORD CLOUD

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AREA ALTERNATIVES

OVERVIEW

The core of the station area has absorbed significant new development over the last 20 years. Future development will continue to take advantage of infrastructure investments in the immediate station area but also begin to expand out from this catalytic area to include the broader station area, particularly as some of the livability factors are addressed and additional connections are made within and to the area. Identifying a preferred scenario for the future of the station area began by contemplating the needs, desires, and voids within the station area. Based on the findings outlined in the market analysis, existing conditions, and a review of previous visioning and current planning documents, it became clear that the existing core area should serve as the stimulus hub for the area. The elements recommended to enhance the core area as a catalyst for the future include:

- An easily recognizable “brand”
- Pedestrian amenities that reinforce the brand and connect key destinations within the area
- Community-based uses and amenities that serve the area and attract activity from the broader community

By building on the strengths of the existing area, new development will contribute to the creation of a transit-supportive community not simply a series of transit-oriented individual developments. Several alternatives for the framework of how this “center of gravity” is configured were identified based on an analysis of existing conditions and public input. The alternatives for this “organizing framework” of the catalytic hub were then evaluated by stakeholders and area residents. The final step in the alternatives review process was to identify the preferred intensity of development on and around the selected framework. Each framework could support various levels of development intensity including:

- A “neighborhood” level center with buildings of 3-5 stories and amenities and services focused on the immediate area,
- A “community” level center with building of 5-7 stories and amenities and services for the immediate area and a broader area of 1-3 miles
- A “regional” level center with much taller buildings and amenities and services to attract people to restaurants and activities from the entire region

The context and the alternatives were presented and reviewed in the following meetings and events:

Key stakeholders, including city staff, the community and technical advisory committee’s (CAC & TAC) consisting of residents, business owners and representatives, developers, etc. evaluated the draft concept plan and provided feedback and insight that led to a preferred planning approach and illustrative concept plan. The concepts evaluated both the short-term and long-term perspectives for the station area.

- 3 Technical Advisory Committee meetings
- 6 stakeholder meetings
- 1 Joint City Council meeting
- 1 Joint Planning Commission meeting

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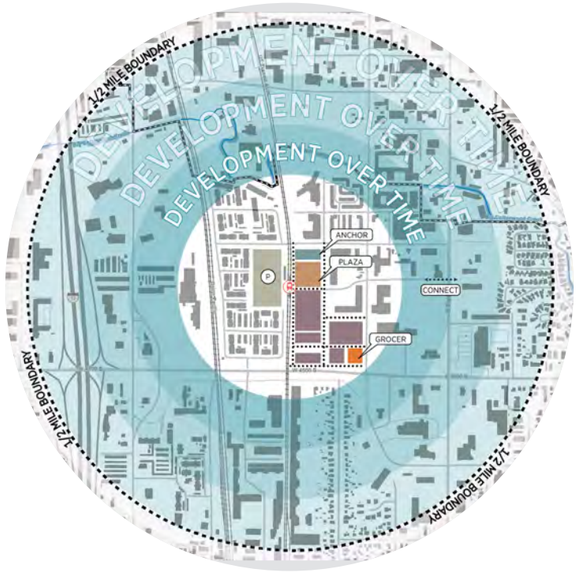
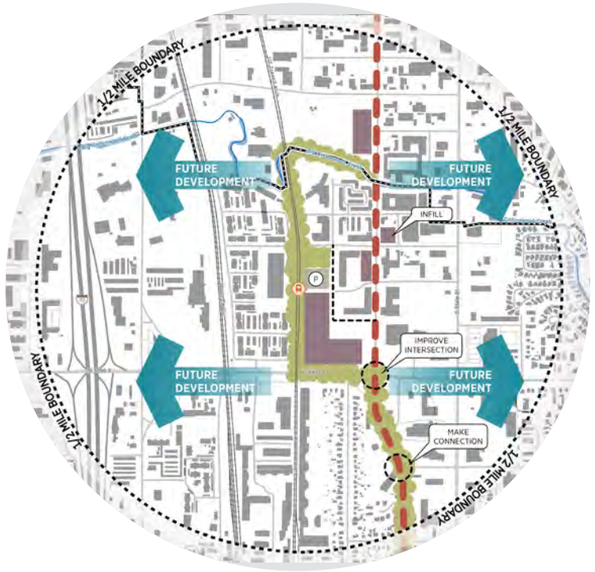
AREA ALTERNATIVES



Framework Option A

Option A took advantage of the established center of gravity and development focused on the immediate vicinity to the station area platform. This scenario contemplated the following:

- Extension of the established, station area road-grid network (Birkhill Boulevard) southward into the UTA-owned Mobility Center property, ultimately turning east and connecting to Main Street
- Development of the UTA-owned property to the east of the platform with complementary, primarily nonresidential land uses
- Recruitment and development of an anchor use on the UTA-owned parking lot, which fronts onto/activates a plaza to the south, still on the UTA-owned parking/circulation lot
- Redevelopment of the Atlas Roofing Corporation building west of the station platform - development of a shared parking structure that is available to TRAX/UTA users, anchor -use visitors, and residents alike
- East Edison Street active transportation improvements – Pedestrian improvements including a new Edison & State Street crossing are implemented
- Main Street bicycle infrastructure is implemented where feasible



Framework Option B

Option B seeks to distribute the station area's center of gravity in a north-south corridor opposed to at a centralized location. This "Main Street Spine" brings pedestrian-focused activity through the station area, providing transit users an improved experience to the south, reaching Murray City Hall, and north through Millcreek to Downtown Salt Lake City. This scenario proposed:

- Activity focus along Main Street – commercial and mixed-use developments that support a great pedestrian environment line the corridor
- A "Green Corridor" is developed from the platform, starting with a plaza adjacent to the platform, running north parallel to the TRAX line, and ultimately connecting back to Main Street after following the Big Cottonwood Creek
- "Amenitization" of the grass oval at the Main Street and 4500 S intersection
- Connecting Main Street (4600 S) to S Hanauer Street
- The immediate area east of the station platform becomes a quieter node with the integration of a plaza on the UTA-owned property
- Infill projects continue with a primacy towards residential and mixed-use projects, supporting ground-floor retail
- The UTA-owned property including the Mobility Center redevelops as a mixed-use project

Framework Option C

Option C intends to maximize the transit-oriented community framework established within the Fireclay neighborhood area. This scenario presented the following elements:

- Re-visioning of the station area as a larger service provider/receiver through development of a transit-oriented community
- Recruitment and development of an anchor use on north end of the UTA-owned parking lot
- Redevelopment of the UTA-owned "Mobility Center" into a mobility hub, supporting greater regional ridership
- Redevelopment of the Atlas Roofing Corporation building west of the station platform - —development of a shared parking structure that is available to TRAX/UTA users, anchor- use visitors, and residents alike
- A "Green Corridor" is developed from the platform, running north parallel to the TRAX line, and ultimately connecting back to Main Street and the UP-Rail line after following the Big Cottonwood Creek corridor
- Fireclay Avenue serves as the primary station area corridor
- Increased bus service to the envisioned mobility hub
- Extension of Fireclay Avenue to the west across the UP-Rail line

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Development Intensity

Based on stakeholder and public input, Framework Option C that focuses on the immediate station area and takes advantage of redevelopment opportunities west of the platform and in the existing park- and -ride lot, was identified as the preferred framework for the future. The next phase of alternative evaluation focused on the preferred intensity of development.

NEIGHBORHOOD LEVEL

Neighborhood -level intensity of development is similar to the development form currently present in the Murray North Station area. The focus of the area is on the immediate neighborhood with smaller parks and limited retail and service options. Roadways and connections are sized for the immediate area. Recommended infrastructure, connectivity, and amenities to further enhance the area and encourage ongoing investment included:

- New and enhanced pedestrian and bicycle crossings of State Street, 4500 South, and the Union Pacific rail line
  - Enhanced pedestrian- activated crossings of State Street
  - Improved crossings at 4500 South and Main Street
  - Improved Union Pacific underpass at Central Avenue
- Continued new 3-5 level mixed-use development, primarily residential over street-level retail on primary roads
- On -street, surface, and limited structured parking
- Open space and public amenities to serve new residential development at densities comparable to recent new developments (10.5 units per acre to 60 units per acre)

COMMUNITY LEVEL

Community-level intensity of development is more intensive than the neighborhood level with amenities and services that attract customers and users from surrounding neighborhoods and the broader Millcreek and Murray communities. Roadways and connections are sized to allow additional traffic and access and include community-serving retail. Investments and connections contemplated at this level included:

- New and enhanced pedestrian and bicycle crossings of State Street, 4500 South, and the Union Pacific rail line
  - Enhanced pedestrian-activated crossings of State Street
  - Improved crossings at 4500 South and Main Street
  - Pedestrian/bicycle bridges across 4500 South adjacent to the TRAX line
  - Improved Union Pacific underpass at Central Avenue
  - A new railroad underpass at Fireclay Avenue
- New 5-7 level mixed-use development with a mix of office and residential over street-level retail on primary roads
- Primarily structured, podium parking
- Open space and public amenities to serve additional new residents at densities of approximately 100 units per acre

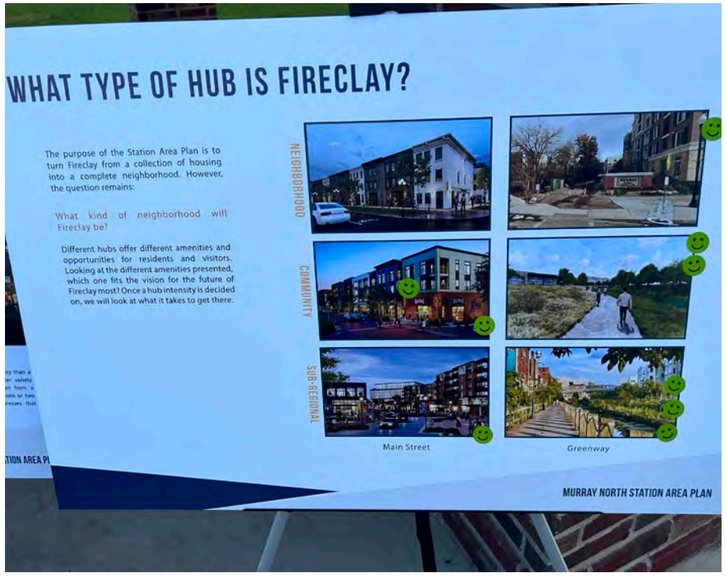
REGIONAL LEVEL

Regional level of intensity of development is more intensive with amenities and services to attract customers and users from the entire region. A local example of a Regional Level center is Sugar House in Salt Lake City. Roadways and connections are sized to allow this level of traffic and use. Investments and connections contemplated at this level included:

- New and enhanced pedestrian and bicycle crossings of State Street, 4500 South, and the Union Pacific rail line
  - Enhanced pedestrian-activated crossings of State Street
  - A Big Cottonwood Creek Trail underpass at State Street
  - Improved crossings at 4500 South and Main Street
  - A “lid” over 4500 South between the TRAX and Union Pacific rail lines that provides trail and open space connectivity across this area
  - Improved Union Pacific underpass at Central Avenue
  - A new railroad underpass at Fireclay Avenue
- New 7+ level mixed use development throughout the broader station area with a mix of office and residential over street-level retail on primary roads
- Structure parking including podium parking and standalone parking garages
- Open space and public amenities (including the new “lid” park) to serve additional new residents at densities greater than 100 units per acre

Based on stakeholder and public feedback, the preferred alternative assumes a level of intensity and development between the neighborhood and community levels.

FIGURES 4.1: SEPTEMBER 12 PUBLIC ENGAGEMENT FEEDBACK



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VISION AND PLAN

VISION

THE MURRAY NORTH STATION AREA IS AN ACCESSIBLE, VIBRANT, COMPLETE COMMUNITY THAT PROVIDES RESIDENTS AND VISITORS ALIKE WITH AN INTERESTING, ENGAGING MIX OF LAND-USES TO SERVE THEIR NEEDS.

To achieve this vision, the Murray North Station Area Plan establishes a logical, realistic, framework for how the core of the area can transform and how development of the remaining area can occur over time. The Plan's framework facilitates the integration and preservation of existing assets and transforms the core area into an active, amenity-rich, transit-forward neighborhood. The following goals represent recommendations for achieving the vision. Each goal has a list of strategies to achieve the goal:

Quality Of Life

ENHANCE SOCIAL VIBRANCY

A strong social fabric can help communities thrive, grow, and prosper. The urban fabric of buildings and streetscapes play a critical role in improving or degrading an experience. An interesting, engaging, and safe environment immediately surrounding the platform is created through strong local and regional connections that support a variety of transit typologies.

A permanent public plaza, and interesting and varied destinations throughout the station area, like the Front Climbing Club and other gathering spaces, enhance the experience. Connectivity via the green corridor ensures daytime activity and provides access to a natural amenity not found elsewhere in the area. The commercial uses throughout the station area ensure that visitors and commuters have strong destinations to visit and support neighborhood livability by putting household goods within walking distance.

Strong connections support residential areas by helping create a safe, inviting station area environment enhanced with landscaping, streetscape design, and future uses that are oriented to the street and pedestrian experience. Future residential and commercial development should focus on providing opportunities to enhance social vibrancy through shared public open spaces. Shared space can support the needs of future residents in high-density housing while providing shared amenities for visitors alike.

Safety

IMPROVE SAFETY AND PERCEPTION OF THE AREA

The Murray North Station Area has the highest crime rates in Murray and Millcreek Cities. This has resulted in high rates of resident turnover, limited amenities and resources to serve households, and a lack of social cohesion and connection within the neighborhood. The Plan identifies strategies to improve safety in the area, through design strategies and policy changes. The goal is to improve safety, change perceptions, and encourage community stewardship throughout the station area.

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Land Use

CREATE A COMPLETE COMMUNITY THROUGH FURTHER DEVELOPMENT OF A THOUGHTFUL MIX OF LAND USES

The Murray North Station Area Plan creates a transition plan from the current collection of housing to a complete transit-oriented community. The station area offers significant potential for redevelopment, infill, and revitalization of existing uses. Balancing current housing and industrial uses with supportive services, retail, commercial, and open space allows for more opportunities within the station area. Several key sites offer significant development potential proximate to the station platform, including the Atlas Roofing Corporation building, UTA-owned parcels east of the platform, and Salt Lake County-owned property at the intersection of Main Street and 4500 S. These development opportunities can serve to attract and support new uses nearby, while serving as a gateway into the station.

Connectivity

INCREASE CONNECTIONS TO AND THROUGH THE NEIGHBORHOOD

The Murray North Station Area Plan establishes and enhances connections between the station platform and destinations that will utilize transit and between synergistic land uses. Connections supporting various transit modes are a top priority for enabling a functional station area. The Plan seeks to connect major points of origin/destination within the station area by improving existing corridors, developing new corridors, and strengthening connections.

Livability and Urban Design

PROMOTE URBAN DESIGN QUALITY

Urban design tools, including building massing, streetscape design, and signage are used to create a distinct feel in the “Fireclay Neighborhood.” Building upon the good urban design examples in the neighborhood and incorporating Crime Prevention Through Environmental Design (CPTED) guidelines, the Murray North Station Area Plan puts forth design guidelines that will result in a distinct district sandwiched between two cities. See page 35 for a definition of CPTED principles

FIGURE 5.1: ILLUSTRATIVE RENDERING OF MURRAY NORTH STATION AREA CRITICAL INTERSECTION AT MAIN STREET AND CENTRAL AVENUE

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PLAN ELEMENTS

QUALITY OF LIFE

Creating Better Public Spaces and New Destinations

Neighborhoods are more than just a collection of places to live. They include opportunities to get out and enjoy the area and interact with your neighbors. The Murray North Station Area currently includes limited opportunities for residents to get out and relax and meet each other. The Big Cottonwood Creek trail and Birkhill Park are highly utilized by area residents and provide guidance for how future amenities can expand these opportunities for interaction. The transit station provides a focal point for community-based amenities and activities.

STATION PLAZA

Transit-supportive communities combine urban fabric with people-movement. These neighborhoods—if designed well—become community sub-centers. While TRAX and other rail stations usually consist of just the platform and a small area for patrons to wait, a well-designed plaza can provide an area for people to choose many different activities rather than the necessary ones and become a vital part of the community. In many communities, transit stations serve as high-quality places for people to enjoy themselves rather than just places for passengers to access transit. This dual use spurs interest in public transportation and provides an area for transit-users and non-transit users to interact.

The station plaza, recommended adjacent to the platform, is the area's primary design element and serves as the hub of the station center area. The plaza addresses several plan goals:

- **Increased green space.** The almost 0.75-acre plaza is envisioned to include both hardscape and green spaces. The plaza will add 0.75-acre of open space to the neighborhood, helping to address the current shortfall in parks and open space level of service in the area.
- **Increased tree canopy.** The plaza is envisioned to include trees and greenspace, helping to address the current shortfall in tree canopy in the area.
- **New opportunities for community interaction.** The plaza is intended for both passive and active uses. Passive uses include pedestrian-way from the platform to other destinations, individual and small group gatherings. Active uses include outdoor dining and community events including small concerts, farmers markets, and festivals.

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Anchored by mixed-use development on one side and a community-anchor tenant on the other side, the plaza becomes an area of natural activity with users spilling out from the adjacent buildings as well as TRAX and bus service. Trees and other green space elements allow for added shade and areas for passive recreation while the hardscape areas transport people through the plaza and onto Fireclay Ave or to Edison Street for use of other active transportation modes.

MAIN STREET CORRIDOR

The Main Street corridor, while also an important multi-modal transportation corridor (see page 55 for more details about the connectivity improvements proposed to Main Street), is also an important corridor for housing, services, and job growth. Main Street connects the station area, north to downtown Salt Lake City. The corridor is an integral part of connecting several cities through active transportation. Salt Lake City is considering opening the street between 400 South and South Temple only to TRAX and pedestrians and rerouting vehicular traffic to West Temple and State. In South Salt Lake, the city is adding more housing and employment, concentrating their downtown development around Main Street. In Millcreek, bike improvements have already been made.

The station area has some great examples of existing well-designed streetscape and tenants that the corridor can support. A mix of housing and services is needed for this street to become an active environment that people want to use for walking or cycling rather than use their car to experience a similar environment somewhere else. Inviting doors, stoops, attractive landscaping, and good tenants are key for this corridor to become an amenity for the community.

GROCERY – MAIN STREET & 4500 S

The population west of State Street falls within a food desert. This population is more than a mile away from the nearest grocery store and is a census tract where more than 100 housing units do not have a vehicle (USDA Food Access Research Atlas). The addition of a small-scale grocery purveyor is key for the neighborhood. Because of the visibility from the higher-trafficked roadways, the best area for a grocer is on the corner of Main Street and 4500 S, on the County-owned parcel.

This location presents several challenges including parking and large truck access. Design of the extension of Birkhill Boulevard and the redevelopment of the UTA property should be coordinated with the redevelopment of the County Fleet property to identify the optimal solution to access and circulation to accommodate a fresh food purveyor as a ground-floor tenant at this location.

Because of the truck access and circulation challenges, it is recommended that the grocer component of the development not exceed 14,000 square feet (SF). While the average suburban grocery store averages 38,000 SF, big name grocers have already been shifting towards smaller footprint stores since work from home culture has expanded. Precedents for smaller-scale grocery stores integrated into housing developments can be found on page X.

FIGURE 6.1: ILLUSTRATIVE RENDERING OF MURRAY NORTH STATION PLAZA

FIGURE 6.2: ILLUSTRATIVE RENDERING OF 4500 S & MAIN ST INTERSECTION

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ANCHOR TENANT

While Murray North Station Area is home to an anchor tenant, the Front Climbing Club, having an additional tenant adjacent to the station platform provides the station area with an influx of business patrons and user groups that create a sense of vitality within the neighborhood, particularly at the intersection of Main Street and Central Avenue. Adding another anchor tenant closer to the station platform is crucial to bringing additional activation and community opportunity to the area. This anchor use should be community-focused and provide educational opportunities to improve workforce quality and programming for school-aged children after school and during weekends. Possible anchor tenants include:

- The Boys & Girls Club of Murray
- The YMCA
- Salt Lake County Recreation services
- Refugee services
- Other private, non-profits

SYSTEM OF PARKS & GREENWAYS

The Station Area is currently severely underserved for parks and green spaces when compared to the rest of Murray and Millcreek cities. As the population in the area continues to grow, adding parks and community gathering spaces will provide opportunities for social cohesion, youth activities, and community identity. In addition to parks, the Plan identifies a system of greenways, anchored by the Big Cottonwood Creek trail that connects the area for pedestrians and bicyclists.

The target level of service for the area is 4.4 acres of parks and greenspace per 1,000 population. For the 2022 population this is 28.8 acres. The area is currently served by approximately 4 acres of park and trail. To serve the current population, an additional 24.9 acres of parks and greenspaces are needed. Proposed new greenspaces include both short-term and long-term opportunities:

- Short-term:
  - 44 W Fireclay Lot (0.14 acres)
  - Transit Station Plaza (0.75 acres)
  - Salt Lake County Development (0.25 acres)
  - TRAX adjacent trail east side extension to 4500 South (4.0 acres)
  - TRAX adjacent trail extension through west side redevelopment site (0.7 acres)
- Mid- to Long-term:
  - Big Cottonwood Creek adjacent trail extensions as redevelopment occurs (8.4 acres)
  - TRAX adjacent trail extension south of 4500 South (2 acres)
  - Hanauer Street Trail connection to Murray Central Station Area (0.7 acres)

The identified opportunities will result in 16.94 new acres of parks and open space within the station area. An additional 8 acres are needed to serve the current population and, as new development occurs, new parks will be needed to serve the future population of roughly 13,000 new residents at build out.

FIGURE 6.3: FUTURE BIG COTTONWOOD CREEK TRAIL AND PARK EXTENSIONS

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Shade and Tree Cover

Shade is crucial to urban areas, minimizing health impacts resulting from sedentary lifestyles and air pollution, and contributes to a more pleasant pedestrian realm. The station area's current percentage of tree canopy is approximately 8 percent. The Forest Service and Nature Conservancy recommend a 25 percent tree canopy. This will be difficult to achieve in the area until significant redevelopment occurs. Several strategies to increase the tree canopy are reasonable in the short- and mid-term including:

- Increasing the number of trees along the existing trail
- Ensuring that new parks, trails, and open space will include at least 25 percent tree canopy coverage (at full growth)
- Including street trees on all new and redeveloped roadways

These strategies are expected to increase the tree canopy in the area from 7 percent to 12 percent. This will create significant benefits in the neighborhood.

Longer-term strategies include ensuring the inclusion of significant tree canopy coverage as part of new parks and open space and the inclusion of a tree canopy measure in redevelopment requirements.

Income Diversity Housing

The Murray North Station includes most of Murray and Millcreek's low-rent and rental-assisted housing. While more affordable housing is needed throughout the State, concentrating all low-rent and rental-assisted housing into one area can limit the ability of the area to attract retail and other services because neighborhood household incomes are lower than average, limiting expendable income. Other possible impacts include higher neighborhood turnover rates. .

Income diversity (housing that is affordable to individuals and families with different income levels) is needed to support business and decrease vacancies.

SAFETY

To achieve the Murray North Station Area vision, area safety must improve. New investment in retail, services, and amenities as well as income-diverse housing is more likely to occur if crime rates are reduced in the area and a sense of community is created. There are several strategies that can help to address the safety issue in the neighborhood. Some of the strategies are urban design related, others are policing approaches, and others relate to city administrative policies.

The proposed approaches will not work in isolation. Safety and security in the area is a complex problem that requires a comprehensive, multi-pronged approach.

Stewardship

Addressing very real challenges and changing the perception of an area is no easy task. Recommended physical changes include adding amenities and improving the overall design quality of the buildings and streetscape. The outward perception of the area is less about physical change and more about an emotional change to an area. Stewardship, or having residents feel responsible and willing to build up their community and facilitate positive well-being, is the ultimate goal for ensuring a vibrant future for the Murray North Station.

Getting the high number of renters more involved in the neighborhood requires work. Establishing a neighborhood forum and focusing on social interactions is the first step. Encouraging the high number of renters to know their neighbors in different buildings allows for those interested in longer-term goals for the community to meet and build coalition. This particular aspect will also improve as owner-occupied housing is added to the area. After a group is set up and social connections are beginning to foster, the group can start working on projects important to them, including street calming, retaining business, spearheading neighborhood clean ups, and talking about finding solutions to other issues.

Crime Prevention Through Environmental Design (CPTED)

CPTED principles address the design of the built environment in such a way that deters crime. While this should not be the only avenue a city takes to increase the feeling of safety in an area, it can definitely help. CPTED principles revolve around 3 main areas of focus:

- **Natural surveillance and activity support:** The design of both the natural and built environment play a part in not just how the area looks, but how the interaction of these environments make the area feel. This includes an "eyes on the street" approach to create a feeling that people are watching what is happening around them.
- **Access Control:** Controlling access applies to how individuals get to the transit station as well as how visitors and residents move around within the station area. This includes evaluating street configuration, sidewalks, ingress, and egress.
- **Maintenance:** Cleanliness and upkeep preserves the intended use of the space and helps to make people feel that the area is in order.

NATURAL SURVEILLANCE AND ACTIVITY SUPPORT

Street facing storefronts are a widely implemented strategy for natural surveillance and activity support. In implementing this strategy, however, attention needs to be paid to how the store fronts and other street-facing uses are established and managed. For example, advertisements on windows block views of the street. This strategy advocates creating storefronts that are an extension of public spaces to build trust and create a more inclusive environment. "Storefront Placemaking" or benches, parklets, or attractive signage strengthens communities.

Properly maintained street trees provide both functional and aesthetic benefits to the area. Tress not only provide shade to pedestrians, but can slow vehicular traffic, and even extend the life of pavement. Trees must be properly maintained, to provide adequate visibility and create a lively environment. Unkempt trees can

be dangerous to passersby and can create negative perceptions of safety.

CPTED best practices for the Murray North Station Area include:

- Trim tree branches that are less than 6 feet from the ground, particularly along Central Avenue.
- Encourage businesses to have visible and differentiating signage identifying their business.
- Install wayfinding signage.
- Clearly define entrances with identifying elements, such as architectural enhancements, lighting, landscaping, or different pavement.
- Ensure there are clear sightlines around building entrances and exits to allow tenants to view outside before they leave the property.
- Preserve sightlines connecting the inside of buildings to parking lots and entryways.

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- Encourage businesses to keep windows free of advertisements and other view inhibitors.
- Use appropriate lighting for spaces. Lighting should reduce glare and focus light onto pavement instead of up into the air. Lighting should also illuminate street names and building numbers.

ACCESS CONTROL

Isolated areas can create a sense of being closed in and unable to get away should a problem arise. Creating more points of ingress and egress helps to maintain the flow of traffic and increase visibility. Lighting is essential on dead-end streets.

Sidewalks play a vital role in pedestrian health and safety. Safe, accessible, and well-maintained sidewalks are necessary throughout the station area. Sidewalks should be a minimum of 5 feet wide to meet ADA standards though wider sidewalks are more convenient for those with mobility issues and have the added benefit of accommodating higher pedestrian volumes in business areas. Frontage zones are also recommended to provide a buffer between vehicular traffic and pedestrians and act as an area where street furniture and street art can be added to improve the walkability experience. Interrupted sidewalks, as on Fireclay (left), can be

dangerous to all pedestrians and can cause potential injury. Sidewalks should also be present on both sides of the street.

CPTED best practices in the Murray North Station Area include:

- Add sidewalks along the east side of Box Elder Street.
- Remove/relocate elements that obstruct the flow of the sidewalk.
- Improve striping along bike lanes, where needed, and keep them free of debris.
- Light new pedestrian paths as they are implemented.
- Install wayfinding to guide and direct visitors.

MAINTENANCE

Trash is prevalent in the park -and -ride lot. Litter not only negatively impacts the environment, but can make a space feel forgotten and unobserved. Mitigation tactics include neighborhood cleaning crews to provide ongoing maintenance, add trash receptacles throughout the parking lot, incorporate anti-littering signage, provide cigarette litter outlets, and provide colorful and/or covered trash receptacles.

Lighting

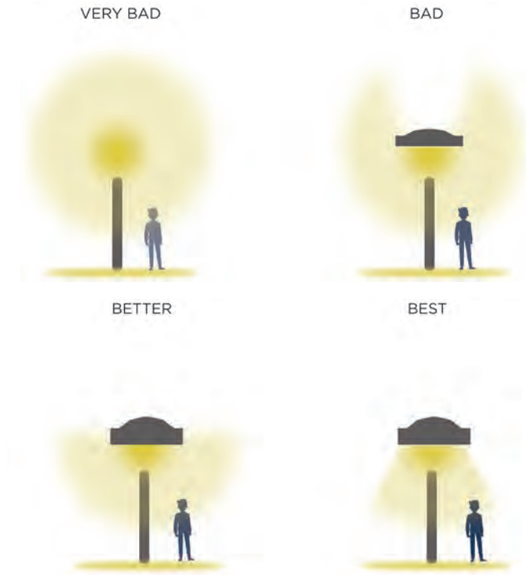
Lighting should provide adequate visibility to a space. As a mainly residential area, the site will be used during the evenings and nights. Carefully positioned lighting can significantly lessen people's fear of crime. A minimum amount of illumination should enable the recognition of a face at a distance of roughly thirty feet for an individual with normal vision.

THE CORRECT BALANCE

There is such a thing as too much lighting. Uncontrolled or reflected light that shines straight into your eyes is called glare. Bright light typically allows for better visibility but glare usually interferes with your ability to see properly and can cause visitors to miss clues signaling the area is not safe. Some vision issues can also generate glare when light enters the eye and bounces around rather than focusing.

Dark sky light fixtures help to cut off excessive light and position rays to the exact area they are required. A wattage range of 40-80 is recommended to reduce the risk of glare.

FIGURE 6.4: PROPER LIGHTING ILLUSTRATION



DISCERNING NIGHT-TIME USE

Nighttime use of a space will inform the type, placement, and intensity of lighting. Pathways that are not intended for night-time use should be fenced or not as well-lit at night to discourage use and not give a false sense of safety.

- Residential-focused retail or grocers will be used consistently in the dark hours, particularly in the wintertime. These areas will need to have consistent lighting throughout the evening and into closing.
- Industrial areas are used primarily during business hours and have fewer residents and visitors. The lighting here does not need to be as consistent as residential areas. However, pathways around the space, such as sidewalks should feel comfortable and illuminated for pedestrians.
- Main pathways to the TRAX Station should feel comfortable and illuminated. As the TRAX schedule goes well into the night-time, users should have adequate lighting to move through the station area to their residences.

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Activation

The best tactic to reduce crime is to have continuous activation of a place. The consulting team analyzed services that were available in the station area and charted when the station area tends to be most activated. The services charted were:

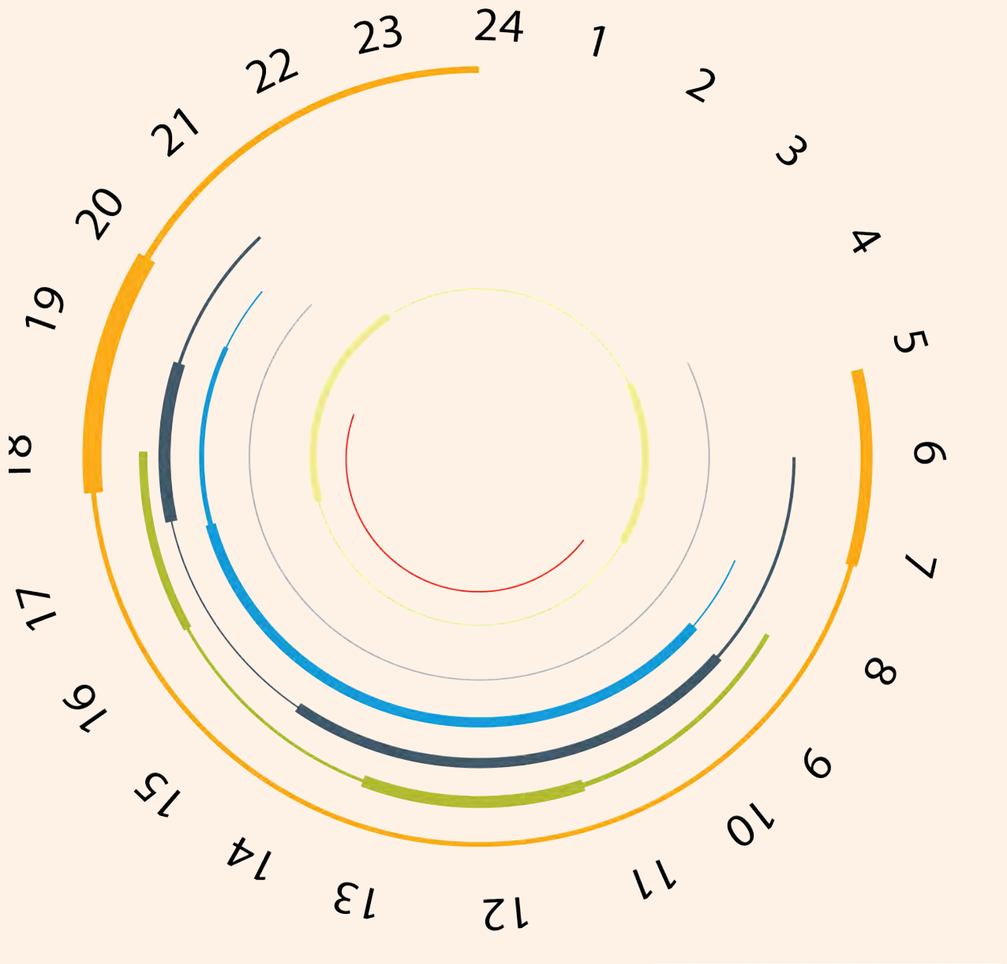
TABLE 6.1: ACTIVATION TABLE

SERVICE TYPE						
9-7 JOBS AND BUSINESSES	FOOD AND DRINK	HOUSING	INDUSTRIAL BUSINESS	OTHER THAN 9-7 BUSINESSES	AUTOMOTIVE DEALERS	GREENSPACE
Deseret Industries	Barbay Coast Saloon	Artesian	Los Martinez	The Front Climbing Gym	Dahle	Birkhill space
Agape Hair Salon	Fireclay Coffee	Depot	American Stone			Olympus space
Advance Auto Parts	Costa Vida	Avida	Storage			
The Other Side	Dominos	Brickgate	Bio Fire Defence			
O'Riley Auto Parts	Paradise Buffet	Metro	Interior Worx Countertops			
KPC Promise Hospital	Keyaki Sushi	Birkhill	JC Cabinet Painting			
Letizia Studio						
Salty Hive Crossfit						
Humane Society						
Imago Medical Spa						
9-7 activation	Lunch and dinner activation	Evenings, early morning activation	Provides little-to-no activation	Provides early morning and evening activation	Provides little-to-no activation	Daytime activation until 5 (small children oriented)

From the activation map, it is clear that there are activation gaps between 7:00 and 11:00 PM, as well as the early morning. While more services are needed throughout the station area, services are particularly needed in the following categories:

- Businesses that operate beyond a 9:00 AM to 7:00 PM schedule
- Food and drink options
- Greenspace with amenities for those over the age of 7
- Amenities and services for youth involvement
- Non-profit or community organizations

FIGURE 6.5: ACTIVATION HOURS WITHIN THE MURRAY NORTH STATION AREA



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Intersection of Public Safety and Activation

The Urban Institute and ArtPlace created a document to explore the ways arts and culture can intersect with public safety. The two organizations reviewed case studies and other documents to provide a typology of activities that intersect with public safety. Cities can use one or more of these typologies as strategies to promote public safety in neighborhoods. This framework was taken and tweaked to change focus from art and public safety to intersect the neighborhood itself with public safety. For neighborhood activation to intersect with public safety, the following typologies can be deployed:

1. EMPATHY AND UNDERSTANDING

   This strategy aims to improve relationships between law enforcement and community members and promotes more effective responses for these groups to coexist.

2. LAW AND POLICY

   This typology influences justice policy and looks at bringing people exiting the justice system into serving their communities.

3. CAREER OPPORTUNITIES

   Connecting people to job opportunities helps to lift people facing poverty and discourage crime. This includes having services where people with a criminal record can face fewer barriers to employment and helping teenagers and other young people find jobs in various fields.

4. WELL-BEING

   This strategy promotes proactive health and wellness to an area through active recreation opportunities and by delivering therapeutic benefits around identity and mental health.

5. QUALITY OF PLACE

   A place that brings the community into the forefront of public spaces can change both the community's perception of self and the perception of the community by outsiders.

These typologies can be employed throughout the station planning area.

While these strategies all rely on community involvement in some form, number 5 requires a form of community participation that is relatively new in the Wasatch Front. Several Midwestern cities have employed various programs empowering youth to get involved and make changes in their community. Emulating the Making Our Own Space (MOOS) Program in Cleveland, the Territory Project in Chicago, and Juxtaposition Arts in Minneapolis, the intent is to partner with organizations to create a program where Murray North Station Area Youths can use tactical urbanism to create placemaking amenities that are usable by the larger community. By exposing young people to civic participation procedures and a variety of design occupations, the program explicitly helps them comprehend the actions and relationships needed to make meaningful changes in their community. Through this process, youth become more invested in their community and become stewards.

While these programs are usually created and implemented through a non-profit organization, cities can partner with different organizations to create a short

summer program to learn about the planning process, develop a strategy to deal with a constraint of the station area, and build and implement a solution. Possible project partners can include University of Utah, Utah State University, Utah Valley University, The Boys and Girls Club, and other educational and non-profit organizations that have a focus in either youth development or urban planning and design.

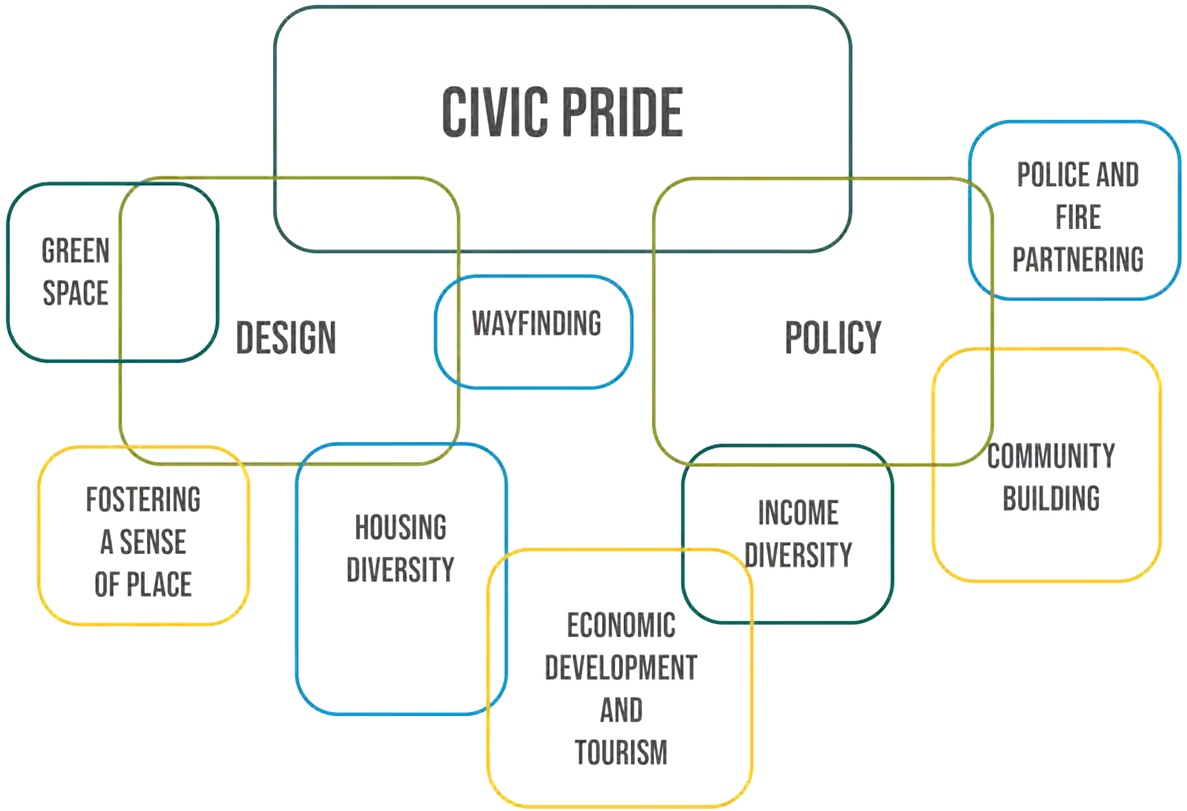

FIGURE 6.6: CIVIC PRIDE BUILDING BLOCKS

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Proactive Policing

Proactive policing has proven outcomes in reducing crime in other communities around the Wasatch Front, including the Ballpark Neighborhood in Salt Lake City. Proactive policing happens when police have assigned beats and patrol an area without being called. Denser, urban areas tend to use this policing structure to show a positive police presence and help create relationships with the community. The aim is to get police out of cars and further into the neighborhood—going down alleys, dead ends, and other areas that are harder to get to with cars. Examples of proactive policing include:

- Bike patrols
- Motorcycle patrols
- Walking patrols
- Horse patrols

Parking Needs

Parking is described by stakeholders as a key part of the challenges faced by the Brickgate and Avida residential complexes. In these areas, the demand for parking is greater than the off- and on-street supply. Finding a way to add or retrofit more parking for these areas (in a way that complements the TOC character of the area) will contribute to safety and social cohesion and improve the perception of the entire station area. Below are some strategies to consider:

- Include Brickgate/Avida parking spaces as part of a redevelopment of the Atlas Roofing Corporation site (approximately 100 spaces reserved for UTA riders). These could likely be shared by residents with other users such as TRAX park-and-riders or visitors to station area destinations.
- Transform one or more of the Brickgate/Avida parking lots into parking structures.
- Designate another shared parking resource in the station area. This would likely be on the eastern side of the TRAX, so the location wouldn't be optimal.

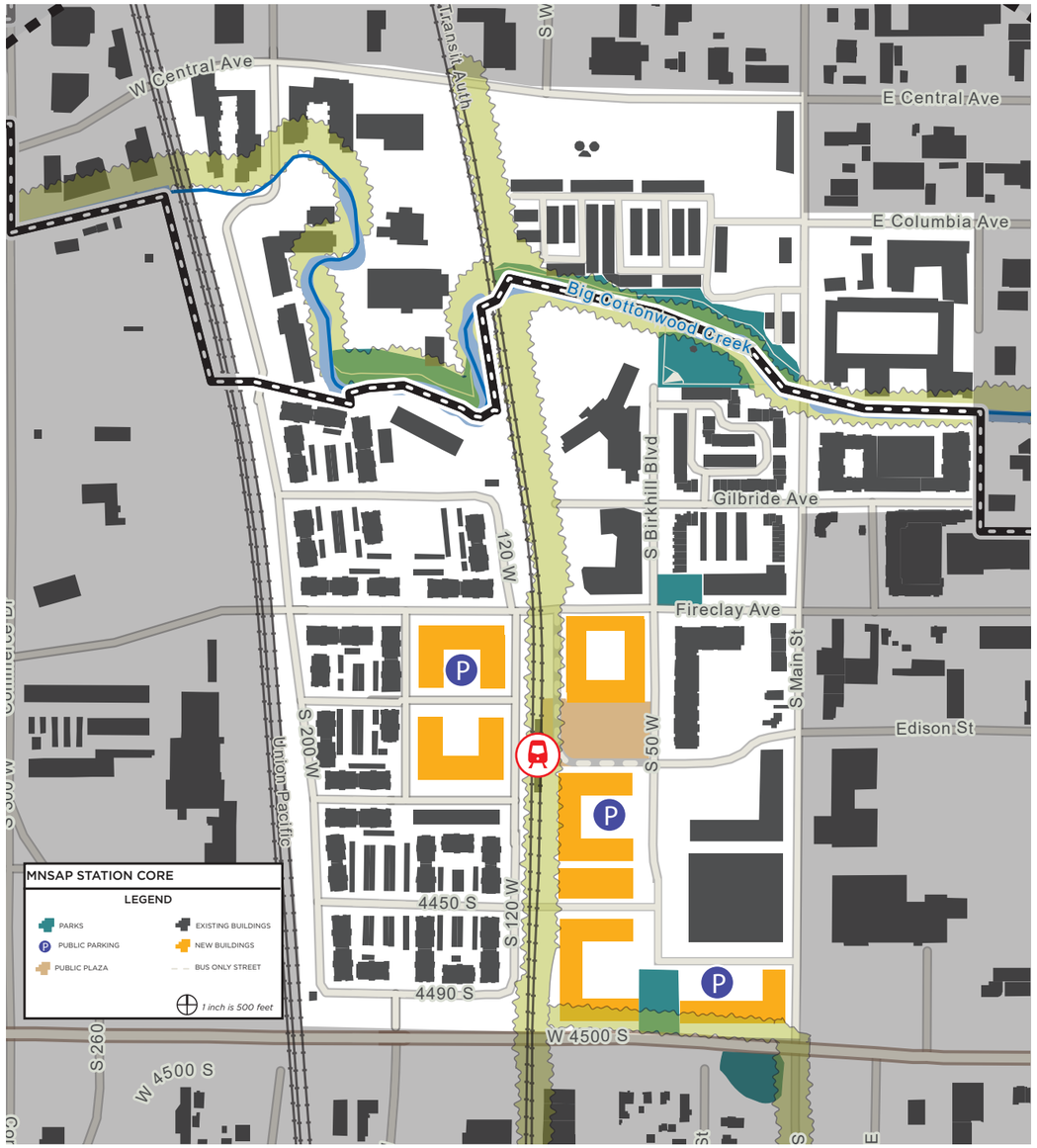
Parking demand and management are significant considerations in the Murray North Station Area. There are several stakeholders with an interest in parking capacity and management in the area including:

- UTA
- City of Murray
- Salt Lake County
- Private Developers
- Business Owners

Over the long term, the creation of a parking district to manage parking resources and needs can facilitate shared parking strategies and consolidate parking capital investments.

As the UTA Park and Ride is currently underutilized, reduction and placement of 150-200 parking stalls will be needed to be dispersed throughout the three proposed parking structures.

FIGURE 6.7: NEW PUBLIC PARKING STRUCTURES WITHIN THE STATION AREA



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FUTURE LAND USE

Parks and Open Space (1%)

There are currently two parks located within the Murray North Station Area: Birkhill Park, and the park space to be dedicated as part of the Opus Green development in Millcreek. Birkhill Park is a 0.71-acre park that is privately owned, just south of Big Cottonwood Creek, and adjoined to the Birkhill at Fireclay Condominiums. The park space located at Opus Green constitutes an open space allocation of 25% of the project area (1.15-acres), which includes a pedestrian bridge across Big Cottonwood Creek, a playground, and walking trail.

- Existing Parks: 2
- Publicly Owned Open Space: 1.15-acres
- Privately Owned Open Space: 0.71-acres
- Existing creek- and rail-side trail: 1.9 acres
- Level of service: 0.59 Acres / 1,000 residents

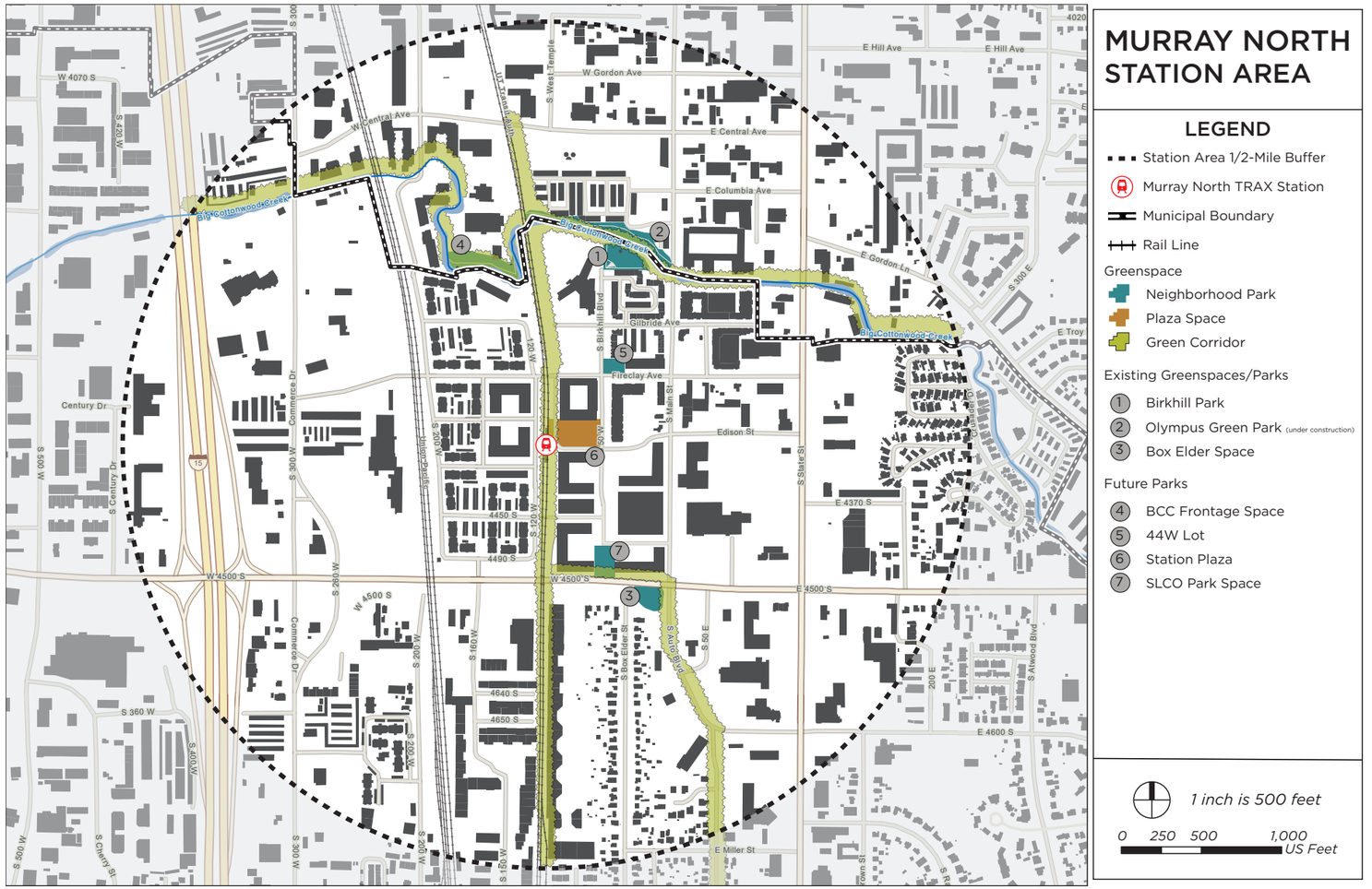
With the current population, the station area offers nearly 0.6-acres of park or open space for every 1,000 residents. The limited amount of park space is significantly less than what is observed across Murray and Millcreek on a citywide basis. Across both municipalities, an average of 4.4 park acres are offered for every 1,000 residents.

To provide more adequate access and opportunity to parks and open space throughout the station area, several future parks and open spaces have been envisioned as key elements of the future land use concept. Integrating the additional open spaces and parks throughout the future land use concept would yield an additional 28.5-acres of parks and open spaces if entirely realized. The vast majority of land contributing to the additional parks and open space calculation is incorporated through the 50-ft buffered greenway system that runs east-west along Big Cottonwood Creek, and 20-ft buffered greenway that runs north-south along the TRAX line. The fully implemented greenway system, new Birkhill and Fireclay parks, and Station Plaza would add an additional 21.8-acres of parks and open space bringing the total (including Birkhill Park) to 25.7-acres.

GREEN CORRIDOR

The Seven Greenways Vision Plan seeks to establish various greenway corridors that revitalize the creeks that connect from the Wasatch Mountains to the Jordan River. The green corridor alignment in this plan is intended to serve as a critical element of natural infrastructure throughout the station area. This plan establishes a north-south spine connection parallel to the TRAX line starting at Central Avenue, running south beyond 4500 S, which provides much needed north-south connectivity for residents and regional commuters, especially in terms of connecting to 4800 S with access to Murray Central station and Murray City Hall. As an area with limited green space and limited developable land, integrating green space activity along the Big Cottonwood Creek corridor not only takes advantage of a vital resource through preservation and beautification, but creates an off-street connection through the station area, linking open spaces to the urban framework. Design elements to be incorporated along the multi-use path include enhancements to the greenway, amenities for all ages and abilities, and small-scale parks in multifamily and mixed-use developments with connectivity along the creek. Taking advantage of creek-front property with retail and restaurant uses is ideal.

FIGURE 6.8: PROPOSED GREEN CORRIDOR AND GREEN SPACE



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Commercial (35%)

Much of the envisioned commercial development within the station area is oriented along the State Street corridor, continuing to support a range of commercial types from automobile dealerships, retail shops, restaurants, office development, and additional offerings of goods and services. Other commercial nodes are strategically located at key intersections and/or near the interstate exit. As with most existing commercial land uses throughout the city, the future commercial uses within the station area shall support auto-oriented access but provide enhanced connectivity and design to better support multi-modal access. Commercial land uses presented through the future land use diagram exhibit an accretive relationship with the adjacent residential and mixed-use areas by providing proximity, connectivity, and supporting activities for residents and visitors to create additional commercial and social vibrancy. New (re)development in the area should maintain a similar scale and massing of new development along the corridor and should seek to incorporate a greater variety of commercial uses and services including office.

Future Placetype Considerations:

- **Target height:** 1-3 stories
- **Target maximum density:** FAR: 0.5
- **Character:** This area will include neighborhood commercial and retail uses, as well as employment opportunities for the adjacent and local residential neighborhoods.
- **Primary Use:** Commercial, Retail, Office
- **Prohibited Uses:** Residential
- **Challenges:** The auto-oriented nature of State Street causes conflict with connectivity to the established TOC core to the west. Establishing safe and convenient connections is paramount to the success and integration of commercial areas within the station area.
- **Opportunities:** The development surrounding this area will support new commercial and employment opportunities. These areas can serve as nodes and corridors for commercial activity and employment locations for the rapidly growing area. Connectivity to established neighborhoods should also be prioritized to promote intermixing of different neighborhoods and their residents.

Low-Density Residential (11%)

The primarily single-family neighborhoods south of 4500 South, and along the eastern boundary of the study area enhance and preserve existing affordable housing stock, establish the street grid pattern, and are important elements for neighborhood stability. The scale and density of this area should be retained with targeted redevelopment of vacant, abandoned structures with new or rehabilitated structures at a comparable scale and character to the existing housing stock. The addition of a green corridor running parallel to the TRAX line serves as a buffer between the single-family area and future mixed-use development envisioned to the west of the rail line. The existing single-family neighborhood east of State Street should be evaluated for improvements to enhance overall connectivity in the area. These connectivity improvements should include additional, pedestrian-activated State Street crossings near existing or planned bus stops.

Future Placetype Considerations:

- **Target height:** 1-3 stories
- **Target maximum density:** Small-lot single-family dwellings with a density around 10.5 units per acre or 4,000 square foot lots.
- **Character:** This area mostly consists of established single-family residential neighborhoods of varying densities. This area has a suburban feel with structure age ranging from mid-century to recent developments.
- **Primary Use:** Residential
- **Prohibited Uses:** Commercial
- **Challenges:** As infill occurs, special attention should be paid to preserving the existing single-family character within the neighborhoods and establishing strong connections between commercial and residential uses.
- **Opportunities:** There are limited opportunities for infill and new development throughout the neighborhoods. Densities, building massing, and form should be consistent with current densities and building massing and form.

Higher Density Residential (12%)

The multi-family residential areas located throughout the station area generally focused on the Murray North Station platform, as well as several properties that are appropriate or already transitioning into medium/high-density multifamily uses. The area is characterized by a mix of housing developments, generally with proximity to commercial and mixed-uses that leverage access to the TRAX line.

Redevelopment of these areas should include a variety of multifamily housing types that support the advancement of market-rate housing, moderate-income housing, units for sale, and various product types that serve the needs of existing and future residents.

Future Placetype Considerations:

- **Target height:** 6-7 stories
- **Target maximum density:** Up to 100 units per acre
- **Character:** This area supports high density development and apartment and condominium-style residential. This area currently hosts several high-density housing developments. High density development should include privately-owned open space to contribute to a higher level of service for regional parks, trails, and open space.
- **Primary Use:** Residential
- **Prohibited Uses:** Industrial
- **Challenges:** Traffic and similar impacts from increased density should be addressed by encouraging multi-modal connectivity and requirements relating to pedestrian and bicycle connections and amenities.
- **Opportunities:** These areas should be served by transit and accessible and safe pedestrian access points. Integrating open space into the public realm will enable better activation and create a sense of place.

Mixed Use (33%)

The area's current zoning supports mixed-use land uses throughout the station area, requiring mixed-use housing east of the station area and some retail frontage on the west side at key streets. Mixed-use housing should seek to reduce auto dependency and roadway congestion by locating services under housing. Retail frontage should be oriented to the public realm and sidewalk, and enhance the pedestrian environment with attractive retail frontage, landscaping, and site furniture. This higher mix of retail to housing should be concentrated around key intersections and central to the station area platform. This mixed-use building type has a lower ratio of retail space to housing units. Envisioned in these spaces are convenience amenities and possible live-work spaces.

Future Placetype Considerations:

- **Target height:** 6-7 stories maximum
- **Target maximum density:** 100 units per acre, ground floor retail/service uses, live/work units
- **Character:** These areas will function as a central activity center for the Murray North Station Area community, incorporating varying scales of retail and services. This area should prioritize connectivity for pedestrians, cyclists, and transit users moving throughout the area.
- **Primary Use:** Mixed-use, multifamily residential
- **Prohibited Uses:** Industrial
- **Challenges:** This area currently lacks green space, has minimal connectivity into the surrounding neighborhoods, and transitions directly from industrial/commercial to residential creating an abrupt commercial/residential interface.

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- **Opportunities:** This area is situated to take advantage of the regional commercial gravity and commuters. These areas should be served by transit and accessible and safe pedestrian access points. Integrating open space into the public realm will enable better activation and create a sense of place.

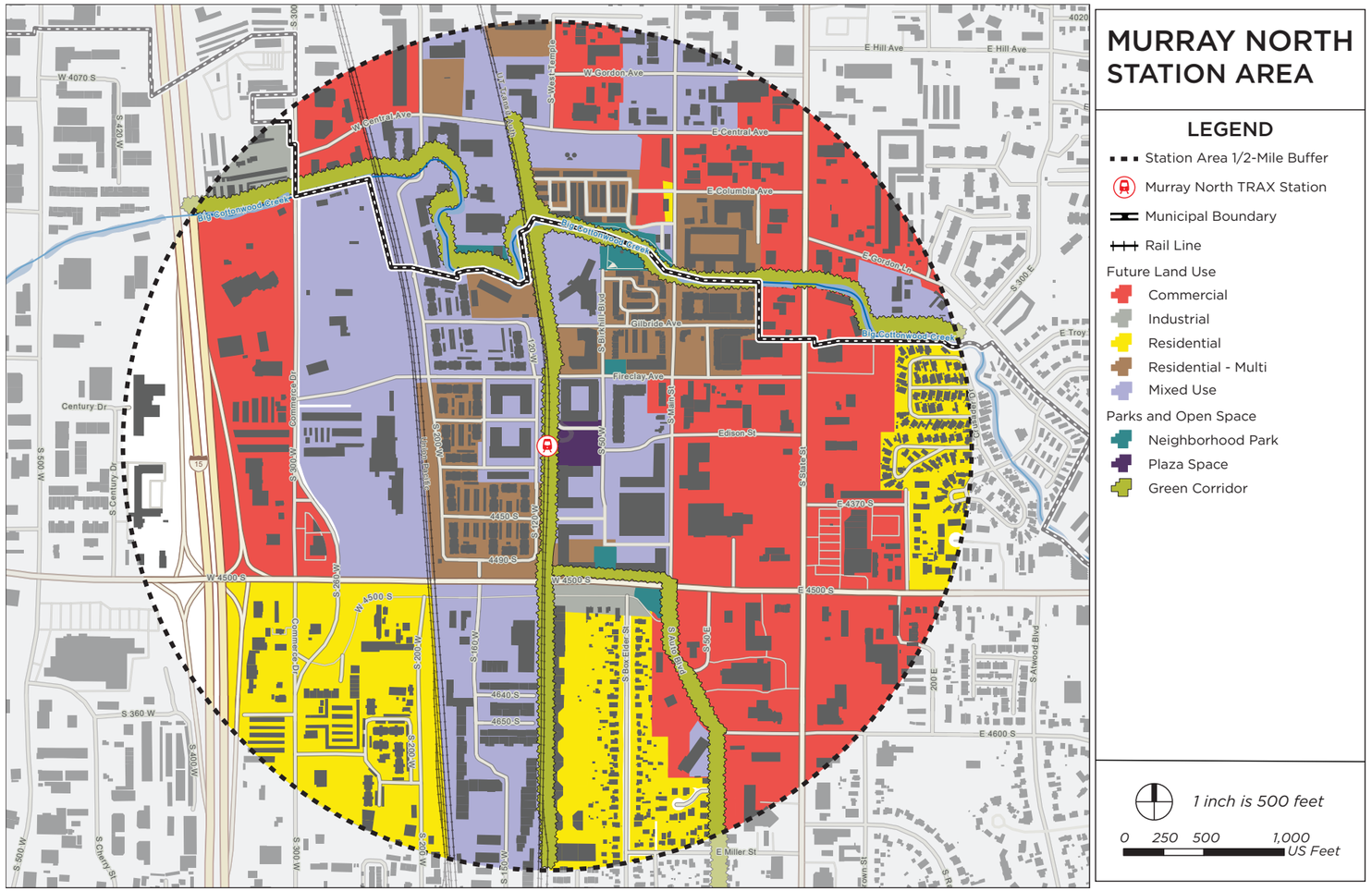
Industrial (9%)

Remaining industrial areas are primarily located along I-15 and the Union Pacific Rail Line. The area is significantly constrained by a lack of east-west connections. Enhancing connectivity within this area and to the north of 4500 S is a key consideration for this area. In addition, opportunities to add open space, public amenities, and neighborhood-serving employment should be pursued.

Future Placetype Considerations:

- **Target height:** 1-2 stories
- **Target maximum density:** FAR: 0.5
- **Character:** This area will support commercial activity, employment, and a substantial sales-tax base for the Station Area. The area should serve as a source of employment for local residents.
- **Primary Use:** Industrial, commercial, retail
- **Prohibited Uses:** Residential
- **Challenges:** This area currently lacks green space, has minimal connectivity into the surrounding neighborhoods, and is severely limited in ability to connect east-west due to both the TRAX and UP rail lines.
- **Opportunities:** This area will support commercial activity, employment, and a substantial sales-tax base for the Station Area.

FIGURE 6.9: MURRAY NORTH STATION AREA FUTURE LAND USES



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Market Opportunity

RETAIL

Based on purchasing power and existing retail supply, the current unmet retail demand (gap) is estimated at more than 170,000 square feet of demand. Based on growth projections, the Study Area is anticipated to generate an additional 4,718 square feet of retail demand on an annual basis over the next five years. However, within the current context, most future retail development would likely gravitate towards State Street due to existing gravity, higher traffic counts, and the established co-tenancy of national brand retailers. Changing this context is difficult but may be accomplished by enhancing connectivity and wayfinding in the core of the station area, creating additional destinations that are accretive to the retail experience, and improving the pedestrian realm and experience.

OFFICE

The office market in Millcreek and Murray is relatively strong, with high occupancy and rental rates that are generally in line with the overall market in the Salt Lake City metropolitan area. Within the office category, the primary opportunities for the Murray North Station Area include second-floor office space in a vertical mixed-use setting and limited infill. Promoting small to moderate increments of office development within the Station Area would contribute to broader economic diversity and create stability in the Study Area. Higher incomes could also improve affordability and drive higher home prices and/or rents. Preferably, new office would be a second-floor component of high-density residential project, or it could be introduced as a first-floor flex space that can accommodate office or service retail such as real estate, title, insurance, engineering, financial technology, law, real estate, or other service-oriented businesses. The analysis indicates there is supportable demand for 5,000 square feet of office development annually.

INDUSTRIAL

The market demand for industrial space within the station area is strong due to the location near major transportation routes, including I-15 and heavy rail lines, as well as its proximity to the Salt Lake City International Airport. The station area's rich history of supporting industrial uses has been instrumental in establishing a diverse economy locally and regionally. There is currently 1.5M square feet of industrial development located within the Study Area. The analysis indicates supportable demand for 70,000 square feet of industrial development annually.

RESIDENTIAL

The residential housing demand in Millcreek and Murray has been consistently strong over the past few years. The average home sale in Millcreek was $492,380, and for Murray, it was $446,555. Both areas have seen steady increases in home values over the past year, with Millcreek experiencing a 20.9% increase and Murray experiencing a 19.6% increase in home values since September 2020.

Conversely, the median household value in the Station Area is only $206,471. In fact, 62% of home values in the Study Area are under $250,000. This is substantially lower than values in the broader Salt Lake MSA, which is likely attributed to the fact that there are few homes in the Study Area and are mostly older workforce housing. In addition, the few houses in the Study Area are surrounded by industrial uses which impacts livability and reinvestment. Accommodating additional owner-occupied housing to increase neighborhood stability and expand housing options has been identified as a desire of the community. In addition, increasing community development and investment within the Study Area can improve livability and potentially help improve conditions in the existing neighborhoods within the Study Area. Annual demand can support nearly 120 development units annually.

MULTIFAMILY

The area surrounding the Murray North Station has seen substantial development activity over the last ten years. Since 2013, there have been more than 1,500 multifamily units constructed within the Study Area. This includes Metro at Fireclay, Artesian Springs, Brickgate at Fireclay, and Birkhill on Main. With the high cost of housing and strong regional development pressure for multi-family, the context surrounding the station area will continue to drive development intrigue. This creates an opportunity to increase development standards, requiring a mix of pricing to accommodate affordability goals, ground floor commercial, percentage of open space, and other objectives that can enhance or improve the overall livability for residents and visitors. Future development should be integrated in a way that maximizes block utilization, increases parking efficiency, and contributes quality open spaces. Infill residential could be used as transitional product such as multi-story townhomes, condos, or urban residential. Analysis indicates demand for nearly 250 multifamily units to be developed on an annual basis.

Keeping density to a neighborhood or community level instead of increasing to a sub-regional hub was most important to the residents of the area. Considering this, the consultant team applied similar dwelling units per acre of the TOD area to new developments.

TABLE 6.2: POPULATION PROJECTIONS

AREA	CURRENT POPULATION	FUTURE POPULATION	CHANGE IN POPULATION
Core Area	1,175	1,441	226
Southern Area	2,986	4,679	1,693
Western Area	-	3,961	3,961
State Street Corridor Area	2,379	3,639	1,260
TOTAL	**6,541**	**13,720**	**7,179**

Source: ESRI, Urban FootPrint

Opportunity Sites

The accompanying Opportunity Sites map illustrates the resulting intersection of all the elements that create opportunity sites within the study area. The opportunity sites represent areas that have the greatest near- and long-term potential for the redevelopment that will ultimately transform the Murray North Station Area. These locations also have significant potential to have a positive impact on the area's economy. In total, there are over 220 individual parcels identified within the station area as opportunity sites, ranging from less than one-tenth of an acre to over 7-acres, totaling just over 175-acres. The majority of the identified opportunity sites are represented by industrial land uses, followed by commercial, multi-housing, and residential. The additional population resulting from the development of opportunity sites that would be accommodated through the proposed future land use distribution could total more than 13,000 residents at build out.

One major challenge faced by these opportunity sites is ownership. Wide and varied ownership exists amongst the opportunity parcels even those side by side. This affects the ease of assemblage that a developer may experience in acquiring the parcels needed for their development, oftentimes making it impossible.

Potential development and redevelopment sites were considered within the context of the following three categories:

- **Redevelopment/Infill Potential**– A measure of the land-to-improvement ratio is a critical step in understanding the value of any improvements built upon a parcel. An analysis of improvement ratios through utilization of publicly available tax parcels can reveal which parcels are under-utilized from a development perspective. It may also be used as an indicator of properties that are underutilized or prime for redevelopment.
  - For example, a parcel is valued at $100,000. It is vacant land with no building or improvements, so the value of the land comprises 100% of the total value. This parcel represents a land-to-improvement ration of 1:0, resulting in a significant opportunity for redevelopment or infill.

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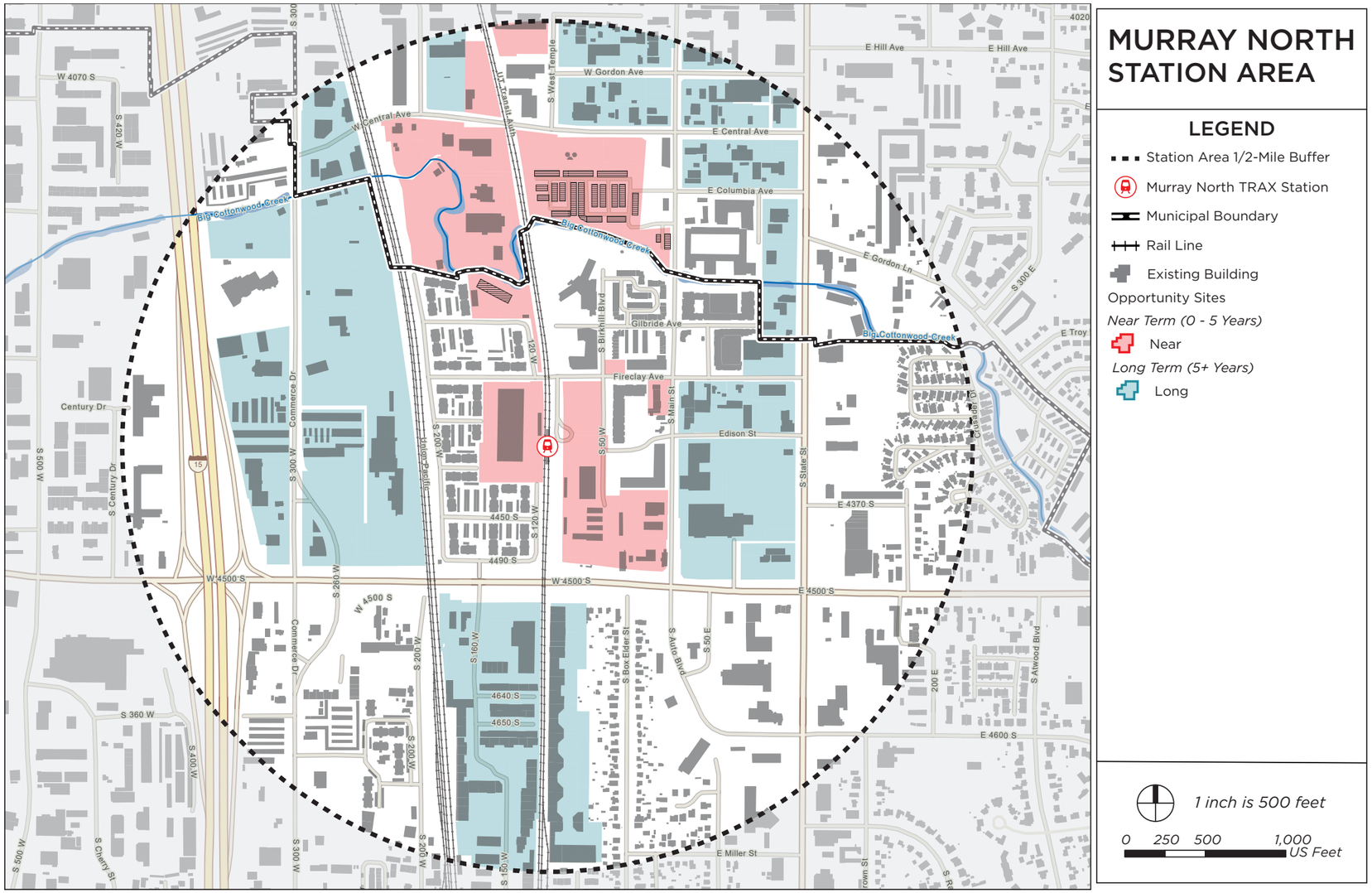
  - A parcel is valued at $200,000. The land is valued at $100k and all improvements are also valued at $100k. Given they are equal values, this represents a 1:1 land-to-improvement ratio and a lesser opportunity for redevelopment.
  - A parcel is valued at $500,000. The land is valued at $100k with a building improvement valued at $400k. Since the improvement is valued significantly higher than the land (1:4 land-to-improvement ratio), this parcel represents a significantly lesser opportunity for redevelopment.

- **Reinvestment potential**: These areas typically represent opportunities for smaller, incremental efforts to improve existing land uses. However, some reinvestment areas may consider a similar land use,with significant redevelopment encumbering the land in the future.
- **Unlikely for redevelopment or reinvestment**: While these areas are unlikely to experience a change in use, there may still be opportunities for small-scale improvements such as sidewalk and connectivity improvements, lighting and façade updates, or incentives to encourage property owners to improve their property. These areas are typically represented by established development patterns and neighborhoods or have been recently developed.

The opportunity sites identified in this plan emerged through the market analysis and are believed to possess the greatest potential for redevelopment. Short-term: Development projects will focus on establishing activity-generating commercial uses at key locations adjacent to the station that offer easy access and good visibility to support existing residents and commuters. Residential development will continue incorporating a mix of dwelling types into the neighborhood, including townhomes, multi-family residential, and mixed-use product types. Mid to Long-term: The short-term projects shall catalyze the core of the station area and expand the mixture of uses. Increased densities of daytime population from commercial uses and employment, coupled with the established and expanding residential base, will expand the appeal of the area and increase opportunities for retail and commercial uses in a mixed-use setting.

FIGURE 6.10: NEAR AND LONG=TERM OPPORTUNITY SITES



Although the implementation plan looks at the next 5 years, this plan is indented to be updated every 5 thereafter to look at how market conditions, changing demographics, and the results of the implementation plan allow for new opportunity sites to move into the short-term category. While market conditions do not allow for the State Street Corridor or the Gordon properties to be centers of gravity for the next five years, the next years could lead to that to change.

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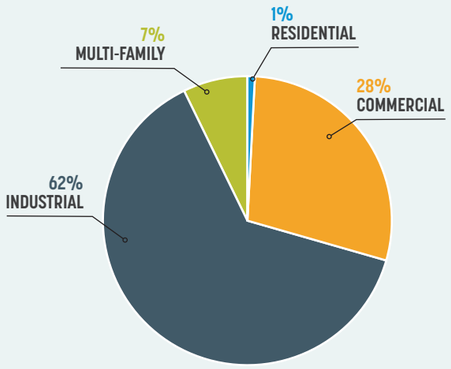
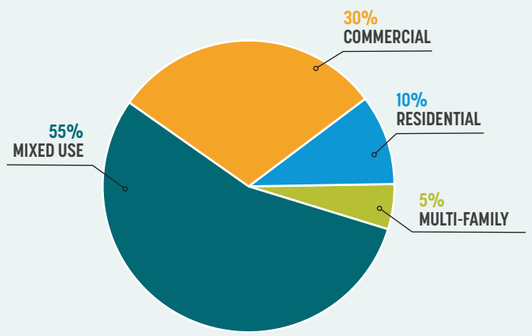
FIGURE 6.11: OPPORTUNITY SITES – CURRENT LAND USE



OPPORTUNITY SITES - CURRENT LAND USE

FIGURE 6.12: OPPORTUNITY SITES – FUTURE LAND USE



OPPORTUNITY SITES - FUTURE LAND USE

RESIDENTIAL is referred to as single family housing or townhomes

MULTIFAMILY is referred to as apartment dwellings with no commercial space

MIXED USE is referred to projects that include a combination of housing, office, retail, medical, recreational, or commercial components.

Near-Term Opportunity Sites

UTA-OWNED PROPERTIES

The UTA-owned properties concentrated on the east side of the station represent a significant opportunity to transform the station area. UTA owns approximately 8-acres (currently housing a large bus loop), an approximately 2-acre surface parking lot, a 4-acre area (housing UTA's mobility center and storage huts), and an approximately 1.6-acre area that includes a roughly 21-foot-tall berm composed of contaminated soils.

Bus Loop/Surface Parking Lot

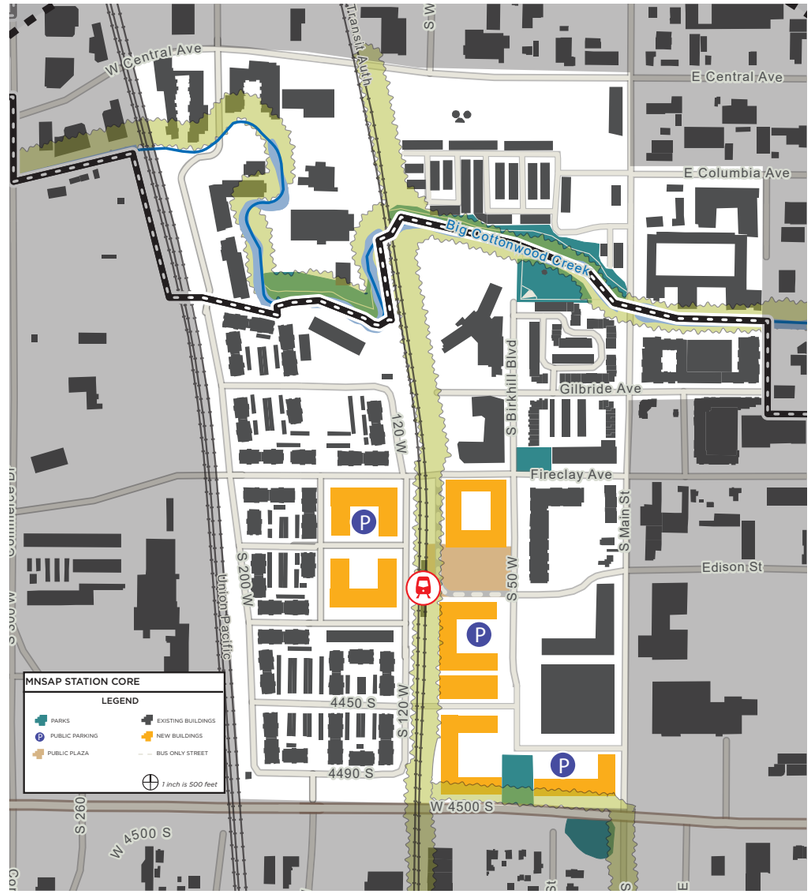
The large bus loop and surface parking lot detract from the urban form in the station area. The core of the station area would benefit from denser, more active uses in this area. The station area plan concept contemplates the following changes to the bus loop and parking lot area:

- Reconfiguration of the bus turn around to connect to 50 W via a Bus-only, shared street
- Redevelopment of the remaining bus loop and surface parking lot to include:
  - A mixed-use development site with frontage on Fireclay Avenue to include
    - Ground level retail/restaurants fronting on Fireclay and the public plaza
    - Structured parking
    - Mixed-income housing
  - An approximately 0.75-acre public plaza with green space, dining spaces, and programmable spaces
  - A community anchor with services for area families including education, children and youth activities, and community services

Mobility Center/Storage Huts

The approximately 4-acre area that currently houses the mobility center and storage huts is ideally situated for redevelopment into mixed-income housing to support the further redevelopment of the area as a transit supportive community. A portion of the 4-acre parcel is planned for the extension of Birkhill Boulevard south from Fireclay Avenue until it turns north to connect to Main Street. This new connection will facilitate the redevelopment of the remaining UTA-owned properties in the area. The most northern portion of this parcel, where it abuts the parking lot parcel, could be developed as a parking structure to serve the station, the community anchor and the envisioned new residential development to the south. The multiple interests and uses of the parking garage will allow contributions to the cost of construction from multiple project partners. Station area stakeholders including UTA, Murray City, Salt Lake County, and private developers should consider the creation of a parking district to help coordinate parking needs and spread parking infrastructure costs in the area.

FIGURE 6.13: CORE AREA CONCEPT



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CONTAMINATED BERM

The ½-acre berm located adjacent to the Trax line immediately west of the UTA storage area is the site of contaminated soils. The plan envisions this area as part of the rail-adjacent trail system. The area is ideal for connecting the transit station south across a bridge at 4500 South to the southern station area. Capping with pavement is a recognized method of addressing heavy-metals contaminated soils as found within the berm and could be an option for this area. The materials in the berm would need to be processed to remove organic materials as well as construction waste. The removed materials will need to be processed, characterized and disposed of in an appropriate facility. The remaining soils can then be replaced within the footprint of the berm, compacted, and capped with the trail.

As reviewed in the Existing Conditions section, the soils within the approximate 21-foot-tall berm are contaminated with lead and arsenic. There are approximately 16,000 cubic yards of contaminated soil within the berm. The berm also contains debris like wood and other construction materials, and there is a concrete slab beneath part of it. The presence of debris within the berm affects the opportunity to compact and pave the berm in place for use as part of the rail-adjacent trail envisioned for this area.

In the Phase II Environmental Assessment completed in 2022, Terracon recommends either the “consolidation and capping” of the contaminated soils beneath paving and buildings or the removal and disposal of the soils in an appropriate facility. Removal and disposal of the contaminated soil could range from $220 to $333 per cubic yard for an estimated total cost of $3.5 to $5.3 million. “Capping” the soil beneath paved areas is generally an option when there is adequate space on the “site” as defined by the regulatory agency to place and compact the soil beneath parking lots, plazas, and buildings. This option’s cost would include handling the materials by a properly certified contractor to remove biodegradable and non-compactible materials and the grading and compaction of the soils in the identified locations.

Based on the future uses for the UTA owned property envisioned as part of this Station Area Plan, there is approximately 21,780 square feet of area that could serve as areas for relocation, consolidation, and capping the material that will remain following processing and removal of organic and construction materials.

The contaminated soil would be approximately 3.5 inches deep throughout the identified locations and covered with clean soil and landscaping or paving. The soils should be replaced within the area of the berm and covered with clean soil, landscaping, road base, and paving. To facilitate control of the contaminated soils over time a “signaling layer” or geo-fabric could be used to ensure that future excavators know when they have reached the contaminated soil. A similar solution was used at the Bingham Junction Superfund Site in Midvale, Utah.

Any option that leaves contaminated soil on site will require the identification, implementation, and operation of institutional controls. Institutional controls include zoning provisions, deed restrictions, and operational actions (such as ground water monitoring or regular inspection and confirmation of the integrity of the “capping” mechanism). The United States Environmental Protection Agency’s guidance on institutional controls is available as Appendix XX of this plan.

SALT LAKE COUNTY-OWNED PROPERTY

The former Salt Lake County Fleet Maintenance facility is on the northwest corner of the 4500 South and Main Street intersection. The 2.56-acre parcel is planned for moderate-income housing. In addition to a multifamily housing development on the site, the extension of Birkhill Boulevard as it runs east to west to connect with Main Street will be partially located on the parcel.

The former fleet facility has several environmental challenges before it can be used for housing. As reviewed in the Existing Conditions chapter, there are two underground storage tanks and contaminated soil in the first three inches of fill on the site. In the Phase II Environmental Assessment completed in 2021, Terracon recommends the removal of the underground storage tanks and the removal and disposal of the contaminated soils. Confirmation soils testing will need to be completed to confirm that remaining soil does not exceed recommended cleanup levels for residential use.

Because there is also contaminated groundwater beneath the site, institutional controls will need to be in place to prevent the use of the contaminated ground water.

The Salt Lake County-owned property is ideally located for a mixed-use development. Ground floor uses will have visibility from 4500 South allowing a broader market area than locations internal to the station area. The station area is a food desert and this location provides an opportunity to incorporate fresh food options into the neighborhood through a small format market or grocer. The site has access challenges particularly for larger trucks. Coordination with adjacent uses and future development on the UTA-owned property will be needed to ensure adequate access and parking for the envisioned use.

The site also can incorporate an approximate 0.25-acre public greenspace site to this development. The future park can be programmed with seating for those grabbing a quick bite from the grocer, a small dog run for nearby residents, and other amenities. Ball sports as programming is not advised due to the proximity to 4500 South.

FIGURE 6.14: ILLUSTRATIVE RENDERING SHOWING INTERSECTION OF MAIN ST AND 4500 SOUTH

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ATLAS ROOFING SITE

This 5.4-acre site is immediately west of the station platform's location. It is currently the site of a foam manufacturing plant that is planning to relocate within the next five years. The location is currently zoned for transit-oriented development and is an ideal location for mixed-use and residential buildings. The site is surrounded to the west and south by the Brickgate Apartment complex and to the north by the Avida Apartments.

The design of any new buildings on this site can, and should, take into account CPTED principles to address some of the challenges at Brickgate and Avida. Redevelopment should:

- Create a grid within the site including the extension of 4350 and 4400 South streets to the east
- Create "eyes" on the station platform walkway that runs along the southern boundary through building placement and design
- Include pedestrian-activating uses along Fireclay Avenue
- Provide pedestrian-friendly streetscape improvements throughout
- Include publicly-accessible greenspace
- Participate in a parking district if one has been created, to ensure adequate parking for the development and an opportunity to increase foot traffic in the area by providing structured parking for the station and other adjacent users
- Participate in the city's Good Landlord Program, if one has been created, to ensure best leasing and property maintenance practices

44 W FIRECLAY LOT

This lot, located on the intersection of 50 W and Fireclay Avenue, is a 0.14 vacant lot surrounded by townhomes to the north and condominiums with ground floor commercial to the east. This small lot provides an opportunity to expand the green/park space in the station area. Because of its proximity to Birkhill Park, this space has the opportunity to provide amenities that cater to an older age range.

Note: Assumptions are based upon similar projects and use assumed, blended property and sales tax rates. Results are subject to change and limited to the amount of actual future development that occurs. Future development could be affected by changing market conditions, entitlements, availability of infrastructure, and other uncontrollable or unforeseen event

The lot is large enough to comfortably accommodate four regulation pickleball courts with additional greenspace for lounging or other amenities. After a recommendation for the Murray RDA to purchase this lot, a master planning process should take place to program the future park.

Opportunity Site Implications

The proposed concept creates the framework for a development program that generates $2.16B in taxable property value by year 2042 and $3.96B in taxable property value at build-out. Based upon local tax rates, the project would generate an average of $12.5M in annual net new fiscal benefits from property tax to the cities of Murray and Millcreek, Salt Lake County, and other local taxing entities in the first 20 years, which represents a total of $21.3M in the first five years, $72.6M in the first ten years, and $250.3M in the first 20 years.

The proposed retail absorption of this development program would produce $3.0M in retail sales annually resulting in $220K in sales tax generated annually. Additionally, the proposed commercial development would create an estimated annual average of $31.5M in gross sales annually in the first 20 years which equates to an additional $3.3M in total sales tax in the first five years, $12.1M in total sales tax over the first ten years, and $46.3M in total sales tax over the first 20 years.

TABLE 6.3: OPPORTUNITY SITES – POTENTIAL DEVELOPMENT PROGRAM PROPERTY TAX IMPLICATIONS

PROPERTY TAX	
Blended Property Tax Rate (Murray & Millcreek)	0.0103325
Annual Property Tax in Year 1	$1,422,297
Total Property Tax Over 5 Years	$21,334,451
Total Property Tax Over 10 Years	$72,572,397
Total Property Tax Over 20 Years	$250,312,798

TABLE 6.4: OPPORTUNITY SITES – POTENTIAL DEVELOPMENT PROGRAM SALES TAX IMPLICATIONS

SALES TAX		
Annual Gross Sales in Year 1		$3,000,000
Annual State Sales Tax	4.85%	$145,500
Annual Local Sales Tax	1.00%	$30,000
Annual County Sales Tax	0.25%	$7,500
Annual Other Sales Tax	1.25%	$37,500
Annual Blended Total Sales Tax in Year 1	7.35%	$220,500
Total Sales Tax Over 5 Years		$3,307,500
Total Sales Tax Over 10 Years		$12,127,500
Total Sales Tax Over 20 Years		$46,305,000

TABLE 6.5: OPPORTUNITY SITES – POTENTIAL DEVELOPMENT PROGRAM

	OFFICE		COMMERCIAL		INDUSTRIAL		RESIDENTIAL - MULTI		RESIDENTIAL		SUMMARY		DENSITY
	Sq. Ft.	Employees	Sq. Ft.	Employees	Sq. Ft.	Employees	Units	Residents	Units	Residents	Residential Units Total	Residents Total	Du/Ac
5-Year	25,000	88	50,000	40	75,000	155	1,240	2,356	590	2,006	1,830	4,362	10.46
20-Year	100,000	351	200,000	160	300,000	619	4,960	9,424	625	2,125	5,585	11,549	31.91
Build-Out	859,506	3,016	1,604,432	1,284	444,763	917	8,345	15,856	625	2,125	8,970	17,981	51.26

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Continue and Refine the Cities' Approaches to Parking for New Land Uses

While the focus of a transit-oriented community should be on walking, biking, and riding transit, the TOC's approach to parking motor vehicles often also heavily influences success. By and large, the cities' approach to parking and individual developments appears to be working. A study of off- and on-street parking utilization by existing multifamily residential projects showed that most of the newer residential buildings in the TOC core currently have a high level of occupancy, without overflowing demand. Many buildings have a range of bundled and unbundled options and on-street parking does not appear to be overly stressed by residents and their visitors.

There have been some areas with parking challenges, specifically the Brickgate/Avida residential area between the two sets of rail tracks. These areas show a clear undersupply of parking, with both off-street and on-street supplies stressed as a result. These parking challenges dominate the "brand" of the station area TOC.

The Plan recommends that Murray and Millcreek cities continue on their current parking trajectories with some considerations for evolution and addressing of the Brickgate/Avida parking challenges.

- Seek additional parking for the Brickgate/Avida area. The Plan recommends that the Atlas Roofing Corporation site could integrate this parking which could be shared with other, daytime users like transit passengers and visitors to the recommended destination anchor use.
- Pursue shared parking opportunities. As land uses complementary to the station area's housing are built, such as employment, retail, and recreation destinations, opportunities for people parking at different times to share the same spaces will emerge.
- Include consideration of on-street parking as part of future development requirements and monitor how it is being used.
- Encourage developments to provide a range of parking options for residents, employees, and visitors. Ownership and use of cars will continue to vary for those living in, working in, and visiting the station area.
- Keep parking ratios as they are in the current code.
- Continue to hide parking away from streets and pedestrian areas, typically in the centers of the blocks.

CONNECTIVITY

The primary goal for transportation in the Murray North Station Area is to increase connectivity. This is true generally in station areas where a common goal is to connect people and transit routes to the station and to make the area more walkable. Thsi is particularly important in Murray North, where major barriers inhibit movement in, out, and through the station area. These fall into a series of themes:

- Extend the Transit-Oriented Community (TOC) street network
- Cross major barriers
- Create trail spines both north-south and east-west
- Increase multimodal station access
- Improve the pedestrian realm
- Make additional bike connections
- Make connecting transit improvements

Extend the Transit-Oriented Community (TOC) Street Network

The first wave of transit-oriented development in the Murray North Station Area established the beginning of a walkable street network. This investment transformed much of a largely industrial and large-format commercial street network into a connected system of small blocks and walkable streets. As the station area continues to develop, the most fundamental goals for connectivity are to complete this network within the core area and to cross the major barriers surrounding the core to extend this street network into future redeveloped TOC areas.

The figures below illustrate the core Murray North Station Area after the construction of the station but before any of the new TOC projects, compared to the street network now. The comparison makes the transformation of the area clear, especially the creation of a connected network of small blocks. Instrumental in this transformation were the Fireclay Transportation Master Plan and the Fireclay TOD Design Standards which set the template for the street network and walkable streetscape present in many places alongside TOC development projects today.

FIGURES 6.15: (LEFT) - MURRAY NORTH CORE IN 2002
(RIGHT) - MURRAY NORTH CORE IN 2023

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This Plan continues the template set by these plans and responds to remaining challenges or issues that have emerged. It does this by refining the guidance of the Fireclay Transportation plan, adding detail to established ideas within today's context, proposing some new ideas, and adding specificity about how to overcome the remaining barriers.

PRESERVE AND EXTEND THE CONNECTED AND FINE-GRAINED TOC BLOCK PATTERN

Streets such as Main Street, Fireclay Avenue, Birkhill Boulevard, Edison Street, and Gilbride Avenue comprise a good block pattern for a TOC. The blocks among these streets are an ideal size for walking while still containing feasible development sites. The block between Main, Birkhill, Fireclay, and Gilbride, for example, is approximately 300 feet by 380 feet. In some places, trails form segments of this network. This street and pathway network should be preserved, and enhanced where there are opportunities.

New development should also extend the block pattern. While the street grid will necessarily be irregular, this is roughly the size of block that should be carved out of future redevelopment areas in the station area to extend this walkable street network into near-term and long-term redevelopment opportunities.

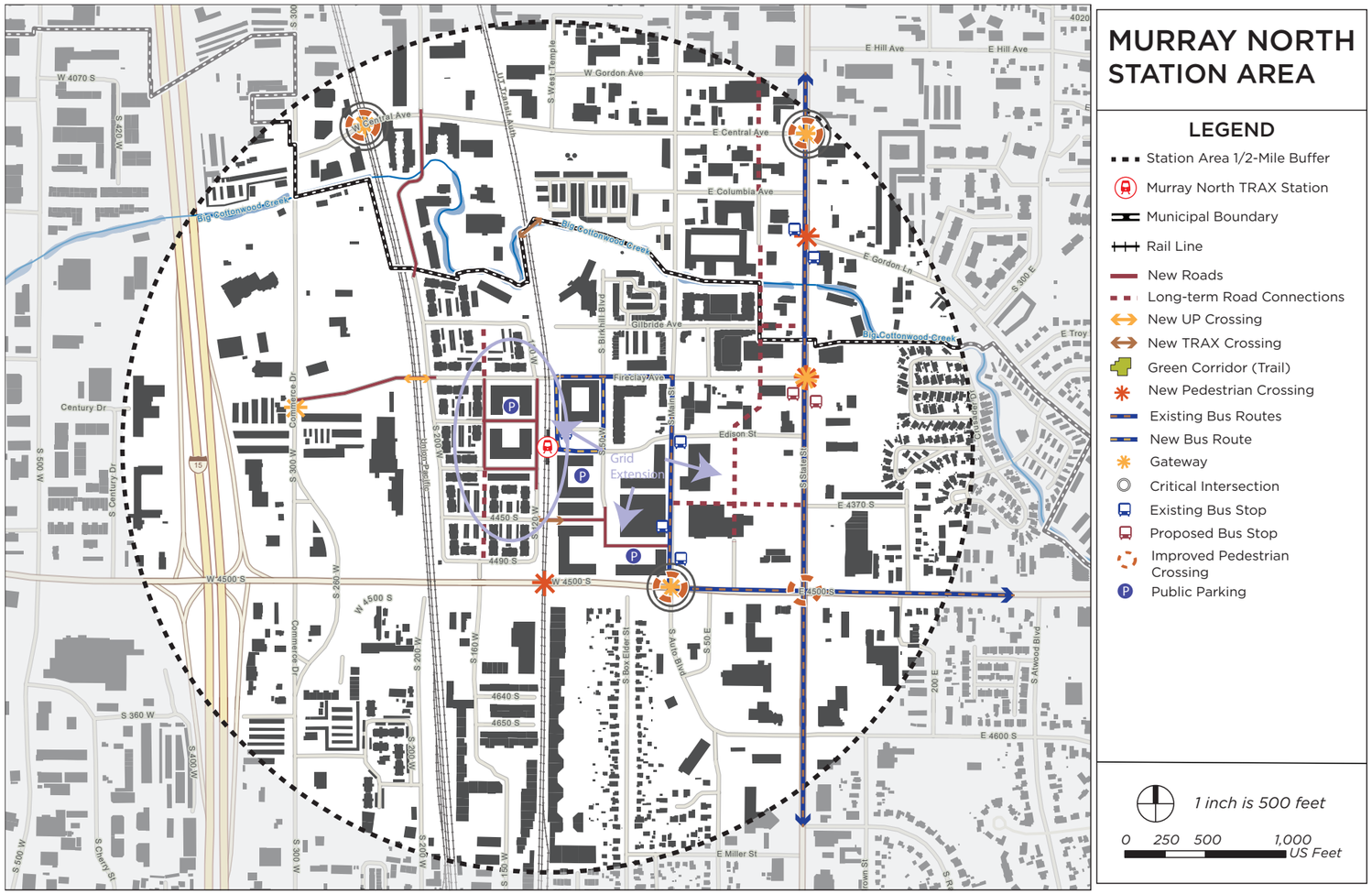
DESIGN OF NEW STREETS

The design of new local-level streets in the station area should reflect the best features of the established TOC streets, found on stretches of Birkhill Boulevard, Fireclay Avenue, and Gilbride Avenue.

These features include:

- A significant portion of the cross-section width (even half or more in some cases) is dedicated to pedestrian space.
- Wide pedestrian realm on both sides: 20 feet minimum and up to 25 feet
- The through zone of sidewalks should be 8 feet minimum.
- Street trees – either in grates or in drought-tolerant landscaped areas
- Street furniture – seating, signage, and pedestrian-scale lighting, in accordance with the Fireclay TOD Design Standards
- On-street parking (likely parallel in most cases) alternating with curb extension bulb-outs at intersections, important or marked mid-block pedestrian crossing locations, and other locations where an extension of the pedestrian realm is desired

FIGURE 6.16: BLOCK PATTERN EXPANSION



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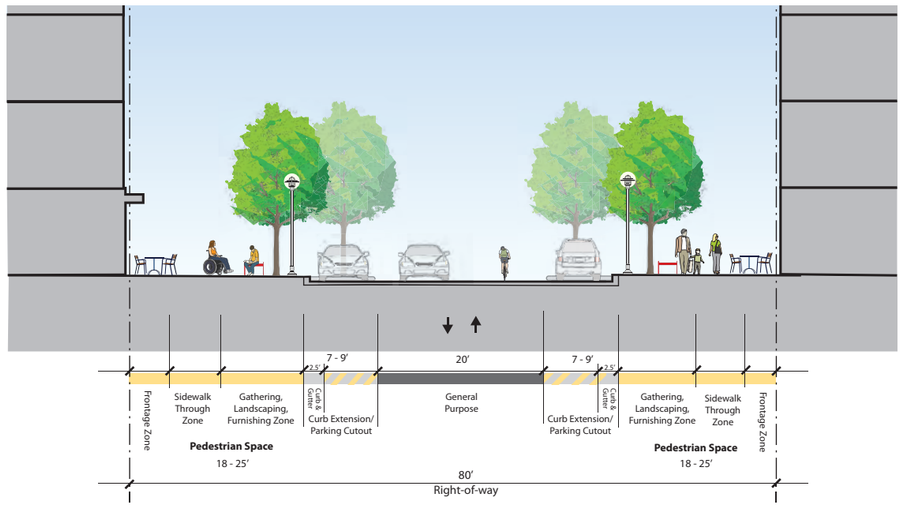
- Features that keep traffic moving slowly – narrow roadways, roadway lane constrictions, lateral shifts, and small traffic circles
- A high-quality relationship to adjacent land uses, emphasizing pedestrian access and transition spaces ("yards")

The Fireclay Master Transportation Plan laid out a series of street types, many of which have been implemented on new streets in the district. Generally, the directive of this typology should be continued. However, most new street opportunities in the area will fall into the No. 5 Residential Street Type. The proposed "New Local Street" profile shows how the guidelines for this type can be updated for future local-level, mixed-use streets, combining the most successful features of Fireclay area streets. In this update, the right-of-way is increased to 80 feet, generally widening the pedestrian space and narrowing the vehicular space. The Fireclay Transportation Master Plan's guidance for alleys, trails, and paseos should especially be continued.

As a new alternative for some especially low-traffic volume street segments, a "woonerf" shared street design could be considered, which would create an even more walkable, slower environment. A proposed profile is shown as "New Shared Street. An example of an application would be a segment of new street on the UTA site with highly activated ground floor uses (i.e. retail, restaurant, or residential front doors/stoops) for a shared street segment like this. Motor vehicles would be allowed but would be treated as "guests" and the space would be primarily oriented to people walking, gathering, dining, playing, or bicycling/scooting/skating slowly.

The new streets need to conform to fire code, and so must preserve 20 feet of roadway width everywhere. Aerial access to structures will be necessary along many stretches of new and reconfigured streets, requiring a minimum 26-foot-width for ladder trucks to set up. The Plan recommends this access be incorporated strategically—integrated at the district's frequently spaced intersections and in parking pockets along each street. The "New Local Street" concept shows how these requirements should be incorporated.

FIGURE 6.17: PROPOSED CROSS SECTION OF NEW STREETS



New Local Street
Proposed Cross Section

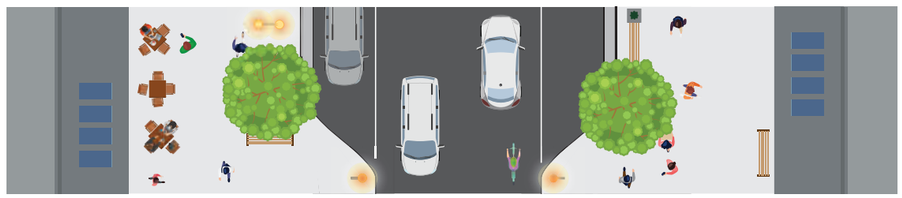
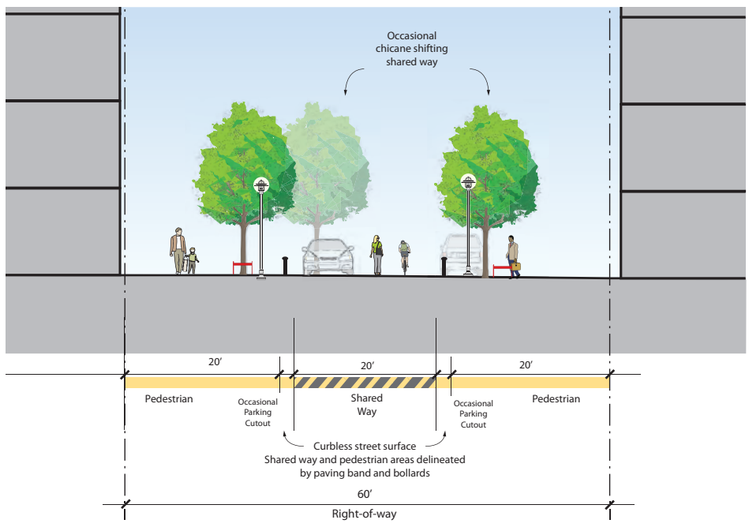


FIGURE 6.18: PROPOSED CROSS SECTION OF A NEW SHARED STREET



New Shared Street
Proposed Cross Section

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"WOONERF" EXAMPLE OF A SHARED STREET

NEAR-TERM CONNECTIONS: PAIR WITH NEAR-TERM TOC OPPORTUNITIES

The station area has several properties immediately adjacent to the established TOC area owned by public entities, for sale, or entitled for development.

Within these sites, there are a few key street connections to make, some of which have already been included in established local transportation plans:

Birkhill Boulevard to the south: As part of a redevelopment of the UTA land southeast of the station, Birkhill Boulevard will extend to the south and turn east to intersect with Main Street.

Brick Oven Way to the north: As part of the redevelopment of the area north of Big Cottonwood Creek, Brick Oven Way will extend to the north from the Avida area, parallel to the Union Pacific rail tracks, to intersect with Central Avenue.

4450 South to the east; TRAX crossing south of station: An opportunity to improve the street network in the opportunity site southeast of the station is to connect 4450 South across the TRAX line to Birkhill Boulevard. This connection will ideally include a crossing of the TRAX rail tracks to connect with 4450 South in the current Brickgate area. Evaluation of this opportunity for an at-grade crossing will be challenging and will need special safety features at the crossing. However, this connection would better integrate the Brickgate development into the overall TOC area and increase connectivity, redundancy, and resiliency throughout the station area, for all modes. Otherwise, there is a very long stretch of TRAX that becomes a barrier between the 4500 South frontage road and Fireclay Avenue.

Each of these street connections should be planned and designed along the lines of the concept and features described above for new local streets.

LONG-TERM CONNECTIONS

Outside of the core of the station area, there are several potential development sites that the Plan assesses as long-term redevelopment opportunities. These lie between Main Street and State Street; north of Central Avenue; and west of the Union Pacific tracks (likely needing the Fireclay Avenue extension to the west). They also include industrial areas south of 4500 South and even, in the long term, the Brickgate/Avida area. An essential component of redevelopment of these areas is a set of new streets that extend the TOC small block network. Like the near-term street connections, in general these streets should follow the block pattern and street design guidelines above. The following discusses considerations for new streets in some of these specific long-term areas:

- **Area between State and Main Streets:** This area currently has some transit-oriented development but most of the area belongs to the motor vehicle-oriented commercial uses along State Street. Much of this area is just a few very large blocks with some dead-end streets such as Artesian Well Lane. If these areas are redeveloped, the Plan envisions a consistent north-south street between State and Main Street, similar to Major Street between Main and State Streets further to the north in Salt Lake Valley. In addition, if the current Deseret Industries property redevelops, the Plan envisions a new street link running through the site between Main Street to State Street, helping to create the small block pattern that exists in the core of the station area.
- **Brickgate/Avida area:** If this area redevelops in the longterm, the street network should be completed through the area and, if the Atlas Roofing Corporation property is redeveloped, connect to the streets in that property to form a small-block grid, similar to the east side of the TRAX tracks. The key improvement would be a north-south street running between Brick Oven Way and 120 West.
- **160/150 West:** Improving this corridor, currently privately owned, for active transportation could be a good alternative to the envisioned TRAX trail south

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of the core Station Area. The street is a direct extension of the 150 West bridge from the Brickgate area. Especially if land uses begin to transition away from industrial, it will make sense for the City to purchase the street and invest in improvements for walking and bicycling. The Plan, however, identifies Box Elder and Hanauer Streets as the higher-priority opportunities for making this connection due to their existing residential land use.

Crossing Major Barriers

Major barriers are one of the station area's largest challenges. The large roadways of State Street and 4500 South, the UP and TRAX rail tracks, Big Cottonwood Creek, and even I-15, form physical and psychological barriers to accessing the area and linking it to surrounding neighborhoods and activity centers. While these features pose barriers for all modes, the most critical are active transportation modes, especially walking.

Following are the most relevant and significant barriers and the Plan's recommended strategies to overcome them.

CROSSING 4500 SOUTH

4500 South is a major State Route arterial roadway running along the southern edge of the core of the station area,. Much of it is in a trench, below grade which forms a physical moat between the station area core and the central neighborhoods and historic downtown of Murray to the south. The two relevant existing crossings of the street are Main Street and State Street. The Plan proposes an additional pedestrian crossing. All are discussed below.

MAIN STREET / 4500 SOUTH IMPROVEMENTS

This is the most practical crossing of 4500 South to improve in the near term. Main Street is the station area's most important north-south multimodal street corridor and although Main Street becomes Auto Boulevard at 4500 South and swings east to State Street, travelers heading southbound can connect to downtown Murray via Box Elder Street or, if a short connection is made in the future, Hanauer Street. Crossing improvements for the Main Street/4500 South intersection will be important to make a safe physical and psychological connection between the station area core and the historic core of Murray.

Recommended improvements include:

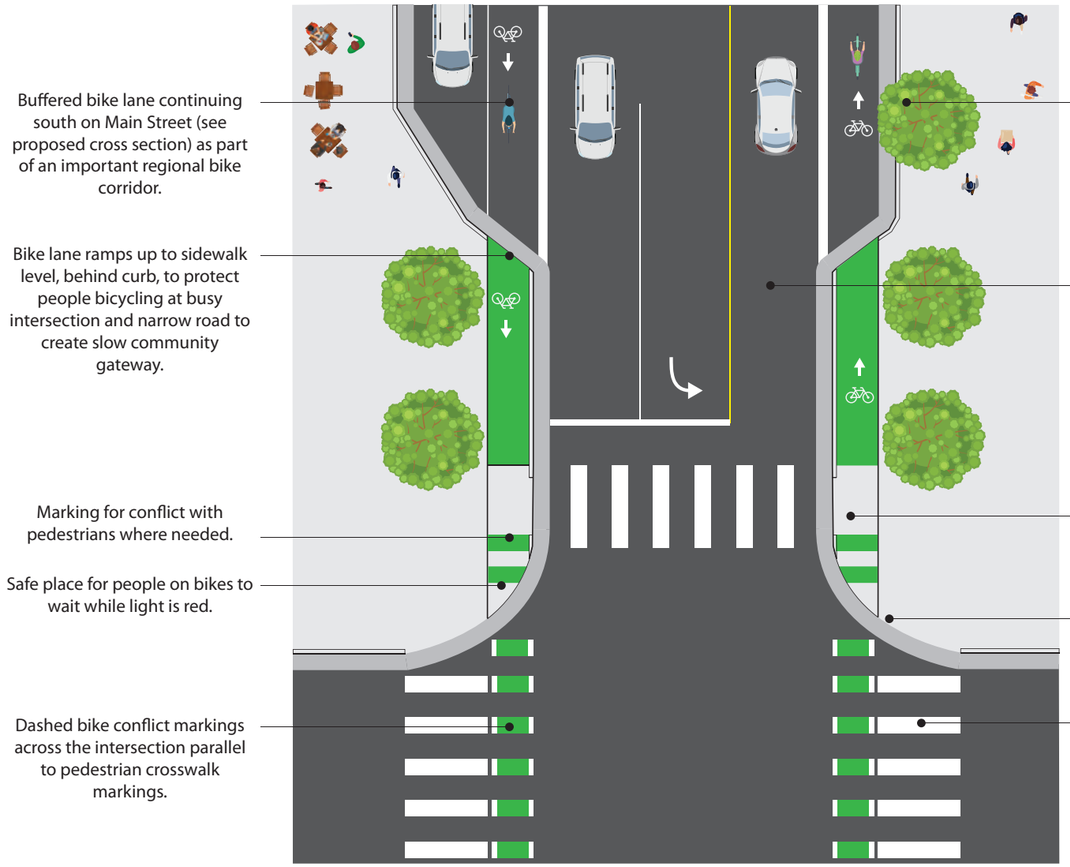
- Smaller curb radii at all four corners that balance needs of trucks with pedestrians
- Leading pedestrian interval signals
- Dashed green bike lane markings across 4500 South
- Curb extensions across Main Street
- High visibility crosswalk markings across 4500 South
- Narrowing of lanes to create the opportunity for either curb extensions into 4500 South or a median pedestrian refuge island

These improvements will need to be coordinated and refined between Murray City and UDOT Region Two.

STATE STREET / 4500 SOUTH IMPROVEMENTS

As a critical junction of state highways, the State Street/4500 South intersection will be difficult to improve significantly for pedestrians. Some of the recommendations listed above could be considered for this intersection as well, but the priority for vehicular traffic and maxing out of the roadway space for vehicle lanes leave little room for significant pedestrian improvements. However, if some combination of shoulder space, lane width, and turn lane elimination could be found, median refuges on the crossing of either direction could make a substantial difference.

FIGURE 6.19: PROPOSED MAIN STREET/4500 SOUTH IMPROVEMENTS



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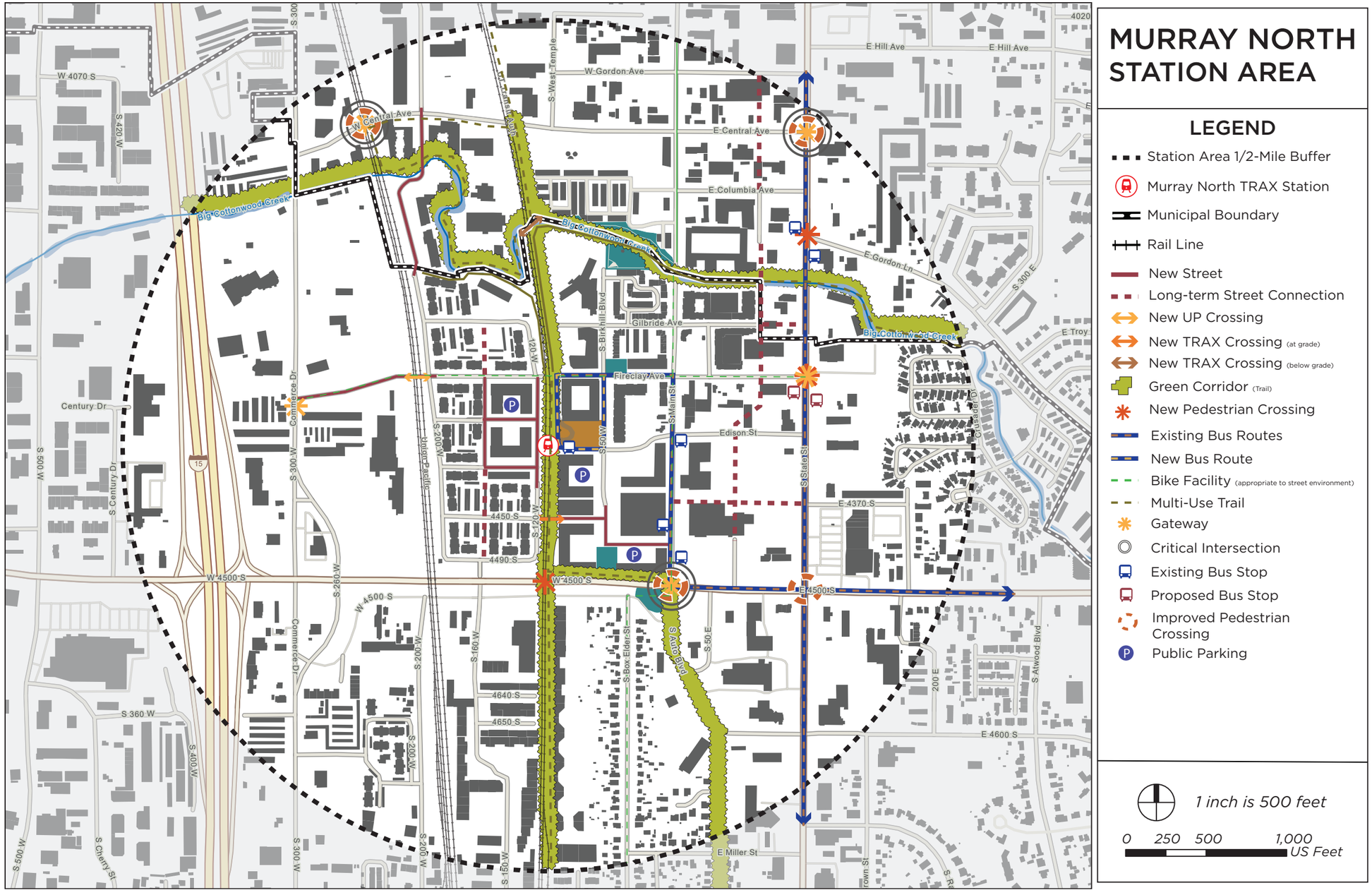

MURRAY NORTH STATION AREA

LEGEND

- Station Area 1/2-Mile Buffer
- Murray North TRAX Station
- Municipal Boundary
- Rail Line
- New Street
- Long-term Street Connection
- New UP Crossing
- New TRAX Crossing (at grade)
- New TRAX Crossing (below grade)
- Green Corridor (Trail)
- New Pedestrian Crossing
- Existing Bus Routes
- New Bus Route
- Bike Facility (appropriate to street environment)
- Multi-Use Trail
- Gateway
- Critical Intersection
- Existing Bus Stop
- Proposed Bus Stop
- Improved Pedestrian Crossing
- Public Parking

1 inch is 500 feet

0 250 500 1,000 *US Feet*

FIGURE 6.20: MURRAY NORTH STATION AREA FUTURE CONNECTIVITY DIAGRAM

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NEW PEDESTRIAN BRIDGE / OPEN SPACE ALONGSIDE TRAX

To provide a high-quality link across 4500 South, the Plan envisions a new pedestrian bridge extending the proposed north-south greenway trail southward from the station core. This bridge takes advantage of the "trench" nature of the current 4500 South configuration. The supports of the bridge already exist, only the bridge itself is needed. Because of this advantage, and the overall vision for the greenway, the Plan envisions this bridge being wider and including plaza/open space in addition to a pathway—a mini "lid" over the roadway reinforcing a physical and psychological connection to downtown Murray.

This connection could be constructed in a few different ways 1) as an extension of the existing TRAX bridge structure; or 2) as a separate structure, likely to the west, where clearance over 4500 South below is higher. Sight distance to the signal at Main Street should be considered when determining the bridge's location.

160 WEST

This connection currently connects land uses are not complimentary. As this area redevelops in the future, or a greenway connection cannot be made at the intended sections, an alternative greenway connection can be explored on 160 West.

STATE STREET

State Street runs through the eastern end of the station area. The street connectivity to the east is challenging. But there is nearly a full mile (.85 mile) between 3900 South and 4500 South without a crossing of State Street. This plan proposes two new crossings of State Street in conjunction with new and improved UTA bus stops at Gordon Lane and Fireclay Avenue.

Gordon Lane provides the best access from the east, while Fireclay Avenue is planned to be the station area's primary east-west corridor, with planned extensions to the west, passing under the UP tracks.

Each crossing would likely need to include a pedestrian hybrid beacon (PHB) that stops traffic with a red light, allowing pedestrians and other active transportation users to cross. A median refuge island, ideally landscaped along the lines of other State Street crossings, should also be considered.

UNION PACIFIC RAIL LINE

The Union Pacific (UP) rail tracks form a barrier to the west separating the core station area from potential redevelopment sites along the 300 West corridor, as well as bus transit and active transportation connections.

FUTURE FIRECLAY CONNECTION

In 2006, Murray City evaluated three options to extend Fireclay Avenue to 300 West. The preferred option was to take Fireclay under the UP rail. However, the study determined that, to do this, Fireclay must be lowered by about 16 feet and that transition would need to extend approximately 500 feet to the east. The cost estimate for the bridge in 2008 was about $25 million. The City estimates that the cost to do this in 2030 would exceed $100 million. In addition, the lowering of the street would cause major disruption to the neighborhood and decrease connectivity in other ways.

The Plan nevertheless recommends including a grade-separated connection under or over the U.P. tracks in the future. It would likely need to be part of a larger redevelopment of the area. But if other opportunities arise, it should be noted that this is a major priority for the area. This connection between the station area and 300 West creates broad value for the area by improving street connectivity, improving access for those coming from I-15, increasing public safety access, and minimizing the island effect for the apartments on the west side of the station.

BIG COTTONWOOD CONNECTION

The widening of the Big Cottonwood Creek culvert running under the tracks should be considered to include the envisioned trail along the creek.

Create Trail Spines Both North-South and East-West

Trails comprise one of the largest opportunities for the Murray North Station area. Trails can increase station access, create recreation opportunities, and facilitate regional connections. The Plan envisions the station area facilitating two main trail corridors, one north-south along the TRAX tracks; and one east-west along Big Cottonwood Creek. Both of these corridors have initial trail segments that can be continued.

NORTH-SOUTH TRAIL ALONGSIDE TRAX

A pathway currently runs along the east side of TRAX from Fireclay Avenue to Big Cottonwood Creek, where it turns east. The Plan recommends extending the trail southward across Fireclay Avenue (with a high-quality crossing), alongside the station platform, then south through the proposed redevelopment area south of the station. When these properties are redeveloped, the trail on the east side of the tracks should be incorporated as an integral part of the development. With a trail along the east side of TRAX (north of the station), a trail planned on the west side of TRAX (north of the station), and public right-of-way on the west side of TRAX (south of the station), this southeastern segment is one of the last barriers to a big connection along both sides of TRAX.

Utilizing the envisioned pedestrian bridge alongside the TRAX bridge over 4500 South, the trail should continue along TRAX through this area toward the Murray Central Station. Future redevelopment in the area south of 4500 South could be the catalyst to build this link. It is likely that more right-of-way would be needed to build a trail with a similar offset from the tracks in this segment, as for example, the Porter Rockwell Trail in Sandy, south of 9000 South, also along the TRAX Blue Line.

4500 South pedestrian crossing: The Plan recommends a new grade-separated pedestrian crossing over 4500 South (see Cross Major Barriers section). This is envisioned to be a bridge or "lid" at or near where the trail alignment approaches 4500 South, which is sunken below grade at that point. This bridge could be constructed as an extension of the existing TRAX bridge over 4500 South, or as a stand-alone pedestrian bridge. Pending engineering analysis, this piece of infrastructure could leverage the sunken nature of the 4500 South roadway, with many of the "supports" of the bridge already in place. The bridge could be designed as a wider platform that is an extension of the greenway along the TRAX line, especially if integrated with potential new redevelopments on both sides of the 4500 South corridor.

To the north from where the existing pathway bends at Big Cottonwood Creek, the key connection will be getting the trail to Central Avenue. This will likely need to happen on the west side of the TRAX and utilize either the planned west-side trail and/or the envisioned trail crossing under the bridge at Big Cottonwood Creek. This general node, where the east-west and north-south links of the trail converge, is envisioned as a place of activity within the greenway network and could include seating, shade, play spaces, small commercial kiosks/shipping containers, or other features.

EAST-WEST TRAIL ALONG BIG COTTONWOOD CREEK

Between TRAX and Main Street, a pathway runs along Big Cottonwood Creek, the continuation of the north-south segment mentioned above. The Plan recommends the extension of this trail link both westward, with the intention of connecting to the Jordan River Parkway, and eastward, across State Street into the neighborhoods of Murray. The Seven Canyons Trust's Seven Greenways Plan describes this stretch of Big Cottonwood Creek as an opportunity area in the 10-year range. That plan aims to "create a trail connection along Big Cottonwood Creek, add seasonal boat ramps, create a floodplain in open lots, and restore riparian habitat."

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Westward, the trail must first cross TRAX. The Plan recommends seeking to fit the trail along the creek under the existing TRAX bridge. West of TRAX, the trail should be integrated as part of the upcoming development between Big Cottonwood Creek and Central Avenue. Then the trail must cross the Union Pacific rail tracks. Because of this constraint, it may make the most sense to route the trail north to Central Avenue to share that street's grade separated crossing under the UP tracks. Alternately, pending engineering analysis, a widening of the creek culvert under the tracks could be pursued.

Further west, the trail will need to cross one more major barrier, Interstate 15, before reaching the Jordan River Parkway. With no link across the freeway of any kind for about .4 miles in either direction, it may make sense to explore widening the Big Cottonwood Creek culvert under the freeway to make the connection, or to explore a pedestrian bridge, depending on the regional importance of the Big Cottonwood Creek spur of the Jordan River Parkway.

The eastward extension has its own challenges but could be feasible. Currently, the trail ends at Main Street but resumes informally in a driveway connected to the Birkhill on Main multifamily building. If this link becomes an official segment of the trail, it would then need to run for another 200 feet before reaching State Street, currently occupied by the Barbary Coast Saloon parking lot.

If the trail can reach State Street, a crossing of State Street will need to be considered alongside the the recommended Fireclay Avenue and Gordon Lane pedestrian crossings. Ultimately, which State Street crossings are built will need to balance a range of factors to capitalize on the best opportunities for the trail, any redevelopment and opportunities to integrate the trail, and the recommended bus stop locations.

TRAIL DESIGN CONSIDERATIONS

Both trail corridors should be built with high-quality design, with attention to smooth asphalt or concrete surface, following the guidance of the Fireclay Transportation Master Plan, except a width of 12 feet should be considered where possible. Where the trails cross streets, they should include high-visibility crossing elements such as crosswalk markings and signage. Amenities such as seating and signage should also be considered along the trail corridors. The trail system should also include a wayfinding system with maps. The TRAX trail will need to be on private or dedicated property.

Increase Multimodal Station Access

The Murray North Station has the opportunity to transition from a suburban, auto-oriented station to a people-focused, walkable station. Although much of the development around the station is walkable, the "front door" of the station and immediately surrounding area is focused on motor vehicle access and storage. Transitioning the station itself to be more focused on people space would be a major step toward accomplishing the Plan's goal to create a complete station area community.

The Plan lays out a series of key moves that help accomplish this, in coordination with the other Plan recommendations, many of which will improve station access.

PARKING LOT TO PLAZA CONCEPT

Unlike many TRAX stations, the Murray North Station is tucked into a neighborhood, away from busy arterial roads. This creates the opportunity for the station to nestle alongside a great public space set among the area's transit- oriented housing. When passengers currently arrive at Murray North Station, they walk into a large parking lot. The Plan envisions arriving passengers walking into a welcoming plaza that is the heart of the neighborhood.

In order to achieve this vision, the Plan recommends, as part of a redevelopment of the UTA property east of the station platform, to build a central plaza closely connected to the station platform and surrounding buildings. The plaza would be made possible by relocating the station parking to a series of other structured locations (see following sections) and reconfiguring the bus loop to run into the site from Fireclay Avenue as it does currently but turning east alongside the new building facade to connect with Birkhill Boulevard. This would be a one-way loop. The plaza should also incorporate the trail and greenway, and most importantly, it should be surrounded by the recommended activating uses as part of the redevelopment.

RECONFIGURED BUS LOOP AND PARKING

In order to allow the front (east) door of the station to be walkable and transit-oriented, the Plan also recommends the following reconfigurations to the vehicle and bus access to the station:

It is recommended that the 237 parking spaces not be reduced even though the park and ride is currently underutilized. The addition of the grocer and the community use is projected to increase the need for public parking. These new parking spaces should be incorporated into new structured parking shared with the other uses on the site, ensuring direct access to the platform. Many of these spaces would ideally be shared with other uses such as the planned anchor destination use or new residences. These new parking structures would be located at the new community anchor use south of the plaza and potentially on the Atlas Roofing site. The community anchor structure would ideally be accessed by vehicles from Birkhill Boulevard, allowing for direct, quality pedestrian connection to the TRAX platform via the planned plaza.

The bus access loop should be reconfigured to be a one-way loop from the current entry off Fireclay Avenue, around the plaza-facing facade(s) of planned new building(s) on the north side of the current UTA parking lot site, and connect to Birkhill Boulevard/50 West.

This reconfigured loop will need to include the following "end of line" elements:

- Four bus bays sufficient for the number of existing and future routes
- Space and utility connections for an operator restrooms and breakroom
- The ability to access the bus loop in a timely and safe manner (i.e. If traffic is such that it is a barrier to accessing a bus loop then a traffic signal may be required.) This may not be an issue at this location depending on project traffic volumes.
- Seamless accessibility between connecting modes (passengers have a very direct, very short walk from the bus stop to the platform)
- For the recommended configuration, the bus would not turn around but instead route around the "block" of the planned new building(s). If a bus loop is needed, sufficient space must be provided (minimum 25-foot interior radius and minimum 55-foot exterior radius). An alternative configuration would simply shorten the existing bus loop and keep the existing configuration.

This new bus loop will need to be for buses only however, it can also double as emergency vehicle access for the new building(s) and plaza.

Ultimately, the bus loop reconfiguration will allow a better pedestrian connection from the station platform to the public space of the plaza while still maintaining quality transit connections among bus and TRAX.

Improve the Pedestrian Realm

In addition to the larger moves discussed above (the greenways, new streets, barrier crossings, and central plaza), the station pedestrian environment will benefit from smaller improvements. These include:

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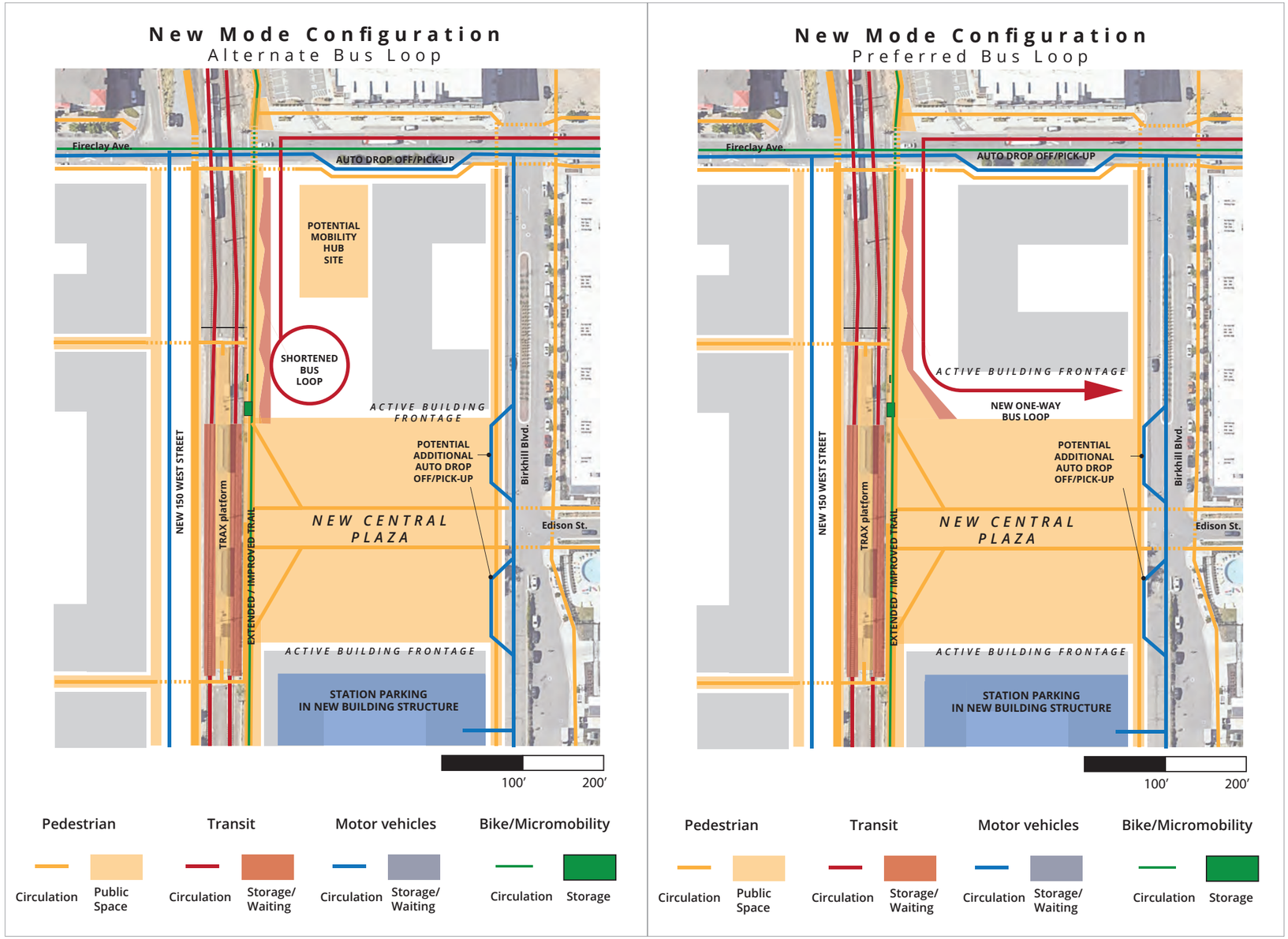
FIGURE 6.21: NEW MODE CONFIGURATIONS FOR ALTERNATIVE BUS LOOP



SIDEWALKS AND PEDESTRIAN REALM

While the station area has many streets with wide, well-streetscaped sidewalks, some existing streets have their original narrow industrial sidewalks. The Plan recommends widening these sidewalks when redevelopment occurs in accordance with the Fireclay TOD Design Standards.

INTERSECTIONS

Intersections in the station area, and especially the core, should be compact, with short crossing distances, small curb radii, and plentiful pedestrian space.

Make Additional Bike Connections

The north-south and east-west greenway trails recommended above will provide the best longer-distance bicycle connectivity to/from the TRAX station and in/out of the station area. The station area's local streets in its core are envisioned to function at low enough vehicle speeds and volumes to be safe for bicycling in the roadway. But because of the multiple barriers around the core of the station area, there are few good bicycle corridors through the area. The Plan recommends the following improvements:

MAIN STREET BIKE LANE EXTENSION

Main Street is the one longer-distance on-street bicycle corridor that can be successfully improved through the station area. It is part of a bike corridor that extends through much of Salt Lake Valley, so improvement of it has regional implications. The Plan recommends to extend the bike lanes on Main Street on the Millcreek (north) side of the station into Murray, to 4500 South. This would best occur by eliminating the center turn lane for most of the corridor and adding bike lanes, while keeping the existing on-street parking pockets. The center turn lanes are expendable along much of this corridor due to the lack of driveway accesses, especially between Big Cottonwood Creek and Fireclay Avenue. The center turn pocket can be preserved at Gilbride Avenue. South of Fireclay, there is more leeway for preserving the center turn lane, and, if needed, the on-street parking can be eliminated on the east side to make room for the bike lane.

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It will also be important to create a safer crossing of 4500 South for bicyclists (see recommended crossing improvements in the Cross Major Barriers section).

Main Street corridor continuation: Main Street ends south of 4500 South but its regional bike route can continue via Box Elder Street into historic downtown Murray (cyclists can continue along Cottonwood Street, which runs into Midvale). The Plan recommends bicycle improvements to the 4500 South crossing and wayfinding/pathway improvements through the existing grass island to connect to Box Elder Street. An alternative is to connect Auto Boulevard with the Hanauer Street cul-de-sac through approximately 100 feet of the existing Caliber Collision parking lot.

EAST-WEST ROUTES

While Main Street provides a clear regional bicycle route through the core of the station area, no such option exists for east-west travel. This is largely due to all the north-south barriers (TRAX, Union Pacific, I-15, State Street) as well as disconnected local street networks east and west of the station area. As is mentioned above, a greenway trail along, or parallel to, Big Cottonwood Creek will likely be the best solution to east-west bike travel in the area although this concept also faces the challenges of the north-south barriers. In most regional active transportation plans the station area lacks planned east-west routes. That said, the best on-street routes will likely be:

- 3900 South for longer-distance east-west travel on the north end; 3900 South crosses all the barriers, including I-15, without an interchange and is envisioned to have an on-street pathway (which has been initiated between TRAX and Main Street). Main Street, and/or the envisioned trail along TRAX can serve as a link from the station area core to this bike corridor.
- Central Avenue, as a link to get across the Union Pacific tracks, combined with Gordon Lane, as a way to cross State Street and link eastward; Establishment and improvement of these crossings are the most important improvements to create a slow, walkable design for Central Avenue where cyclists can mingle with slow moving auto traffic. This is also an important investment for this route. 4800 South for longer-distance east-west travel on the south end; Like 3900 South, 4800 South crosses the key barriers and does not have an I-15 interchange. Like 3900 South, a link to the station area core via the envisioned TRAX trail or the extension of Main Street (via Box Elder or Hanauer) will be important.

Make Connecting Transit Improvements

The station is not currently a major bus transit node but it does include some important bus connections. These could become more important in the future if new development occurs and new links become available. The two most important routes are the 205, which links directly to the TRAX station and carries just over 700 riders per day, and the 200, which runs along State Street parallel to TRAX about .25 mile away and carries nearly 1,700 passengers per day. For recommendations on the station bus access configuration, see the Increase Multi-Modal Station Access section.

200 ROUTE STOPS

The Plan recommends adding two State Street stops at Fireclay Avenue, along with the pedestrian crossing mentioned above. These will go alongside the Gordon Lane stops, which will also receive a pedestrian crossing. These two stops provide access to/from the 200 Route from the east and the west (in the station area).

POTENTIAL FUTURE CONNECTING SERVICE

Extending Fireclay Avenue westward under the Union Pacific Rail tracks will improve the station's potential as a bus transit node. This connection to 300 West from Murray North Station creates transit travel time benefits for routes coming from the west, specifically Route 47, which is planned to serve Murray North Station instead of Murray Central Station when the Midvalley Connector bus service is implemented. The connection to 300 West makes it possible for UTA to consider bus service on 300 West with through service to Murray Central Station and continuing on West Temple to areas further north.

SUPPORTING TRANSIT

An important part of connecting transit is the set of other modes that may become available to riders in the future: On-demand shuttles (such as the VIA run service in parts of the region); dockless scooters and e-bikes; and docked bikes such as Greenbike. These modes help extend the area's reachability in a transit trip and should be included in the station in the future.

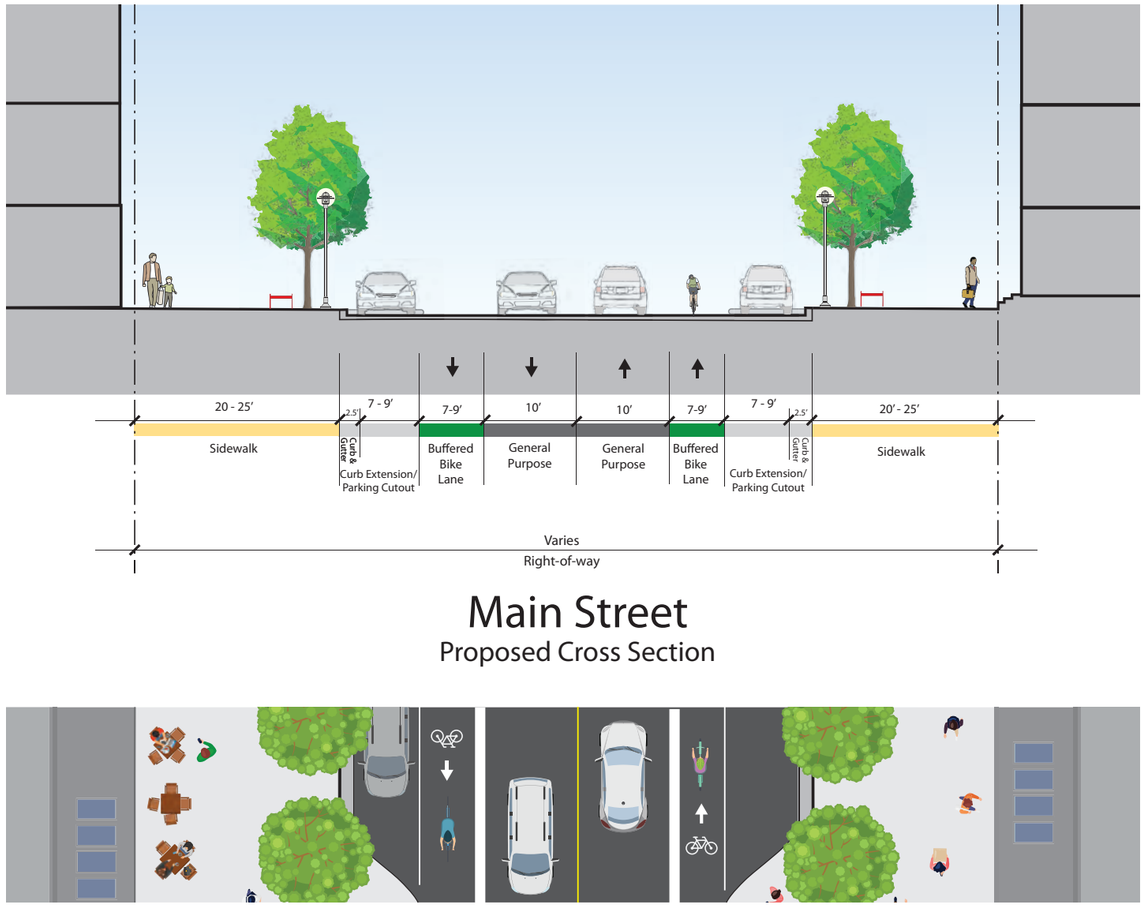

FIGURE 6.22: PROPOSED MAIN STREET CROSS SECTION

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LIVABILITY AND URBAN DESIGN

Overall Design Concept

The urban design concept provides an opportunity to unify the current collection of housing by transforming the core of the station area into a thriving neighborhood that can expand to the north, south, east, and west over the next 20 or more years to become a vibrant transit- supportive neighborhood. Residents and visitors can recognize that they are not only in the Murray North Station Area, but also in a separate neighborhood thanks to a hierarchy of signage, wayfinding, streetscape, and massing/ building design components.

The core of the station area is branded “Fireclay” this branding is easily recognizable and builds on the area’s industrial past. The Fireclay brand can provide the area with a unique feel.

The Fireclay brand, including streetscape, furniture, and overall look and feel, should be continued throughout the station area to provide context and a sense of place. Subareas can build on the Fireclay brand to create unique and easily identifiable areas within the overall station area.

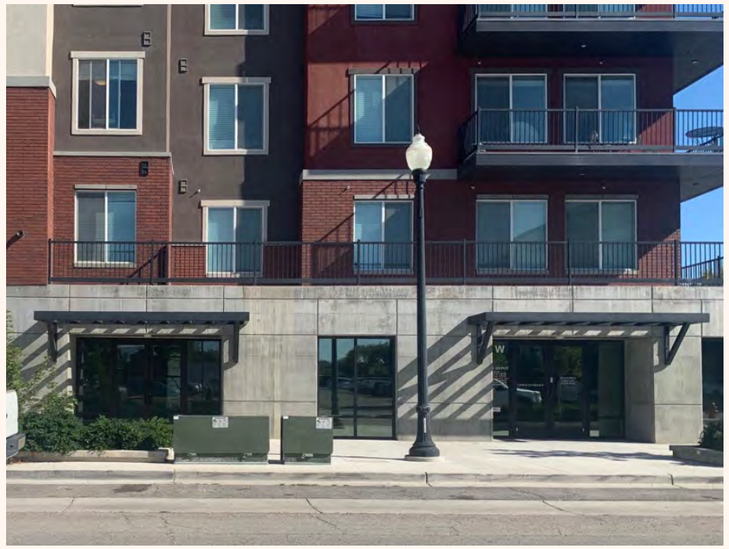
Community Building Through Design

Moving the Fireclay area beyond a collection of housing and into a true neighborhood requires changes in the built environment to create a place that is naturally active and does not rely on outside programing. In short, the future design and development of the Fireclay neighborhood should focus on ways to increase stewardship and livability within the area. These objectives include:

- Increased quality of life
- Increased feeling of safety and security
- Neighborhood cohesion
- Building upon an identity
- Activated streets
- Increased shade
- Increased greenery
- Inclusivity for all ages
- Human-focused activities
- Gateways and branding

Gateways to the Neighborhood, Branding, and Wayfinding

This storefront is an example of what future mixed use should not aspire to. The railing and height above the sidewalk cuts off the storefront to the pedestrian realm. The storefront are also the same throughout the building and does not offer opportunities for businesses to bring their merchandise onto the pedestrian realm or distinguish themselves from the other businesses adjacent to them. Areas for increased signage are also limited to the windows, cutting off sightlines of the street or the business merchandise.



These storefronts have unique awnings that draws attention to the doorways and differentiates the doorways from the windows. The doors are also level with the pedestrian realm, which provides better accessibility and allows seamless transition from indoor to outdoor use. Adding more pedestrian elements or public art around the utility box would elevate these storefronts even further.

The difference between the materiality of the ground level and the housing above brings focus to the storefronts. The differences in window dressing (lighting for the Utah Mining Association and blue awnings for IMAGO) brings a more interesting and enjoyable experience for pedestrians. Bike parking along the streetscape encourages users from other modes of transportation. This is one of the best examples of mixed use and active storefronts in the station area.

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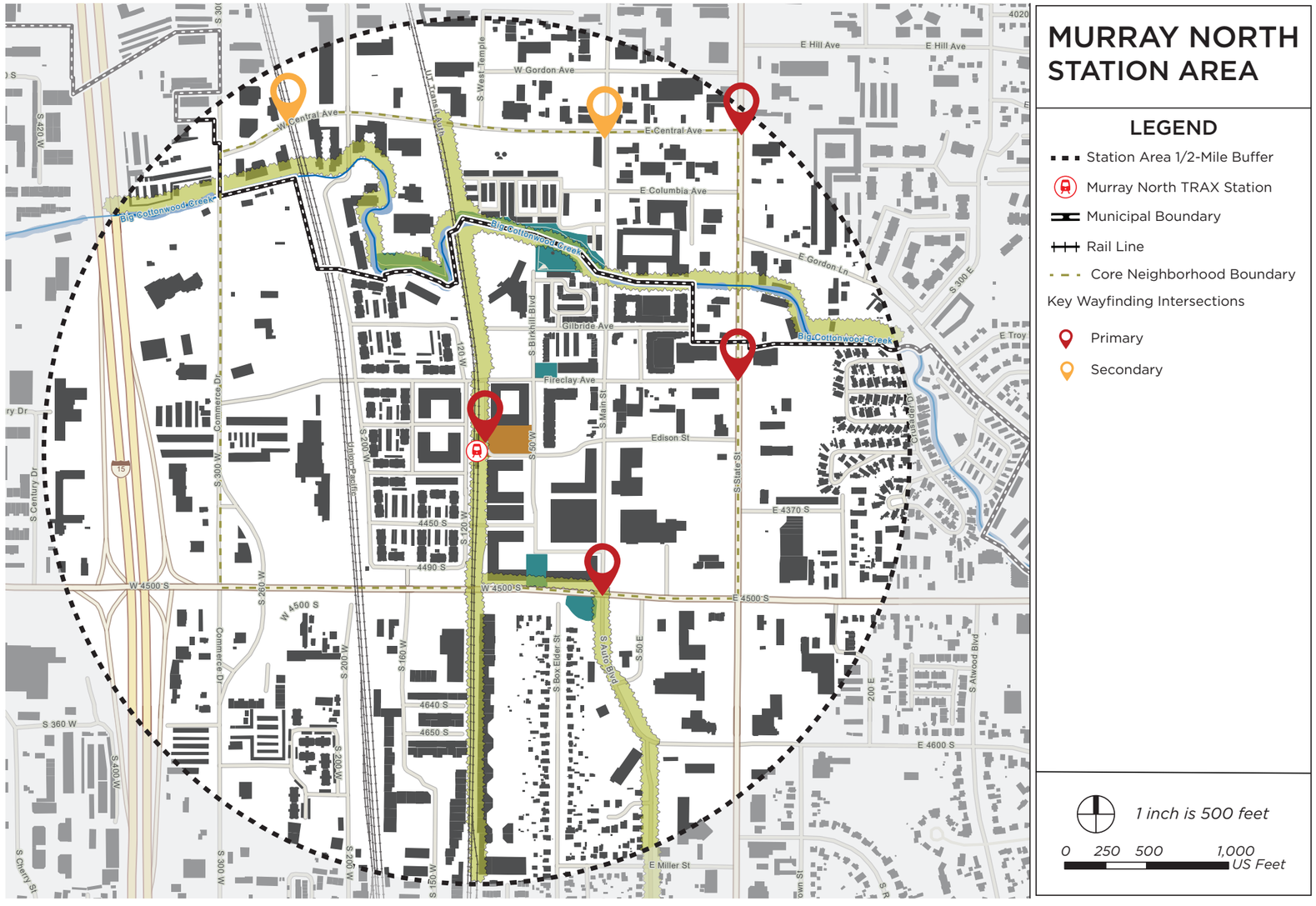

FIGURE 6.23: MURRAY NORTH STATION AREA WAYFINDING OPPORTUNITIES

Branding Fireclay as a neighborhood is essential to changing the perception of the area and increasing TRAX ridership. Having a distinct visual identity in this area helps with economic development byattracting more people and business. With this branding, Fireclay seeks to reprioritize the role that community plays in people's lives, giving those who live and work in the area more ownership and stewardship over this area.

Primary gateway points leading into the core neighborhood should incorporate larger elements such as large public art pieces, signage with intersection visibility, and streetscape changes. These areas include:

- 4500 and Main
- State and Fireclay Ave
- State and Central
- TRAX Station/Station Plaza

Secondary Gateways are less visible from high-volume, auto-oriented roads and geared toward pedestrians and business patrons. These wayfinding elements include streetlight banners, smaller art pieces, and directional signage. Appropriate secondary gateways include:

- Main and Central
- Central and Future Brickoven Way

Traditional and exploratory wayfinding throughout the station area should be utilized as a strategy to encourage user groups to explore the area, to connect to amenities, and to bring awareness to the multi-modal transportation options present in the area. Potential wayfinding elements include:

- Sidewalk signage near the Front Gym directing people to the station platform
- Utilizing future UTA bus shelters along Main Street with Fireclay branding
- Continuing the Fireclay-branded lampposts throughout the neighborhood
- Adding streetlight banners throughout the neighborhood, especially at key intersections and the station platform.
- Adding a public art wall to buffer the back of Paris RV along Main Street

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- Trail enhancements along Big Cottonwood Creek to direct pedestrians to green space and park space
- Enhanced trail signage along the Big Cottonwood Creek Trail and Main Street

Improving Major Multi-modal Corridors

FIRECLAY AVENUE

Fireclay Avenue is envisioned to become the primary east-west corridor for the station area, and to serve more of an important transportation connectivity role in the network for all modes with recommended extensions to the east and west. The template for Fireclay Avenue's character has been initiated through several of the TOC developments of the last 15 years. Like Main Street, Fireclay Avenue has several blocks (in this case especially the north side of the street on either side of Birkhill Boulevard) that should be emulated on the rest of the corridor.

The interface between Fireclay Avenue and the station alongside the proposed "anchor" project in the existing UTA parking lot is an important relationship. This block will need to balance a welcoming entry to the new use with the functionality of the street, and particularly for bus transit.
Sidewalks will need to be added to Fireclay to fill the existing gaps:

- Just west of TRAX on the south side
- Between State and Main Streets on the south side

The primary change to the Fireclay roadway is the addition of a bike lane, which should be added according to the typical cross section concepts. East of TRAX, enough right-of-way exists to add the bike lanes out of the existing general-purpose lanes. West of TRAX, the on-street parking and curb bulb-outs can be removed to accommodate a bike lane in the roadway.

MAIN STREET

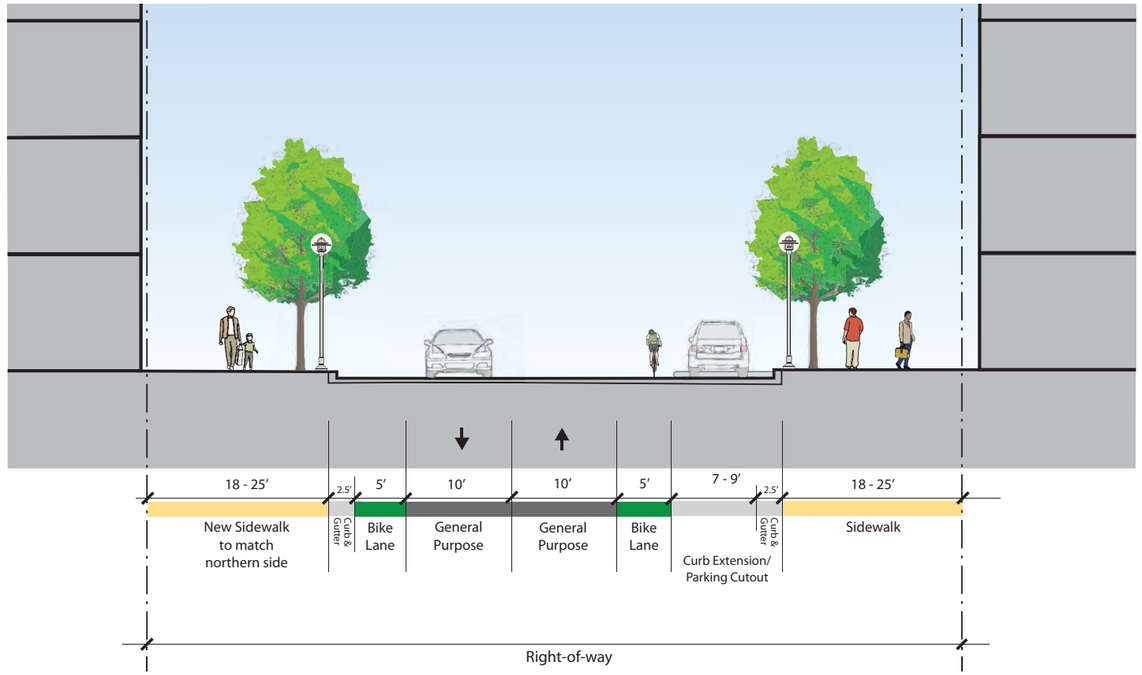
Main Street in Millcreek and Murray has seen more new development compatible with the vision of a transit-oriented community. It is currently lined with an incrasingly dynamic mix of housing, commercial, and industrial uses. The design of the Main Street right-of-way is generally conducive to this mix, especially in the core of the station area.

However, as Main Street continues to transform into the heart of a TOC, the Plan recommends further improvements that increase pedestrian space, slow motor vehicle traffic, and increase safety and comfort for people on bikes (see Goal 3). The Plan recommends that the pedestrian realm of the northern segment of Main Street be transformed in a similar manner to that of the southern segment, with a wide sidewalk and curb bulb-outs, street trees, pedestrian scale lighting, and street furniture.

As the meeting of key corridors mentioned here, the Main-Central and Main-Fireclay intersections should be transformed to have a walkable sense of place, with curb extensions, small curb radii, and short pedestrian crossings; signature streetscape elements; and buildings that welcome with main entries, plazas, or yards.

FIRECLAY DESIGN GUIDELINES UPDATE

FIGURE 6.24: ENVISIONED TYPICAL CROSS SECTION OF FIRECLAY AVE WEST OF TRAX



Fireclay Avenue
Envisioned Typical Cross Section West of TRAX

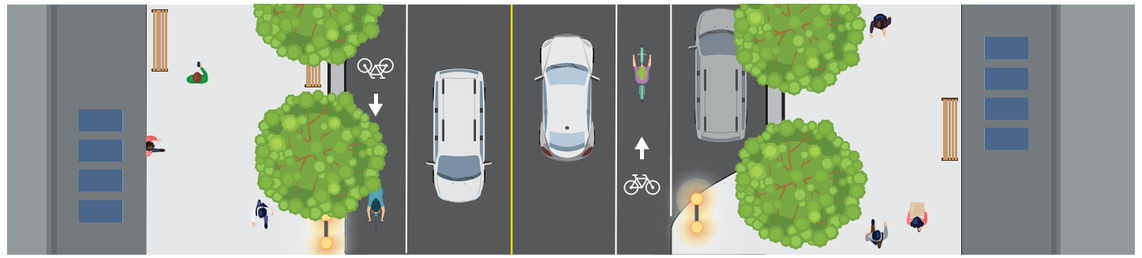


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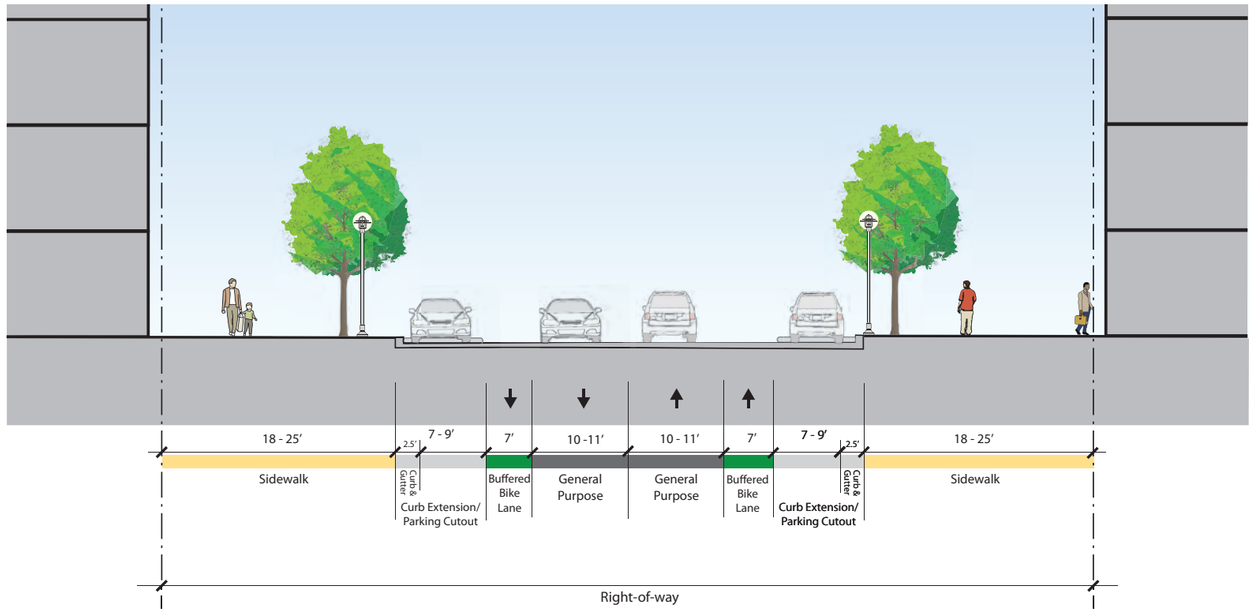
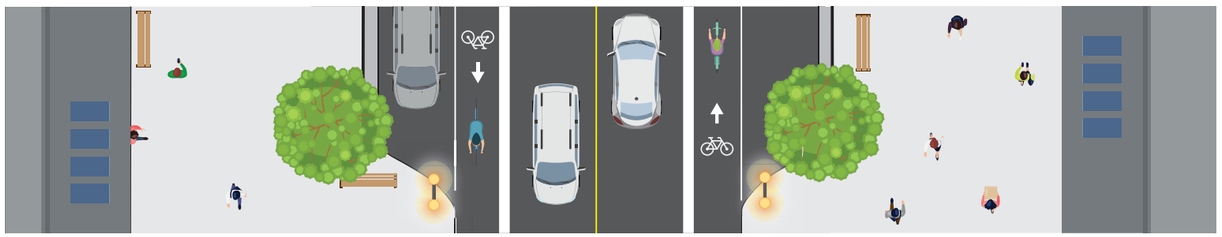
FIGURE 6.25: ENVISIONED TYPICAL CROSS SECTION OF FIRECLAY AVE EAST OF TRAX



Fireclay Avenue

Envisioned Typical Cross Section East of TRAX



The Fireclay Design Guidelines have been used in the Murray North Station Area for over ten years. This can be seen in the pedestrian environment of Main Street near the Birkhill Development and is continued to be carried out, as is the case with the near Evergreen Development. The Design Guidelines look at:

- Streetscape
- Building Design
- Pedestrian Environment
- And Special Treatments

Many of these design guidelines are seen today, including the Big Cottonwood Creek trails in both Murray and Millcreek, integrated signage—as seen at Artesian Springs, and expressing the base, middle and top of buildings.

The Design Guidelines are a resource for developers, city planners, and elected officials to advocate for the Murray North Station/Fireclay area and ensure that the resulting built form enhances the environment it is in.

As the area transitions to a large number of housing developments, it is imperative that the building design tab in the Design Guidelines have an appendix for large-scale apartment building and townhome development design guidelines.

BUILDING DESIGN APPENDIX- LARGE MULTI-FAMILY PROJECTS

Orientation and Entrances

Entrances of the buildings should be oriented towards public streets and in the instance of the core, off of the station plaza. Incorporation of the “front porch” and building articulation elements (window boxes, overhangs, cornices) should be used where appropriate

Continuous Facades

Although there are many units in a continuous facade, where applicable individual units should be articulated with different designs, materiality, color, roof forms, and entrances.

Front Yards

The frontage of the buildings create a sense of neighborhood and “curb appeal” along the street to increase pedestrian activity and attractiveness of the neighborhood. The frontage of apartments should follow the setbacks put forward in the design guidelines and should maximize front landscaping, limiting paved areas to those that are necessary for pedestrian and vehicular circulation.

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Amenity and Greenspace

Developers should provide amenity space for the use of the residents and have a path connecting to the greenway when applicable.

Building Height

Building Height is unlimited in this TOD zone, however, buildings should be highest near the station core and become less high as the buildings fan out to the edges of the station area boundary, especially towards the eastside existing lower density residential. The residential building massing is highest near the core to signify the core when on the ground and to bring more people near the station without crossing barriers.

CENTRAL AVENUE

Central Avenue, which runs across the northern part of the station area in Millcreek, is the corridor envisioned to transform the most under this Plan. It is currently an industrial-focused street, lacking curbs in many places. However, as the industrial properties along it turn over to TOC uses, the vision for Central Avenue is to have a short spine for activity in this northern part of the station area. Central Avenue will be the walkable “hub” for activity in this area of the Station Area.

The reimagined profile for Central Avenue adds space for wide pedestrian areas by new development. The result is a street that still serves an important purpose for vehicular traffic but prioritizes people on foot, bicycling, and public space. This new cross section will need to be implemented as part of future TOC developments.

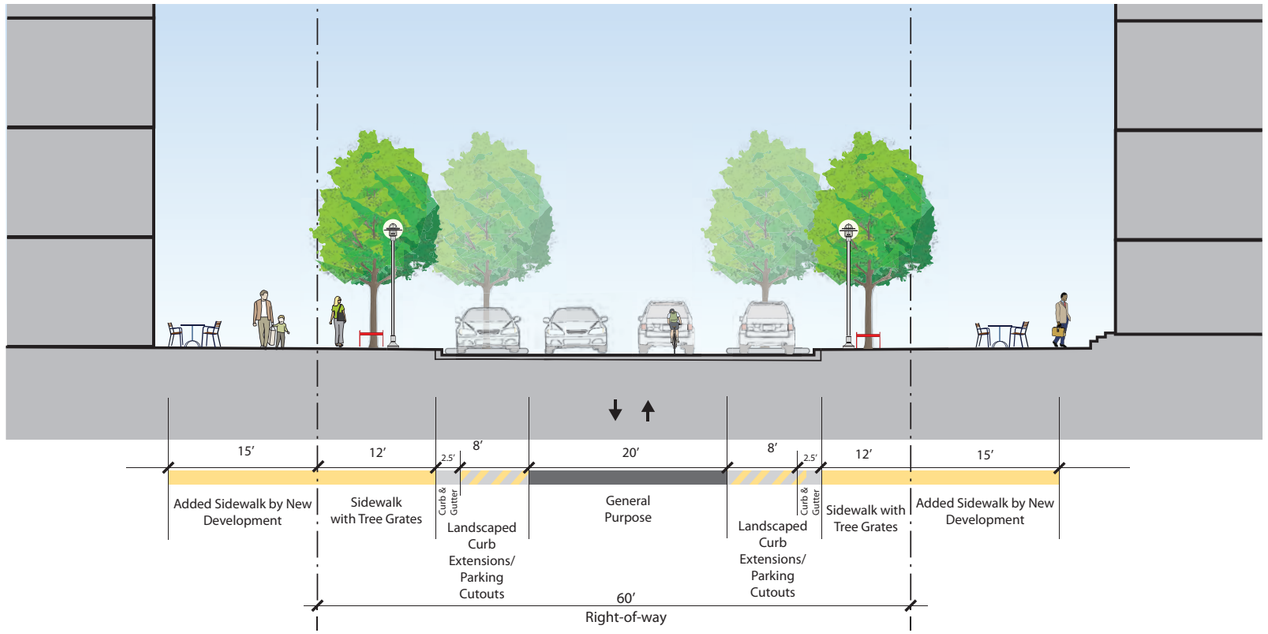
Alternatives for Central Avenue can also contain profiles from Millcreek City’s City Center Overlay Zone for a neighborhood street.

STATE STREET

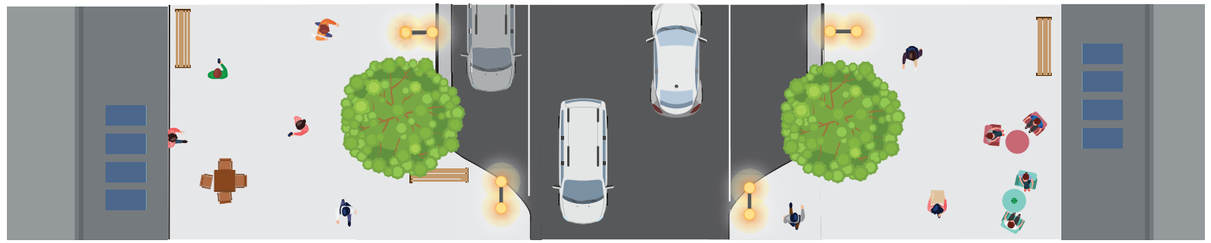
State Street runs along the east edge of the station area core. It is not integral to the core of the station area from a character standpoint, and, as perhaps the most important surface street corridor in the region, neither its overall street character nor its transportation function is envisioned to change under this Plan. However, the vision of the plan is for land uses between Main Street and State Street to transform in the long term to TOC uses. If this occurs, then the Plan envisions a transformed character of the west side of State Street where new TOC development frontage along State Street is present. The transformation would be for the development projects to include an expansion of the pedestrian area to create enough buffer from the State Street roadway to be comfortable tofor pedestrians and people occupying the public space of the street.

See the Hybrid Main Street type in the Wasatch Choice Great Streets Framework for strategies to create this transformed character where redevelopment occurs along State Street.

FIGURE 6.26: PROPOSED CROSS SECTION OF CENTRAL AVE



Central Avenue
Proposed Cross Section



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REPORT PRECEDENTS

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PRECEDENTS

Neighborhood Branding and Wayfinding

BURLESON, TX

The City of Burleson, Texas, developed a brand identity that was carried throughout the community. The brand is carried out through plaza monument signs, public art, and official city documents.

Source: Civic Brand

HEARTLAND LAKES, MN

This tourist area created branding that was distilled into the businesses in the area. Even though this area is made up of different towns, much like the Station Area, the branding is implemented to create a cohesive area, while retaining the unique identity of each town.

Source: Civic Brand

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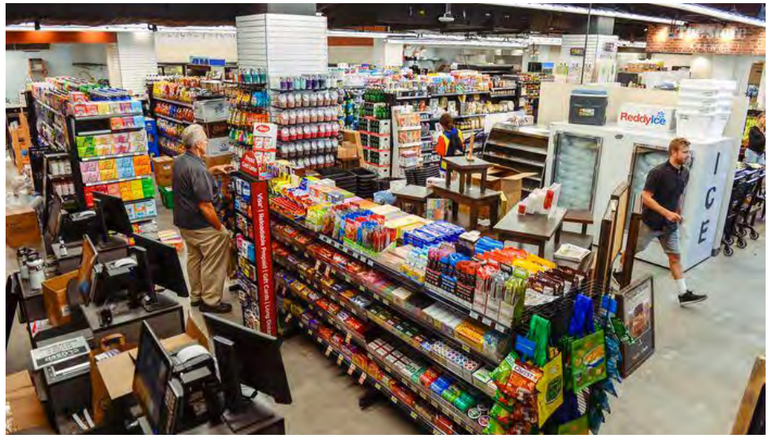
Grocer

THE STORE- GATEWAY, SLC, UT

The Store in the Gateway Development in downtown Salt Lake City is a locally -owned grocery store. The grocer is located in a partially redeveloped mall, and caters to those who live, work, and attend events in the area. The Store is located within 9,000 square feet and offers fresh produce, shelf stables, and ready-to-eat options.



Source: Salt Lake Tribune

BUFFALO HEIGHTS, TX

Buffalo Heights, a mixed use district in Houston Texas, is anchored by the Texas grocer, —HEB. The development separates the residential traffic from the grocer traffic by having structured parking for visitors and a separate elevator for the residents to take down to the grocer. The development was proven to have less overall traffic from the amount of residents walking to the grocer. HEB's footprint is 12,000 square feet.

Source: ZCA

HARMONS EMIGRATION MARKET, SLC, UT

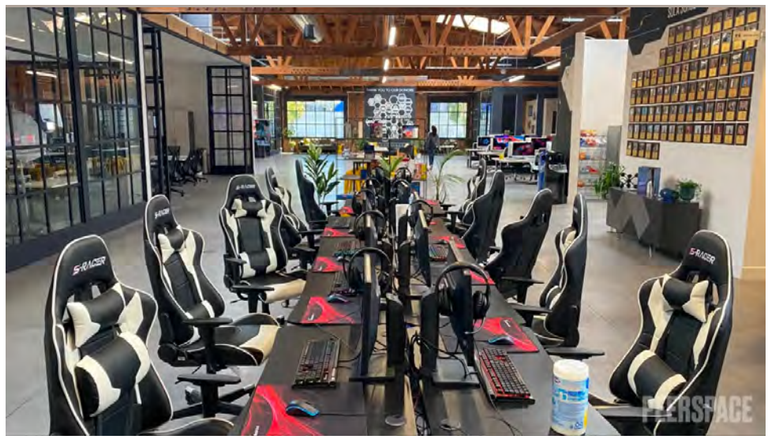
Although not part of a housing development, Harmons Emigration Market in Salt Lake City is another example of a small-scale grocery. While the average size of a Harmons is 68,000 square feet, this market sits at 10,000.

Source: Kristina Watkins

Anchor Tenant

SOLA IMPACT BEEHIVE PROJECT, CA

This business campus located in Los Angeles, California, is specifically made for underprivileged and opportunity-zone operated businesses. The space consists of a co-working space and creative office with shared amenities for entrepreneurs, local businesses, and startups.



Source: Peerspace

RESTORE OAKLAND, CA

Restore Oakland is a non-profit community hub that focuses on restorative economics and healing justice. Their space is currently under construction in an area where they foten work. They have a vision rooted in a place-based approach that works with the community to build people up and better respond to harm and conflict.

Source: Shelterforce

SEATTLE ART MUSEUM, SEATTLE, WA

The first floor of the Seattle Art Museum is reserved as a community corridor-- a free public space dedicated to building up the community and youth in the area. Community groups and students from surrounding schools hang artwork on the floor while the museum offers programming to a wide variety of individuals.

Source:Parent Map

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Station Plaza

YANAGUANA GARDEN AT HEMISFAIR, TX

This 4.1-acre public gathering space in San Antonio, Texas is part of a greater redevelopment project in the Hemisfair Park Area. This area is inspired by history, the environment, and the changing San Antonio culture. The main goal was to create play spaces that welcomed everyone no matter their age, ability, culture, or socioeconomic status.

Source: Bill Hustace Photography

LOLLIPOP STREET, SHANGHAI, CHINA

This street project transforms a street to create an outdoor play area and colorful gathering place for the community. It includes greenery, lounge seating, play spaces, picture areas, and a running track for community members of any age to use. The colorfulness of the project also brings an element of childlike wonder and entertainment back into cities.

Source: 100 architects

GALATYN PARK STATION, RICHARDSON, TX

Galatyn Park Station is located along the Dallas Area Rapid Transit (DART) line in a mixed use district in Richardson, Texas. The station serves two rail lines, as well as a kiss & ride line for bus service. The station features a ~0.9-acre public plaza adjacent to multifamily development. The station connects to the development that hosts several large-scale corporate employers, hotels, and residential development.

Source: WDG Architecture courtesy of Dallas Business Journal

ED.SQUARE TOWN CENTER, SYDNEY, AU

This shopping and entertainment district in Sydney Australia is offset by an outdoor plaza where people can gather and play. The plaza is continuously activated by the ground floor retail surrounding it.

Source: SCN

INDIAN CREEK PLAZA, ID

Located in Caldwell, Idaho, this 1.3-acre plaza blends greenspace, play, and community gathering. The plaza includes spaces for cafe seating, events, lounging, or playing in a splashpad and is programmed for different events including a farmers' market. In the winter, the city creates an ice ribbon that goes around the plaza space for winter activation.

Source: Urban Land Institute

CANAL PARK, WASHINGTON DC

Canal Park is a 3-acre park that opened in 2012. It connects three spaces together to form a long, linear park that hosts seasonal events, drinking fountains, and even ice skating in the winter. This area was home to a canal, but was paved over in the early 1900's. Many sustainable practices were used in the design and construction.

Source: Capitol River Front

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Green Corridor

THE PORTER-ROCKWELL TRAIL, SANDY, UT

The 10.7-mile off-road Porter Rockwell Trail spans the Blue Line throughout Sandy and into Draper. The trail links multiple parks in the Sandy Park System.

Source: GSBS Consulting

OGDEN RIVER BREWERY, OGDEN, UT

The Ogden River Brewery is located along the Ogden River Parkway and the Ogden River. The Ogden River Parkway is a 17- mile trail that has many commercial uses that help to enhance the trail.

Source: Township+Range

TOWPATH TRAIL, OH

The Towpath Trail is over 90 miles long and stretches through many cities and rural areas in Ohio. Along the Cleveland section, the materiality of trail amenities such as trashcans, benches, bridges, and other street furniture use natural stone and Corten steel to play upon the area's industrial past.

Source: Cleveland.com

Opportunity area: New Millcreek Park Space

TROJAN PARK, MO

This 1-acre park located in Wellston, Missouri, was designed and built as part of the National Recreation Association (NRPA) Parks Build Community Initiative. The park consists of a splashpad, shade pavilion, playground, and basketball court.

Source: Lamar Johnson Collaborative

MILL CREEK PARK NORTH, MI

This 2.15-acre park is located adjacent to Mill Creek in Dexter, Michigan. The park runs alongside the creek and a trail that connects 5 miles of other trails in the Dexter Trails System. The park allows visitors to interact with the water as well as traditional play equipment.

Source: Mrs. Weber's Neighborhood

GARDEN CITY PLAY ENVIRONMENT, BC

Richmond, British Columbia, is a rapidly growing area. The designer created a 1.3-acre park for the city with a playscape that acts as an educational component for children to learn about their environment. The playscapes are constructed using "Nature Play" or natural materiality to enhance exploration.

Source: space2place

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Opportunity area: Foam Factory Redevelopment

CHURCH+STATE, OH

This mixed-use housing development located in Cleveland, Ohio includes 20,000 square feet of retail space and 10,000 square feet of public area. As part of the development agreement, the development provides paid public parking spaces in the secured garage space. To exit the parking garage, one can either take the elevator, stairs, or take a slide to the outdoor public gathering space.

Source: ABM Parking

Source: Apartment Finder

Opportunity area: Fireclay Ave Mixed Use Development on UTA Property

SUGARHOUSE, UT

The mixed-use development with Wilmington Flats Apartments and ground floor retail including Spitz is made up of a few buildings separated by a courtyard to service the ground floor retail. This courtyard extends through the development and connects to the trail system along Parleys Creek. Having an open courtyard like this would allow people to see through the apartment buildings on Fireclay and to the station plaza. stairs, or take a slide to the outdoor public gathering space.

Source: Apartment Finder

Source: VCBO Architecture

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IMPLEMENTATION PLAN

IMPLEMENTATION PLAN

Successful implementation of the Murray North Station Area Plan vision will occur in phases through multi-agency cooperation. Successful implementation will also require coordination of multiple funding sources for both capital and operational expenses.

The initial phase of implementation of the Plan focuses on the core of the station area roughly defined as 4500 South to Central Avenue and Main Street to the Union Pacific Rail Line. This area has already experienced significant new investment in transit-oriented developments. The area is also experiencing significant challenges relating to lack of neighborhood services, crime and parking challenges.

Phase One public and private capital investments include:

- Redevelopment of the following parcels to mixed-income, mixed-use transit supportive buildings through public private partnerships:
  - Atlas Roofing Building west of the station
  - UTA Parking lot and bus loop
  - UTA Mobility Center and Storage Area
  - Salt Lake County Former Fleet Maintenance Facility
- Construction of the following new community open space and trails to increase parks level of service and provide community gathering space:
  - Pocket park at Fireclay Avenue and Birkhill Boulevard
  - Community plaza east of the station
  - Neighborhood park on western edge of Salt Lake County property
  - Extension of the existing rail-adjacent trail to 4500 South
- Consolidation and capping or removal and disposal of contaminated soils in the UTA berm and on the Salt Lake County property
- Connectivity improvements to improve circulation and site lines
  - Completion of Birkhill Blvd to connect to Main Street as part of the redevelopment of the UTA and Salt Lake County properties
  - Completion of the grid west of the station as part of the Atlas Roofing redevelopment
  - Extension of 4470 across the TRAX line
  - Add bike lanes to Main Street, Fireclay Avenue, and Central Avenue

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  - Continue to improve the pedestrian environment through widened sidewalks, enhanced crossings, street trees and street furniture
- Addition of new parking areas and replacement of parking from the UTA surface lot in a series of parking structures associated with new development through public/private partnerships

Phase One public operational investments include:

- Identification of a community-based partner to provide neighborhood and community programs and activities within the core of the station area
- Creation and operation of a parking district to coordinate the public access stalls included in new parking structures
- Creation and operation of a good landlord program to provide incentives and disincentives for implementation of programs that reduce crime and improve overall safety in the area
- Implementation of enhanced, neighborhood policing in the station area
- Identification, adoption, and management of Institutional Controls for the properties on with remaining contaminated soils or contaminated groundwater

Future phases will require additional capital investments including:

- Connectivity improvements to expand opportunities for transit supportive development types west of the Union Pacific Rail line, east of State Street and south of 4500 South:
  - Install additional pedestrian crossings along State Street coordinated with bus stops to increase bus ridership and connect the east side of State Street to the core of the station area
  - Widening of the Central Avenue Union Pacific Rail Road underpass to improve overall circulation
  - Install Union Pacific Rail line underpasses at Fireclay Avenue and 4470 South to create connectivity to the area along 300 West
  - Construct pedestrian/bike bridges adjacent to the railroad bridges across 4500 South to connect the area south of 4500 South
  - Upgrade all existing and planned crossings to include pedestrian safety and comfort considerations
- Extend trails and bikeways across identified barriers
- Redevelopment of light industrial and auto-oriented commercial properties to denser, transit supportive development forms
- Preservation of existing, naturally affordable housing in the areas east of State Street and south of 4500 South

Programmatic and operational approaches in the broader station area are an extension of the needs of the core area.

- Funding sources for implementation of the Murray North Station Area Plan combine local, federal, state, private, and grant funds. Capital investments will require complex financing stacks including public/private partnerships, federal transportation funds, and private non-profit grants. The lists below are intended to illustrate current opportunities. Other opportunities will arise over the course of long-term implementation.

Local sources include:

- Existing tax increment producing areas
- Possible future HTRZ areas
- Parks and roads impact fees
- General funds

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GRANT SOURCES

GRANT/FUNDING NAME	ORGANIZATION NAME	PURPOSE	CATEGORY	NOTES	WEBSITE	CONTACT
Get Healthy Utah! Mini Grants	Get Healthy Utah	Mini grants for health-related projects--including food access, improved connections to parks, active transportation, additional park funding	Health	Priority given to Healthy Utah Communities	https://gethealthyutah.org/what-we-do/past-projects/communities/mini-grants-report	
Congestion Mitigation & Air Quality Program	Wasatch Front Regional Council	To reduce congestion and improve air quality	Transportation	Funds may not be used for major road widening.	https://wfrc.org/programs/transportation-improvement-program/congestion-mitigation-air-quality-program/	Ben Wuthrich, bwuthrich@wfrc.org (801) 363-4250 x1122
Intermountain Community Care Foundation Grants - Agency Health Priority, Social Determinants of Health, Child and Family Well-Being Grnats	Intermountain Health	Grants between $50,000 - $300,000	Housing instability and Nutrition insecurity	Large equipment, construction and capital costs are not eligible. Consideration will be given if computer equipment is necessary and vital to the success of the project.	https://intermountainhealthcare.org/about/who-we-are/community-health/community-giving-programs/community-care-foundation/grant-applications/	Ninoska De Jesus Pineda Community Health Coordinator ninoska.dejesuspineda@imail.org
High Obesity Program (HOP)	Centers for Disease Control and Prevention (CDC)	Food and nutrition security through food service and nutrition guidelines plus fruit and vegetable vouchers and produce prescriptions	address health disparities related to poor nutrition, physical inactivity, or obesity	OP recipients work in counties where 40% or more of adults have obesity.	https://www.cdc.gov/nccdphp/dnpao/state-local-programs/hop/high-obesity-program-2023-2028.html	
Eccles Foundation Grant	George S. and Dolores Dore Eccles Foundation	Grants from the George S. and Dolores Doré Eccles Foundation address the societal needs of individuals and families from every walk of life, and foster new opportunities for enriching lives in a myriad of ways. The directors are pleased to partner with nonprofit organizations to make a lasting difference for the citizens in every corner of the state – from newborns to seniors.	Arts & culture, community, education, health & wellness, preservation & conservation	fighting hunger, homelessness and addiction; fostering urban planning, revitalization and affordable housing; building parks and playgrounds; assisting victims of abuse and neglect; supporting youth camps and programs for those with disabilities; providing legal support for the disadvantaged; or offering after-school initiatives for at-risk youth	https://www.gsecclesfoundation.org/how-to-apply/eligibility	
Sorenson Foundation Grant	Sorenson Legacy Foundation	Grants are given to programs that focus on protecting and preserving the environment, assist the disenfranchised of society, and promote understanding and tolerance in our world.	Education, innovation, health care and community	municipalities or public schools & preference for organizations whose efforts are in Utah	https://sorensonlegacyfoundation.org/what-we-fund/community/	
Community Placemaking Grant	Project for Public Spaces	$10,000 grants to transform public spaces	Placemaking, urban design		https://www.pps.org/community-placemaking-grants	
Placemaking Grant	National Association of Relators	"Level one: $3,000 max award Level 2: max award $7,500"	Placemaking	Placemaking Grants fund state and local REALTOR® association led projects that create new, outdoor public spaces and destinations in a community on unused or underused sites. The goal of the program is to enable REALTORS® to strengthen ties with their community, to develop relationships with public officials, and to spur economic growth and development through the creation of new public gathering places. Support for benches, playground equipment, and signs within existing public spaces is permitted.	https://realtorparty.realtor/community-outreach/placemaking	
Safe Streets and Roads for All (SS4A) Grant Program	Federal Highways	Planning and Demonstration Grants, as well as Implementation Grants	Transportation	The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over $3 billion is still available for future funding rounds.	https://www.transportation.gov/grants/SS4A	
Reconnecting Communities Grant	Federal Highways	Community Planning, Capital Construction, and Regional Partnerships	Transportation	This program prioritizes disadvantaged communities and is intended to improve access to daily needs including jobs, education, healthcare, food and recreation, fosters equitable development and reconnects communities by removing, retrofitting,, or mitigating highway or other transportation related barriers	https://www.transportation.gov/grants/rcnprogram	

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Funding for implementation of the operational programs identified will come from local agency general funds and private non-profit fundraising. An additional option is the creation of a Neighborhood Improvement District. Neighborhood Improvement Districts are similar to Business Improvement Districts with the addition of residential properties to the funding and services approach. These improvement districts impose a levy on commercial and residential properties within an area to fund a higher level of service and programming. The implementation matrix identifies recommended steps and actions to implement the priorities of the plan.

IMPLEMENTATION TABLE AND ASSOCIATED TIMING

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
QUALITY OF LIFE												
STATION CORE	Create partnerships and relationships to fund, construct, operate, and maintain public areas at the core of the station area	Murray City, UTA, Salt Lake County		■							Existing Murray Fireclay tax increment funds, County affordable housing funds, private development funds, local and county transportation funds, Murray parks impact fee funds, various grants	Create a coordinated site plan and construct the amenities and private development to achieve the Quality of Life goals of the Murray North Station Area Plan.
	Finalize site plan/plats	Murray City, UTA, Salt Lake County, Private partners			■	■	■				Existing Murray Fireclay tax increment funds, County affordable housing funds, private development funds, local and county transportation funds, Murray parks impact fee funds	
	Planned development program	Murray City, UTA, Salt Lake County, Private partners			■	■	■				Existing Murray Fireclay tax increment funds, County affordable housing funds, private development funds, local and county transportation funds, Murray parks impact fee funds	
	Create a parking district	Murray City, UTA, Salt Lake County, Private partners		■	■	■	■				Existing Murray Fireclay tax increment funds, County affordable housing funds, private development funds	
	Increase community-based policing	Murray City, UTA public safety		■	■	■	■				Murray General Fund, UTA public safety funds	

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CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
STATION PLAZA	Finalize location for plaza and open space	Murray City, UTA, Salt Lake County, Private partners			■						Murray City Parks Impact Fees, Murray Tax Increment Funds, UTA, Salt Lake County, Private funds	
	Identify appropriate entity to own & operate plaza	Murray City, UTA, Salt Lake County, Private partners			■						Murray City Parks Impact Fees, Murray Tax Increment Funds, UTA, Salt Lake County, Private funds	
	Identify funding source for plaza design & construction	Murray City, UTA, Salt Lake County, Private partners			■						Murray City Parks Impact Fees, Murray Tax Increment Funds, UTA, Salt Lake County, Private funds	
	Select design team	Property Owner and Funding Partners			■						Murray City Parks Impact Fees, Murray Tax Increment Funds, UTA, Salt Lake County, Private funds	
	Design and construct 0.75-acre plaza					■	■				Murray City Parks Impact Fees, Murray Tax Increment Funds, UTA, Salt Lake County, Private funds, various grants	Murray City has a $4,500 per unit Parks Impact Fee. If the space is built and dedicated by a private partner, the impact fees can be reinbursed by the City.
	Program plaza	To be identified						■	■	■	To be identified	One option is to create a Neighborhood Improvement District (similar to a Business Improvement District but including residential properties) to create a funding structure to support programming and operations and maintenance needs of the plaza
MAIN STREET CORRIDOR	Extend OTD/MD Future Land Use Designation to east side of State Street from 4500 South to Central Avenue	Murray City/Millcreek City		■							Local general funds	Indicates intent to apply streetscape and design guidelines from the two zoning designations to properties along Main Street in both jurisdictions
	Apply TOD/MD zoning as opportunity arises	Murray City/Millcreek City	Private developers/ land owners	■	■	■	■	■	■	■	Local general funds	
	Extend Fireclay-branded streetscape improvements on east and west sides of Main Street from 4500 South to Central Avenue	Murray City/Millcreek City	Private developers/ land owners	■	■	■	■	■	■	■	Private development, Murray City, Millcreek City	To be installed either as redevelopment occurs or as each jurisdiction identifies funding sources
	Create a public art/mural program to add interest to Main Street and improve the pedestrian environment	Murray City/Millcreek City	Private developers/ land owners	■	■	■	■	■	■	■	Private development, Murray City, Millcreek City, Arts funds, various grants	First priority area is the Main Street frontage of Parris RV to address pedestrian comfort

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CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
GROCERY - MAIN STREET & 4500 SOUTH	Coordinate with property owners to identify an appropriate fresh food partner to develop a public market/grocery concept on the corner of 4500 South and Main Street	Salt Lake County, Murray City	Private development partner								Private development, Murray City TIF, Salt Lake County	Priority to the Salt Lake County-owned parcel as part of a mixed use building
	Identify possible sources of funding to subsidize grocery anchor	Salt Lake County, Murray City	Private development partner								Private development, Murray City TIF, Salt Lake County	If needed
	Ensure design guidelines create a wecloming environment for pedestrians, bicyclists, and motorists to access the grocery tenant	Murray City, UDOT	Private development partner								Private development, Murray City TIF, Salt Lake County	Fireclay-branded streetscape iprovements within UDOT ROW at 4500 South
COMMUNITY ANCHOR TENANT	Identify a community partner for the commmunity-based use in the station core	Murray City, UTA, Salt Lake County, Private partners									TBD	
	Finalize location for new building	Murray City, UTA, Salt Lake County, Private partners									TBD	
	Identify funding source for plaza design & construction	Murray City, UTA, Salt Lake County, Private partners									TBD	
	Select design team	Property Owner and Funding Partners									TBD	
	Design & construct community facility										TBD	
PARKS & GREENWAY SYSTEM	Update and amend city-wide Parks & Recreation Master Plans to relect needs in the growing station area	Murray City, Millcreek City									Murray City, Millcreek City	Current plans identify neighborhood park levels of service, the updated plans should identify opportunities to meet the level of service goals within the station area to meet the needs of existing and future population. Current Trails Master Plans should be updated to reflect the Greenway along Big Cottonwood Creek, adjacent to the TRAX line and across 4500 South as envisioned in the plan
	Update impact fee facilities plans to reflect implementation within the station area	Murray City, Millcreek City									Murray City, Millcreek City	Impact fee funding is an appropriate source to meet the needs of new residents in the area, the IFFP should reflect this need
	Review and update, as needed, development requirements in the TOD and MD zones to reflect a 50' setback from Big Cottonwood Creek for use as the greenway	Murray City, Millcreek City									Murray City, Millcreek City	
	As redevelopment occurs install the greenway adjacent to BCC	Murray City, Millcreek City	Private developers/ land owners								Private development, Murray City Parks Impact Fees, Millcreek City Parks Impact Fees	
	Install expanded greenway along the TRAX line	Murray City, Millcreek City, UTA									Private development, Murray City Parks Impact Fees, Millcreek City Parks Impact Fees, various grants	Potential grants include: Beehive Bikeways Grant, BUILD Grant, Federal Recreational Trails Program Grants, Non-Moterized Safety Grant, Transportation Alternatives Grant

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CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
SHADE & TREE COVER	Preserve existing treees to enhance tree canopy	Murray City, Millcreek City, Private land owners		■	■	■	■	■	■	■	Local funds and grant funds	
	Work with property owners to add trees to existing locations	Murray City, Millcreek City, Private land owners		■	■	■	■	■	■	■	Local funds and grant funds	
	Review and update, as needed, development requirements in the TOD and MD zones to require street trees and trees interior to developments within the station area	Murray City, Millcreek City		■							Private development	
	Identify and submit grants to fund expansion of the urban forest in the station area	Murray City, Millcreek City				■	■				Community Forestry Partnership Grant, Tree Species Diversity Grant Program, Utah State University Tree Culture Program, Tree Utah planting program, National Arbor Day Foundation TD Green Space Grant	Many of the grant programs give preference to targetted Census block groups. The Millcreek portion of the station area is a targetted Census block
	Plant trees along the existing trail adjace to the TRAX line	Murray City, UTA			■						Grant funds, Murray City Parks Impact Fees, Murray City Urban Forestry budget	Explore the possibility to use Parks Impact Fees for the urban forest
	Plant trees in the small park area at 4500 South and Auto Boulevard	Murray City			■						Grant funds, Murray City Parks Impact Fees, Murray City Urban Forestry budget	Explore the possibility to use Parks Impact Fees for the urban forest
	Plant trees in existing park strip areas where they don't currently exist	Murray City, Millcreek City			■						Grant funds, Murray City Parks Impact Fees, Murray City Urban Forestry budget, Millcreek City Parks Impact Fees, Millcreek City Urban Forestry budget	Explore the possibility to use Parks Impact Fees for the urban forest
	Include trees in the new Fireclay Station Plaza	Murray City, UTA, Salt Lake County, Private partners				■					Grant funds, Murray City Parks Impact Fees, Murray City Urban Forestry budget, Murray City TIF fund, Development funds	
	Continue to require all new develoment to plant trees within the streetscape and interior to their development	Murray City, Millcreek City	Private developers/ land owners	■	■	■	■	■	■	■	Private development	
	Add trees to the relaocated TRAX park and ride lot	UTA				■					Grant funds, UTA	
DIVERSE HOUSING	Review the existing TOD and MD zones to identify barriers to mixed income housing including market-rate and income targeted housing	Murray City, Millcreek City		■							Existing Murray Fireclay and Millcreek tax increment funds, County affordable housing funds, private development funds	Identify opportunities to implement plan goals relating to home ownership and market-rate housing to improve opportunities for new retail and investment in the area
	Identify neighborhood amenities most likely to attract market-rate housing development	Murray City, Millcreek City		■							Existing Murray Fireclay and Millcreek tax increment funds, County affordable housing funds, private development funds	
	Work with the Utah League of Cities & Towns and other groups to identify strategies to influence State law and policy to encourage development of multi-family housing for ownership (condominiums)	Murray City, Millcreek City, Salt Lake County		■	■						Local funds	

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CONNECTIVITY												
CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
OVERALL SYSTEM	Pursue a "Reconnecting Communities Grant" for capital construction to overcome "dividing faiclities" including the UP Rail line, 4500 South, and State Street	Millcreek City, Murray City, Salt Lake County, UDOT, and UTA									Local funds	Priority given to disadvantaged communities and the creation of complete streets
LOCAL STREET CONNECTIVITY	Extend Birkhill Blvd as an 80' ROW south and east to connect to Main Street	Murray City, Salt Lake County, UTA	Private developer								Local funds	Phase 1 to Main Street to be constructed as part of redevelopment of Station Core
	Extend Birkhill Blvd as an 80' ROW from Main Street to State Street	Murray City	Private development partner								Local funds	Phase 2 as part of possible future redevelopment of corner of between Main and State Streets at 4500 South
	Extend Brick Over Way as a 60' ROW to the north including a new Big Cottonwood Canyon crossing	Murray City, Millcreek City	Private development partner								Private development	Include in development agreements as appropriate
	Extend 4350 South across TRAX Line to better connect Brickgate residential development to the station area core future development	Murray City, UTA, Salt Lake County	Private developer								Reconnecting Communities Grant, Private development	This connection will help to address the isolation of Brickgate and encourage increased, lawful activity in the area in accordance with CPTED principles
CENTRAL AVENUE	Review and update street cross section and streetscape design elements for Central Avenue	Millcreek City									Local funds	Ensure coordination with Fireclay Station area branding, include elements of Central Avenue cross section in the station area plan
	Review and update, as needed, MD zone development requirements to require publicly available space within the setback area for use for restaurant seating and other pedestrian amenities	Millcreek City									Local funds	
	Widen the Central Avenue UP Railroad underpass	Millcreek City, UDOT, UTA	UP Railroad, U.S. Department of Transportation								Reconnecting Communities Grant	
FIRECLAY AVENUE	Review and update street cross section and streetscape design elements for Fireclay Avenue	Murray City									Local funds	Ensure coordination with Fireclay Station area branding, include elements of Fireclay Avenue cross section in the station area plan
	Extend Fireclay Avenue under the UP Ralroad Track west to 300 West	Murray City, UDOT, UTA	UP Railroad, U.S. Department of Transportation								Reconnecting Communities Grant	

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CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
MAIN STREET	Review and update street cross section and streetscape design elements for Main Street	Murray City, Millcreek City									Local funds	Ensure coordination with Fireclay Station area branding, include elements of Main Street cross section in the station area plan
	Include updated cross sections in TOD and MD development standards	Murray City, Millcreek City									Local funds	
	Install improvements as development occurs or funding is approved	Murray City, Millcreek City, Private development partners									Local funds	
OTHER 80' ROW LOCAL STREETS	Review and update street cross section and streetscape design elements for local streets of 80' ROW	Murray City, Millcreek City									Local funds	Ensure coordination with Fireclay Station area branding, include elements of 80' ROW cross section in the station area plan
	Include updated cross sections in TOD and MD development standards	Murray City, Millcreek City									Local funds	
	Install improvements as development occurs or funding is approved	Murray City, Millcreek City, Private development partners									Local funds	
GREENWAY CONNECTIVITY	Create trail-based connectivity east to west and north to south through the station area	Murray City, Millcreek City, UDOT, UTA, Private development partners									Reconnecting Communities Grant, Parks Impact Fees, Private Development Funds	Ensure connections to: 3900 South TRAX station on the north, The Front Climbing Gym, Murray City Center & Murray City Hall, Murray Central Station on the south, Murray City Park on the southeast, residential neighborhoods east of State Street
	Identify Main Street as a multi-jurisditional bikeway connecting through Murray and Millcreek north to South Salt Lake and Salt Lake City	Murray City, Millcreek City	South Salt Lake City, Salt Lake City, Salt Lake County								Local funds	
	Include pedestrian and bike infrastructure on all local streets	Murray City, Millcreek City									Roadway improvement funds	
BIG COTTONWOOD CREEK TRAIL	As redevelopment occurs install the trail to connect east of State Street to the Jordan River Parkway Trail	Murray City, Millcreek City, Salt Lake County, UDOT, UTA	Private Development Partners								Parks Impact Fees, Private Development Funds	
	Create protected trail crossings at major barriers	Murray City, Millcreek City, Salt Lake County, UDOT, UTA	Private Development Partners, U.S. Department of Transportation, UP Railroad								Parks Impact Fees, Private Development Funds	Explore options to cross State Street, TRAX, UP Railroad, and I-15 to reach the Jordan River Parkway

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CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
TRAX TRAIL	As redevelopment of the UTA property occurs, include extension of the trail adjacent to the trax line as a development requirement	Murray City, Salt Lake County, UTA	Private Development Partners								Parks Impact Fees, Private Development Funds	
	Install pedestrian bridges across 4500 South on either side of the TRAX line to connect the existing westside trail and the future eastside trail to the area south of 4500 Sotuh	Murray City, Salt Lake County, UTA, UDOT	Private Development Partners								Reconnecting Communities Grant, Parks Impact Fees, Private Development Funds	
	Extend the trail south of 4500 South to connect to the Murray Central Station	Murray City, UTA	Private Development Partners								Private Development Funds	Require as redevelopment occurs in the area and TOD zoning is extended to the area
	Extend the trail north of Big Cottonwood Creek to connect to the 3900 South Station	Millcreek City, UTA	Private Development Partners								Private Development Funds	Require as redevelopment occurs in the area and TOD zoning is extended to the area
STATE HIGHWAY CONNECTIVITY												
4500 SOUTH	Improve the pedestrian crossing at 4500 South and Main Street with Fireclay branded paint	UDOT, Murray City									Local Funds/UDOT	
	Design and install an entry element sign identifying the Fireclay area and station	UDOT, Murray City, Salt Lake County, UTA	Private Development Partners								Private Development and jurisdiction funds	
	Upgrade the greenspace on the southwest corner of 4500 South and Main Street as part of the Greenway	Murray City									Murray City Impact Fee funds	
	Design and construct pedestrian bridges on the east and weset side of the TRAX line connecting the greenway TRAX Trail from the core station area to the station area south of 4500 South	Murray City, UTA, UDOT									Reconnecting Communities Grant	
	Improve the pedestrian crossing at 160 West 4500 South	Murray City, UDOT									Local Funds/UDOT	
	Inlcude Fireclay branded streetscape elements along the 4500 South frontage and at the corner of 4500 South Main Street as part of the redevelopment of the Salt Lake County owned property at 4500 South and Main Street	Murray City, Salt Lake County, UTA	ULI TAP/ Private developer								Private development	

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CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
STATE STREET	Install a Pedestiran Hybrid Beacon at Gordon Lane or Central Avenue	Millcreek City, UDOT									Local Funds/UDOT	This beacon is included in Millcreek's Transportation Master Plan at Gordon Lane
	Install a Pedestiran Hybrid Beacon near Fireclay Avenue	Murray City, UDOT									Local Funds/UDOT	
	Locate bus stops near improved crossings	UTA									UTA	
	Improve the pedestrian experience on State Street	Murray City, Millcreek City, UDOT	Private Development Partners								Private development, transportation funds	Implement Fireclay branded streetscape elements as redevelopment occurs
	Install Fireclay branded signage at the Fireclay and Central Avenue intersection to increase station area visibiltiy	Murray City, Millcreek City, UDOT									Local Funds	
PEDESTRIAN REALM IMPROVEMENTS	Identify a phased program for completion of the pedestrian network to include sidewalks, crosswalks, bridges, and trails	Murray City, Millcreek City, UDOT, UTA									Connecting Communities Grant, Infrastructure funds	Prioritize school walk routes (James E. Moss Elementary School) and crossings near bus stops
	Install street trees on all streets with adequate width to accommodate tree grates and pedestrian way	Murray City, Millcreek City, UDOT	Private developers/ land owners								Grant funds, urban forestry funds, infrastructure funds	
	As redevelopment and street improvements occur ensure installation of branded pedestrian realm improvements including	Murray City, Millcreek City, UTA, Salt Lake County	Private Development Partners								Private development	Branded elements to include pedestrian-level lighting with banner arms, street trees in grates, benches, signage, trash can, bike racks
BICYCLE REAL IMPROVEMENTS	Create a preferred bikeway along Main Street through shared lanes and protected bike lanes as ROW width allows	Murray City, Millcreek City									Local Funds	
	Ensure new trail connections accommodate bicyclists and pedestrians to minimize negative interactions	Murray City, Millcreek City, UTA, UDOT	Private Development Partners								Local FundsUDOT	

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CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
TRANSIT REALM IMPROVEMENTS	Identify location for and relocate the Mobility Center and storage areas	UTA									UTA	
	Remove and remediate contaminated soils from berm east of the TRAX line in accordance with EPA and UDEQ requirements	UTA, Salt Lake County									UTA/ Salt Lake County	
	Relocate Transit station parking to the south in the area currently occupied by the Mobility Center	UTA, Salt Lake County									UTA/ Salt Lake County	
	Coordinate redevelopment of the area south of the new park and ride area to include	UTA, Salt Lake County, Murray City	Private Development Partners								UTA/ Salt Lake County/Private development partners	
	Reconfigure bus access at station	UTA									UTA	
	Coordinate 200 route stops on State Street with pedestrian crossings	UTA									UTA/UDOT/Local Funds	
CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
FUTURE LAND USE												
OVERALL	Review and update as needed the existing TOD zone to reflect the recommendations of this plan	Murray City									Local Funds	
	Update the Future Land Use Map and apply TOD zoning to additional areas within ½ mile of the Murray North Station	Murray City									Local Funds	Phased approach: South of 4500 South as connections across 4500 South are improved, to the west side of State Street as redevelopment of existing highway serving uses occurs, to the east side of State Street as connections and the pedestrian realm are improved, West of the UP Railroad line when Fireclay is extended to 300 West
	Review and update as needed the existing MD zone to reflect the recommendations of this plan	Millcreek City									Local Funds	
	Update the Future Land Use Map and apply MD zoning to additional areas within ½ mile of the Murray North Station	Millcreek City									Local Funds	Phased approach: Central Avenue properties from Main Street to UP Railroad underpass as redevelopment proposals are received, to the west side of State Street as redevelopment of existing highway serving uses occurs, to the east side of State Street as connections and the pedestrian realm are improved

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CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
COMMERCIAL DEVELOPMENT	Review and update as needed the TOD and MD zones to include pedestrian oriented amenities along primary street frontages	Murray City, Millcreek City									Local Funds	
	Review and update as needed the TOD and MD zones to ensure scale and massing supports pedestrian comfort	Murray City, Millcreek City									Local Funds	
	Focus on neighborhood serving retail and employment opportunities in the station core	Murray City, UTA, Salt Lake County	Private Development Partners								Local Funds	
	Ensure commercial uses are designed with the pedestrian and bicycle in mind	Murray City, Millcreek City									Local Funds	
	Focus on larger scale transit supportive commercial development opportunities that will also serve the regional market in the broader station area	Murray City, Millcreek City									Local Funds	
RESIDENTIAL DEVELOPMENT	Review and update as needed the TOD and MD zones to encourage residential densities of ~100 units/acre in 6-7 stories n the area north of 4500 South, west of State Street, and east of UP RR	Murray City, Millcreek City									Local Funds	Provisions should also require walking and biking transit connectivity and encourage a mix of income levels and rental and owner occupied properties
	Review and update as needed the TOD and MD zones to encourage residential densities of 20-60 units/acre in the broader station area	Murray City, Millcreek City									Local Funds	Provisions should also require walking and biking transit connectivity and encourage a mix of income levels and rental and owner occupied properties. Product types could include smallller multi-family and small lot single-family
MIXED USE DEVELOPMENT	Ensure retail/active uses are required and included on primary street frontages	Murray City, Millcreek City									Local Funds	Fireclay Avenue, Main Street, Central Avenue, 4500 South, State Street
INDUSTRIAL DEVELOPMENT	Review existing zoning to ensure that transition of legacy industrial uses to transit supportive uses occurs in a way that is supportive of each city's economic base, individual property rights and the vision of this plan.	Murray City, Millcreek City									Local Funds	When appropriate, public spaces adjacent to existing industrial uses should be improved to enhance the pedestrian environment.

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LIVABILITY AND URBAN DESIGN												
CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
COMMUNITY BUILDING THROUGH DESIGN	Update and adopt "brand guidelines" to reinforce the Fireclay area identity	Murray City, Millcreek City, UTA		■							Local Funds	
	Identify and update, as opportunities arise, pedestrian level streetlighting to include banner arms and Fireclay area banners	Murray City, Millcreek City, UTA		■	■	■	■	■	■	■	Local Funds	
	Identify and update, as opportunities arise, pedestrian furniture with "Fireclay" branding	Murray City, Millcreek City, UTA		■	■	■	■	■	■	■	Local Funds	
	Increase shade and tree canopy as a neighborhood characteristic	Murray City, Millcreek City, UTA	Private Development Partners	■	■	■	■	■	■	■	Local Funds/Grants & Private development funds	
	Require water wise plantings as part of all landscaping requirements	Murray City, Millcreek City, UTA	Private Development Partners	■	■	■	■	■	■	■	Local Funds/Grants & Private development funds	
	Review and update as needed zoning and building code provisions relating to green roofs to encourage the use of green roofs to reduce heat islands and increase tree canopy	Murray City, Millcreek City		■							Local Funds/Grants & Private development funds	
PUBLIC SPACE PROGRAMMING	Identify and fund a community-based organization to program Fireclay plaza	Murray City, UTA, Salt Lake County	Private Development Partners			■	■	■	■	■	Neighborhood Improvement District, Community grant programs, existing private non-profits operating in the area	
	Coordinate programming with the recommended, adjacent community anchor use	Murray City, UTA, Salt Lake County	Private Development Partners			■	■	■	■	■	Neighborhood Improvement District, Community grant programs, existing private non-profits operating in the area	
	Review and update as needed the TOD and MD zones to ensure requirements promote activation of primary street frontages including dining, merchandise and similar activities	Murray City, Millcreek City		■							Neighborhood Improvement District, Community grant programs, existing private non-profits operating in the area	
GATEWAYS & WAYFINDING	Design and fund installation of gateway signage including the Fireclay brand and public art	Murray City, Millcreek City, UTA			■	■	■	■	■	■	Neighborhood Improvement District, Community grant programs, existing private non-profits operating in the area	Primary gateways: 4500 South & Main Street, State Street and Fireclay Avenue, State Street and Central Avenue; Secondary gateways: Main Street & Central Avenue, Central Avenue & Brick Oven Way
	Design and fund a branded wayfinding system	Murray City, Millcreek City, UTA			■	■	■	■	■	■		

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SAFETY												
CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
WEST OF TRANSIT STATION	Review and update TOD ordinance to ensure that future development of the catalytic site to the west of the station improves site lines through the entire neighborhood to the west, eliminates deadends and unobserved areas, and utilizes a shared parking strategy	Murray City	Private Development Partners								Local funds/Neighborhood Improvement District	
	Coordinate with owners and managers of existing developments to identify opportunities to add parking to existing areas	Murray City	Private Development Partners								Local funds/Neighborhood Improvement District	
REMAINING STATION AREA	Explore the opportunity to establish a Neighborhood Council or Community wastch group in the area	Murray City, Millcreek City, UTA	Private landowners/ developers								Local funds/Neighborhood Improvement District	
	Invest in icommunity-based organizations within and serving the area	Murray City, Millcreek City, Salt Lake County									Local funds/Neighborhood Improvement District	

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669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	David Hancock, Chief Capital Services Officer
PRESENTER(S):	Paul Drake, Director of Real Estate and TOD Kayla Kinkead, TOC Predevelopment Supervisor

TITLE:

R2024-09-03 - Resolution Adopting the Clearfield Station Area Plan

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2024-09-03 to adopt the Clearfield Station Area Plan as presented.

BACKGROUND:
The Utah Municipal Land Use, Development, and Management Act, Utah Code § 10-9a-101, *et seq.* mandates all cities with a fixed-guideway public transit station (rail or BRT) to develop and certify a Station Area Plan (SAP) in cooperation with the applicable public transit district. Station Area Plans are intended to promote shared objectives of 1) increasing housing availability and affordability, 2) enhancing access to opportunities, 3) promoting sustainable environmental conditions, and 4) increasing transportation choices and connections. Supported by UTA, Station Area Plans are led by municipal staff to ensure City general plans and zoning regulations will be updated for future Station Area Plan implementation. Clearfield City's 2024 Station Area Plan is an update to the 2019 Station Area Plan in order to be compliant with the legislative mandates outlined in HB462. This Station Area Plan has been formally adopted by Clearfield City.

Additionally, the Utah Public Transit District Act, Utah Code § 17B-2a-808.2, *et seq.* and Board Policy 5.1-Transit Oriented Development require approval of Station Area Plans by UTA's Local Advisory Council and adoption by the Board of Trustees.

DISCUSSION:
Clearfield City, in coordination with UTA and Wasatch Front Regional Council (WFRC), developed an updated Station Area Plan for the Clearfield FrontRunner station. The plan emphasizes UTA-controlled property and

adjacent areas to create a thriving, mixed-use, walkable neighborhood that leverages multiple transportation options that provide well-connected access to the station. This Station Area Plan prioritized the following objectives and outcomes for implementation: 1) increase the availability and affordability of housing, 2) enhance access to opportunities, 3) create existing destinations, 4) develop a complete community, and 5) generate transit ridership.

The proposed Station Area Plan has been approved by Clearfield City and was presented to UTA's Local Advisory Council on August 28th where, in Resolution AR2024-08-02, they approved the plan and made a recommendation to the Board of Trustees to adopt the proposed Clearfield Station Area Plan.

ALTERNATIVES:

Amendments to the Station Area Plan may be recommended to Clearfield City. Refinements specific to UTA's property may be addressed in future UTA Master Development Plans or Agreements. Any changes to the SAP will require City approval.

FISCAL IMPACT:

The proposed Clearfield Station Area Plan will better position UTA and respective Cities to coordinate redevelopment of the station area. This aligned coordination will promote future transit-oriented development (TOD) in an efficient and fiscally responsible manner. UTA-involved TODs may increase revenue from development and farebox proceeds.

ATTACHMENTS:

R2024-09-03, including the following Exhibit:

- Clearfield Station Area Plan

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RESOLUTION OF THE BOARD OF TRUSTEES
OF THE UTAH TRANSIT AUTHORITY
ADOPTING THE CLEARFIELD STATION AREA PLAN

R2024-09-03 September 25, 2024

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

WHEREAS, the Act requires the Board of Trustees (the "Board") to adopt plans for transit-oriented development after approval and recommendation by the Local Advisory Council; and

WHEREAS, the Utah Municipal Land Use, Development, and Management Act, UTAH CODE § 10-9a-101, *et seq.* mandates all cities with a fixed-guideway public transit station (rail or BRT) to develop and certify a Station Area Plan in cooperation with the applicable public transit district; and

WHEREAS, the Board has adopted Board of Trustees Policy 5.1 – Transit-Oriented Development (the "Policy"); and

WHEREAS, the Policy requires the Authority to establish Station Area Plans in collaboration with applicable municipalities; and

WHEREAS, the Board previously adopted the Clearfield Station Area Plan in Resolution R2019-02-05, which plan has subsequently been revised and updated; and

WHEREAS, Clearfield City Council approved the Station Area Plan on May 28, 2024; and

WHEREAS, on August 28, 2024, the Local Advisory Council reviewed and approved for recommendation to the Board the updated Clearfield Station Area Plan ("Clearfield Station Area Plan," attached as Exhibit A); and

WHEREAS, the Board finds it is in the best interest of the Authority and the applicable municipality to adopt the Clearfield Station Area Plan.

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

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1. That the updated Clearfield Station Area Plan is hereby adopted, attached as Exhibit A.

2. That the Board formally ratifies actions taken by the Authority, including those taken by the Executive Director, staff, and counsel that are necessary or appropriate to give effect to this Resolution.

3. That the corporate seal be attached hereto.

Approved and adopted on this September 25, 2024.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Annette Royle
Secretary to the Board of Trustees

(Corporate Seal)

Approved As To Form:

Signed by:
David Wilkins
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Legal Counsel

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Exhibit A

Clearfield Station Area Plan

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CLEARFIELD CONNECTED 2024

STATION AREA PLAN + DESIGN GUIDELINES

Adopted May 28, 2024

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ACKNOWLEDGMENTS

MAYOR
MARK SHEPHERD

CITY COUNCIL
KENT BUSH
NIKE PETERSON
VERN PHIPPS
MEGAN RATCHFORD
TIM ROPER
KARECE THOMPSON
DAKOTA WURTH

PLANNING COMMISSION
CHRIS UCCARDI
JAYLEE BOUWHUIS
KATHRYN MURRAY
ROBERT BROWNING
DAVID BLOOMFIELD
BROGAN FULLMER
LAUREN DESPAIN
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CITY STAFF
SPENCER W. BRIMLEY
BRAD MCILRATH
TYSON STODDARD

UTA STAFF
NICK DUERKSEN
KAYLA KINKEAD

WFRC STAFF
BYRON HEAD

2024 CONSULTANT TEAM
LANDMARK DESIGN
ZIONS PUBLIC FINANCING, INC
PARAMETRIX

2019 CONSULTANT TEAM
IBI GROUP
ZIONS PUBLIC FINANCING, INC
FEHR & PEERS

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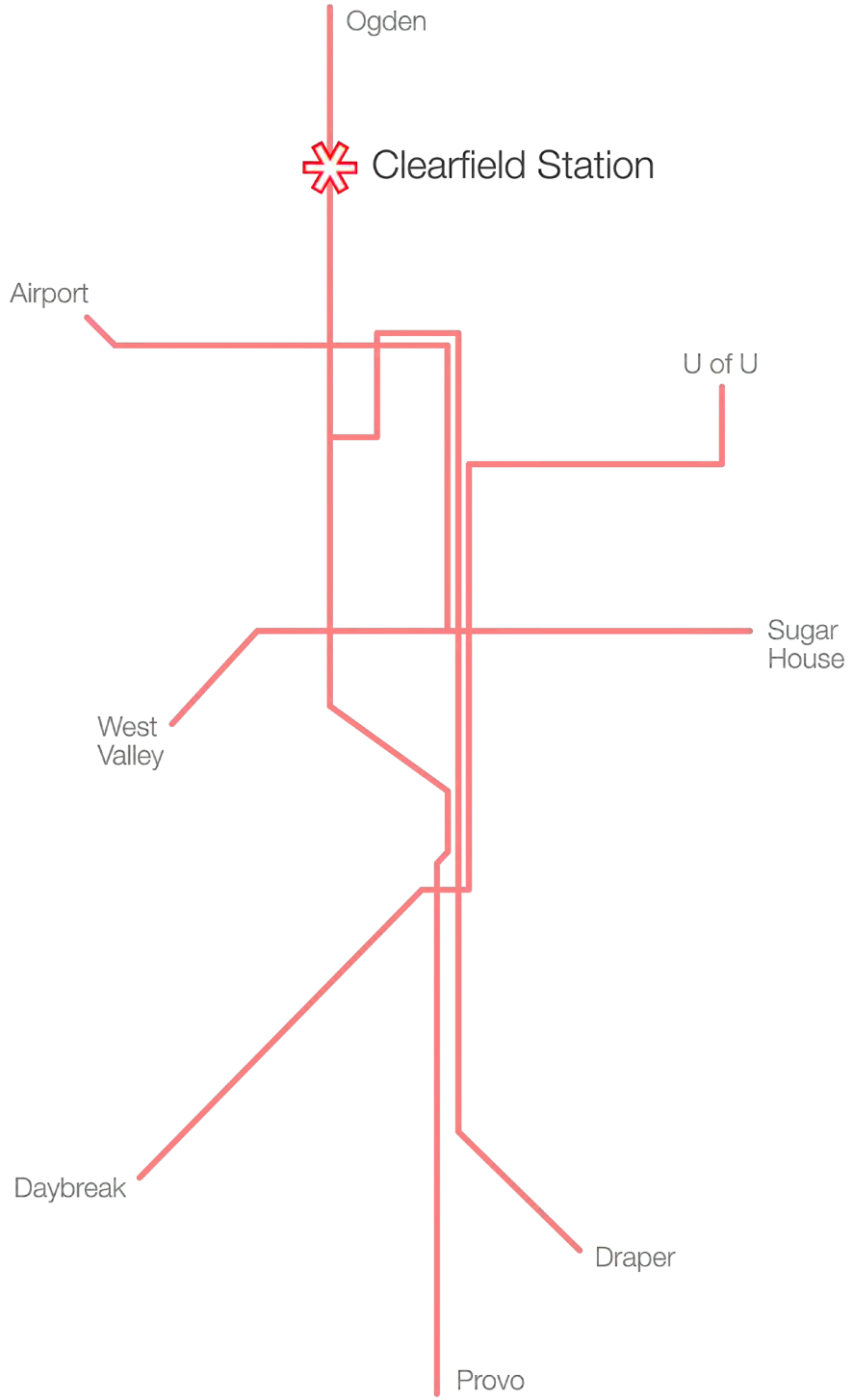

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10 *APPENDIX B: EXISTING CONDITIONS REPORT: MARKET & HOUSING*

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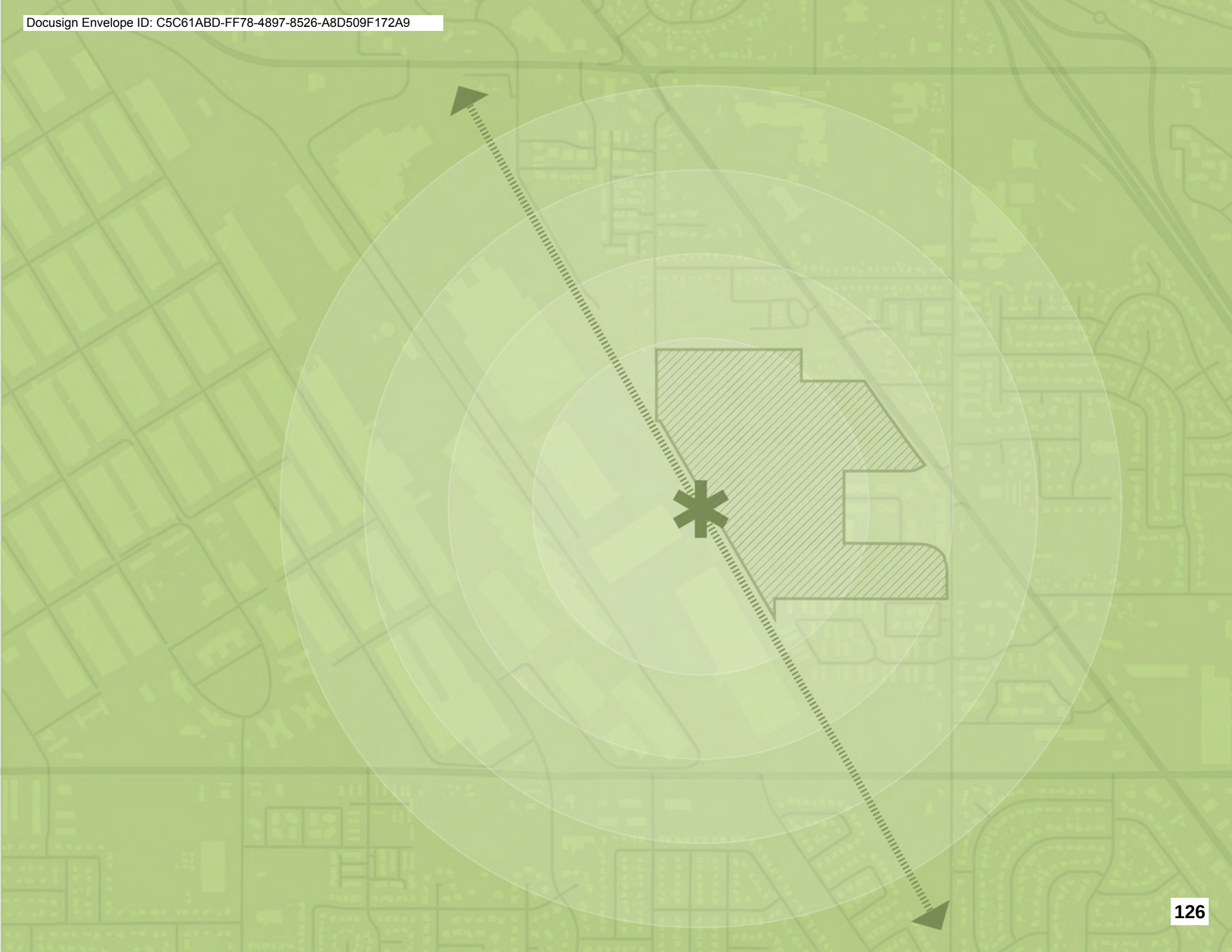

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01 INTRODUCTION

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Introduction

Clearfield Connected 2024 is an update of Clearfield Connected, which was adopted in 2019. The new plan updates the vision, details and design guidelines for the Clearfield Station Area, while addressing subsequent development changes and new Station Area planning requirements recently established by the State of Utah.

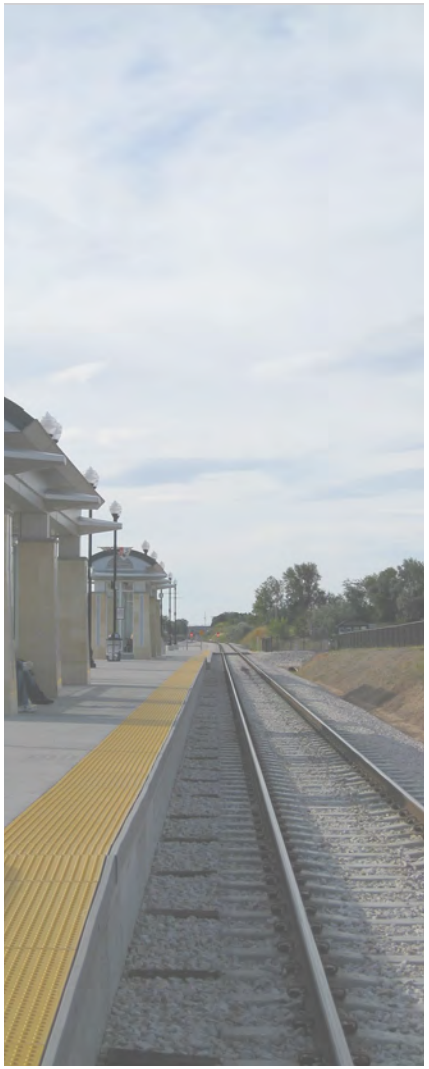
Clearfield Connected 2024 establishes the needs and vision for the FrontRunner rail system and the Clearfield Station Area, which encompasses approximately 56 acres of vacant land. In addition to meeting recent state code requirements, the Station Area plan also incorporates visioning and design elements from the Station Area Master Development Plan (MDP), which were completed in 2020 and executed between Clearfield City, UTA and the Hamilton Partners and Stack Real Estate master development team.

Clearfield Connected 2024 is a significant opportunity to meet the transit and place-making needs of Clearfield City and its residents, as well as those of UTA, the State of Utah and transit riders throughout the region. It builds upon the planning process established in the 2019 plan, expanding the vision and scope. It also establishes clear implementation principles and design guidelines to help regulate the form and quality of the area.

Clearfield Connected 2024 presents a more comprehensive vision for the area than the 2019 plan. It is fully-aligned with the comprehensive planning needs of Clearfield City, UTA and the State of Utah. Once implemented, the station and its surrounding area can leverage the benefits of current and future growth, and in the process be better connected with regional needs and changes.

DOCUMENT OVERVIEW

The purpose of **Clearfield Connected 2024** is to establish the vision, goals, urban design principles, and design guidelines that will govern future development of the Clearfield Station Area. This document lays out the structural and regulatory structure that will guide the development of the Clearfield Station Area. Graphic depictions and photos are included to help illustrate general ideas, principles, and visions for the building elements and spatial character of the station and surroundings.



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COMMUNITY & STAKEHOLDER ENGAGEMENT

A comprehensive outreach strategy was utilized throughout the planning process to collect multiple levels of focused input from the public and specific individuals, groups, and stakeholders.

A Steering Committee, composed of representatives from City leadership, UTA, development partners, and other key stakeholders, met with the planning team three times at key points during the planning process.

A Plan Alternatives Public Open House was held at the Clearfield Aquatics and Fitness Center on June 28, 2023. City residents and stakeholders connected with city leaders, staff, and the planning team to learn more about the project and provide feedback on three alternative concepts. Posters were left on display for an additional week following the meeting so residents could continue to provide feedback. City staff also took the boards to Clearfield's Freedom Festival on the Fourth of July. Though the total number of participants is unknown, it is estimated that at least fifty people gave feedback during this period.

A Draft Plan Public Open House was held on November 13, 2023 at the Clearfield Aquatics and Fitness Center, providing an opportunity for residents and stakeholders to learn more about the Draft Plan and provide feedback prior to the adoption process.

A dedicated project website served as a clearinghouse for information and project updates and included comment forms for the community and stakeholders to provide feedback virtually.

Images from the Alternatives Open House on June 28, 2023

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Meeting State Requirements

Recent changes in Utah State planning codes require the Clearfield Connected Station Area Plan (2019) be amended to address a wider service area and to incorporate options for affordable housing. The updated plan embraces previous efforts, translating the energy underpinning those plans into an updated and comprehensive plan that also addresses the new elements required by state code.

The updated Clearfield Connected Station Area Plan specifically encompasses the following additions and modifications:

- Assessment of prior studies and the existing conditions of the study area, focusing on the expanded Station Area "zone of influence," changing development patterns, and recent demographic and socio-economic changes.
- Incorporation of statewide objectives for moderate-income housing, environmental conditions, transportation choices, and access to opportunities.
- Updated design guidelines that better align with the MDP.
- Assessment of the Station Area's market potential and the synergies of commercial and multi-family residential uses, as part of a mixed-use transit district.
- Assessment of access to and from the Station Area for vehicles, transit, and active transportation modes, including pedestrians and bicyclists.

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Context

HISTORIC CONTEXT

Clearfield was settled in 1877 as an agricultural community. The structure of the city began to change in the 1940's, when major defense facilities such as Hill Field and the Clearfield Naval Supply Depot were constructed within and adjacent to the city. Construction on Hill Air Force Base began in 1940, and the base soon became one of the most significant employers in the region. The air base remains one of the largest employers in the state, and continues to employ many local residents.

The Clearfield Naval Supply Depot was constructed in 1942 adjacent to the railways that line the west edge of Clearfield Station today. The depot also became a major employer, but was decommissioned in 1962. The remnant facilities of the depot eventually became the Freeport Center, which is now a major manufacturing, warehousing, and distribution center.

The city is a major employment center and home to many large companies, many of which are located in or around the Freeport Center.

The Clearfield Station site is east of the railroad tracks and has historically been used for light industrial uses.

Naval Supply Depot, 1942 (Source: Weber State University)

Hill Airforce Base, 1958 (Source: The Salt Lake Tribune)

REGIONAL CONTEXT

The City of Clearfield is located 28 miles north of Salt Lake City in northern Davis County. It is situated between the Great Salt Lake to the west and the Wasatch Mountains to the east, encompassing an area of about 7.7 square miles. The city is located in a key location southwest of Hill Air Force Base—the State's largest economic engine.

Interstate-15 runs along the eastern reaches of the city, providing interchanges at 650 North and 700 South / SR 193. 700 South and Antelope Drive are the largest corridors for east-west traffic movement in northern Davis County. Clearfield lies 30 miles north of the Salt Lake International Airport.

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REGIONAL CONTEXT MAP

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The Clearfield Station Area

The Clearfield FrontRunner Station is one of sixteen stops along the Frontrunner commuter rail line that runs approximately 90 miles along the Wasatch Front, connecting users between Ogden in the north and Provo to the south. The rail line has established Clearfield Station as a key regional connection.

The Clearfield Station Area (also known as the Station Zone of Influence) includes all parcels within a half mile radius of the Clearfield Station. As illustrated in the Local Context Map on the following page, it encompasses the UTA-owned MDP site and extends into the surrounding neighborhoods. It also includes a portion of the Freeport Center and commercial properties along State Street and Antelope Drive.

The MDP site encompasses approximately 56 acres of undeveloped land between the rail line/FrontRunner tracks and State Street. It contains the largest amount of vacant UTA-owned land adjacent to a FrontRunner or TRAX transit station in the entire UTA system. The site is currently used as a park-and-ride lot for transit riders, with new roads and a few structures currently under construction. As mentioned previously, this site has already been planned in the Clearfield Station Master Development Plan (MDP).

This plan incorporates the existing neighborhoods within the Zone of Influence into the overall design of the Station Area, while capitalizing on opportunities for positive transformation. At buildout, the Clearfield Station Area will be a cohesive neighborhood that seamlessly incorporates existing apartments and other established uses into the overall structure of the area.

VEHICULAR ACCESS

Access to Interstate-15 is available approximately one-mile northeast of the MDP site along 700 South, and to the southeast along Antelope Drive. State Street (SR 126) is a major north/south arterial that fronts the site to the east and provides access to Clearfield City Center in the north and the greater Wasatch Front region north and south. The Salt Lake International Airport is located approximately 30 miles south of the site and is easily accessible via I-15/Legacy Highway and by FrontRunner with a direct connection along the TRAX light rail system. Local traffic in proximity to the Station Area is controlled by a signal located at the intersection of 1000 East and State Street street and will be controlled with proposed intersections at Station Boulevard and 1450 South later on as the MDP site develops.

PEDESTRIAN & BICYCLE ACCESS

The Denver and Rio Grande Western Rail Trail is a dedicated active transportation facility within the Station Area. This paved facility is part of the Golden Spoke Route and US Bike Route 77, providing trail connections north to Ogden and south to Provo. There are several planned active transportation line and point projects in the area, according to the North Davis Active Transportation Plan and the 2023 WFRC RTP.

Bike lanes are planned for Depot Street, 1000 East, 1450 South, 700 South, on Antelope Drive west of 1000 East, and Station Boulevard. Additional planned projects include a protected bike lane on State Street, a trail connection from the FrontRunner Station south to Antelope Drive, a shared-use path on Antelope Drive west of 1000 East, and neighborhood byways on 1150/1100 South.

Other planned pedestrian and bicycle enhancements include at-grade pedestrian/bike crossings at 1150 South State Street and at 1000 East and Antelope Drive, and a planned at-grade trail connection between the Denver and Rio Grande Western Rail Trail and the planned shared-use path on Antelope Drive.

The site is connected to the rest of the City through streets and sidewalks on the east side of the property, although the connections are currently limited. The multi-family development on the south of the site is currently separated by a fence with no connections provided into the site. The north boundary of the site currently lacks any connections, although Depot Street is proposed to connect to the site, allowing vehicular, pedestrian, and bicycle connections to the north.

There is very limited access to the property from the Freeport Center to the west of the property. The rail lines adjacent to the site are significant barriers, preventing direct pedestrian and cycle linkages to the Station Area. Similar access and crossing challenges exist along State Street, Antelope Drive and 700 South, due to the heavy traffic and lack of bike / pedestrian infrastructure.

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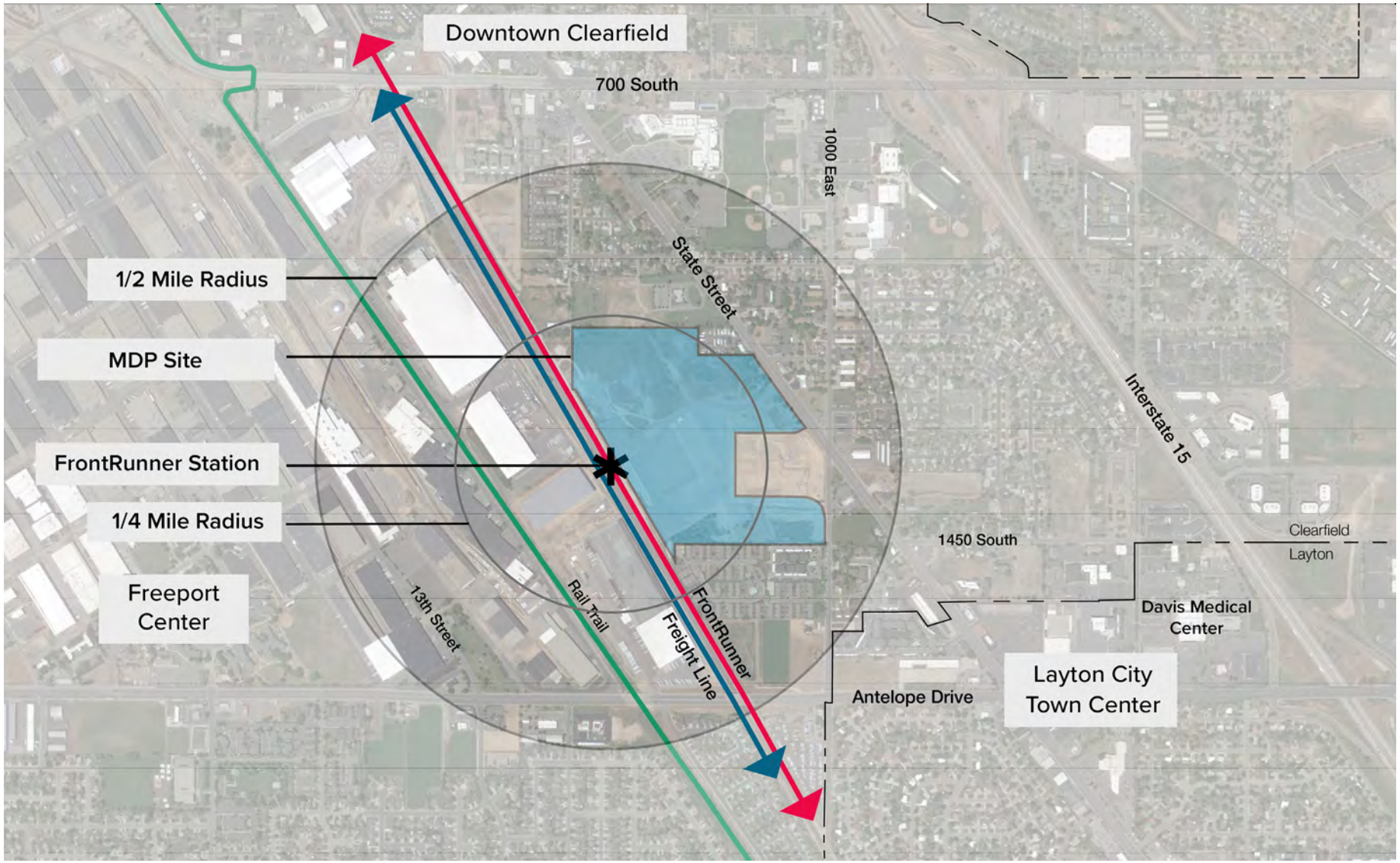
LOCAL CONTEXT MAP



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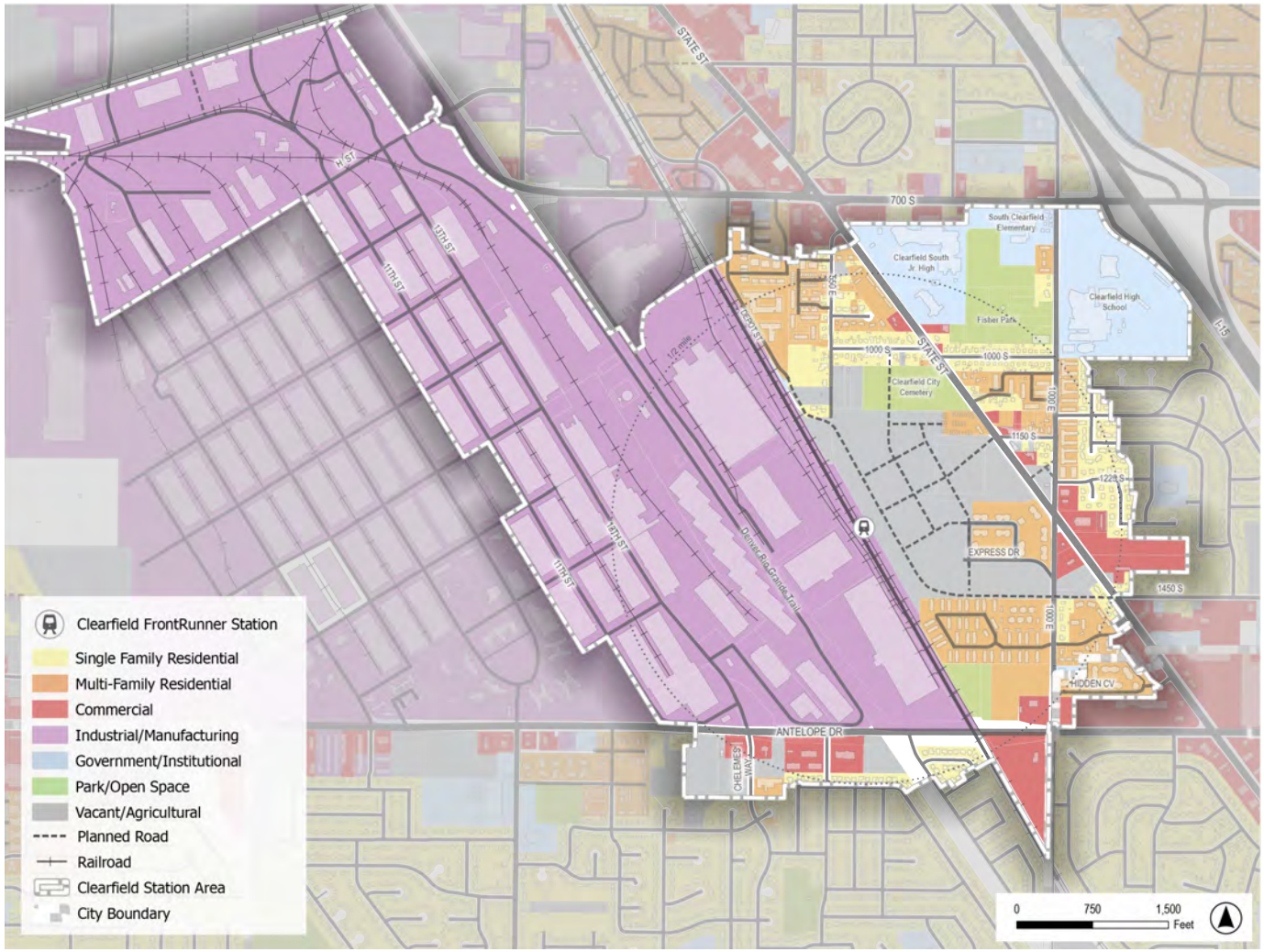
Existing Land Use + Ownership

The accompanying map shows the general land-uses that encompass the Station Area. To summarize, the MDP site is currently owned by the Utah Transit Authority (UTA). Existing parking lots are legally non-conforming uses with maintenance rights. Current land uses surrounding the site are primarily single-family and medium-density residential housing. East of the site is the State Street commercial corridor. The Freeport Center is to the west, which hosts a variety of industrial uses including processing, assembling, manufacturing and warehouse storage. A handful of commercial uses are located on the south side of Antelope Drive.



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Existing Conditions Analysis

LAND USE

With a limited amount of vacant land remaining in the Station Zone of Influence, most development is expected to occur within the MDP site. However, opportunity exists for transitional land uses along the edges of the site, which would support implementation of the MDP and help create a more complete station district. The map to the right highlights these sites as Potential Transformation Areas.

TRANSPORTATION

The Clearfield Station Area is currently auto oriented, with little to no access with adjacent land uses. Despite this, a large percentage of station users are pedestrians, even though there has been little infrastructure to support it. Recent infrastructure improvements to the MDP site will help better support pedestrians and cyclists.

Planned trails to the north and south of the station will help accommodate active transportation users, particularly the direct connection to the Denver and Rio Grande Rail Trail.

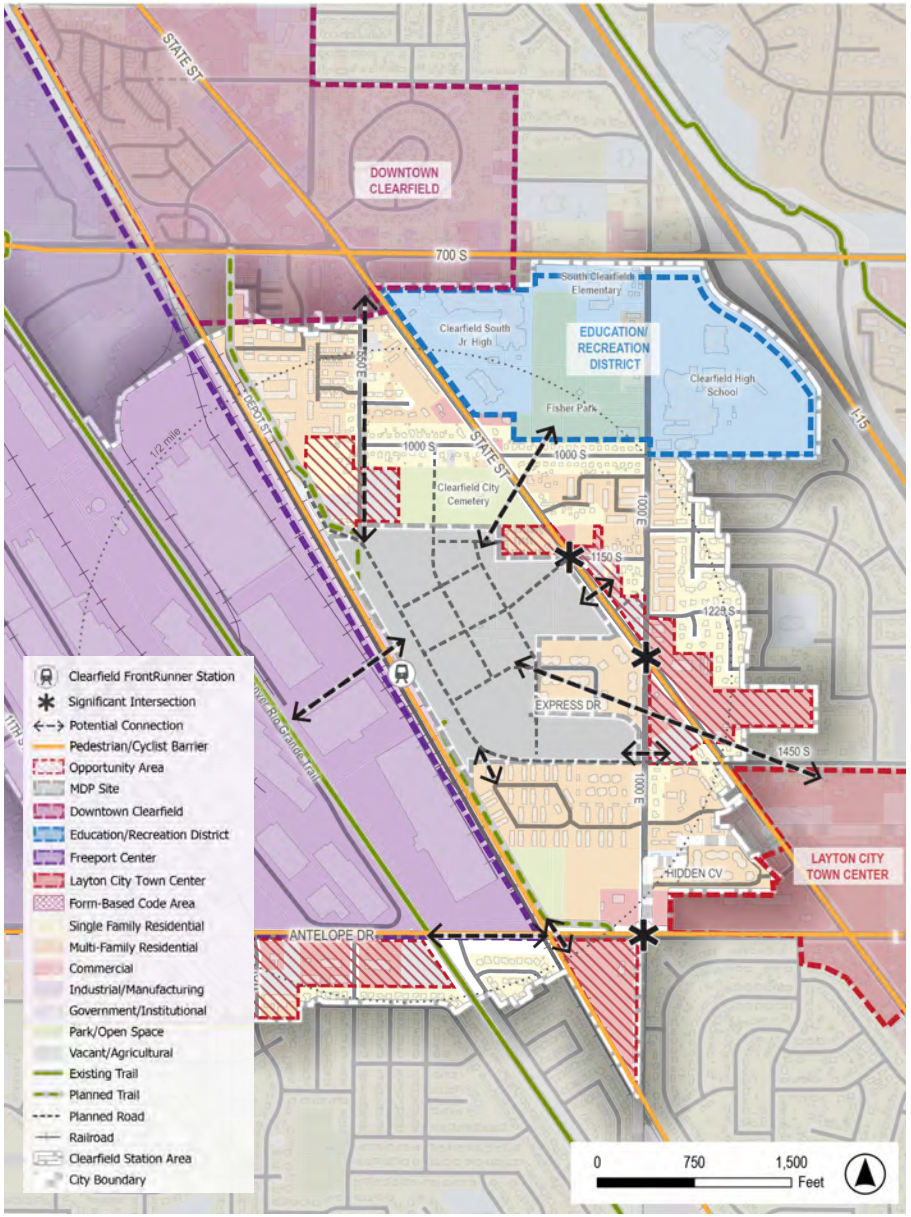
Overcoming active transportation barriers across State Street through well-planned crossings will be key to providing meaningful connections to areas east of the station.

MARKET CONDITIONS

Clearfield City is a regional employment center with employment expected to continue to grow over the coming decades. Northern Davis County is projected to add 20,000 more jobs by 2040.

The city is only capturing 41% of its expected taxable sales for its population. The office space market is experiencing a slow down, with vacancy rates on the rise and negative absorption rates in 2022. The greatest market demand is for residential, flex office, and flex industrial. Strong population and employment growth are also fueling demand for retail. Retail will be the highest revenue generator for the city.

For a more detailed assessment on existing conditions see Appendix A: Existing Conditions Report.



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The Need for an Updated Plan. The Potential for this Area.

Why Here? Why Now?

The current development market is thriving and this area possesses a unique mix of factors that could come together to make it a highly sought after development opportunity. The following features and factors clearly illustrate the extraordinary opportunities offered in the Clearfield Station Area, and the favorable external factors that make conditions prime for quality development.

THE FRONTRUNNER STATION

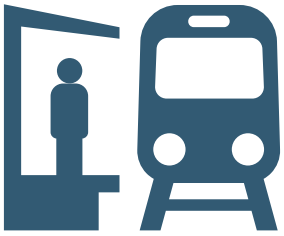
The FrontRunner Station is an incredible asset for Clearfield, as it connects the City to much of the Wasatch Front. Together with the bus system and other transit choices, it provides residents with the option of commuting and getting around the region without a car.

POPULATION GROWTH

As one of the fastest growing states in the country, Utah is expected to grow another 50% by 2040. Unfortunately, rapid growth has led to a lack of housing, which has resulted in significantly increased housing costs in recent years. This has led to a strong demand for more housing, most particularly compact and efficient multi-family residences. There is also a specific need for multi-family housing, which is most effective in high-quality, mixed-use neighborhoods.

STRONG ECONOMIC CONDITIONS

Utah currently has one of the strongest economies in the nation and is one of the fastest growing states in the nation. There is strong pressure for growth in both housing and employment opportunities.



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ECONOMIC INCENTIVES

The Station Area is eligible for significant economic incentives that will help make the high-quality development that this document envisions financially feasible. Some of the key programs include funding incentives such as the local RDA/CRA that is currently in place, as well as the federally designated Opportunity Zone incentives that this area is eligible for.

COMMUNITY ASSETS

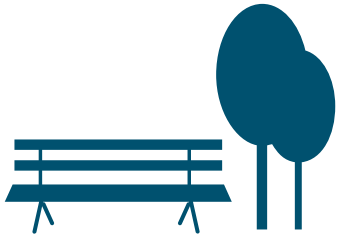
The development of offices and housing in this area will generate demand for amenities that will provide benefits not only for residents and employees of the Station Area, but for the City as a whole. Anticipated amenities include high-quality public open space, enhanced street amenities, retail shops and restaurants, and similar uses and features.

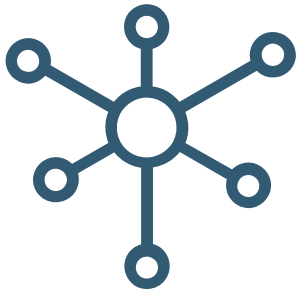
REGIONAL HUB

The station is located across the railroad tracks from the Freeport Center near the Clearfield-Layton border. It is also close to Hill Air Force Base (northeast), Holy Cross Hospital - Davis (southeast), Downtown Clearfield (north), the planned Layton City Town Center (south), and an education/ recreation district composed of three public schools and a park to the northeast.

OPPORTUNITY TO CREATE SOMETHING GREAT

The Station Area provides an opportunity to create something great in Clearfield and Northern Davis County. A thoughtful, collaborative Station Area plan that is based on market realities will encourage interest from the development community to create a great place that will help put Clearfield on the map.





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Transit Oriented Development (TOD)

WHAT IS TOD?

With its direct connection to a major transit station, the Clearfield Station Area is ideally suited for Transit-Oriented Development, which is essentially a development strategy that aims to make the most of the development possibilities near a major transit station. It is defined by Reconnecting America, one of the leading TOD organizations, as “a type of community development that includes a mixture of housing, office, retail and/ or other amenities integrated into a walkable neighborhood located within a half-mile of high quality public transit.”

WHAT’S DIFFERENT ABOUT TOD?

For decades, cities have often segregated uses, with single family homes, multifamily homes, offices, retail, civic uses, and more all zoned into their own areas within the larger city. TOD takes a different approach by mixing compatible uses in each neighborhood or city district, which is more akin to the way cities formed before cars became prevalent, and allowing residents to travel long distances between home, work, and other destinations. TOD leverages access to public transportation to create districts where transit, walking, biking, and other modes of transportation come together to create neighborhoods that hearken back to traditional cities and villages. The results are not only great places to live and work, but great destinations that are walkable, unique and provide a close-knit community feel.

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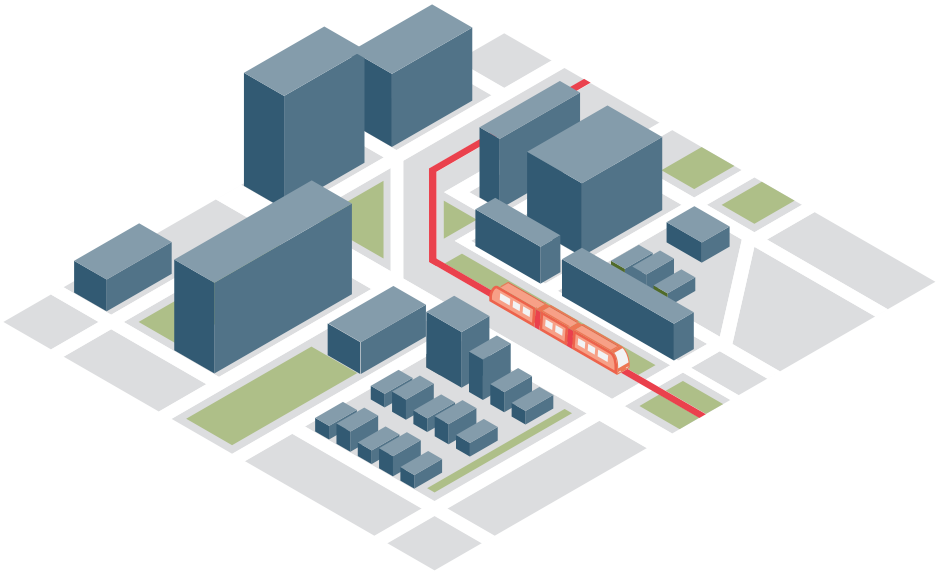
Elements of Transit Oriented Development (TOD)



ELEMENTS OF TOD

The major elements of a TOD can be broken down into three categories (which conveniently correspond with the TOD acronym).

- Transportation
- Open Space
- Development

TRANSPORTATION T

TOD brings a range of transportation modes together. Transit, walking, bicycling, driving, and similar modes are served by specially-designed infrastructure and amenities (lanes, parking, transit stops, stations, sidewalks, etc.) that allow residents and visitors to travel safely, conveniently, and comfortably, regardless of the selected mode they choose.

OPEN SPACE O

Public spaces (i.e. plazas, patios, parks, and sidewalks) form the places between transportation facilities and buildings of the Station Area. These are where the life of the station and city play out and where people come together. Open space can be public or private, but should always be designed to be accessible, user-friendly, attractive, and fun for all.

DEVELOPMENT D

These are the buildings and structures where a range of human activities take place. A well-designed mix of housing, employment, shopping, and other uses are the core of station development. This mix results in appropriately-scaled and well-designed buildings that relate to and activate the surrounding open spaces and streets and support transit ridership with essential density.

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UTA Goals for TOD

UTA GOALS

UTA-owned land near transit stations must be developed in accordance with Transit-Oriented Development Design Guidelines adopted by the agency. These provide direction for joint-development partners on the design elements that UTA expects to be addressed in development plans, such as connectivity and development form.

Unlike other typical land owners, UTA has development expectations and goals that extend beyond making a profit. As a public transit provider with a clear objective to generate the best return from their investments possible, UTA is also charged with maintaining a strong relation between its property development and public service activities. All development on UTA-owned land near UTA stations is carefully reviewed by UTA staff to ensure compatibility with these goals. Local jurisdictional codes must also be followed when developing plans to ensure they are not in conflict with UTA guidelines.

Clearfield Connected 2024 and the design guidelines it contains have been created to be in accordance with the following goals and UTA's Transit-Oriented Development Design Guidelines. While meeting these goals can be challenging, staying the course will ensure that UTA continues to fulfill its responsibility to the public as a world-class transit operator, which in turn will make TOD not only feasible but a preferred model for future development.

GOAL 1: INCREASE RIDERSHIP

UTA understands that the real estate market drives development feasibility. In fact, appropriately designed residential and employment centers can generate significant increases in ridership. As a result, both vertical and horizontal mixed uses are strongly encouraged at in Station Areas.

Unfortunately, some land uses simply do not generate the level of ridership UTA expects for TOD. For example, an employment center that has low worker densities or hours of operation do not allow workers to utilize the transit system for commuting and are not considered transit supportive. The primary objective of UTA is to maximize the public transit investment at their Station Areas.

GOAL 2: OPTIMIZE DEVELOPABLE LAND AND SUPPORT THE REGIONAL GROWTH VISION

Helping to meet the challenges of rapid population growth along the Wasatch Front is a critical goal for UTA. Land uses that reduce the negative impact of this growth are at the heart of the UTA TOD program. This includes support for the 3% Strategy developed by Envision Utah, which calls for 33% of future development to occur on 3% of available land. It also supports the Wasatch Choice Vision, that calls for the development of higher density "centers" and "corridors" across the Wasatch Front that are served by high capacity transit.

Both strategies were developed with tremendous public input and regional coordination, and address issues like poor air quality, traffic congestion, auto dependency, and housing equity. They also support regional economic development and improved access to transit through first and last mile strategies.

GOAL 3: GENERATE REVENUE

Like any property owner and development partner, UTA expects to realize a suitable return when developing its property. While UTA receives most of its operating revenue from a local option sales tax, joint-development is seen as a new and innovative revenue approach to help fund future improvements and operations.

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Design Guidelines Overview

INTENT

This document contains design guidelines that regulate development in Clearfield Station Area. The design guidelines correspond with the TOD elements outlined on page 18, and are found in the Transportation + Mobility (T), Open Space + Public Realm (O), and Buildings + Architecture (D), sections of this document.

The intent of the Design Guidelines is to establish strong urban design principles and quality development, while also establishing a clear and coherent design theme and a consistent look and feel throughout the Clearfield Station Area.

The guidelines provide a design vocabulary that is unique to Clearfield Station. They promote a sense of aesthetic continuity, ensure high quality development, and help establish a clear and distinct community identity.

THE PLANNING COMMISSION

The Clearfield City Planning Commission will review all development in the Clearfield Station Area to verify each project meets the vision for the greater Station Area. It is also the responsibility of the Planning Commission to ensure all applicable design guidelines are followed.

INTENT STATEMENT

The intent statement establishes the over-arching design intent for each category or topic. This has been structured to help designers understand the rationale and aspirations that lie behind the design guidelines. In the event the guidelines and standards are not clear or appropriate, the intent statement shall be referenced as the primary source of direction for project designers and the Design Review Committee (DRC).

DESIGN GUIDELINES

The design guidelines provide specific direction that designers should reflect in their projects. The guidelines ensure that a level of consistency is achieved across the various projects that will occur at the station and surrounding areas, thereby helping all participants in the design and development process achieve a sustained and even level of quality.

The design guidelines typically use the term “should” or “may” to indicate ideas and directions that should be implemented when possible or practical. Conversely, when the word “shall” or “must” is applied, the designers and developers are required to meet the stated requirements to obtain approval from the DRC.

In the event that a guideline is not applicable or appropriate, a process is established to provide flexibility, whereby the DRC may grant exceptions if the applicant can clearly demonstrate that a more appropriate solution is consistent with the intent, vision and project goals as presented in this document.

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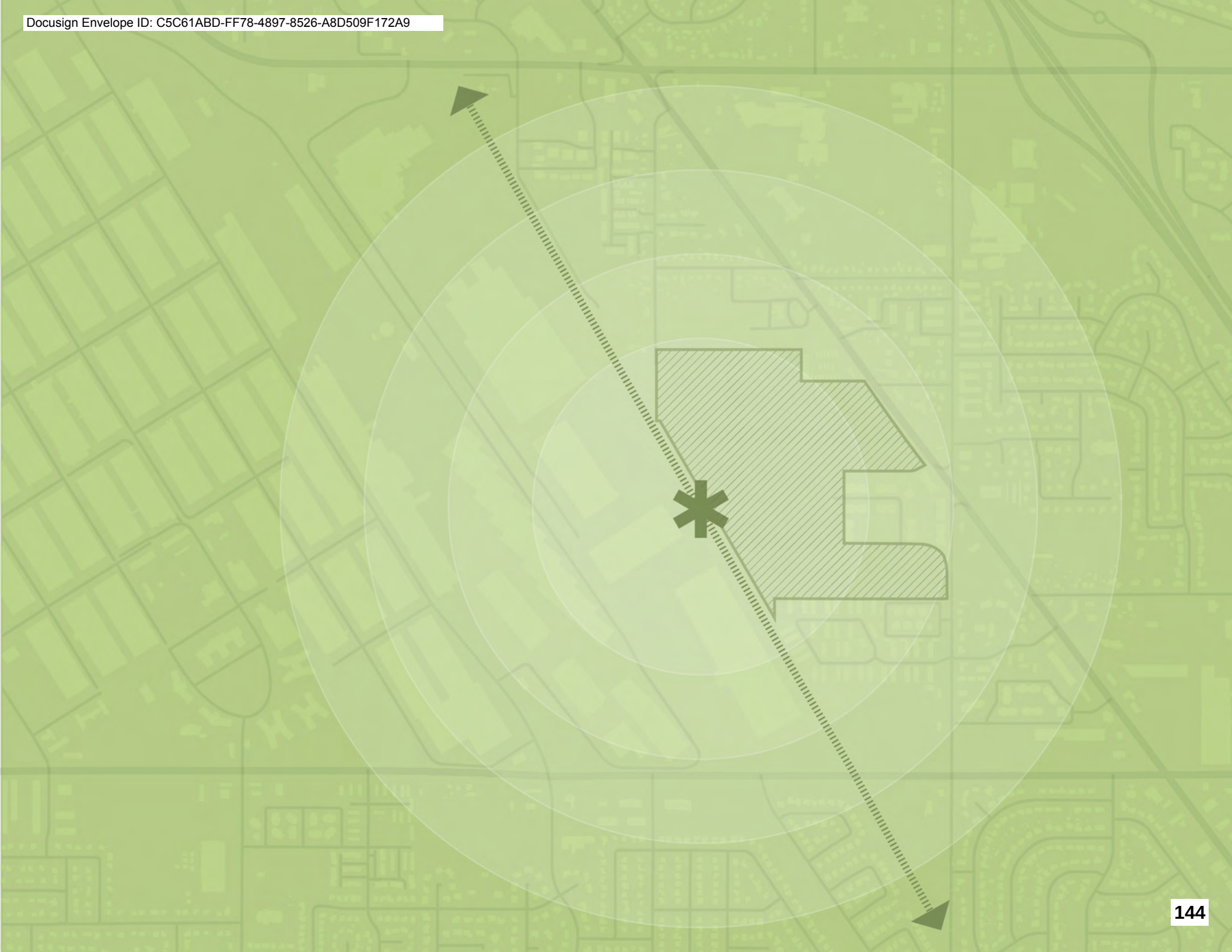

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02

PROJECT VISION + GOALS

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VISION

CLEARFIELD STATION

The Clearfield Station Area is a thriving, mixed-use, walkable neighborhood that leverages multiple transportation options to create a complete community connected to the Wasatch Front. It will become a regional destination that provides abundant opportunities for employment, living, shopping, recreation, and more, which will all merge together to create a great place.

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The 12 Goals for this Project Are...

01 INCREASE THE AVAILABILITY & AFFORDABILITY OF HOUSING

02 PROMOTE SUSTAINABLE CONDITIONS & PRACTICES

03 ENHANCE ACCESS TO OPPORTUNITIES

04 INCREASE TRANSPORTATION CHOICES & CONNECTIONS

05 CREATE AN EXCITING DESTINATION

06 CREATE A COMPLETE COMMUNITY

07 PROVIDE COMMUNITY ASSETS

08 PROMOTE QUALITY URBAN DESIGN

09 MAINTAIN CONVENIENT TRANSIT ACCESS

10 GENERATE TRANSIT RIDERSHIP

11 CONNECT THE STATION AREA TO THE CITY + REGION

12 PROMOTE THE CITY'S INDUSTRIAL HERITAGE

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Project Goals for Clearfield Station

INCREASE THE AVAILABILITY AND AFFORDABILITY OF HOUSING

As a primary TOD area in the region, Clearfield Station Area is critical for merging the affordable housing goals described in the Clearfield General Plan. It is therefore essential that the Station Area includes residential densities necessary to facilitate affordable housing options within ½ mile of the station, and in the process provide affordable living opportunities that are aligned with citywide housing and transportation goals.

PROMOTE SUSTAINABLE CONDITIONS AND PRACTICES

The Station Area and the areas that lead to it should exemplify sustainable design and development practices necessary for maintaining the environmental integrity of the city and region. Chief among these practices is the conservation of water resources through efficient land use and application of state-of-the-art practices, the improvement of air quality by reducing fuel consumption and motor vehicle trips, and establishing parks, open space, and recreational opportunities within the plan area.

ENHANCE ACCESS TO OPPORTUNITIES

The Station Area should leverage a mixed-use, TOD design approach to maintain and improve the physical and logical connections between housing, employment, education, recreation, and commerce. Enabling opportunities in proximity to the transit station should be supported through ancillary actions that provide enhanced broadband connectivity throughout the area.

INCREASE TRANSPORTATION CHOICES AND CONNECTIONS

As a regional mixed-use TOD destination, the Station Area should include the necessary infrastructure to support all modes of transportation. This will not only make better public transit investments, but also help ensure the station is a safe environment for pedestrians, cyclists, and other non-motorized modes of transportation. Such actions should be further supported through the creation of manageable and reliable traffic conditions and be aligned with regional transportation plans.

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CREATE AN EXCITING DESTINATION

Clearfield Station Area provides an unique amenities that help create an exciting user experience. It will be a significant employment center and destination for people from surrounding communities and the larger Wasatch Front.

The public realm (streets and open spaces) is designed in a way that makes the neighborhood walkable and friendly, providing unique and exciting experiences for users.

CREATE A COMPLETE COMMUNITY

The Clearfield Station Area provides a mix of land-uses that work together to create a complete community. The primary land uses are office, commercial, and residential supported by retail, restaurants, food markets, public gathering spaces and other neighborhood services, all within walking distance of each other and the station.

PROVIDE COMMUNITY ASSETS

Clearfield Station Area is an asset to the larger community, providing a number of community assets such as parks, plazas, recreation facilities, and vibrant, walkable streetscapes. All development in the neighborhood should promote livability for residents and visitors.

PROMOTE QUALITY URBAN DESIGN

Clearfield Station Area is designed and planned according to sound urban design principles that promote walkable, safe, and livable streets. All development exhibits quality architecture, landscape architecture, and urban design, which is unified to create a great “place.”

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MAINTAIN CONVENIENT TRANSIT ACCESS

The Clearfield FrontRunner Station continues to be a convenient and functional park-and-ride destination for nearby residents. Parking is provided in close proximity to the station platform to accommodate commuters, and the existing bus access loading/unloading zone will remain to encourage further transit ridership. Convenient automobile and bus access will be provided without jeopardizing safe pedestrian circulation. Improvements to the Station Area will enhance the user experience for park-and-ride users by providing a transit plaza with convenient retail options.

GENERATE TRANSIT RIDERSHIP

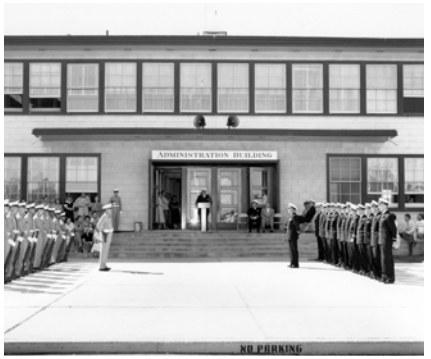
The land uses and location of new development are arranged to maximize transit ridership by locating the densest uses closest to the platform, with the least dense uses on the periphery. This also includes developing uses that act as origins and destinations for transit riders.

CONNECT THE STATION AREA TO THE CITY + REGION

Clearfield Station Area incorporates multiple transit modes that provide residents, commuters, and visitors with a variety of transportation choices that connect the Station Area to the city and region. These include commuter rail, bus, and personal vehicles, as well as safe and friendly pedestrian and cycling facilities. Additional streets are created that connect Clearfield Station to the rest of the city.

PROMOTE THE CITY'S INDUSTRIAL HERITAGE

Clearfield Station Area promotes the city's long history as an industrial job center by integrating a contemporary industrial look and feel to the architecture and design of the neighborhood. This industrial character is displayed through the spirit of the place, providing the amenities and experiences needed to support a modern-day workforce and help it perform as one of the leading employment centers in the region and state.



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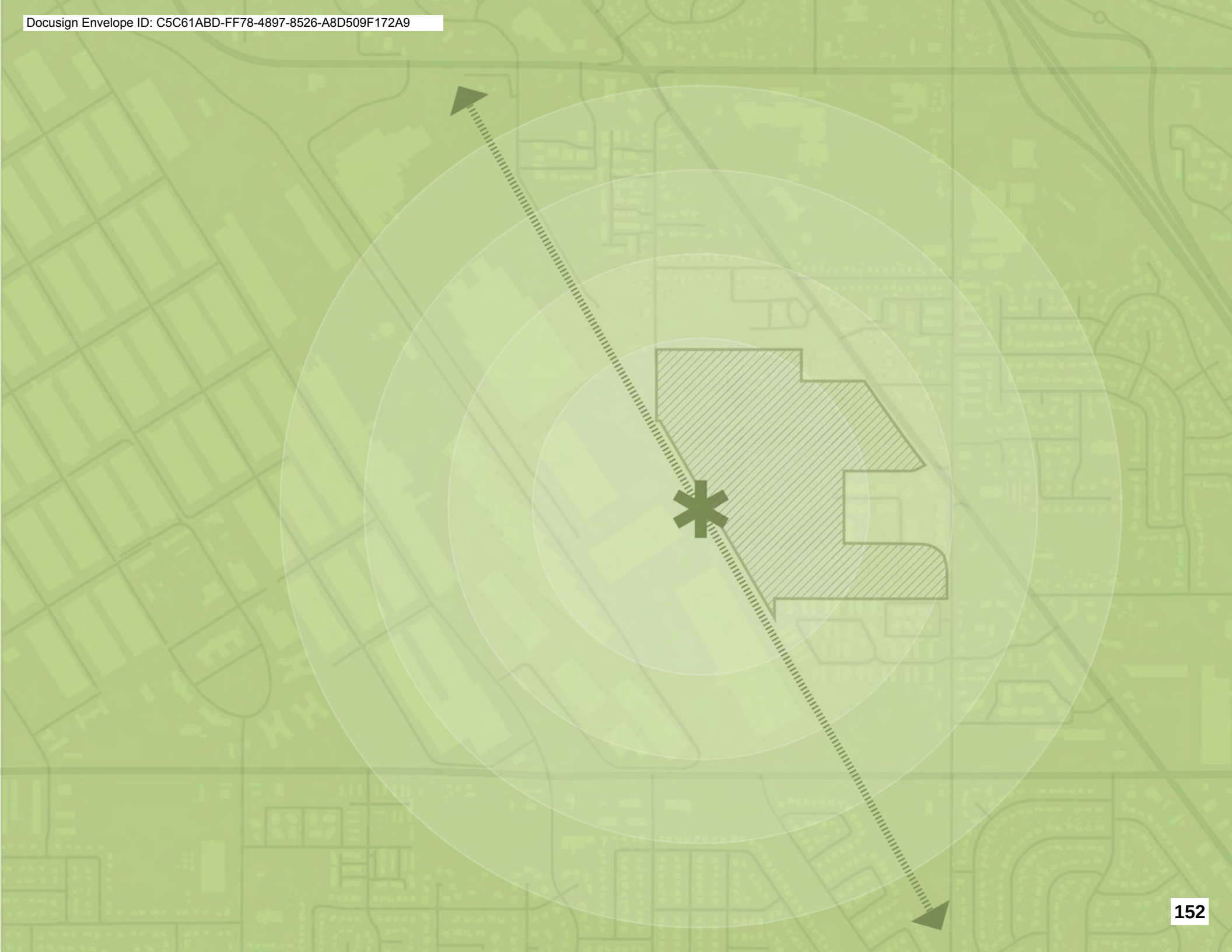

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03

FRAMEWORK +CONCEPT PLAN

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Framework +Concept Plan

OVERVIEW

This framework and concept plan builds upon the established vision and goals (*Chapter 2: Project Vision + Goals)* and the *Existing Conditions Analysis* (see *Appendix A)*. It provides a foundation for future development within the Station Area, with a focus on currently vacant and underutilized land. This concept plan includes four layers of varying detail: Districts, Framework, Future Land Use, and Illustrative Master Plan. Together these layers provide a basis for the development of a thriving walkable station district.

INTENT

Provide a clear plan for future development of Clearfield Station Area that reflects existing conditions and the vision and goals established for the area.

ILLUSTRATIVE RENDERING: PERSPECTIVE VIEW: VILLAGE SQUARE

Rendering Credit: IBI Group

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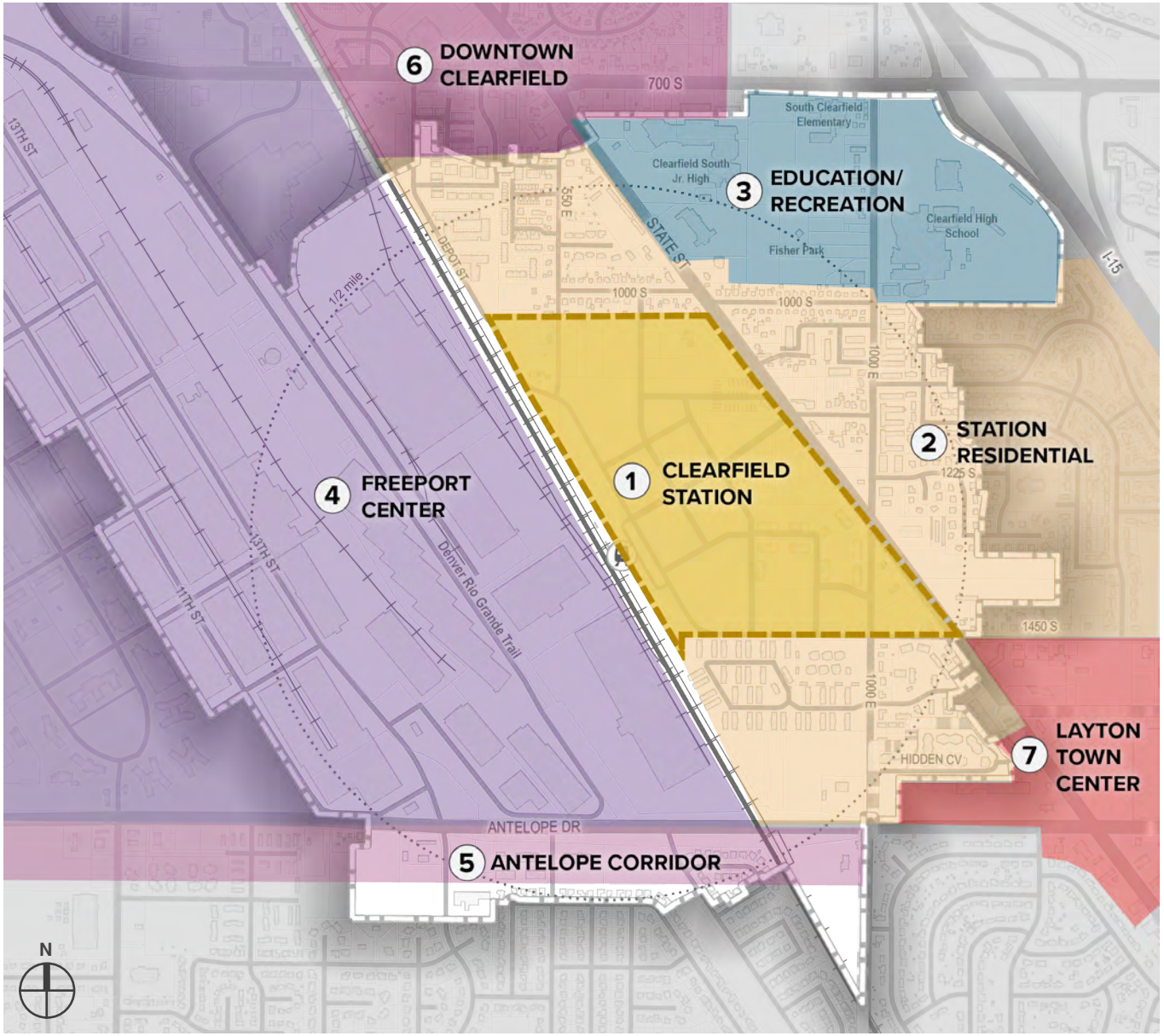
Districts

The station Zone of Influence is divided into five districts within the 1/2 mile Zone of Influence (Clearfield Station, Station Residential, Education/ Recreation, Freeport Center, and Antelope Corridor), each with a unique character based on their land uses. The zone of influence also has relationships with two additional districts, namely Downtown Clearfield and Layton Town Center. Each district contains a unique personality established by the specific setting, character and uses.



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DISTRICT CHARACTER

1 CLEARFIELD STATION

Clearfield Station is the heart of the neighborhood and the focus of this plan. It is the most dense and active district, where people come to work, live and connect. As a mixed-use district, it provides connections between the station and office, residential, retail, and public open spaces.

2 STATION RESIDENTIAL

This district encircles the Clearfield Station District on the north, east, and south. The area provides a range of residential and ancillary uses that help to create a transition between the densely developed MDP Site and lower-density areas beyond.

3 EDUCATION/RECREATION

This district offers access to a full range of K-12 public schools, including Clearfield High School, North Davis Junior High, and South Clearfield Elementary. The district also includes high-level park and recreation opportunities at the Clearfield Aquatic and Fitness Center and Fisher Park.

4 FREEPORT CENTER

This is an important and well-established industry and job generating district. Separated from the station by a north-south running regional rail line, the district is physically close but difficult to connect due to the barriers created by the rails. As a result, Freeport Center has limited effect and influence on the Clearfield Station Area.

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5 ANTELOPE CORRIDOR

This district straddles the south edge of Antelope Drive, bringing a mix of roadway-oriented commercial and medium-density residential uses to the area. The district helps buffer the lower density residential uses directly to the south, while offering additional commercial and housing options within the greater Station Area.

6 DOWNTOWN CLEARFIELD

Downtown Clearfield lies just outside the Clearfield Station Area. Together, the two centers help to establish Clearfield as one of the most diverse, dynamic, and mixed-use communities in the region.

7 LAYTON TOWN CENTER

The Layton Town Center lies just beyond the half-mile zone of influence of the station, with Holy Cross Hospital -Davis and well-established residential neighborhoods just beyond. A strong connection between the Station Area and the town center will increase transportation, office, retail, commercial and residential opportunities.

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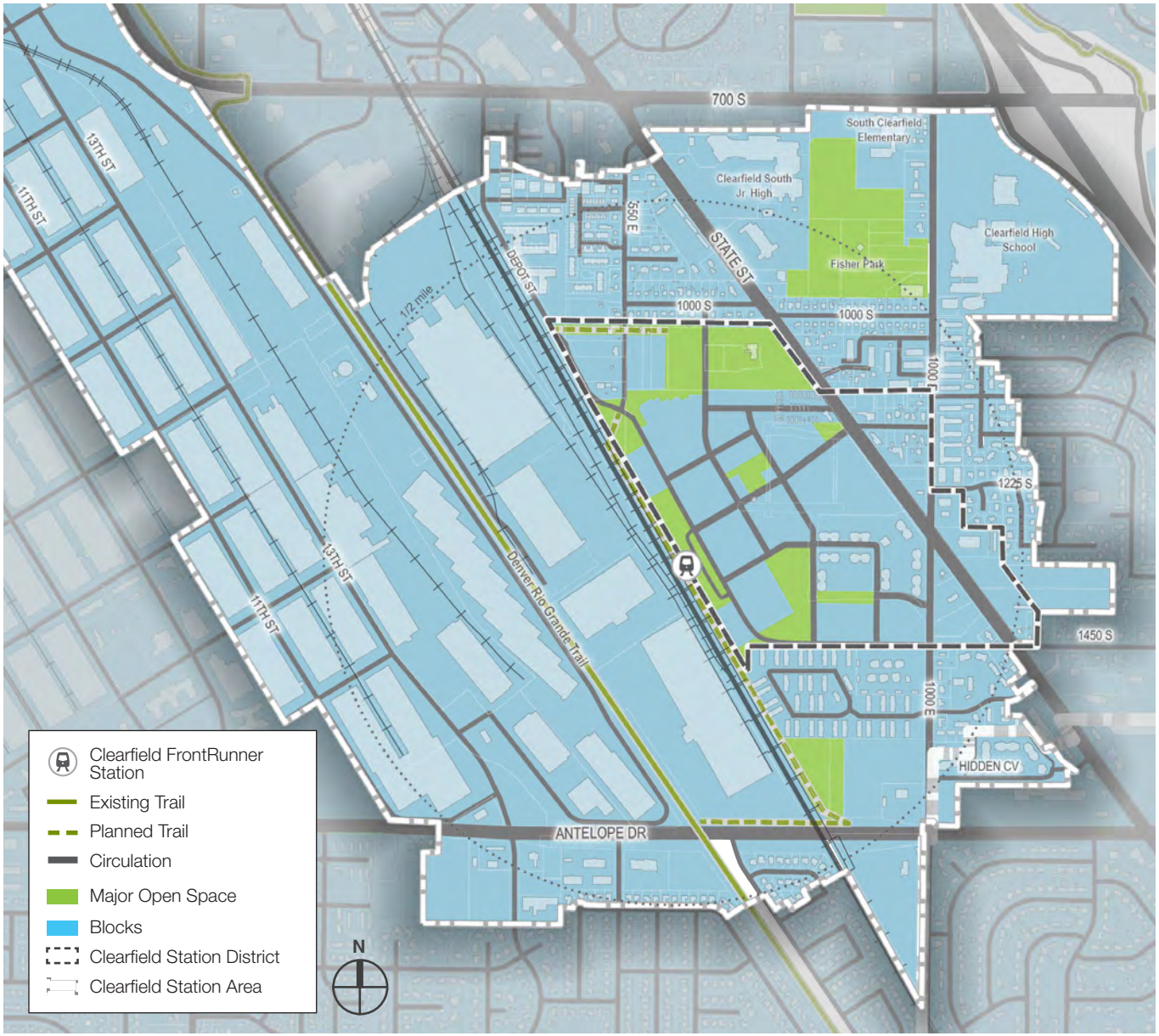
Framework Plan: Streets, Blocks & Open Spaces

The Framework Plan for the Clearfield Station Area shows the defining features of the planning area, including the circulation system, block patterns, and open spaces. The physical arrangement of the streets and blocks establishes the form of the area, the framework for the Station Area, and its surroundings.

The Framework Plan highlights the key elements of the Station Area and how they are aligned and coordinated. Merging a connected street network with appropriately sized blocks and an integrated open space system is critical for ensuring the vision for the Station Area is realized.


700 S
South Clearfield Elementary
Clearfield South Jr. High
Clearfield High School
Fisher Park
550 E
STATE ST
DEPOT ST
1/2 mile
1000 S
1000 S
1000 E
1225 S
1450 S
1000 E
HIDDEN CV
ANTELOPE DR
1300 S
1300 S
1300 E
1300 E
1300 E

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Future Land-Use

The Clearfield Station Area is a diverse neighborhood that contains a variety of land-uses within the Station Area and its zone of influence. When complete, the area will merge existing neighborhoods and uses with new ones, resulting in a complex mix of complementary uses. These can be developed as horizontal mixed use projects (a variety of single use buildings) or vertical mixed use projects (multiple uses within individual buildings).

The accompanying land-use diagram details and refines the envisioned land uses for the area. The Clearfield Station District is where the bulk of new development and change is envisioned and is the focus of many of the subsequent sections of this document.

Future land-uses are arranged with the highest intensity uses concentrated near the center of the MDP site adjacent to the platform and are assumed to generate high transit ridership.

Table 1 indicates the anticipated areas and percentages of land allocated to each use.

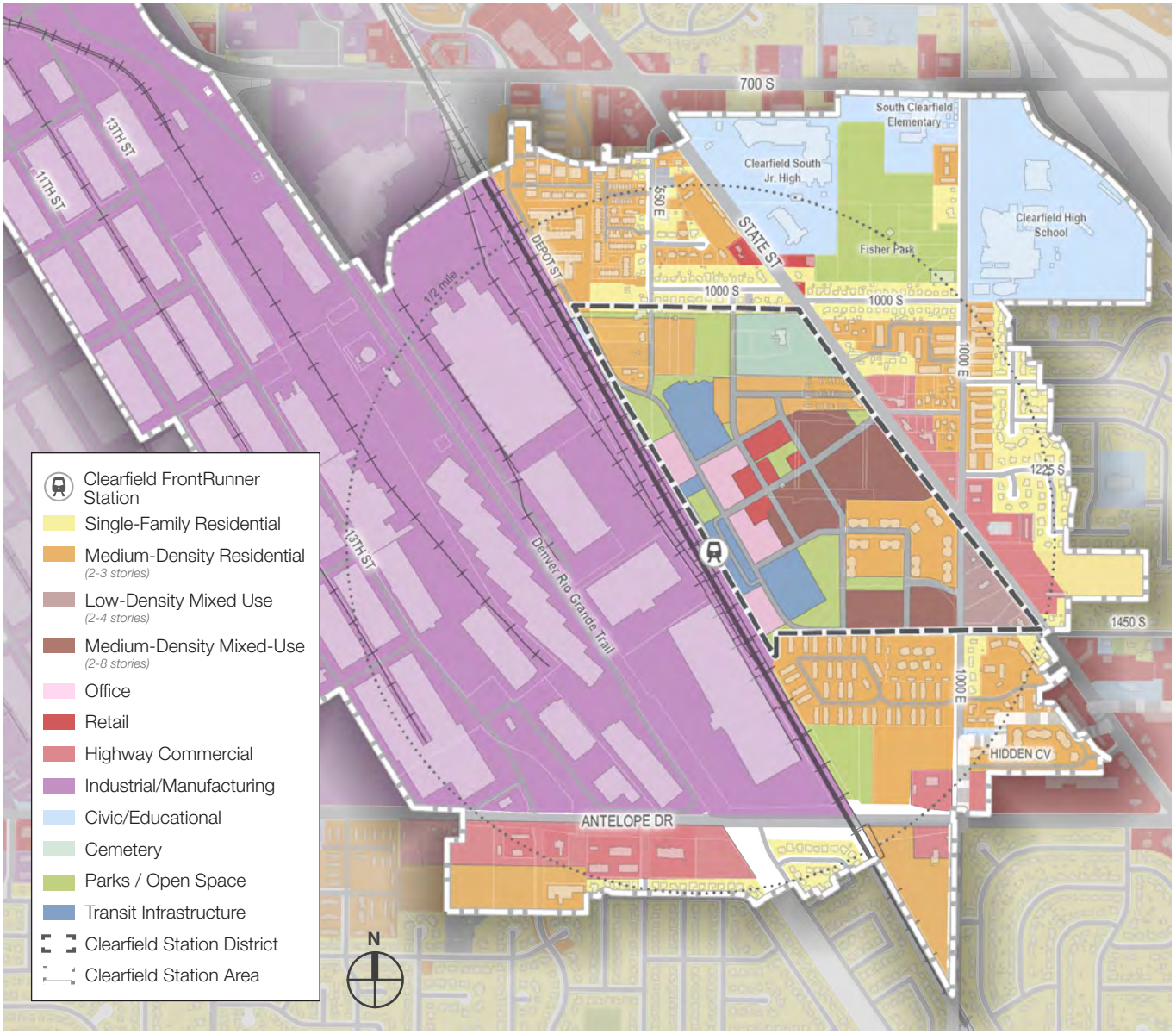

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TABLE 1: FUTURE LAND USE ACREAGES

	Station District		Station Area Outside Station District		Total Station Area	
Name	Acres	Percent	Acres	Percent	Acres	Percent
Single-Family Residential	0.0	0%	42.7	6%	42.7	5%
Medium-Density Residential	21.9	24%	90.2	12%	112.1	13%
Low-Density Mixed-Use	4.3	5%	0.0	0%	4.3	1%
Medium-Density Mixed-Use	11.6	15%	0.0	0%	11.6	1%
Office	5.5	7%	0.0	0%	5.5	1%
Retail	5.6	7%	0.0	0%	5.6	1%
Highway Commercial	0.0	0%	29.0	4%	29.0	3%
Industrial/Manufacturing	0.0	0%	533.7	70%	533.7	63%
Government/Institutional	0.0	0%	48.7	6%	48.7	6%
Cemetery	6.5	8%	0.0	0%	6.5	1%
Park/Open Space	17.1	22%	21.1	3%	38.2	5%
Transit Infrastructure	9.6	12%	0.0	0%	9.6	1%
Total	**95.3**	**100%**	**752.8**	**100%**	**848.1**	**100%**

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SINGLE-FAMILY RESIDENTIAL

Existing single-family residential neighborhoods should be maintained and incorporated into the structure of the Clearfield Station Area. A limited amount of new single-family residences may be warranted to help improve transitions with other uses in the area.

Example of Single-Family Residential

MEDIUM-DENSITY RESIDENTIAL

These areas include a mix of townhome, duplex, and/or multi-plex units that provide “Missing Middle” housing opportunities within convenient walking distance to the commuter rail station. Heights should generally be limited to three stories.

Example of Medium-Density Residential

LOW-DENSITY MIXED-USE

These areas provide a mix of lower-density housing options including multi-plexes and small apartment buildings, from two to four stories in height. Ground floor uses are envisioned to include a mix of residential, office, and retail uses.

Example of Low-Density Mixed Use

MEDIUM-DENSITY MIXED USE

Primarily concentrated around the intersection of Station Boulevard and State Street, these areas provide medium-density mixed-use buildings between two and eight stories in height. Ground floor uses are envisioned to include a mix of retail, office, entertainment, restaurant, general commercial and residential amenity spaces. The highly visible location will provide retail services for both the Clearfield Station Area and traffic on State Street. Housing and/or office uses are encouraged over the retail ground floor.

Example of Medium-Density Mixed Use

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OFFICE

The office zone accommodates office buildings in the heart of the neighborhood, directly adjacent to the commuter rail platform. The central location of this use will help establish the identity of the neighborhood as not just a residential community, but a complete community centered around an employment hub. The central location of this zone requires some active ground floor commercial uses in prominent areas.

RETAIL

The retail zone provides a retail element near the station. This highly visible location will provide retail services for both the Clearfield Station Area as well as vehicular traffic from State Street. Housing and/or office uses are also possible, with retail limited to the ground floor.

HIGHWAY COMMERCIAL

These areas provide highway-oriented retail opportunities along Antelope Drive and the intersection with 1000 East. These are high visibility locations that will provide retail services for motorists operating in the vicinity of the area, including vehicular traffic from State Street. Carefully-incorporated residential and office uses are encouraged on the upper floors.

INDUSTRIAL/ MANUFACTURING

Freeport Center uses are anticipated to grow and evolve over time, bringing greater numbers of employees to the area. To help ensure the center takes advantage of the transit, retail, office, and entertainment opportunities with the Station Area, vehicular, microtransit, pedestrian, and cycling linkages should be considered as part of any future redevelopment in the Freeport Center.

Example of Office

Example of Retail

Example of Highway Commercial

Example of Industrial/Manufacturing

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CIVIC/EDUCATIONAL

The area is well served by three K-12 public schools and a public park north of the Station Area. These facilities should be preserved and enhanced to meet the needs of the Station Area and the Clearfield community as a whole.

PARK / OPEN SPACE

A range of new parks, plazas, greenways, and streetscapes are proposed to establish the Station Area as a robust and engaging city center. These uses should be mixed with retail shops and other public amenities to help facilitate the creation of a gateway experience into this new and dynamic district. These efforts should be combined with upgrading efforts for Fisher Park and other existing parks on the periphery of the planning area, to help ensure a high level of park and open space opportunities are available to serve the expanded population in the area. The public space zone contains the neighborhood's significant public open spaces, including recreational and functional open spaces. The plan shows the existing drainage basin, as well as a central location for a village square.

CEMETERY

The existing cemetery will be retained, with pedestrian access integrated into the park and open space network.

TRANSIT INFRASTRUCTURE

The transit infrastructure within the Station Area provides transit users with central, comfortable, safe, and convenient infrastructure that accommodates all modes of transit. A transit plaza will provide civic space, as well as amenities that enhance the overall transit user experience. This includes small buildings and kiosks for food and beverage, bike rentals and micromobility, ticket stations, and other amenities geared toward transit riders. Transit uses are served by parking locations within 1,000 feet of the commuter rail platform to ensure an appropriate amount of parking is available for park-and-ride transit users. Parking in this area can also act as shared parking for employees and visitors in the neighborhood.

Example of Civic/Educational

Example of Park/Open Space

Example of Cemetery

Example of a Transit Plaza

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Station District Illustrative Master Plan

This section focuses on the **Station District**, as it contains the majority of proposed redevelopment (see Future Land Use on page 37).

The Illustrative Master Plan presents an example layout of how the Clearfield Station District could develop to meet the vision and principles established for the project. As previously described, this district area represents the most development-ready zone within the Station Area. The other districts are well-established and expected to generally remain within their current form.

The building sizes, shapes, and uses shown here are flexible and are intended to demonstrate the vision for the development. The layout and arrangement of the buildings is also flexible.

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ILLUSTRATIVE RENDERINGS

Concept renderings demonstrate the general character and feeling of the Clearfield Station Area. They are meant to illustrate the general vision, not specific design solutions.

The images on this page provide two views along Station Boulevard looking toward the FrontRunner Station – one viewed from above the street, and the other from a street level perspective.

ILLUSTRATIVE RENDERING: STATION BOULEVARD LOOKING WEST

Rendering Credit: IBI Group

ILLUSTRATIVE RENDERING: STATION BOULEVARD LOOKING WEST

Rendering Credit: IBI Group

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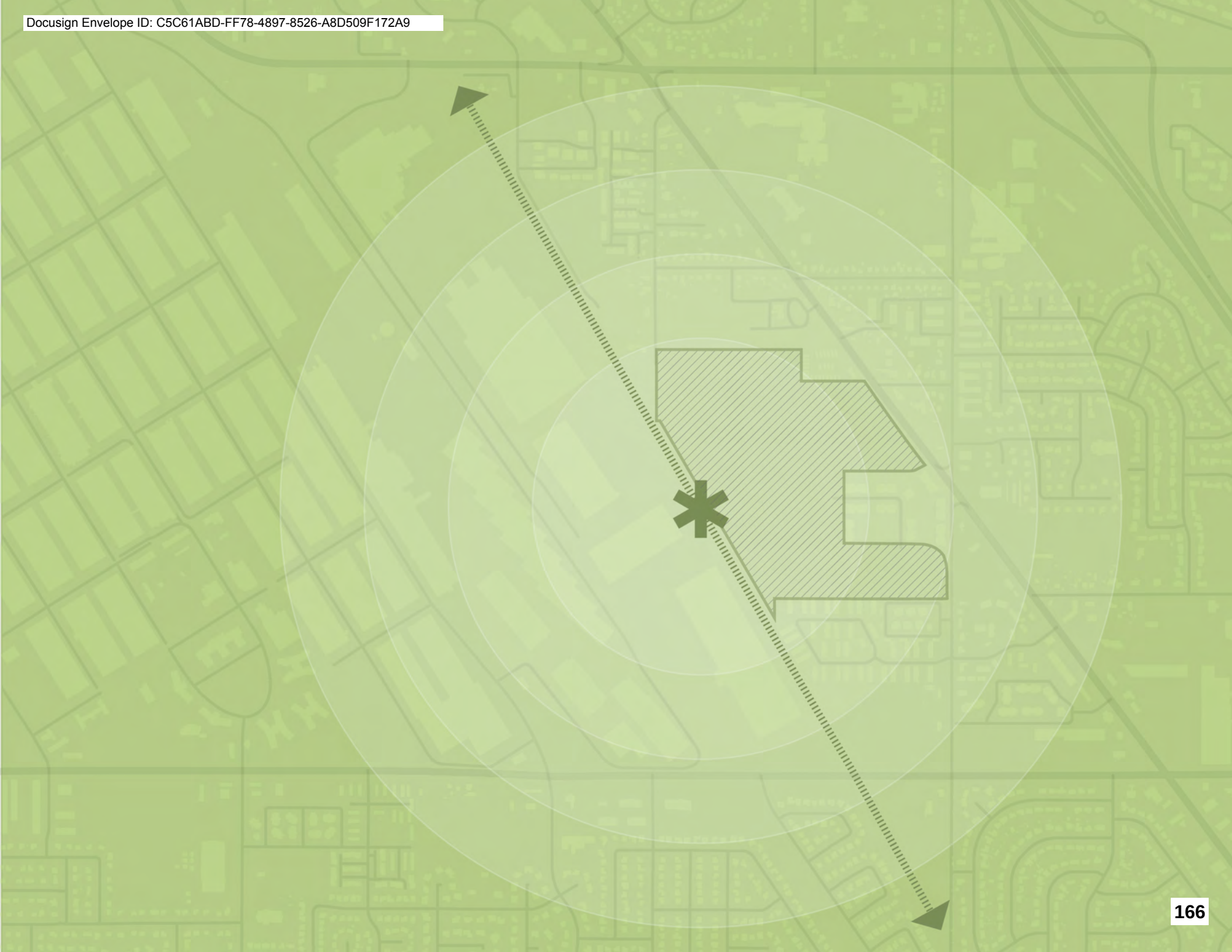

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04

MARKET STUDY + ECONOMICS

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Market Study + Economics

INTRODUCTION

With the proposed development within the Clearfield Station Area Plan, there is tremendous potential for Clearfield City (City) to generate increased revenues. This analysis calculates the possible revenue generation for the land use types, factoring in the City's main General Fund revenue sources: Property Tax, Sales Tax, Municipal Energy Tax, and Class B/C Road Funds.

ASSESSED VALUES IN DAVIS COUNTY

For the most accurate revenue projections, average assessed values were calculated for different development types that are found within the Station Area plan. These are based on similar properties throughout Davis County, according to 2023 values provided by the County.

TABLE 2: AVERAGE DAVIS COUNTY ASSESSED VALUES

Land Use Category	Average Assessed Value
Office	$186.84/SF
Mixed-Use	$198.67/SF
Retail	$135.82/SF
Multi-Family	$237.72/SF
Single Family	$186.87/SF

Source: Davis County Assessor's Office

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POTENTIAL REVENUE GENERATION

Table 3 demonstrates the approximate acreage and total revenue generation of each major land use type within the Station District. This analysis does not include the entire Station Area, focusing in on just the Station District where the majority of land use change is proposed (see Districts Map on page 33 and Future Land Use Map on page 37).

The mixed-use development is planned to contain both residential and commercial uses, in a primarily vertically stacked configuration. There are additional uses proposed within the Station District, but they are primarily non-revenue generating properties such as open spaces, parking garages/areas, and transit zones.

These calculations represent additional revenues the City may collect as the project is developed. The City will continue to receive revenue from other areas within the Station Area boundaries, however they are not reflected in these calculations.

Total revenues shown demonstrate an aggregated total of major General Fund revenue sources for the City: Property Tax, Sales Tax, Municipal Energy Tax, and Class B/C Road Funds. The total revenue generated by the development within the area depends on the final mix of development subtypes.

TABLE 3: STATION DISTRICT DEVELOPMENT REVENUE GENERATION

Land Use Category	Acres	Development Subtype	Total Revenue (Mixed-Use with Retail)
Medium-Density Residential	21.9	Townhomes	$184,554
		Apartments	$516,739
Low-Density Mixed-Use	4.3	Retail	$217,691
		Office	$147,450
Medium-Density Mixed-Use	11.6	Retail	$826,616
		Office	$447,644
Office	5.5	n/a	$190,135
Retail	5.6	n/a	$191,653

Source: ZPFI

For example, if the Medium-Density Residential develops as townhomes, the Low-Density Mixed-Use develops with a retail focus, and the Medium-Density Mixed-Use develops with an office focus, the total revenues would be estimated at $1,231,676. As Table 3 demonstrates, the total revenue collected varies depending on what use is found within the mixed-use area.

The development type with the greatest revenue generating potential is mixed-use with a focus on retail as the commercial development. This is in large part thanks to the impact of sales tax. The increased taxable sales projected for these businesses results in more potential revenue generation. It is interesting to note that multi-family residential development has the second greatest revenue. With the rise in online shopping, homes have become miniature retail stores, with cities able to collect point of sale revenue from these sales. With more dense residential developments, this increases the revenue collection.

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Funding Sources

The City has a number of avenues at its disposal to help incentivize development in this area, or to help offset development costs. The following table summarizes a number of these different funding opportunities.

TABLE 4: AVAILABLE FUNDING MECHANISMS

Funding Source	Advantages	Disadvantages
Tax Increment Financing (Community Reinvestment Area – CRA)	Taxes generated in an area are spent in same project area; Potential participation by other taxing entities; Can include specialized TIF areas such as HTRZs and TRZs	Must get approval of other taxing entities – subject to political will
Bonding (General Obligation GO, Sales Tax)	GO bonds have the lowest rates; Sales tax bonds do not require public approval/ vote; Funds are available immediately	GO bonds require public vote
Utility Bond	Immediate funding; No public vote required	Rates may need to be raised to cover utility costs; Used only for utilities
Impact Fees	New development pays its own way – proportionate share of capital costs; Could create separate service area for separate impact fees if extraordinary costs apply; Could be a long-term repayment source for other funding mechanisms	Receipt of impact fees takes place over many years and is not guaranteed; Not every project is impact fee eligible
Public Infrastructure District	Off the City's books; Those who benefit pay; Cost is much lower than other development financing; Used instead of impact fees and is a steady stream of revenue	Willingness of all property owners to establish a PID; Ongoing PID governance; Competitiveness of site with additional taxes
Special Assessment Area	Those who benefit pay; Could be used in conjunction with tax increment, thereby encouraging development and use of increment to pay assessments	Willingness of property owners to establish a SAA – requires 60 percent or more to agree (based on assessment method); Need to come up with equitable assessment method
Public-Private Partnerships	New revenue stream that pays for infrastructure	Relatively untried; Would lose control of rates to private investor
Grants	Additional money that does not come from the City; Ability to enhance funds already committed to projects	Funds are subject to availability from the granting institution; often times requires matches or other restrictions

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Economic Incentives

HOW COULD POTENTIAL USES BECOME MORE FEASIBLE AT CLEARFIELD STATION?

- **Opportunity Zone** – This area falls in a designated Opportunity Zone. This is a major investment incentive that creates a superior advantage to most other Frontrunner Stations.
  - Significantly increases investment appeal and makes office and retail more financially feasible (investors will accept lower capitalization rates (creating higher values) due to the tax advantages).
- **Funding Incentives** – The area is part of an existing CDA. Available funding incentives should be readily marketed to attract uses the city desires.
  - Additionally, the city and UTA should consider the formation of a Transportation Reinvestment Zone (TRZ), a newly adopted economic development tool that focuses on tax increment financing for transportation specific improvements. This funding option, while very similar to an RDA/CRA, does not require a ten percent allotment to affordable housing. It also allows for the land owner and city to have greater control regarding what can be built.
- **Increase Daytime Population** – an increase in daytime population will benefit retailers. This can be accomplished by the following:
  - Entertainment draw/attraction
  - Strong office population
  - Strong residential population (to capture remote workers)

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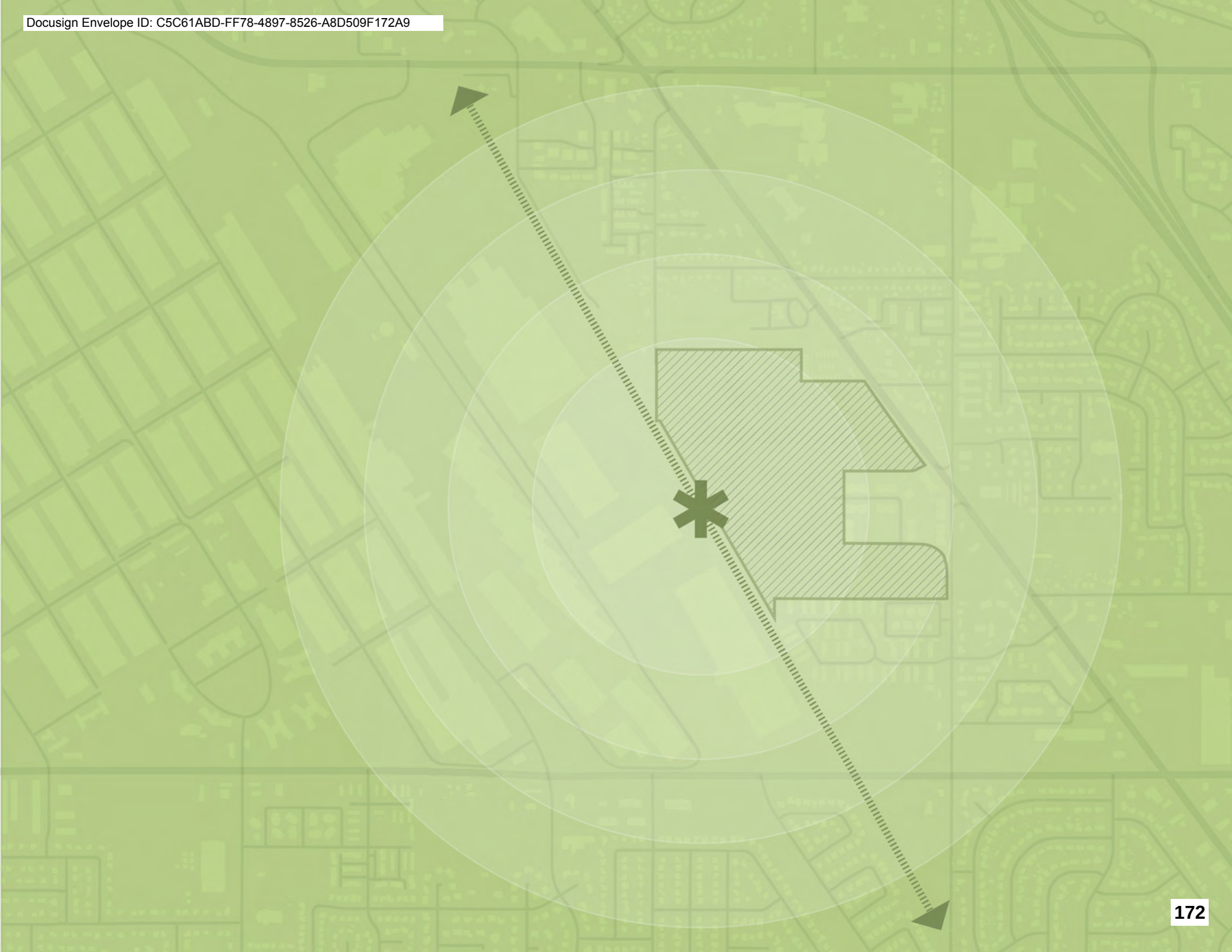

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05

BUILDINGS + ARCHITECTURE

DESIGN GUIDELINES

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Buildings + Architecture

OVERVIEW

The layout and arrangement of buildings and parking typically have the most significant impact in creating a walkable destination. The arrangement of buildings and parking reinforces the quality and functionality of the building facades, streets, and open spaces and how all of these elements work together to create a more livable environment.

The following guidelines are meant to apply to the Station District (see District Map on page 33) and other mixed-use development areas within the Station Zone of Influence.

INTENT

To establish strong urban design guidelines for the Station District and other mixed-use development areas within the station Zone of Influence that will serve as the foundation to thoughtfully choreographing buildings, open space and streets.

PRIMARY FACADES

Primary facades establish a consistent streetwall with active ground floor uses. As illustrated on the map on the following page, they often line primary streets – the most important and walkable streets in the neighborhood. Primary facades should address the street with windows/transparency, high quality building materials, and a main building entrance.

Retail, residential, and/or other active uses are encouraged where a building faces a primary street.

SECONDARY FACADES

Secondary facades should be used when a building fronts multiple streets. The secondary facades should include windows/transparency and high quality building materials. However, such treatments are not as essential as they are on primary streets. Retail, residential and/or other active uses are encouraged. Blank walls should be limited.

PARKING

Parking areas should be located in the rear and to the sides of buildings, and should not face the Primary streets.

Buildings should wrap and screen parking areas from the street where possible and/or applicable.

OPEN SPACE

Open spaces should be located throughout the Station Area in prominent locations and include various sizes and user experiences.

Open space design and programming should respond to the surrounding uses and buildings.

See *Chapter 6: Open Space + Public Realm* for details.

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Architectural Style

INTENT

To establish a specific “look and feel” throughout the study area to unify the area and create a design theme that is appropriate for the Clearfield Station Area.

DESIGN THEME - “CONTEMPORARY INDUSTRIAL”

The design theme for the Station Area is contemporary industrial style that is modern, yet is rooted in the industrial character of its surroundings. This industrial character helps to create a brand for the area and provides a common theme that ties the neighborhood together.

There are no historic buildings on or directly adjacent to the MDP site. Therefore, this presents an opportunity to create a new and unique, industrial inspired architectural style.

The design guidelines section will provide detailed design guidelines that should be followed to achieve a consistent and coherent architectural style as outlined above.

HISTORICAL PRECEDENTS

There are no historic buildings currently existing in the area, and therefore, historic precedents should be considered from around Northern Utah. Precedents should be based on traditional industrial architecture from the early to mid 20th Century that are/were found in Northern Utah.

The images to the right display buildings found in Clearfield, as well as nearby cities such as Ogden, Layton, and Kaysville. These are just a few examples of existing and former buildings from the area that should provide inspiration for architects and designers.

PRECEDENT IMAGES

1. Administration building at the Clearfield Naval Supply Depot (now Freeport Center)
2. Layton Sugar Company
3. American Can Company (Ogden)
4. DaVinci Academy (Ogden)
5. Pillsbury Company (Ogden)
6. Warehouse (Ogden)
7. Kaysville Flour Mill
8. American Can Company (Ogden)

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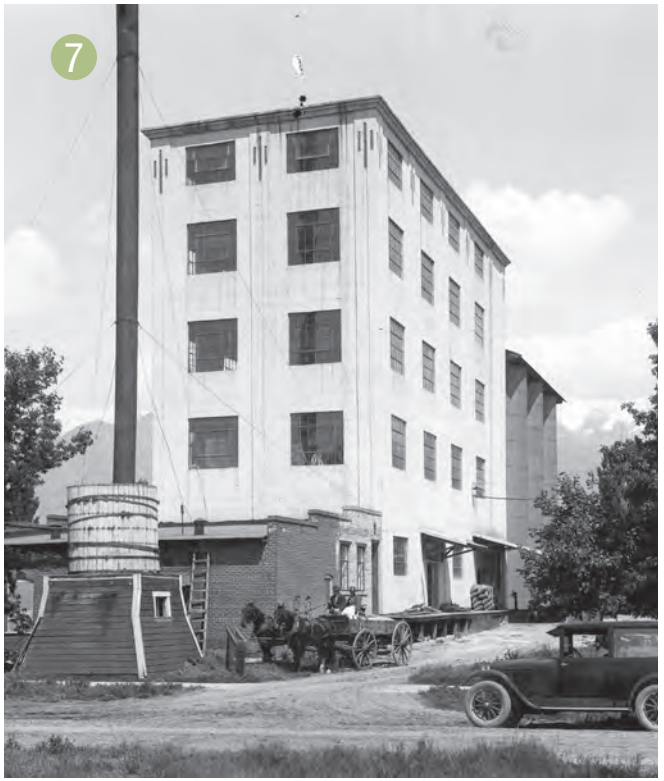

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Architectural Style

CONTEMPORARY PRECEDENTS

The buildings on the following pages demonstrate images found throughout the country that achieve the goal of creating a contemporary, modern building that is also rooted in historic industrial architecture. They reflect the character and level of detailing envisioned for the Clearfield Station Area.

The images illustrate a range of precedents, from more abstract interpretations, to more traditional recreations. These images should be used for reference and inspiration for new development on the Clearfield Station Area.

Elements often associated with industrial architecture include, but are not limited to:

- Large volumes that house large-scale industrial activities such as a mill, factory, foundry, refinery or power plant.
- Predominantly brick and steel buildings.
- Specialized building elements and apparatus such as tall chimney stacks, exposed materials circulation apparatus, hoists and chutes.
- Exposed structural elements.
- High interior spaces with exposed brick, steel and timber.
- Divided light windows.

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Materials + Colors

INTENT

To ensure a consistent application of complementary and high quality materials throughout the neighborhood that will reinforce the unique identity and a sense of place.

DESIGN GUIDELINES

- Building materials should reinforce the industrial theme by using brick, steel, timber, and concrete.
- Building materials should be durable, high quality, and authentic materials that have a long life, age well, and reflect a high level of craftsmanship.
- Building materials should add texture, depth, and visual interest to the building's facade.
- Materials should turn corners and incorporate thoughtful transitions between facades, spaces, uses, and structures.
- Materials should generally be limited to one or two predominant materials and one or two accent materials in order to keep buildings visually coherent and uncluttered.
- EIFS stucco and corrugated steel should be limited to no greater than 30% of the building's facade.

COLOR

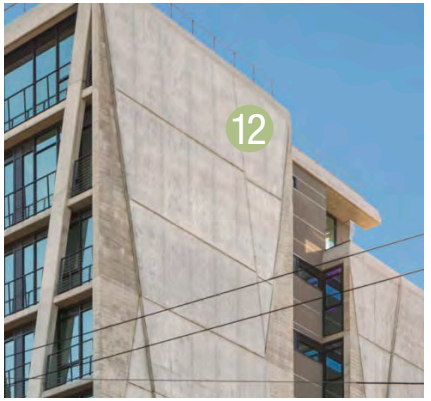
Industrial buildings typically are defined by dark, heavy colors, such as red brick, black steel and dark concrete.

While those colors and materials are appropriate, lighter colors are highly encouraged in order to give the district a more fresh, contemporary look. Pops of color are also encouraged to accent and bring a feeling of excitement and uniqueness to the neighborhood.

1. Pop of Color as an Accent

ACCEPTABLE MATERIALS

2. Brick
3. Tumbled Brick
4. Black Steel
5. Colored Pre-Finished Metal Panels
6. Corrugated or Corten Steel
7. Stone
8. Wood / Timber
9. Curtain Walls Glazing System
10. Industrial Sash / Divided Light Windows
11. EIFS Stucco
12. Concrete



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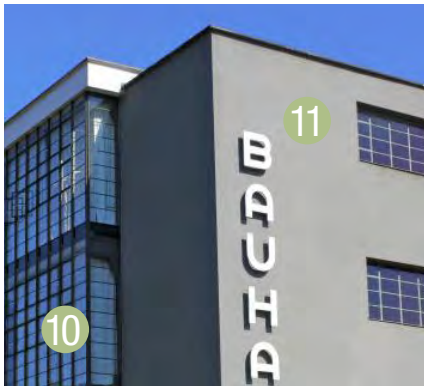

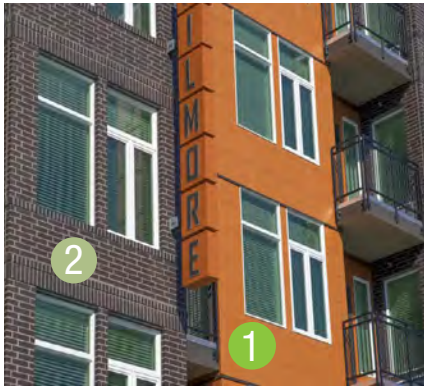

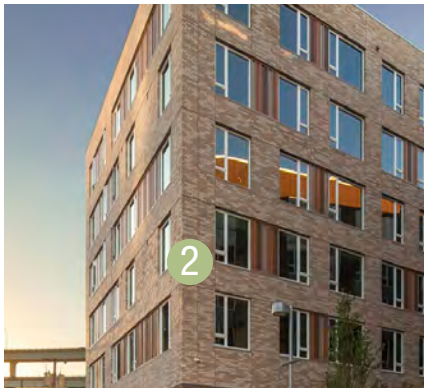

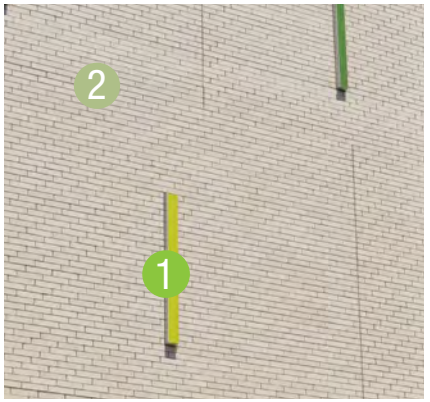

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Architectural Massing

INTENT

To facilitate building shapes that fit comfortably within their surroundings, are friendly and unobtrusive to pedestrians, achieve an attractive urban form, and are visually interesting.

DESIGN GUIDELINES

- The most dense uses and tallest building heights should be located in Medium-Density Mixed-Use areas (see Future Land Use Map on page 35).
- Buildings should be designed to a human scale, with particular attention on the ground floor
- Floorplates should generally be less than 30,000 sf per building, with no minimum floor plate size.
- Buildings should create a consistent streetwall on both sides of the street to create “enclosure.”
- Gaps in the streetwall should be limited as much as possible.

PRECEDENTS

1. Building has clearly defined top, middle, and base.
2. Multiple buildings combine to create a good, pedestrian-scaled streetwall. The buildings also demonstrate a clearly defined top, middle, and base.

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ARCHITECTURAL MASSING

Architectural massing is key in creating an inviting pedestrian environment. Care should be taken to understand the form of buildings and their impact on the public realm.

This graphic demonstrates how careful architectural massing creates an interesting and pedestrian friendly urban environment.

1. A consistent streetwall on both sides of street, as well as vertical elements such as trees, create a sense of enclosure.
2. A variety in building height, scale and bulk creates a dynamic and visually interesting experience.
3. Buildings include stepbacks on upper stories in the building facade to ensure pedestrian scale and increase sunlight and air on the street.
4. The ground floor of buildings addresses the street and has a high level of transparency.
5. Windows, podium decks and balconies overlook the street.

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Facade Articulation

INTENT

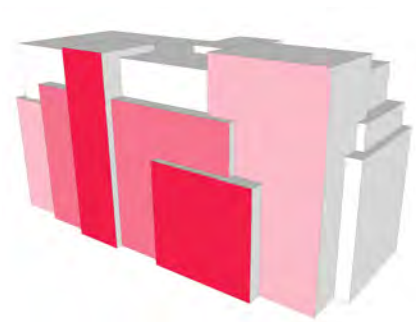
To purposefully articulate building facades in order to make the various building functions legible through the massing of the buildings, as well as to reduce the building's apparent mass.

HORIZONTAL ARTICULATION

The first 20 feet of height of building faces should have a rhythm of modules that serve to break down the scale of the building face. A module is defined as a portion of the facade that is differentiated from the adjacent facade by a change in the line of the face of the building, and/or a substantial change in material color or fenestration. Characteristics between modules should relate to one another to achieve a unified composition.

DESIGN GUIDELINES

- Modules should generally be no longer than 40 feet.
- Building facades should avoid being long, monotonous, and repetitive.
- Articulation should be used to create interest and help establish a strong sense of design and identity.
- Massing, building details, and entries should be proportionately scaled.



Vertical planes are articulated through massing and add interest to the building

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VERTICAL ARTICULATION

The three segments of the building - the base, middle and top - should be articulated by such elements as cornices, string courses, stepbacks, recesses and projections, changes in floor height, and changes in color and material.

DESIGN GUIDELINES

Top Section

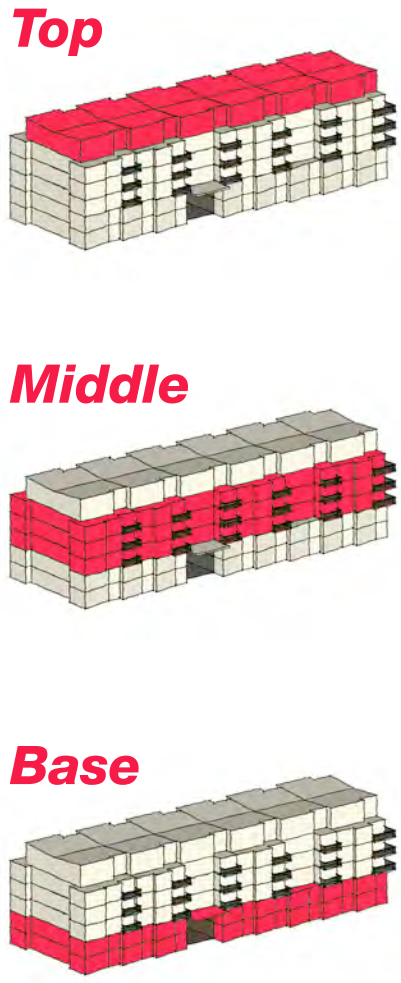
- Should define the roof line.
- Stepbacks are encouraged for penthouse units or to otherwise break up the mass and define the building top.
- Incorporate green roofs and other usable roof space where possible.

Middle Section

- Should define the principle building facade.
- Should differentiate from the base and top sections through the use of massing, materials, and/or color.

Base Section

- Should relate directly with the street.
- Should "ground" the building.



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Setbacks

INTENT

To ensure all buildings consider their relationship with the public right-of-way with the appropriate setback distance for each unique use, and to create a human-scaled, defined streetwall.

DEFINITION

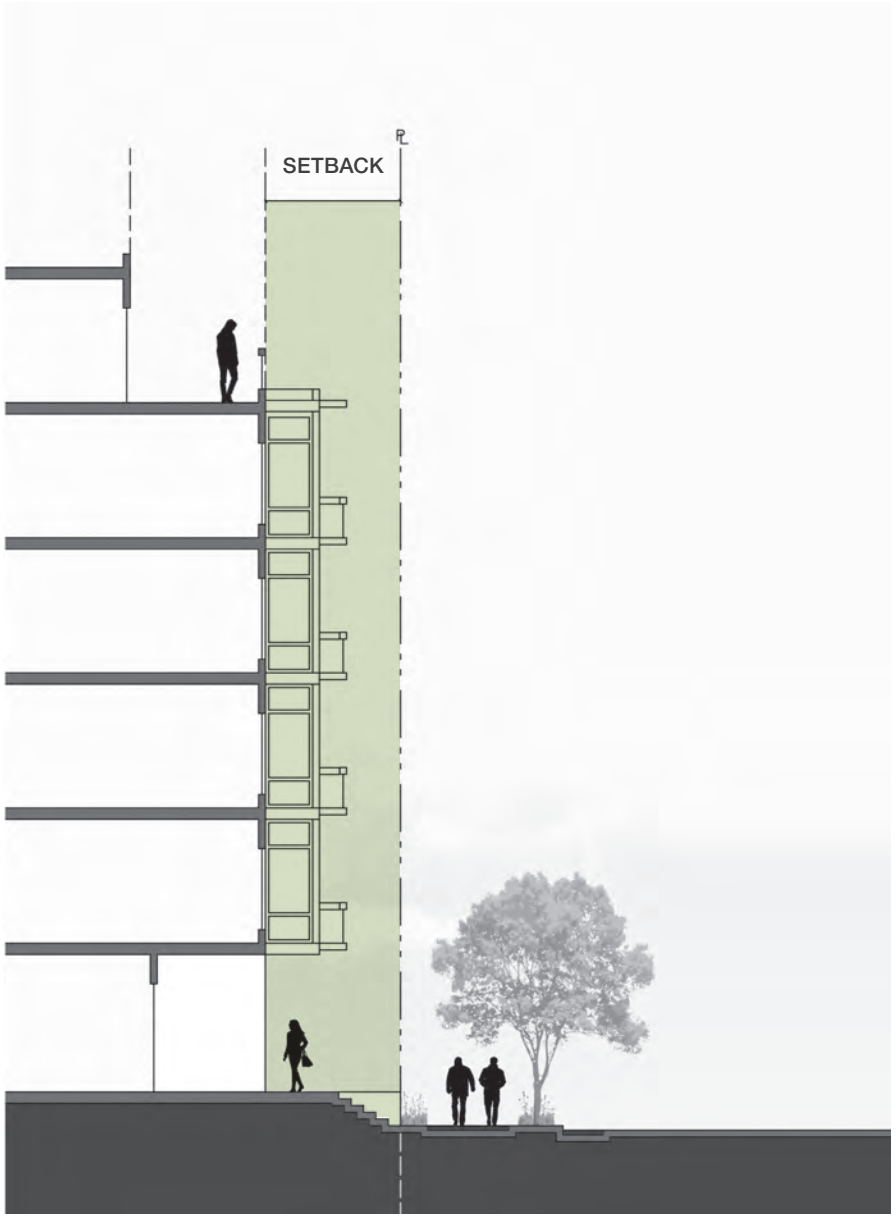
The setback refers to the space between the building facade and the public right-of-way line.

DESIGN GUIDELINES

- Maximum setback distance is 15 feet unless a building fronts a plaza or open space.
- There is no minimum setback distance.
- Generally, setbacks should be no more than 5 feet.
- Setbacks, when used, should enhance the ground level environment and pedestrian experience. Examples include:
  - To create a space for outdoor dining in front of retail/restaurant spaces.
  - To provide landscape and/or a patio/stoop in front of ground level residential entrances.
  - To enhance the architectural character of the building facade at street level.
  - Entrance courts for office or residential building lobbies.
  - To add interest and bring nature into the streetscape through planters and landscape. In-ground planters are only allowed in front of ground-floor residential units.
  - Setback may be raised above sidewalk level to create feeling of semi-private space.
- See pages 68 - 61 for ground floor - base activation design guidelines.

PRECEDENTS

1. Setback is used for outdoor dining.
2. Setback along ground floor residential units contains stoops and landscape.
3. Setback is raised to create sense of semi-private space.
4. A strongly defined streetwall is created, despite having some setbacks in the building face and at the ground floor.



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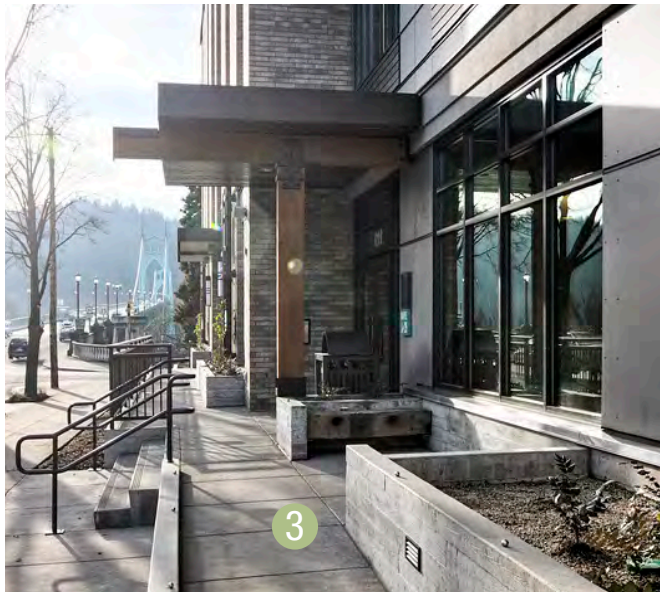

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Projections

INTENT

To encourage facade articulation through habitable and non-habitable projections.

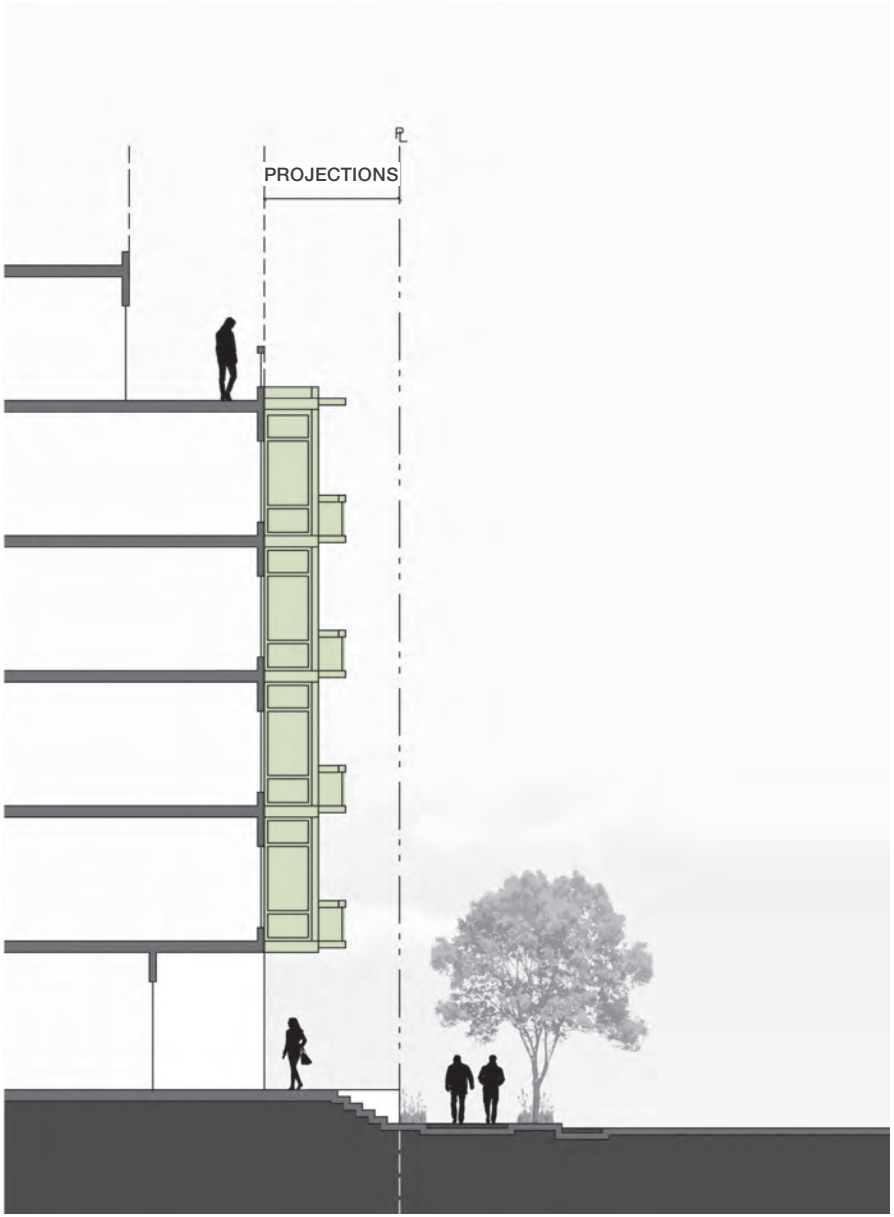
DEFINITION

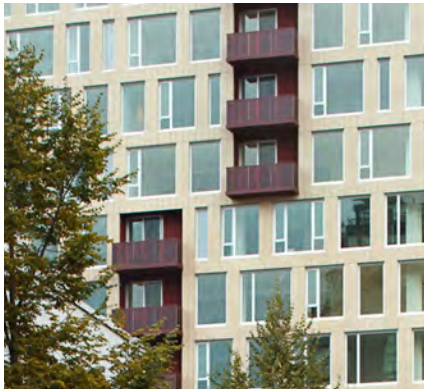
Habitable projection - a portion of the building enclosed by walls and a roof, such as a bay window, corner element, or other extended bay.

Non-Habitable projection - spaces utilized by residents but not enclosed by walls and a roof, such as balconies.

DESIGN GUIDELINES

- Projections are encouraged to add visual interest to the facade, as well as to add usable balconies as residential amenities.
- Balconies should be at least 3 feet deep.
- Projections should not extend more than 6 feet into setback or common space.
- Projections should not extend more than 3 feet into public right-of-way.
- Decorative elements such as belt courses, cornices, sills and eaves are also encouraged.





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Stepback

INTENT

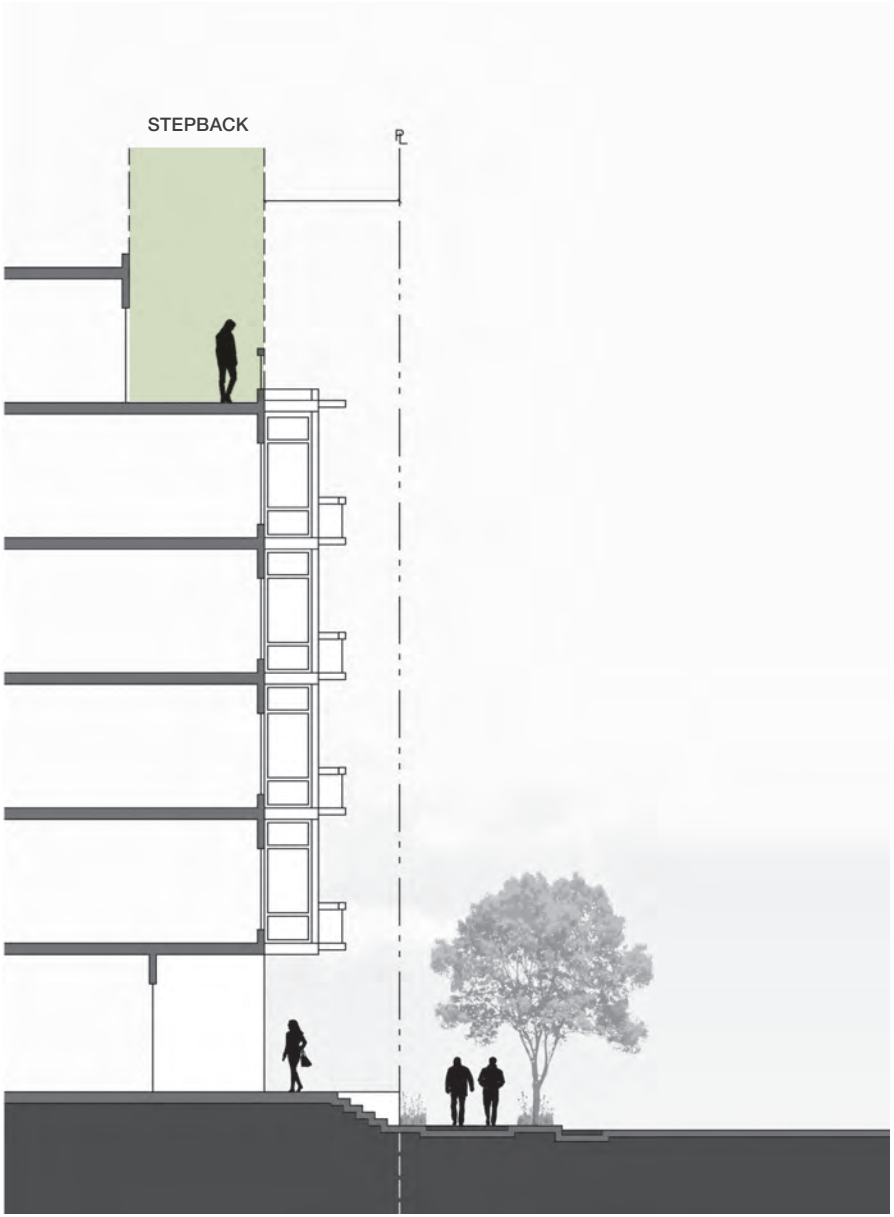
To encourage facade articulation and the creation of usable outdoor space by offsetting the upper floor(s) from the lower floor(s) of a building.

DEFINITION

Stepback is the portion of the building on upper levels that is stepped back from the building facade.

DESIGN GUIDELINES

- Stepbacks are encouraged to help break down the mass of the building by creating a defined “top,” as well as to add usable space for residential amenities.
- Roof space created by stepbacks should be designed as usable outdoor space.



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Ground Floor - Base Activation

INTENT

To ensure the important interaction between the ground floor of a building and the sidewalk is carefully designed to enhance the pedestrian experience and the overall vitality of the neighborhood.

OVERVIEW

One of the most important aspects of a walkable urban neighborhood is the street level interaction between the building and the street. For a streetscape to facilitate active public life, it is essential that buildings address the street on the ground floor.

This page contains general ground floor design guidelines, while the following pages contain specific guidelines for residential and commercial uses.

DESIGN GUIDELINES

- The base of the building should be designed to foster positive activity by orienting and integrating courts, lobbies, entries, and large windows to face streets, public parks, and open spaces to provide more opportunity for interaction and safety.
- Avoid or minimize expansive blank walls at the ground floor.
- Include operable windows, roll up doors, and other features to activate and animate a building.
- Maximize transparency of ground floor commercial facades with windows and doors with visibility into active uses, such as retail spaces, lobbies, etc.
- Highlight entrances to commercial buildings through integrated signage, changes in materials and colors, and/or through changes to the buildings massing.
- Ground Floor heights should be at least 14 feet tall.
- Active uses should have a depth of at least 25 feet from the street frontage.

PRIMARY STREETS

The primary streets, as defined in the Street Hierarchy Section on page 97, are the most important streets where active ground floor uses should address the street. “Primary Street A” (the boulevard) is designed to be the primary retail and walking street in the neighborhood.

“Primary Street B” should also have active uses fronting the street. Retail is encouraged, if it is supported by the market. However, it is anticipated that this street will more likely be lined with active uses such as residential units, lobby spaces, meeting spaces, etc.

Active uses are encouraged on all other streets in the neighborhood to the extent feasible.

ACTIVE USES

Active uses are defined as any use that provides some level of interaction with the public realm. This could include uses such as residential, retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/ brewpubs, bar establishments, art galleries, theaters, performing art facilities and more. Uses must also be allowed by City Ordinance.

PARKING STRUCTURES

No parking structures are allowed to face “Primary Street A” and any parking structure facing “Primary Street B” should have an active ground floor use.

SCREENING METHODS FOR BLANK WALLS

Where blank walls occur, creative methods should be used to create interest on the streetscape. This could include solutions such as murals, green walls (plants growing on walls), faux windows, and more.

PRECEDENTS

1. Entrances at street level combined with high quality landscape buffer activates the street.
2. Storefront with high transparency on ground floor, along with outdoor dining, activates the street.
3. Roll up doors on ground level blend the indoor/outdoor space and activate the street.
4. Faux windows and landscape add visual interest to create feeling of activity on a facade without an active use.
5. Planters along blank street wall add interest to an otherwise blank wall.
6. Colorful glass adds interest and life to an otherwise blank wall.

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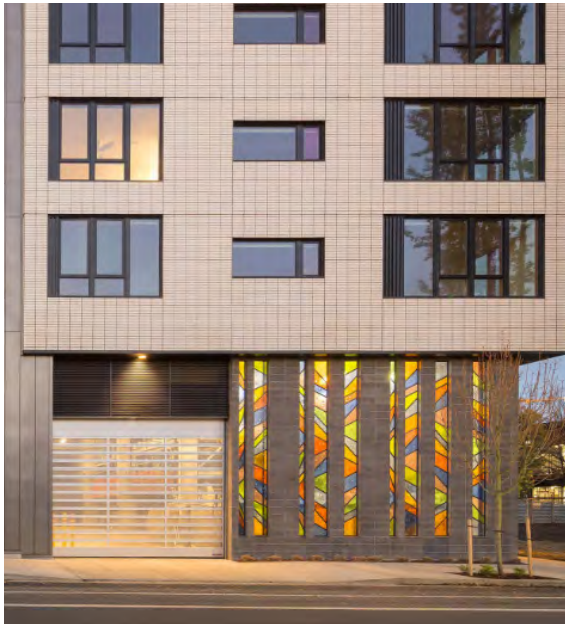

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Ground Floor Residential

INTENT

Residential buildings without retail or other active uses on the ground floor should activate the ground floor by putting residential units with individual entries that address the street on the ground floor.

GROUND FLOOR DESIGN ELEMENTS

1 LANDSCAPED SETBACK

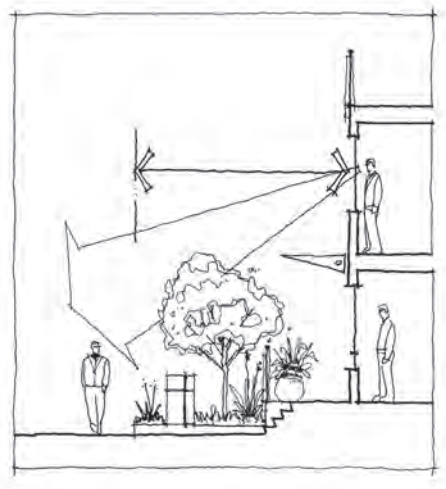
Buildings with residential units on the ground floor should provide a setback, typically 10' or less, to provide space for entry steps/stoops and landscape in order to provide adequate space for the public/ private transition. The landscape/ plants should also be used to screen views from the street into residences (also see diagram on bottom right of this page).

2 RESIDENTIAL ENTRY

Residential units on the ground level should generally be located at least three feet above grade, so that the unit's habitable space is above the eye level of pedestrians for increased privacy.

3 FACADE MODULATION

Buildings are vertically modulated at regular intervals of no greater than 30 feet to express individual ground floor residential units



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Ground Floor Commercial

INTENT

Commercial buildings should activate the ground floor through using retail or other active uses on the ground floor.

GROUND FLOOR DESIGN ELEMENTS

1 SETBACKS + LANDSCAPE

Commercial buildings should not have a consistent setback, but should have articulation zones as specified. Where setbacks do occur, landscaping is encouraged to soften the streetscape, add visual interest, and increase the opportunities for experiences with nature in an urban environment. Outdoor Dining or other functional uses that enhance the ground floor use are also encouraged

2 TRANSPARENCY

The ground floor of commercial buildings should be primarily composed of transparent materials in order to reveal activity of the building, as well as to add interest and security to the pedestrians.

3 FACADE MODULATION

Buildings are vertically modulated at intervals that align with the specific ground floor use, generally no greater than 80 feet. For retail uses, intervals should generally be no greater than 50 feet.

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Roofs

INTENT

To emphasize the architectural style and to minimize visual impacts.

DESIGN GUIDELINES

- Roofs should be flat or appear flat from street level.
- Building heights and roof lines should modulate to create a visually appealing skyline and add interest to the skyline.
- Mechanical equipment on roofs should be screened from the street view.
- Green roofs are encouraged
- Usable roof terraces are encouraged
- Roofs should use high albedo, non-reflective materials to minimize heat island effect

Corners

INTENT

To emphasize important intersections and corners by including special architectural features on buildings in these key locations.

DESIGN GUIDELINES

- Incorporate special design details and architectural treatments that reinforce the corner's importance as a public realm element
- Corners in key locations should be emphasized by utilizing a combination of these measures:
  - A change in the building's massing and/or height
  - A contrasting facade finish
  - Transparency
- Designers/Architects are encouraged to find creative and artful solutions.

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Entrances

INTENT

To emphasize the relationship between buildings and their adjacent streets by prominently featuring major entrances.

DESIGN GUIDELINES

- The main entrance to the building should provide the most important interaction between the pedestrian and building and should be emphasized through design.
- Buildings that front primary streets (as defined on page 97) should have a main entrance facing that street. A building may have an additional main entrance that faces the main parking area or drop-off zone, if applicable.
- Use lighting to highlight entrances.
- Provide canopies, awnings, or other overhead elements to protect users from weather conditions.
- The use of continuous “docks” within the build-to line is permitted to provide a semi-private space for outdoor dining or other uses that activate the streetscape. This mimics the re-purposing of loading docks that is often done on historic industrial buildings.

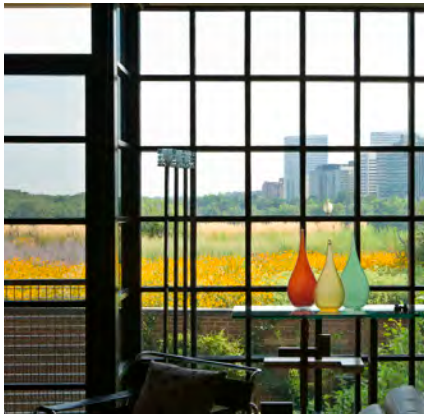
Fenestration

INTENT

To create a pedestrian friendly and engaging relationship between buildings and streets.

DESIGN GUIDELINES

- The ground floor of commercial buildings should have a high percentage of transparent materials where buildings front streets.
- Buildings maximize windows on upper floors that overlook streets or open spaces to increase “eyes on the street,” which discourages undesirable public behavior.
- Windows should be strategically used next to entrances and open spaces to create prominent indoor/outdoor relationships.
- Industrial windows are strongly encouraged to promote the industrial character.
- Mullions and frames are encouraged to project beyond the plane of the glass in windows to create strong shadow lines.



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Building Signage

INTENT

To identify the commercial or non-commercial uses within the building with signage that promotes wayfinding, adds interest that fits with the architectural character of the building, and enhances the pedestrian experience.

DESIGN GUIDELINES

- All signs should be scaled appropriately to the size of the building.
- Signs shall be constructed of high quality and durable materials that are consistent with and complement the building materials.
- Building identification signage should be placed on facades that face the primary street(s).
- Signs should be artful and creative and work with a building's architecture to add interest.

RESTRICTIONS

Internally illuminated box signs with more than 30% of the internal area illuminated are not permitted.

Animated, blinking, or flashing signs are not permitted.

ACCEPTABLE SIGN TYPES

The following sign types are acceptable for attached building signs:

1. **Wall signs** - Wall signs include signs that are attached to the face of a building wall. They should be mounted on the wall facing the public realm.
2. **Window Signs** - Window signs are painted, placed, or affixed in or on the interior of a window, and intended to be viewed from the outside. Window signs should not obscure views into store or business.
3. **Projecting Signs + Hanging Signs** - Projecting signs are attached to the building face and project out perpendicular to the building. Hanging signs are similar to projecting signs, except that they are suspended from a marquee or other overhead canopy.
4. **Awning Signs** - Awning signs are signs that are mounted, printed on, painted on, or otherwise attached to an awning or canopy above a business door or window.
5. **Mural** - Sign that is painted onto a wall that is visible to the public realm.

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Building Lighting

INTENT

To integrate lighting on buildings into the architectural design to creatively illuminate pedestrian areas and highlight building elements.

DESIGN GUIDELINES

- Pedestrian areas should have adequate illumination for safety.
- Lighting should be sensitive to residential development limiting glare, minimizing spill light, and minimizing light on upper stories of residential buildings.
- Retail buildings should integrate lighting with retail signage, storefront windows, and other building elements to enhance visibility and visual interest.
- Use creative lighting solutions to illuminate outdoor areas and add interest and life to outdoor spaces.
- All lighting should be dark-sky compliant.

PRECEDENTS

1. Ground floor transparency allows internal lighting to illuminate the street and creates a “glow.”
2. Lights on building exterior highlight the ground floor retail space and illuminate the street.
3. Light illuminates steps to promote pedestrian safety.
4. Lights used on canopy and sign add visual interest, as well as highlight the building entrance.
5. Overhead lights used to help create an interesting and exciting “place.”

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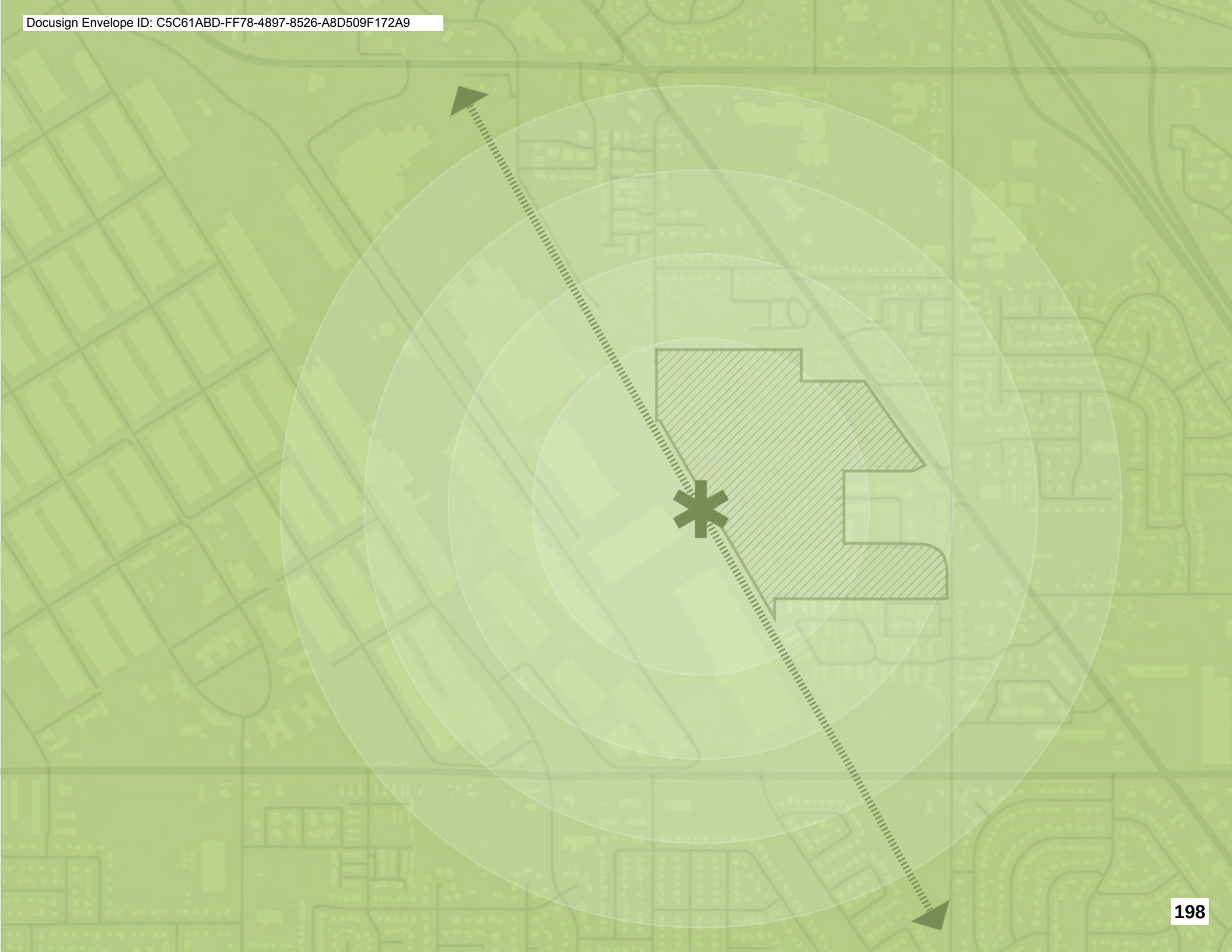

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06

OPEN SPACE + PUBLIC REALM

DESIGN GUIDELINES

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Open Space Network

OVERVIEW

As part of establishing the Clearfield Station Area as a livable urban neighborhood, a high-quality, comprehensive open space network is essential. The Station Area will provide a variety of open space types to meet the needs of the various residents and visitors of the neighborhood. Open spaces will be provided in a variety of sizes and scales and will serve a range of specific functions. Most of this network will be part of the public realm and the remaining will be private, although all will contribute to the establishment of a unique and specific experience that complements one another.

INTENT

To create a comprehensive open space network that provides a unique yet unified system of parks and open spaces throughout the neighborhood.

OPEN SPACE TYPES

The open spaces shown in the Illustrative Master Plan on the following page are conceptual. The specific intent for each is defined and illustrated in the pages that follow.

The district currently contains a large drainage basin in the southwest corner which will remain. The following open space types are outlined in this document:

- Park
- Pocket Park/Plaza
- Village Square
- Transit Plaza
- Greenway
- Private Plaza + Open Space
- Cemetery
- Stormwater Basin
- Yards + Landscape Buffers

DESIGN GUIDELINES

- The open space network should provide a variety of open space types that complement one another.
- The open spaces should be integrated into the urban form of the neighborhood.
- Buildings should frame open spaces in a deliberate manner, rather than open spaces just being developed in the “leftover” spaces.
- The design and programming of each open space should reflect the latest trends in open space design to provide an experience and aesthetic that fits the wants and needs of the current day.
- Streets should be considered part of the open space network and should be designed in a pedestrian-friendly manner that promotes comfort, safety, and provides places to stop and linger.
- Green infrastructure systems and ideas should be incorporated into the open space system.
- Buildings and respective land uses should work together with adjacent open space to provide uses that complement each other.

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Park

INTENT

To provide a public park space that is geared specifically toward residents in the neighborhood and functions like the backyard of the neighborhood where residents can relax and play in an informal environment.

FEATURES + ELEMENTS

The ***Park*** open space type should include:

- Children's playground and other play elements
- All ages play elements such as ping pong, pickleball, bocce, etc.
- Flexible lawn areas for informal active and passive recreation
- Pathway loops for exercise

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Pocket Park / Plaza

INTENT

To provide a series of smaller parks and plazas that are typically located on small, irregular parcels, and are dispersed throughout the neighborhood. These spaces can serve as extensions of both the streetscape and the building.

FEATURES + ELEMENTS

The ***Pocket Park/Plaza*** open space type should include:

- Seating
- Interesting landscape design elements such as paving, planting, or other features
- Landscape features that reinforce the industrial theme for the neighborhood
- Outdoor dining seating (if applicable)
- Green space/planting to soften the urban environment

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Village Square

INTENT

To provide a central open space of approximately 1 acre that is located in a highly visible area in the heart of the neighborhood. It should also become the primary gathering place for civic and social purposes, and should function as the living room for the neighborhood. This should become an iconic regional destination.

DESIGN GUIDELINES

The *Village Square* open space type should include:

- A strong image and identity that helps define the image of Clearfield Station.
- Framed by buildings with active ground floor uses that promote activity on the square.
- Iconic landscape features
- Flexible open gathering space for events
- Public art

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Transit Plaza

INTENT

To provide an open space adjacent to the commuter rail platform and bus loading zone that is specifically designed to enhance the experience of using public transportation by providing amenities that are geared toward transit users.

DESIGN GUIDELINES

The *Transit Plaza* open space type should include:

- Cafe, restaurant, or other convenient food options
- Public Restrooms
- Public art
- Seating
- Shade
- Landscape features that reinforce the industrial theme for the neighborhood.

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Greenway

INTENT

To increase pedestrian connectivity between neighborhoods and to public open space, while also providing open space amenities for both visitors and adjacent residents.

FEATURES + ELEMENTS

The ***Greenway*** open space type should include:

- Pathways and trails
- Green space and trees
- Seating
- Small recreation activities
- Dedicated space for dogs and/or other pets

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Private Plazas + Open Space

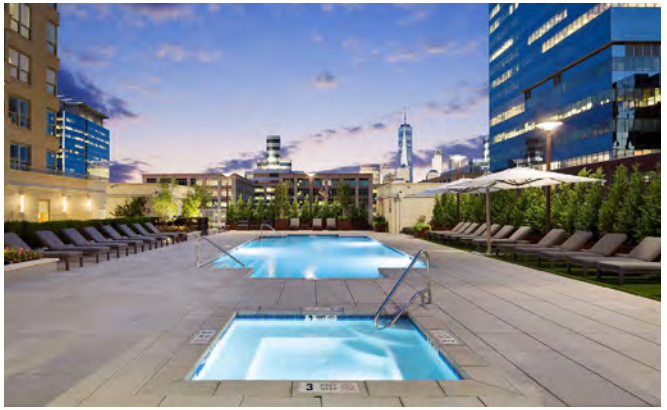
INTENT

To provide private open spaces for residents and/or employees of a building.

FEATURES + ELEMENTS

The ***Private Courtyard / Rooftop Deck*** open space type should include:

- Lounge and relaxation spaces
- Pools and hot tubs
- Outdoor cooking facilities
- Fire places
- Green space and trees
- Seating
- Small recreational activities
- Small private event gathering spaces



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Yards + Landscape Buffers

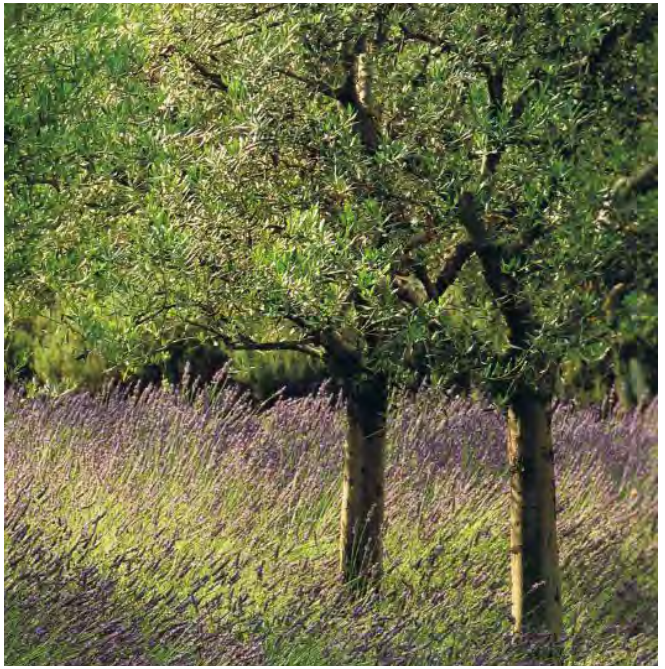
INTENT

To provide private yards and landscape buffers between buildings that are visually restorative while also being waterwise and environmentally appropriate.

FEATURES + ELEMENTS

The ***Yards + Landscape Buffers*** open space type should include:

- Waterwise Landscaping



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Enhanced Streetscape

INTENT

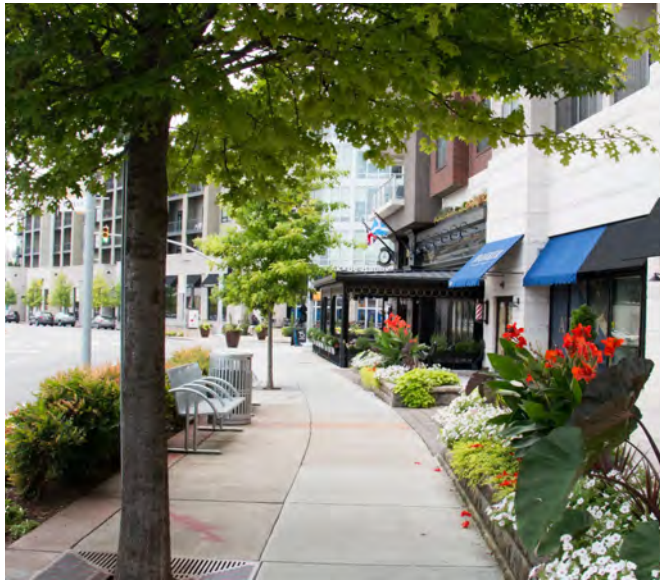
To provide streets that are first and foremost designed to create a friendly pedestrian experience, in part by providing the appropriate pedestrian amenities.

FEATURES + ELEMENTS

The ***Enhanced Streetscape*** open space type should include:

- Seating
- Outdoor dining seating (where applicable)
- Landscape plantings
- Unique/Interesting paving
- Pedestrian lighting
- Public art integrated into functional streetscapes
- Street furniture such as trash/ recycling receptacles, bollards, and more

See streetscape guidelines on pages 108-117 for more detail.



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Materials + Colors

INTENT

To ensure a consistent application of complementary and high quality materials throughout the neighborhood that will reinforce the unique identity and a sense of place.

DESIGN GUIDELINES

- Landscape materials should reinforce the industrial theme by using concrete, steel, timber, brick and stone. See materials images for specific application of these materials.
- Utilize historic industrial remnants from the adjacent railroad, industrial area, and/or the historic navy depot, by integrating them into the landscape, if available.
- Materials are encouraged to have a weathered, industrial feeling. This could be done in various ways, such as using rough cut stone or concrete, or by using tumbled stone or brick. The weathered look should help create a feeling of “authenticity.”

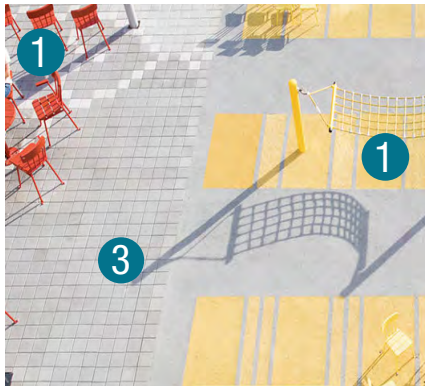
COLOR

The most prominent color associated with industrial areas is gray, with reds and blacks also playing a large role. These colors should remain as a base for landscape material colors, but should also be supplemented with more modern and interesting colors. Specifically, brighter colors should be strategically added in minimal, but visually prominent ways, to contrast the muted gray tones.

1. Pop of Color as an Accent

ACCEPTABLE MATERIALS

2. Stone Pavers
3. Concrete Pavers
4. Broken Industrial Concrete
5. Abstract Industrial Broken Concrete
6. Decomposed Granite / Crusher Fines
7. Rough Cut Stone
8. Wood / Timber
9. Industrial Remnants (New + Old)
10. Steel / Railroad Track
11. Asphalt Pavers
12. Concrete / Board Form Concrete



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Planting

INTENT

To reinforce the unique look and feel of the Station Area by utilizing planting in a way that is complementary to the contemporary industrial theme.

DESIGN GUIDELINES

- Planting areas should generally have an organic feel.
- Planting in groups to create attractive massings is encouraged.
- Lawn areas should be used strategically in areas that will become functional gathering places. Lawn areas should be minimized in other areas, and replaced with more water efficient landscape planting.
- Use perennials, bulbs, and wildflowers to add color to the landscape.
- Choose plants that minimize long-term maintenance costs.

PRECEDENT

1. Organic Planting
2. Groups of Plants create organized massing
3. Naturalized meadows, native grasses, and perennials add color to the landscape.
4. Lawn area appropriately sized for gathering space.
5. Trees provide shade

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Landscape Design Theme

INTENT

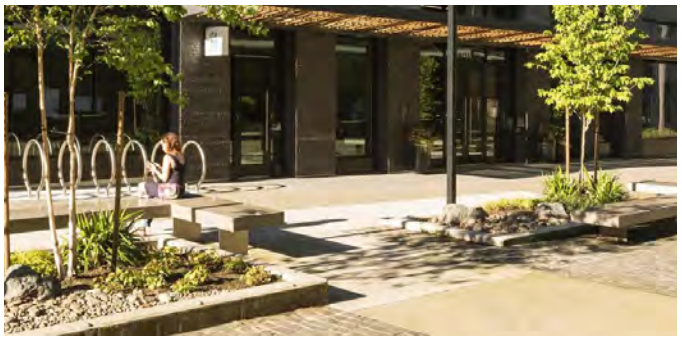
To establish a specific “look and feel” to unify the area by developing a landscape “language” that will help brand the neighborhood with a unique aesthetic that also works with the architectural design.

DESIGN THEME - “CONTEMPORARY INDUSTRIAL”

The landscape design theme for the Station Area will mirror the architectural design theme with a contemporary industrial style that is modern, yet rooted in the industrial character that surrounds the area. This industrial character helps to create a brand for the area and provides a common theme that ties the neighborhood together.

LAWN AREAS

Lawn areas should be used strategically in areas that will become functional gathering places. Lawn areas should be minimized in other areas, and replaced with more water efficient landscape planting.



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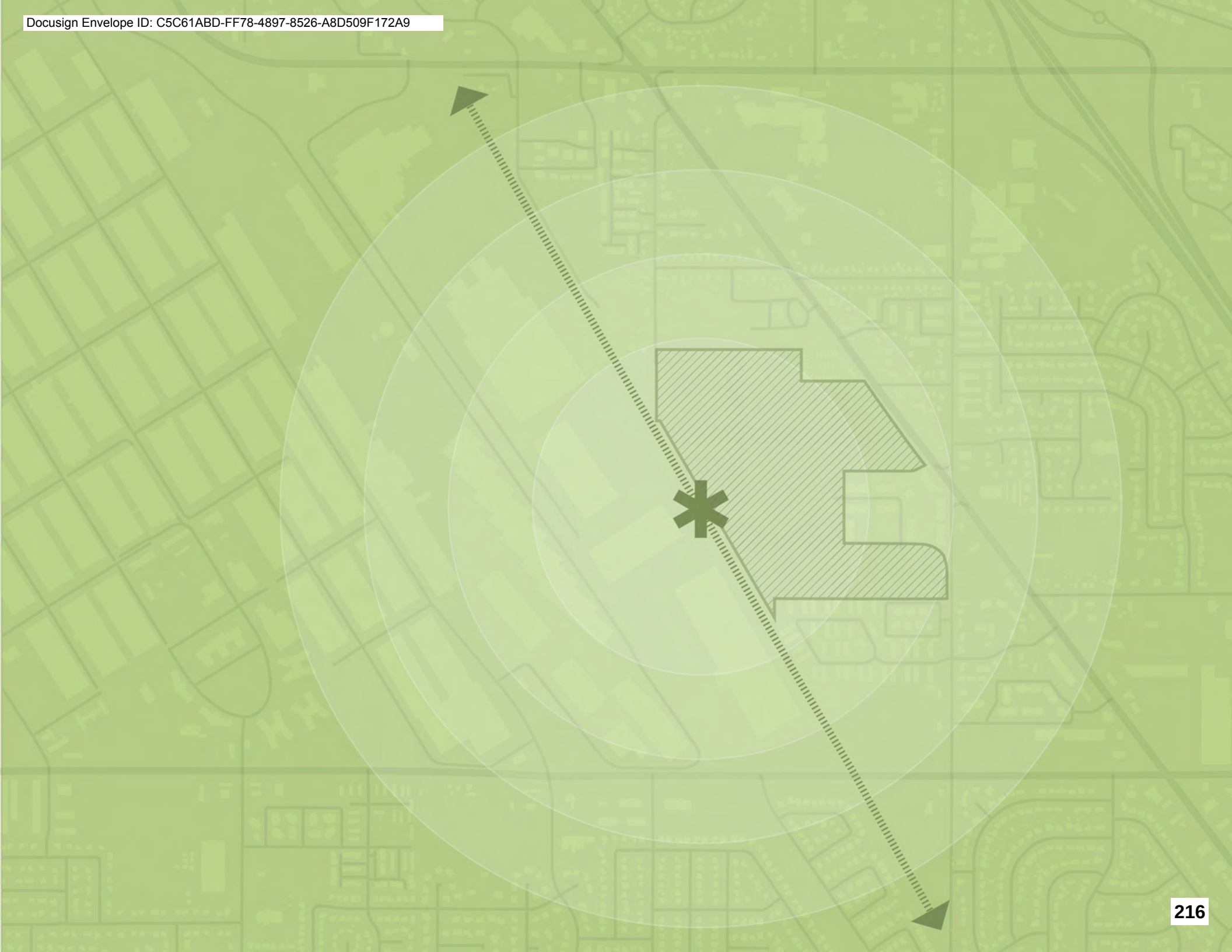

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07

TRANSPORTATION + MOBILITY

DESIGN GUIDELINES

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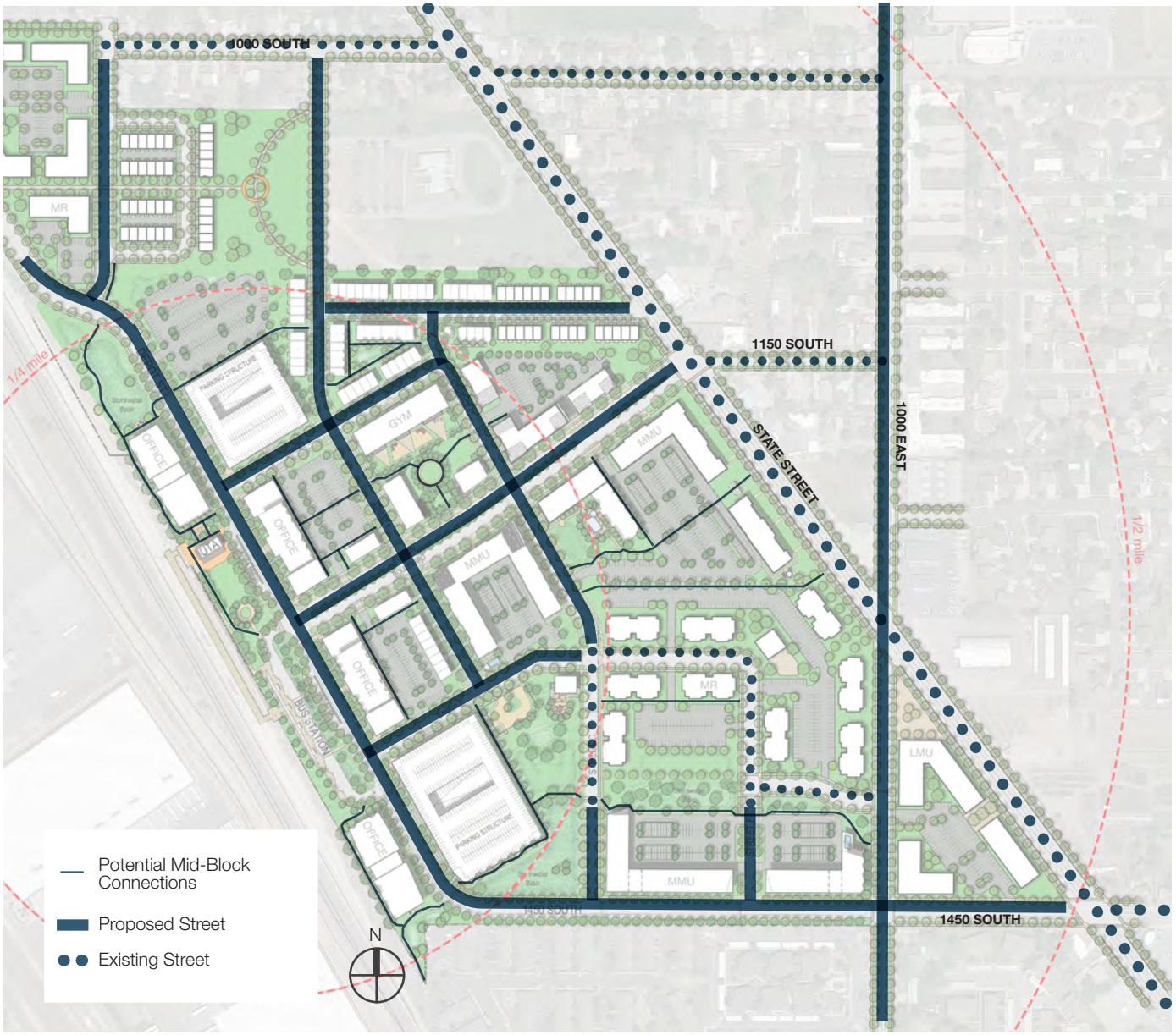
Streets + Blocks

The street layout of the Clearfield Station District will provide the foundation for the urban form of the area, which will help define the character and performance of the neighborhood. Once established, the street pattern will remain in place as the long-term structure and framework for the area, even as buildings and land-uses may change and evolve over time.

This layout incorporates the following:

- New streets connect into the existing street pattern to increase connectivity into the MDP site.
- Blocks are between 300' and 350' which is consistent with block sizes in successful, walkable downtowns throughout the country.
- The block size provides a good balance of ensuring good connectivity throughout the area, as well as providing a large enough block to allow for a variety of development options.
- Mid-block connections are encouraged to be designed into each block, if feasible, to further increase connectivity.



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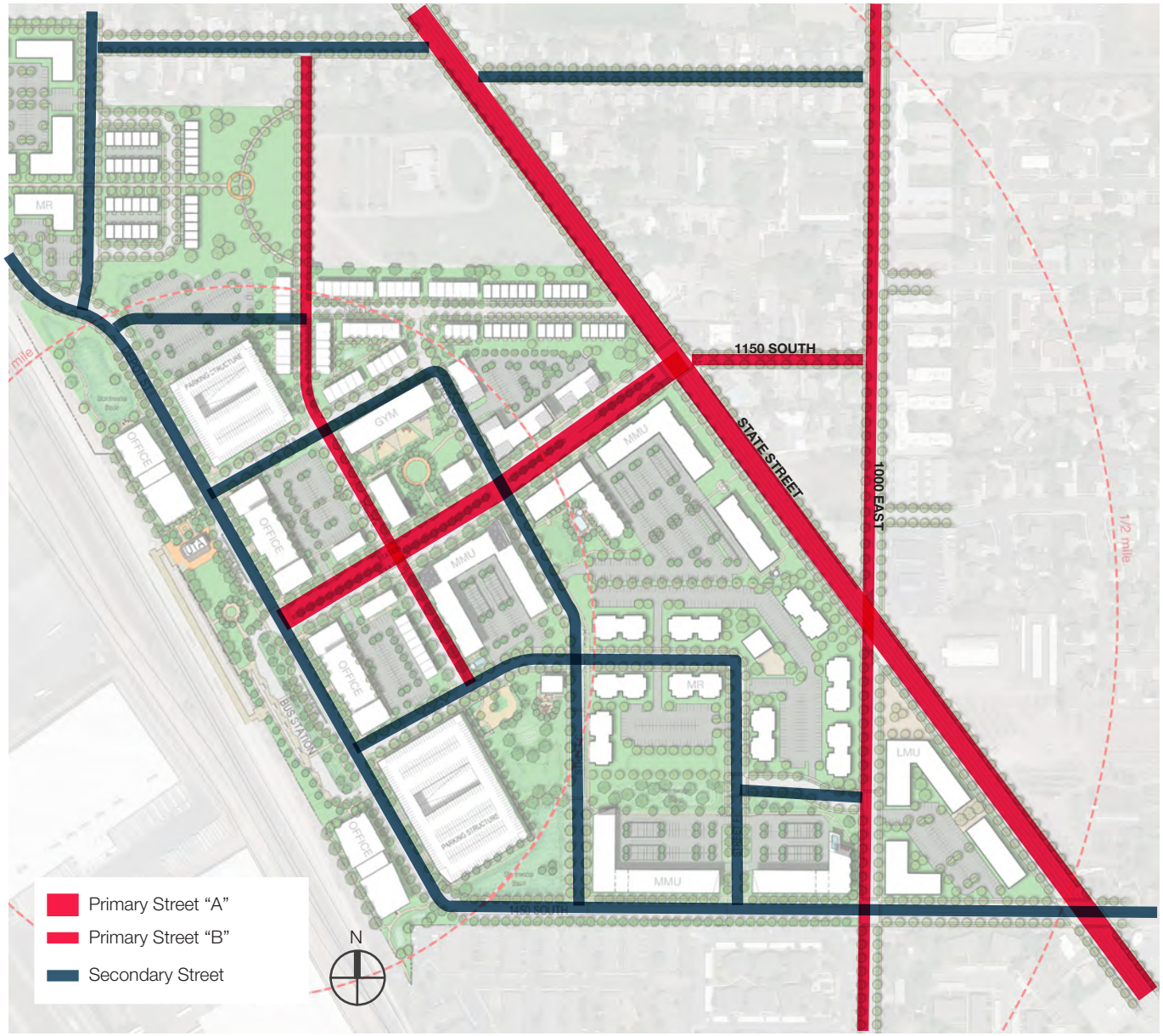
Street Hierarchy

A hierarchy of streets has been established in order to define the most prominent and important streets in the neighborhood. It defines the various roles each street will play in regards to traffic volumes, modal choices, and pedestrian experience.

The street hierarchy specifically relates to the ground floor treatment of buildings, which is covered in Section 05 Buildings + Architecture of this document.



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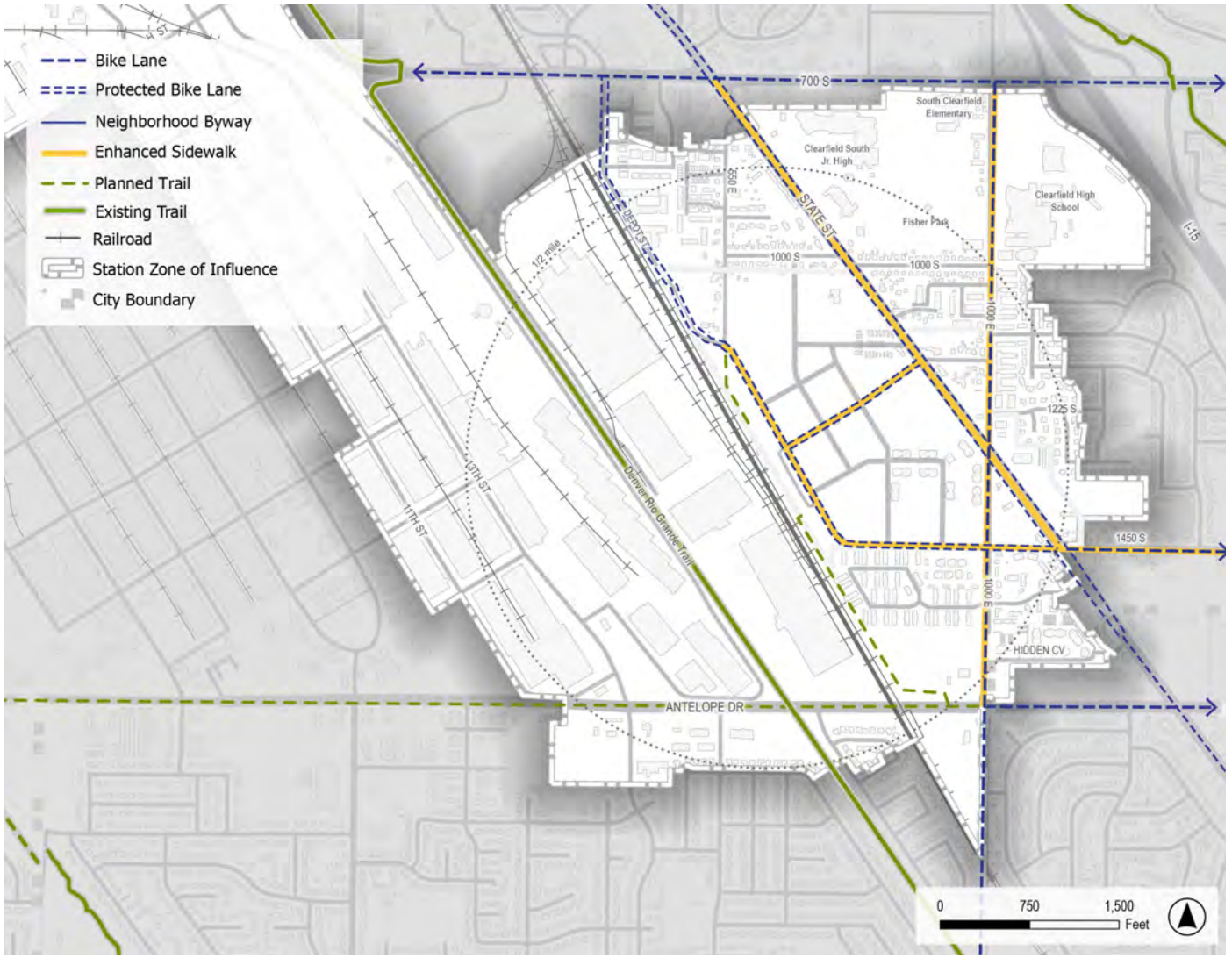
Active Transportation

Active transportation is defined as modes of travel that require physical effort. In Clearfield Station Area, this is specifically manifested as pedestrian and bicycle transportation.

Active transportation is an essential component of a transit-oriented development, as strong pedestrian and bicycle facilities allow transit users to connect from the train/bus to their destination with relative comfort and safety.

Quality active transportation facilities are also important for encouraging healthy lifestyles and reducing vehicle travel and congestion. The map on the right illustrates the proposed active transportation facilities for the station area.



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PEDESTRIAN FACILITIES

The station area will specifically focus on providing pedestrian-friendly streets throughout the neighborhood. See street type guidelines on 107-117.

Special attention should be paid to ensuring highly visible and safe street crossings. Crosswalks should be located at all intersections within the area to enhance pedestrian connectivity.

Bulb-outs (or curb extensions) should also be used throughout the neighborhood to calm vehicular traffic and shorten pedestrian crossings. Street trees should be used to increase pedestrian comfort and calm traffic.

CYCLING FACILITIES

Cycling facilities will be provided on primary streets within the Station Area. A protected cycle track will be provided on Station Boulevard. An on-street bike lane will run along Depot Street, through the MDP site, connecting to 1000 East. All other streets in the neighborhood will be designed to allow for a safe mix of cyclists and vehicles in vehicular travel lanes.

PRECEDENTS

1. Sidewalk with many elements that add to a comfortable, safe, and interesting pedestrian experience, including street trees, planters, brick pavers, ground floor transparency, pedestrian lighting, bike parking, seating, and outdoor dining.
2. Bulb-out helps to calm vehicular traffic and shortens pedestrian crossing lengths.
3. Highly visible crosswalk with median refuge and signage.
4. On-street bike lane with a painted buffer to increase safety.
5. Raised Cycle track separates bikes (and other users, such as scooters, skateboarders, etc.) from vehicular traffic lanes. It also separates these users from the pedestrian sidewalk space.

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Transit

The commuter rail is the central feature of the Clearfield Station District, and planned development is arranged to maximize its use as a method for transporting people to and from the station, reducing the need for vehicular trips.

The commuter rail platform and entrances will remain. The bus loading zone will shift slightly to the South of Station Boulevard as seen in the map.

Bus traffic will largely be routed along the boulevard, with an option to exit on 1450 South. Bus routes with connection to Holy Cross Hospital - Davis will likely travel via 1450 South to and from the station platform.

A kiss-and-ride area will be established, as shown, to provide transit users from outside the neighborhood with convenient access to the commuter rail platform.

Transit facilities shall conform to UTA's design standards.

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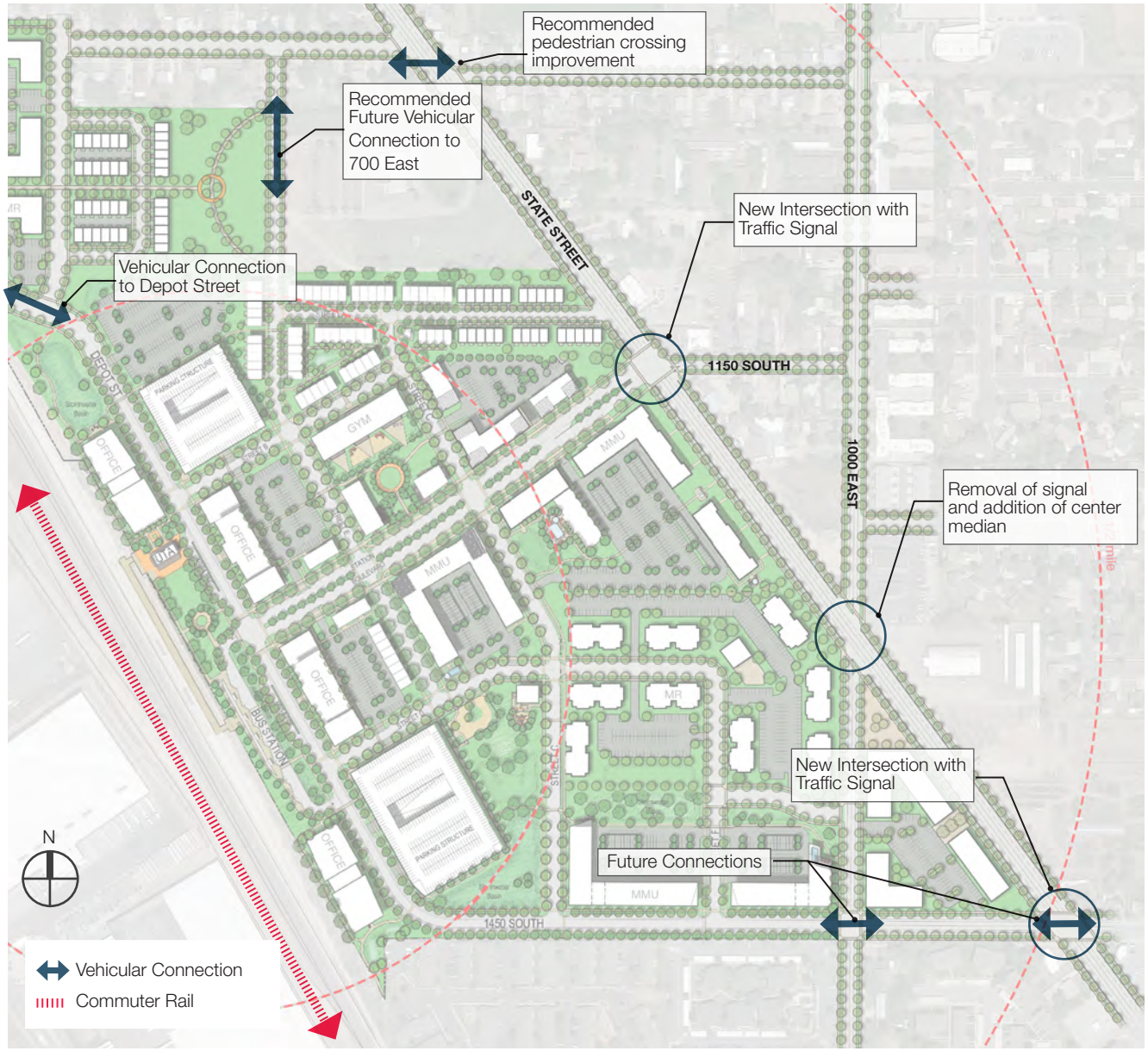
Vehicular Transportation

The Clearfield Station District is intended to be a multi-modal destination, with priority given to pedestrians and cyclists. However, vehicular transportation will still be a fundamental element that must be carefully planned to minimize traffic issues. The increase in development, as outlined in this plan, will have significant impacts on traffic, and traffic mitigation efforts must be carefully considered.

New streets should connect into existing streets to increase connections and to disperse traffic flows in and out of the area as much as possible. A connection to Depot Street should be prioritized. A connection to 700 East is also encouraged.

Improved pedestrian crossings on State Street at 1000 South, 1150 South, 1000 East, and 1450 South are recommended, in addition to a crossing at 1000 East and 1150 South. These connections are intended to overcome active transportation barriers and should prioritize bike and pedestrian safety.

The addition of traffic signals on State Street at Station Boulevard and 1450 South and the removal of the signal at 1000 East and State Street will likely have traffic impacts. The full impact of signal changes and/or removals will require further study and coordination with UDOT.



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Traffic Analysis

A traffic impact analysis for the *Clearfield Station Area Plan* identifies the traffic impacts that the proposed land use scenario for the station will have in the surrounding intersections.

This traffic analysis is a 2023 update to the traffic analysis completed in 2019 by Fehr & Peers for the *Clearfield Station Area Plan*. It includes updated land use and trip generation assumptions for the Clearfield Station Area, including all parcels within ½ mile of the station that were not included in the 2019 analysis. All traffic volume growth assumptions and vehicle trip reduction percentages remain consistent with the 2019 analysis.

Trip generation for the project was computed using rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition, 2023.

The net external vehicle trips expected to be generated by the Clearfield Station Area, the percent reductions due to trips that start and end within the development, and trips that are done by transit, biking, or waking are shown in Table 5.

The Clearfield Station Area will generate significant traffic at the surrounding intersections, and mitigations will be needed to accommodate the new traffic. This analysis focused on the analysis of four intersections close to the Clearfield Station Area:

- State Street/2000 North
- State Street/1000 East
- State Street/Station Boulevard
- State Street/700 South

The operating performance of these intersections is described by the Level of Service (LOS). LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst.

Using the traffic modeling software Synchro and the HCM 6 delay thresholds introduced above, the existing and existing plus project AM and PM peak hour LOS were computed for each study intersection. The preliminary results of this analysis are reported in Table 6.

TABLE 5: MXD TRIP GENERATION AND REDUCTION ESTIMATES

Time Period	Project Gross Trips	Net External Vehicle Trips	Vehicle Trip Reduction
Daily	30,303	26,212	13.5%
AM Peak Hour	1,886	1,522	19.3%
PM Peak Hour	2,915	2,242	23.1%

TABLE 6: LEVEL OF SERVICE SUMMARY

Intersection			Existing	Existing Plus Project	Existing Plus Project Mitigated
ID	Location	Period	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]
1	State Street / 2000 North (Antelope Dr)	AM	D / 37	D / 37	D / 36
		PM	D / 41	D / 51	D / 51
2	State Street / 1000 East	AM	C / 26	C / 31	C / 26
		PM	D / 52	F / 96	E / 75
3	State Street / Station Boulevard	AM	B / 12	E / 36	E / 36
		PM	C / 19	F / >300	F / >300
4	State Street / 700 South	AM	C / 25	C / 27	C / 23
		PM	E / 63	F / 87	E / 59

1. Overall intersection LOS and average delay (seconds/vehicle) for the signalized intersections and worst movement LOS and average delay for the unsignalized intersections.

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ANALYSIS RESULTS

All intersections in the existing conditions operate at acceptable levels during the AM peak hour (LOS D or better); however**, the State Street/700 South intersection operates at LOS E during the PM peak hour.**

With the addition of the proposed land use scenario for the Clearfield Station Area, the development access onto **State Street is LOS E** during the AM peak hour, and **all intersections except Main Street/2000 North operate at LOS E or F during the PM peak hour**.

The existing plus project scenario was also mitigated, i.e., the signals were optimized to provide better results. **This scenario shows significant improvements for the State Street/1000 East and State Street/700 South intersection during the PM peak hour.**

Therefore, it is recommended that the signals are optimized as the station area develops.

MITIGATION STRATEGIES

Other potential mitigations to alleviate the impact of the development on the surrounding area are:

- **Distribute internal traffic to all development accesses.** The main access to the development will be through State Street. However, three other accesses are proposed for this development: a south access onto 1000 East, and two north accesses, one onto 700 South (via Depot Street) and one onto 1000 South (via the recommended connection of 700 E). Encouraging the use of all development access points could alleviate the high traffic impact on State Street. However, a signalized access onto State Street might still be needed.
- **Signalize a secondary major access onto 1000 East.** 1000 East is a local road owned by Clearfield City. Adding a secondary major access onto this road will alleviate the traffic using access onto State Street.
- **Follow TOD best practices on parking supply.** Research conducted by the Utah Transit Authority and the University of Utah's Metropolitan Research Center indicates that mixed-use developments at transit stations generally require significantly less parking than similar developments that lack good transit access. The Utah Transit Authority also released Transit Oriented Development guidelines that provide standards for parking, although these guidelines provide a greater level of parking than the University of Utah research suggests to be necessary.
- **Establish a Transportation Demand Management (TDM) coordinator.** Having a TDM coordinator for the area would help employees and residents find other means of transportation to/from the TOD beyond driving alone. Examples for TDM measures are incentivizing the use of transit, biking, and walking; having various office hours within the development; etc.
- **Optimize signals to improve PM peak hour LOS along State Street through the Clearfield Station Area.** The traffic analysis results showed significant improvement at signals along State Street when signal optimization was implemented. This strategy should be used at all signals in the station area to improve traffic conditions during peak hours.

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Streetscape

INTENT

To create a cohesive, functional, and safe network of streets and walkways that supports a variety of travel modes and connects, attracts, and activates the neighborhood.

DEFINITION

The streetscape is defined in this document as the part of the street between the curb and the building.

DESIGN GUIDELINES

- The streetscape should be considered an important part of the neighborhood open space system, and should provide safe, comfortable travel, as well as interesting places that are desirable to spend time.
- Streets should be designed as outdoor rooms with attractive places to sit, stop, gather, and play.
- Streets should provide opportunities for neighbors and visitors to meet one another and create a vibrant community-oriented neighborhood experience.
- Paving materials and patterns should provide interest and excitement, while also being durable, functional, and easy to maintain.
- Changes in paving should be used to differentiate between streetscape zones.
- Curb radii should be minimized on street corners to slow vehicles making turning movements and maximize pedestrian safety.
- Bulb outs should be used at all intersections and mid-block street crossings to calm traffic and minimize the length of pedestrian crossings.
- Green infrastructure may be incorporated into the streetscape in the street zone with stormwater retention systems or other innovative green systems.

BUILDING ZONE

The building zone is the space between the travel zone and the building facade. This zone can be used to display merchandise, enhance entryways, or provide outdoor seating and dining. It should generally be thought of as an extension of the building into the public realm. This space will typically require some space from a building setback to provide enough usable space.

TRAVEL ZONE

The travel zone is reserved for unobstructed pedestrian travel. It is located between the building zone and the street zone. The National Association of City Transportation Officials (NACTO) recommends 5-7 foot wide sidewalks in residential areas, and 8-12 foot wide sidewalks in downtown areas.

STREET ZONE

The street zone is the space between the travel zone and the street. This area can be landscape or hardscape, and is where trees and street furniture should be located.

STREET TREES

Street trees are required in regular intervals on all streets in the neighborhood. They should be located at least 30 feet apart.

STREET FURNITURE

Street furniture should be provided as part of the general streetscape design for all streets in the neighborhood. The following list includes street furniture that should be included within the Clearfield Station Area. However, not all streets will require all street furniture elements.

- Street Lighting
- Pedestrian Lighting
- Seating / Benches
- Trash / Recycling Receptacles
- Bike Racks
- Wayfinding Signage
- Raised Planters
- Bollards

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GENERAL STREETSCAPE ELEMENTS

Streetscape design is key in creating an inviting pedestrian environment and a walkable neighborhood.

This graphic demonstrates how the three streetscape zones are broken down, and the simple fundamentals behind effective street design.

1. A consistent streetwall on both sides of street, as well as vertical elements such as trees, create a sense of enclosure.
2. A consistent row of trees provides a sense of enclosure, protects pedestrians from vehicles, provides shade, and brings nature into the urban environment.
3. Street furniture such as lighting, seating, trash receptacles, and bike racks are included in the street zone as pedestrian amenities.
4. Seating and outdoor dining is provided in the building zone as an extension of the indoor dining area.

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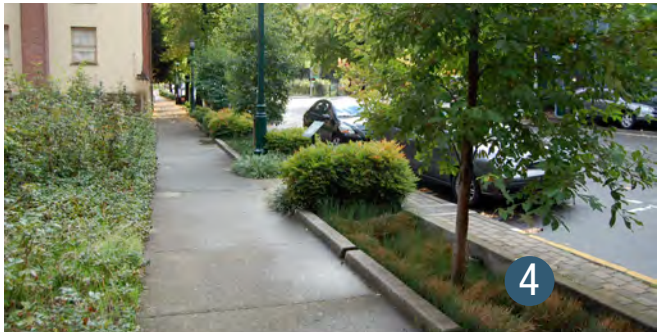
STREETSCAPE PRECEDENTS

1. Street zone contains trees, plantings and street furniture.
2. Building zone contains pedestrian amenities such as outdoor dining.
3. Interesting paving pattern brings excitement and refinement to the street
4. Bioretention strip is built in to the street zone of the streetscape to filter stormwater.
5. Seating is designed into interesting streetscape planters.



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Street Types

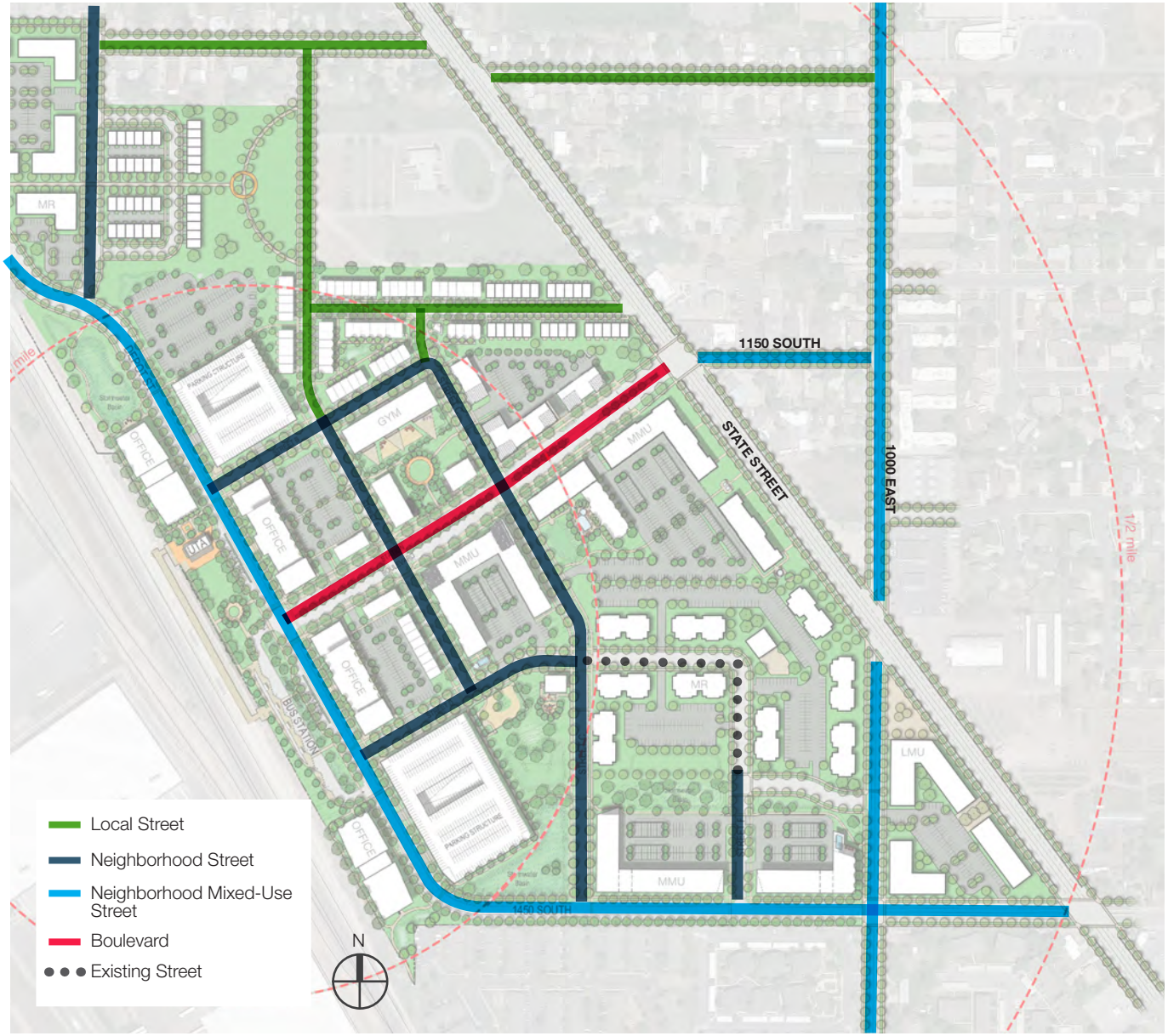
Five street types have been established for the Clearfield Station District.

The *Local Street* is a low-speed and low-volume street for connecting neighborhoods to connector streets

The *Neighborhood Street* is the default street design, and the most common street in the neighborhood.

The *Neighborhood Street - Mixed-Use* street type is identical to the "Neighborhood Street," but has dedicated on-street bike lanes.

The *Boulevard* street type is established as the primary street in the neighborhood, which connects State Street to the transit station.



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Local Street Type

The ***Local Street*** type is primarily used on residential-only streets within and beyond the Station District. Similar to Neighborhood Streets, Local Streets are intended to provide access for neighborhoods and function as a livable outdoor space but on lower volume, quieter streets.

The local street type includes street trees, plantings, and sidewalks.

This street section is designed for a slow speed, which allows bicycles to safely and comfortably share the vehicular lanes.

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Neighborhood Street Type

The ***Neighborhood Street*** type is the default street type that will be used in the station area and will make up the majority of streets in the neighborhood. It is intended to provide access for neighborhoods and function as a livable outdoor space. The design and layout of the street is a simple, time-tested solution that creates safe, walkable, and livable streets.

The neighborhood street type includes on-street parallel parking, street trees, plantings, lighting, benches, and sidewalks.

This street section is designed for a slow speed, which allows bicycles to safely and comfortably share the vehicular lanes.

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Neighborhood Mixed-Use Street Type

The ***Neighborhood Mixed-Use*** street type is identical to the ***Neighborhood Street*** type, with the exception of adding on-street dedicated bike lanes.

The buffered bike lanes on these streets will provide safe and convenient access for bicycles on the streets that connect the station area to the rest of the City.

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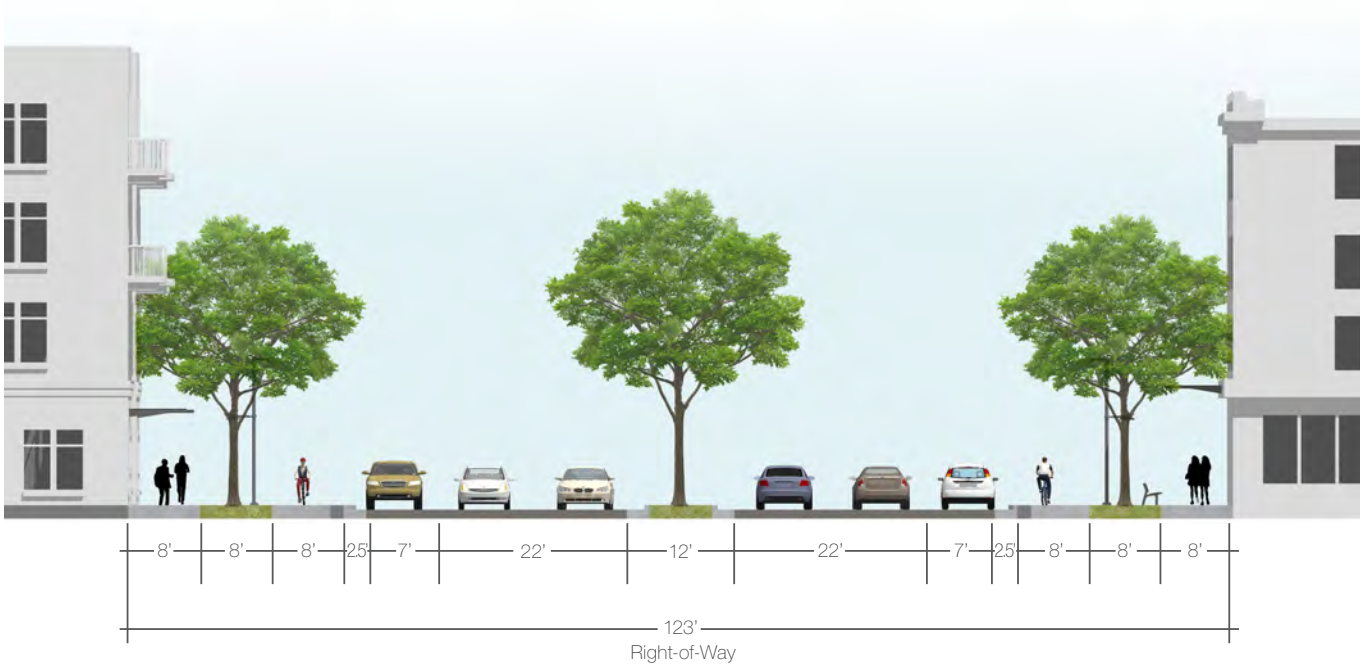
Boulevard Street Type

The ***Boulevard*** street type is intended to be the "Main Street" for the Clearfield Station District, connecting State Street to the Transit Station.

Station Boulevard should be designed to have a grand, iconic appearance, as it is the main entrance to the neighborhood and the heart of the station area. It should be designed to be functional, safe, and convenient for multiple modes of travel, including vehicles, bus, bicycles, and pedestrians.

The Boulevard street type includes on-street parallel parking, street trees, plantings, a planted median, sidewalks, lighting, benches, and other street furniture.



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Parking

OVERVIEW

A comprehensive strategy to deal with parking is one of the most important aspects of creating a successful, walkable, TOD environment. The majority of parking in the Station District will be provided on surface lots and structures with some on-street parking.

Park and ride, visitor, and ADA parking shall be prioritized and located within the shortest distance possible. Landscaping should be used to screen parking from the street where possible.

The parking plan provides about 3,400 parking stalls, which give parking flexibility for future businesses.

INTENT

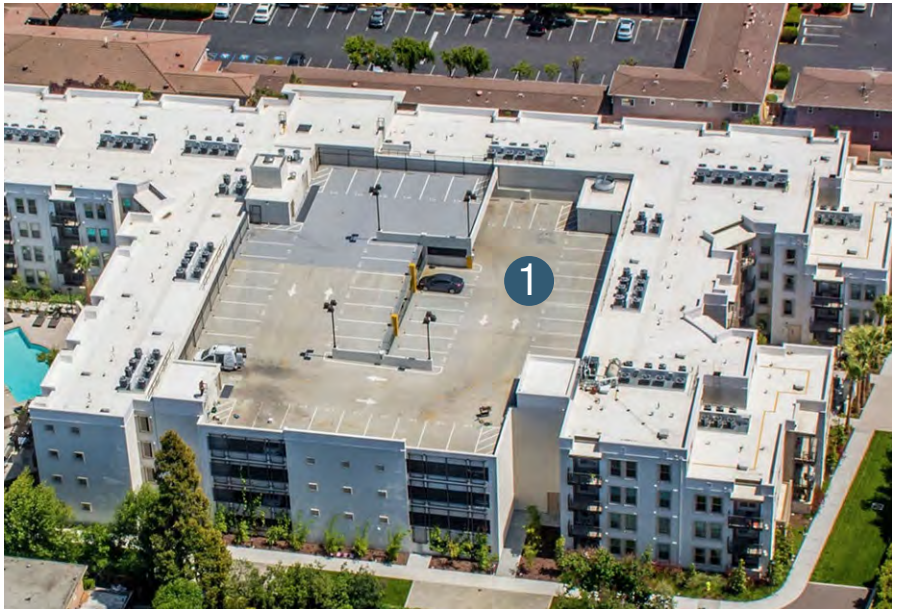
To arrange parking in a way that promotes walkability, while still providing convenient and accessible parking.

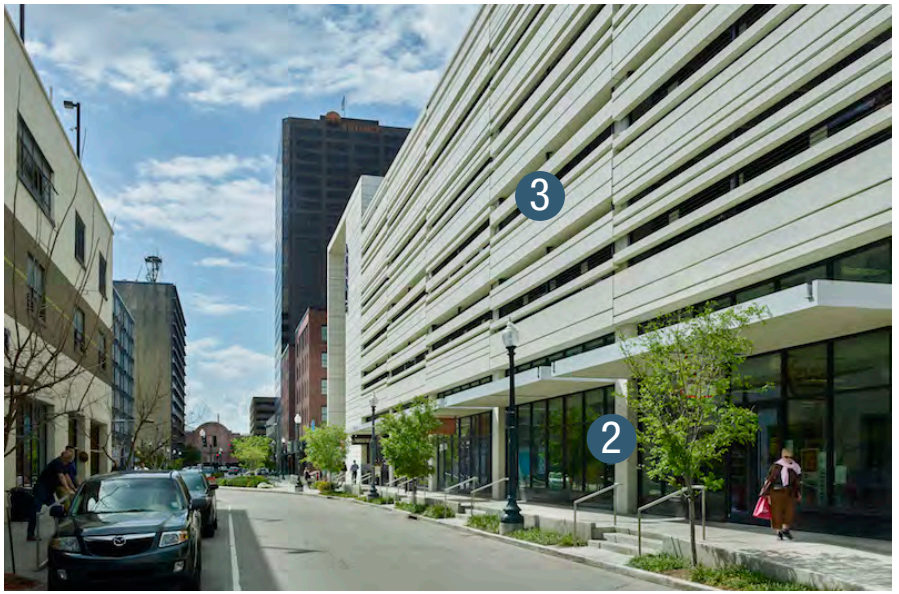
DESIGN GUIDELINES

- Dedicated parking structures will provide parking for park and ride purposes.
- Adequate bike parking should be provided for each building in the neighborhood.
- Parking structures facing Depot Street and 1450 South may have active uses on the ground floor.
- All streets are to include on-street parking where possible.
- Shared parking strategies are encouraged.
- Office parking shall have a minimum of 5% of parking stalls to be Electric Vehicle (EV) hook up ready and at least four stalls per 150,000 SF built.
- EV charging stations to be 220/240 volt minimum (Level 2).

PARKING STRUCTURE PRECEDENTS

1. Parking Structure is wrapped by buildings to hide the parking structure from the street and public open spaces.
2. Retail uses on the ground level of parking structure activates the street.
3. Decorative facade treatment of parking structure adds visual interest to the street.





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CONCEPT PLAN PARKING

The plan to the right illustrates a number of parking configurations and strategies that could be used to provide parking in the Station District. Some of these include, but are not limited to:

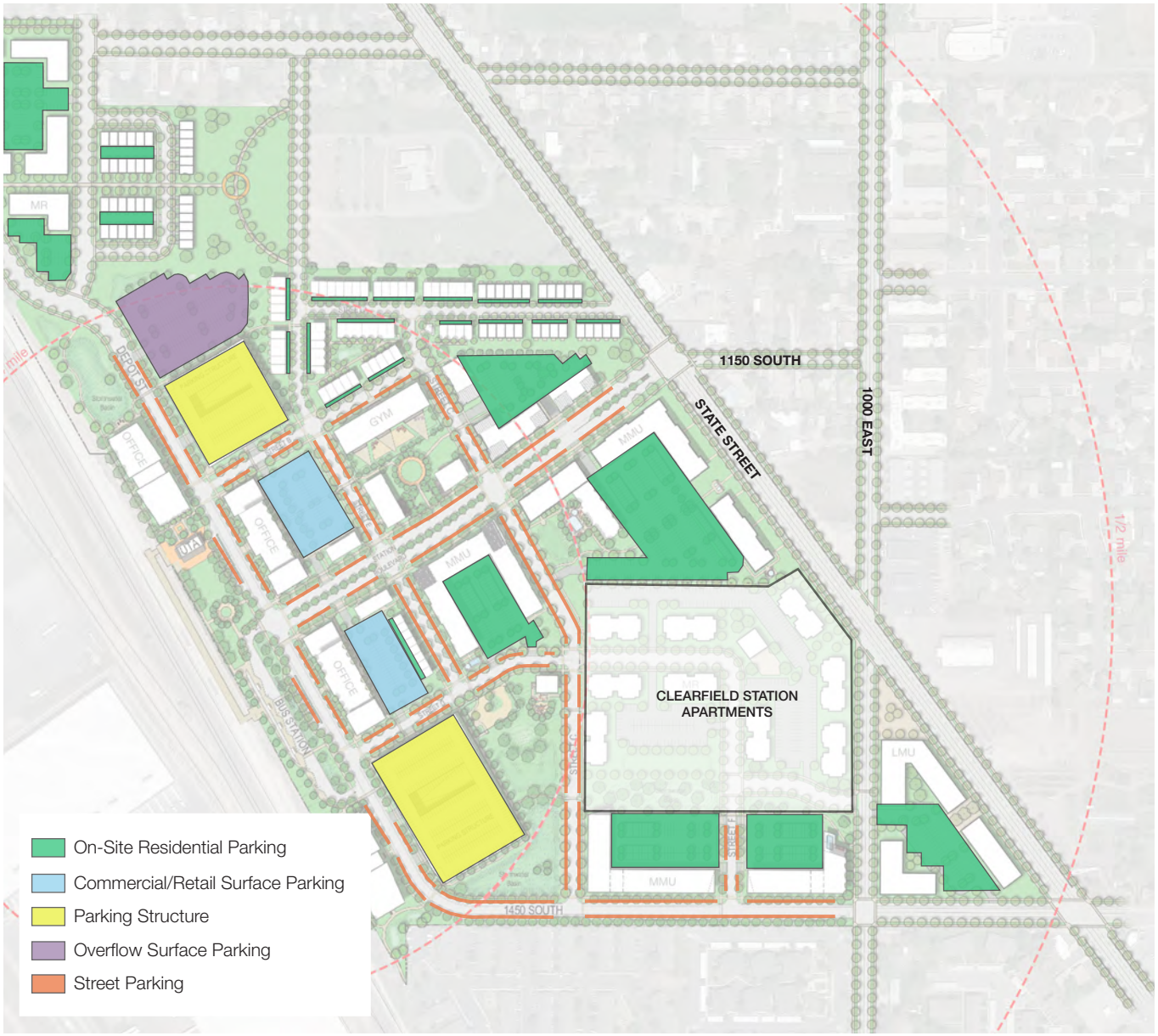
On-Site Residential Parking: Surface-level parking located directly adjacent to planned residential uses.

Commercial/Retail Surface Parking: Surface-level parking located directly adjacent to planned commercial uses.

Parking Structure: Located either above ground with active uses on the ground floor or underground.

Overflow Surface Parking: Surface-level parking utilized when the existing parking supply does not meet demand.

Street Parking: All streets are to include on-street parking where possible.



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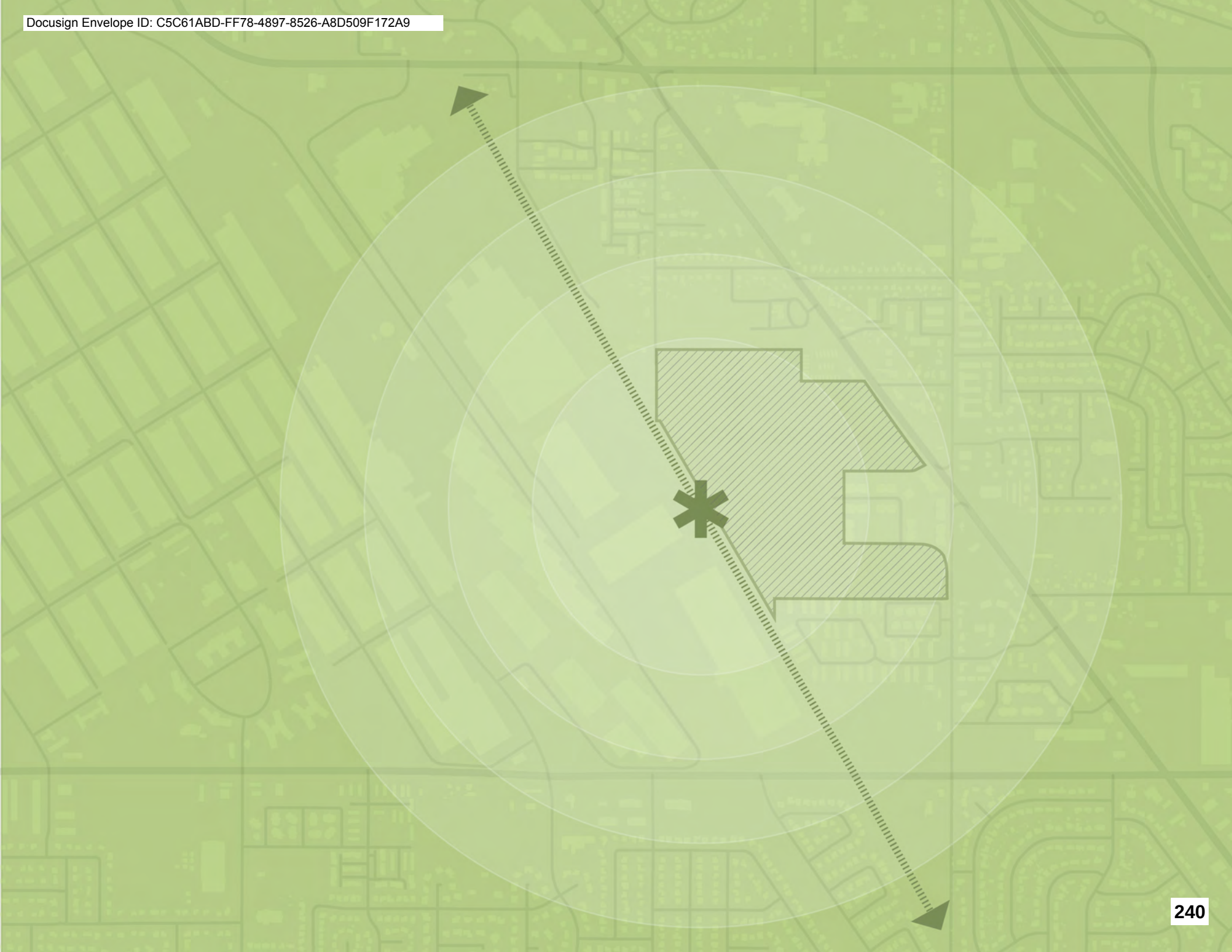

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08

STRATEGIC RECOMMENDATIONS

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Implementing the Plan

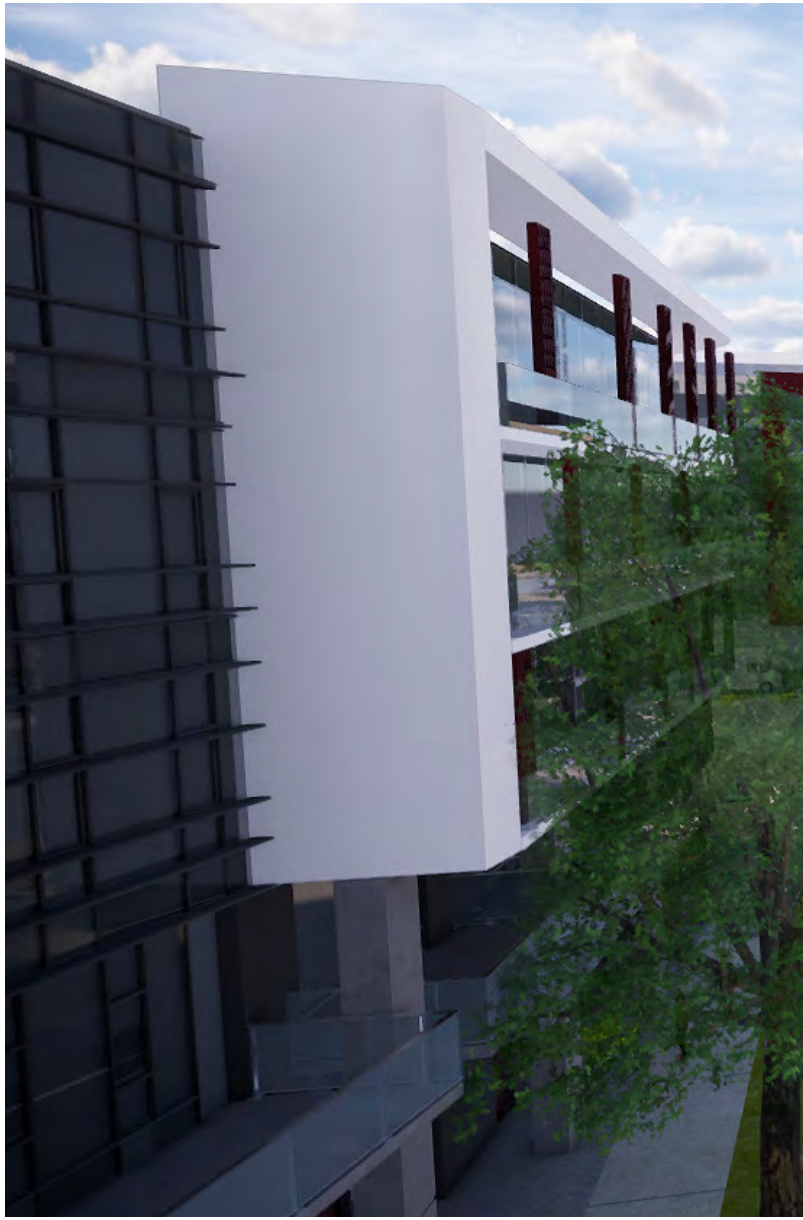
For the vision and objectives laid out in this plan to be realized, it will likely be the result of a long-term process, where residents, City Staff, UTA Staff, and elected officials have championed the vision and ensured the development of the area that they want to see. This plan presents the vision and illustrative plan for the Clearfield Station Area, but for the type of development this plan envisions to be built, more steps will need to be completed.

The strategic recommendations outline the next steps for the Station Area. They are intended to provide the action items that the City, UTA, or other stakeholders must complete to be ready for implementation. Not all steps must be completed before development on the area can begin, but each step will need to eventually be completed to ensure the area reaches its potential as outlined in this plan.

The strategic recommendations are broken down into four categories:

- Policy Updates + Plan Amendments
- Economic Development
- Transportation
- Physical Improvements

The image on the following page illustrates how the project area might look at buildout.



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Policy Updates + Plan Amendments

- ☐ Ensure consistency between the Clearfield Station Area Plan and other planning and regulating documents
  - Evaluate the Clearfield General Plan and the city's streets and trails plans to ensure consistency with this plan. Update plans as appropriate.
- ☐ Consider updating the City's Future Land Use Map and Zoning Ordinances to reflect the proposed land uses indicated within this plan (See map on page 37).
- ☐ Investigate creating a form-based code for the Clearfield Station District (see Districts Map on page 33), basing the requirements on the architectural design guidelines established in this plan.
- ☐ Consider updating city transportation policies to include street and transportation related design guidelines as outlined in this plan.
- ☐ Investigate and implement strategies to incentivize or require affordable housing within the Station Area, coordinating closely with the City's Moderate Income Housing Plan.
- ☐ Consider the development of a brand for the area
  - Establish a unique brand for the Station Area that will increase visibility and help the area become more attractive to developers, future residents, and employers/employees.
- ☐ Consider developing refined site plans for undeveloped properties outside of the existing MDP.
  - Site plans should describe the physical location of buildings, accesses, and parking within the proposed developments.

Economic Development

- ☐ Consider formation of a Transportation Reinvestment Zone (TRZ)
  - A TRZ is similar to the existing CDA, in that it is a program that utilizes tax increment financing. However, the advantage to the TRZ is that the majority of the funds can be used for transportation improvements. It also removes the requirement of setting aside ten percent of the increment for affordable housing.
- ☐ Reevaluate retail buying power
  - As new residential product is introduced into the area, the City should consistently reevaluate the retail buying power potential. That actual, or even planned growth, can be translated into specific buying power in terms of real dollars. That information needs to be used in attracting new retailers to the overall area.
- ☐ Reevaluate the fiscal impacts of use types
  - The City should regularly reevaluate the fiscal impacts of use types to reconsider their municipal cost models and make changes as market conditions affect different real estate Sectors.
- ☐ Consider soliciting development partners and commercial tenants
  - UTA and the City should consider actively solicit development partners and commercial tenants who share the vision for the Clearfield Station Area.

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Transportation

- ☐ Further Study impacts of the addition of Station Boulevard signal and changes to 1000 East signal
  - The proposed and potential signal changes will impact traffic patterns and delays, but further study is needed to know the full impacts of these intersection changes.
- ☐ Investigate the improvement of the pedestrian crossing at 1000 South and State Street
  - If possible, relocate the existing HAWK signal from its current position north of 1000 South on State street to the crossing between 1000 South and Campbell Heights across State Street.
- ☐ Complete an Operational Analysis and Circulation Plan
  - Due to the high-density development of the Clearfield Station Area, an internal operational analysis should be completed to determine the type of traffic control needed within the development (two-way stop control, four-way stop control, free, roundabouts, traffic circles, etc.).
- ☐ Develop a parking strategy
  - Develop a strategy for parking that takes into account opportunities for shared parking, phasing, and other innovative strategies to provide parking for employees, residents, and visitors.
- ☐ Continue to work with UDOT to improve safety and connectivity across State Street.

Physical Improvements

- ☐ Work with UTA, project stakeholders, and potential developers to implement the Clearfield Station Master Development Plan (MDP).
- ☐ When feasible, implement the active transportation and trail infrastructure proposed in this plan.
  - Safely and efficiently connect the D&RGW Trail to the Clearfield Station.
  - Extend trails and make pedestrian connections to other areas of the city.
- ☐ Consider the design and construction of the proposed public parks indicated in this plan (see page 79).
- ☐ Contemplate enhancing streetscapes within the Station Area through consistent street trees, improved landscaping, street furnishings, and lighting.
- ☐ Consider allocating of tax increment to construct parking structures near station platform to provide park & ride parking for transit users.

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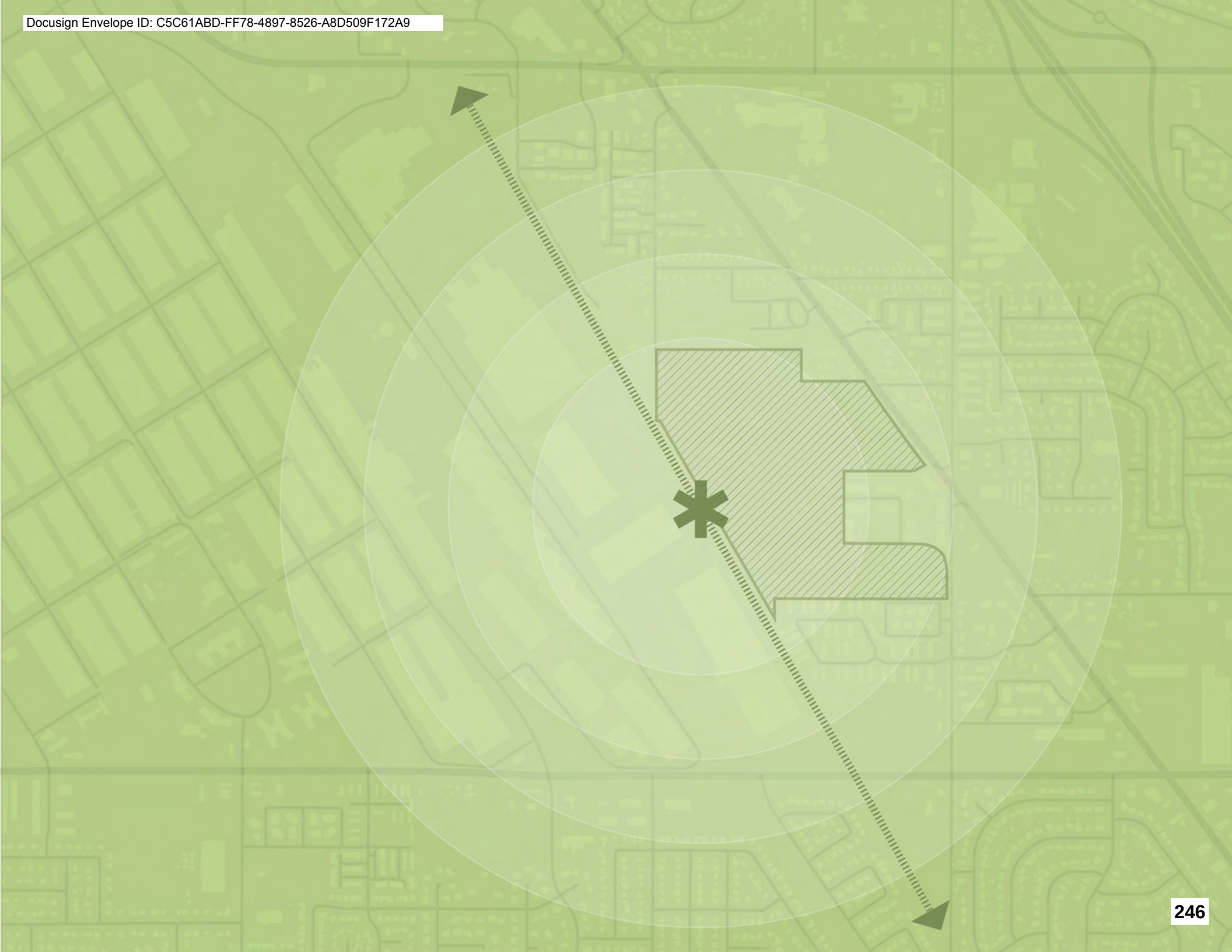

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09

Appendix A

Existing Conditions Report:
Land Use & Transportation

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CLEARFIELD CONNECTED

EXISTING CONDITIONS ANALYSIS

BACKGROUND

The Clearfield FrontRunner Station is a place of connections and linkages, where people arrive and depart on their way to destinations near and far. Located in the economic heart of Davis County, the station provides access to many workplace and residential destinations, while facilitating access to countless destinations along the Wasatch Front.

The Clearfield Station is a vital component of the FrontRunner system and Clearfield City's overall infrastructure. Encompassing approximately sixty acres of vacant land, the Clearfield FrontRunner Station TOD site represents a significant opportunity to meet the transit and placemaking needs of Clearfield City and its residents, as well as those of UTA and transit riders throughout the region.

The purpose of the updated Clearfield FrontRunner Station Area Plan (2023) is to establish a clear vision, goals, and urban design principles that will govern development of the Clearfield Station site over the next 10 years and beyond.

CONTEXT

Planning Context

The *Clearfield Connected Station Area Plan (2023)* is an update to the recently adopted *Clearfield Connected Station Area Plan (2019)*, which established a clear vision for the station area. This vision was further refined in 2021 in the *Clearfield Station Master Development Plan (MDP),* which builds upon the area plan, providing further detail for development. Additionally, in 2021, Clearfield City adopted the *North Davis Active Transportation Plan*, which identifies important pedestrian and cyclist infrastructure improvements around the station area.

Figure 1: Clearfield Station Illustrative Master Plan from the MDP

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Recent changes in Utah State planning codes require the *Clearfield Connected Station Area Plan (2019)* be amended to address a wider service area and to incorporate options for affordable housing. This updated plan will embrace previous efforts, translating the energy underpinning those plans into an updated and comprehensive version that also addresses the new elements required by state code.

The updated *Clearfield Connected Station Area Plan* will incorporate the following additions and modifications:

- Assessment of prior studies and the existing conditions of the study area, focusing on the expanded station area "zone of influence," changing development patterns, and recent demographic and socio-economic changes.
- Incorporation of statewide objectives for moderate-income housing, environmental conditions, and transportation choices and access.
- Updated design guidelines that better align with the MDP.
- Assessment of the market potential of the station area and the synergies of commercial and multi-family residential uses, as part of a mixed-use transit district.
- Assessment of the access to and from the station area for vehicles, transit, and active transportation modes, including pedestrians and bicyclists.

Historical Context

Clearfield was settled in 1877 as an agricultural community. The city's structure began to change in the 1940's, when major defense facilities such as Hill Air Force Base and the Clearfield Naval Supply Depot were built within and adjacent to the city. The air force base quickly became a significant employer in the region and has grown to become one of the largest employers in the state.

The Clearfield Naval Supply Depot was constructed adjacent to the railways that line the west edge of the FrontRunner station today. This depot was also a major employer until it was decommissioned in 1962. The depot's remnant facilities eventually became the Freeport Center, which is now a major manufacturing, warehousing, and distribution destination.

The Clearfield Station TOD site has historically been used for light industrial uses. More recently a portion of the site developed into a park-and-ride lot for transit riders.

Demographic Context

Utah is one of the fastest growing states in the country and is expected to grow another 50% by 2040. This growth has led to a lack of housing, which has resulted in skyrocketing housing costs and unprecedented demand for affordable housing in recent years. These conditions have created demand for a wider range of housing options throughout the region, with a particular focus on more compact and efficient multi-family development models. Areas in proximity to transit such as the Clearfield Station site are particularly well-suited for multi-family housing as part of a high-quality, mixed-use development.

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Physical Context

Clearfield is located in Davis County, approximately 28 miles north of Salt Lake City, situated between the Great Salt Lake to the west and the Wasatch Mountains to the east. The Clearfield FrontRunner Station is located across the railroad tracks from the Freeport Center near the Clearfield-Layton border. As shown in Figures 2 and 3, the station area is close to Hill Air Force Base (northeast), Davis Medical Center (southeast), Downtown Clearfield (north), the planned Layton City Town Center (south), and a education/recreation district composed of three public schools and a park (northeast).

Figure 2: Regional Context Map

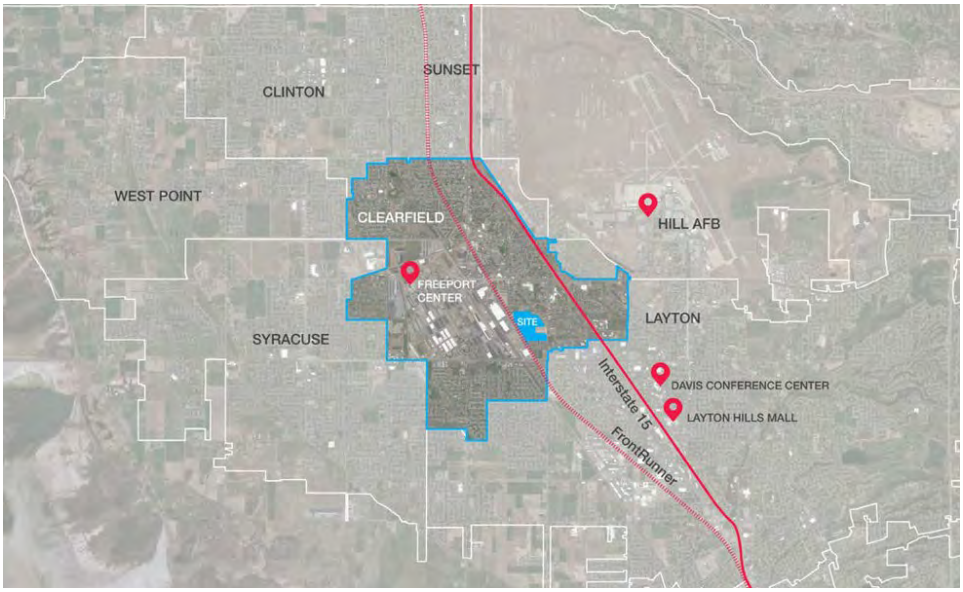
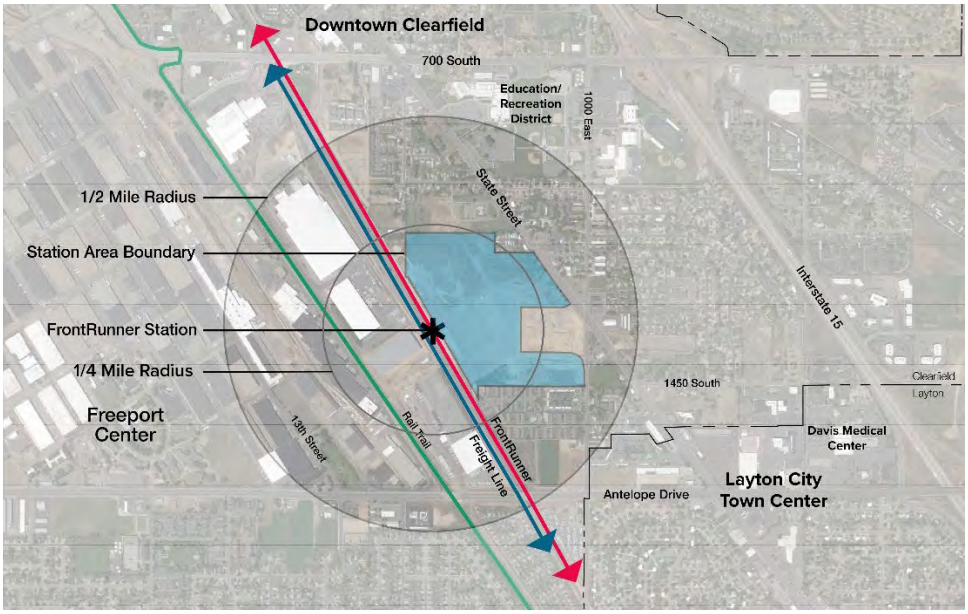


Figure 3: Local Context & Zone of Influence Map



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Station Zone of Influence

The State of Utah requires the Station Area Plan to include a half-mile radius “zone of influence" when assessing opportunities and constraints emanating from the station. As shown in Figure 3, this area includes the master-planned Frontrunner TOD property; a large portion of the Freeport Center to the west; commercial properties along State Street to the east; and existing residential neighborhoods to the north, south, and east.

Clearfield Station Site

The boundary for the Clearfield Station Area Plan is shown in Figure 3. The TOD site encompasses 60 acres of land, most of which is undeveloped, and represents the largest area of UTA-owned-vacant-land adjacent to a FrontRunner or TRAX transit station in the entire UTA system. The station is situated between the railroad/FrontRunner tracks to the west and State Street to the east. Currently, the site is used as a park-and-ride lot for transit riders but is otherwise vacant. Since the last station plan was adopted in 2019, significant development activity has taken place in the station area, primarily the road and parking lot design and construction within the site.

Nine apartment buildings consisting of 216 units were built on ten acres on the southwest corner of State Street and 1000 East. This project was incorporated into the station design of the 2019 Station Area Plan, which identified connections between the station site and internal roadway networks. At buildout, the Clearfield Station TOD is envisioned to be a cohesive neighborhood that includes the existing 10-acre apartment site.

LAND USE

A thorough site documentation and analysis process was conducted to ensure the planning and design concepts that emerge are aligned with the opportunities and constraints that currently exist. As described and illustrated below, key land use conditions were reviewed and investigated as part of understanding the structure and relationships between land uses in the study area.

Figure 4 shows the general land-uses of parcels within ½ miles of the station. Current land uses surrounding the site are primarily single family and medium density multifamily residential housing. East of the site is the State Street commercial corridor. West of the site is the Freeport Center that consists of industrial uses, including processing, assembling, manufacturing and warehouse storage. As indicated in Table 1, the total area included within the half-mile zone of influence encompasses 899 acres.

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Figure 4: Existing Land Use Map

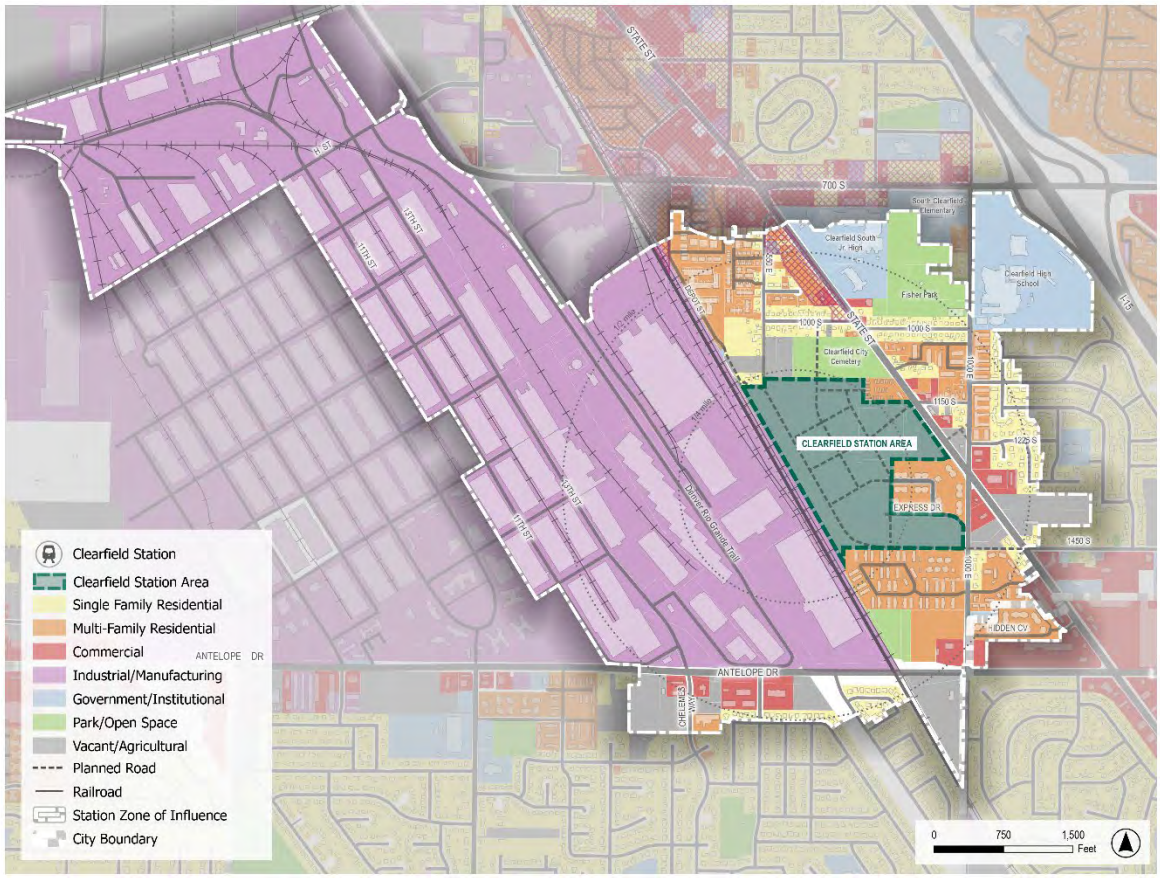

Table 1: Existing Land Use

Name	Acres	Percent
Clearfield Station Area Site	56	6%
Single-Family Residential	41	5%
Multi-Family Residential	88	10%
Commercial	19	2%
Industrial/Manufacturing	534	59%
Government/Institutional	49	5%
Park/Open Space	30	3%
Vacant/Agriculture	44	5%
Roads & Utilities	38	4%
Total	**899**	

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Environmental Conditions

As illustrated in Figure 5, there are no negative environmental conditions known on the site, which provides optimal conditions for development and good access to existing utilities. The primary environmental conditions that impact the site are noise generated by jets taking off from Hill Air Force Base, in addition to noise, vibrations, and emissions resulting from rail lines and major arterial roads adjacent to the site.

The typical slope across the site is approximately 2% which is generally flat and provides adequate surface drainage. An existing detention basin is located on the south end of the site and at present provides adequate storage for surface drainage of the site. Figure 6 indicates that the site is significantly impacted by traffic. High traffic volumes can be beneficial for regional connection and visibility for the station, but can also hinder local access, particularly for pedestrians and cyclists.

Figure 5: Station Site Environmental Conditions

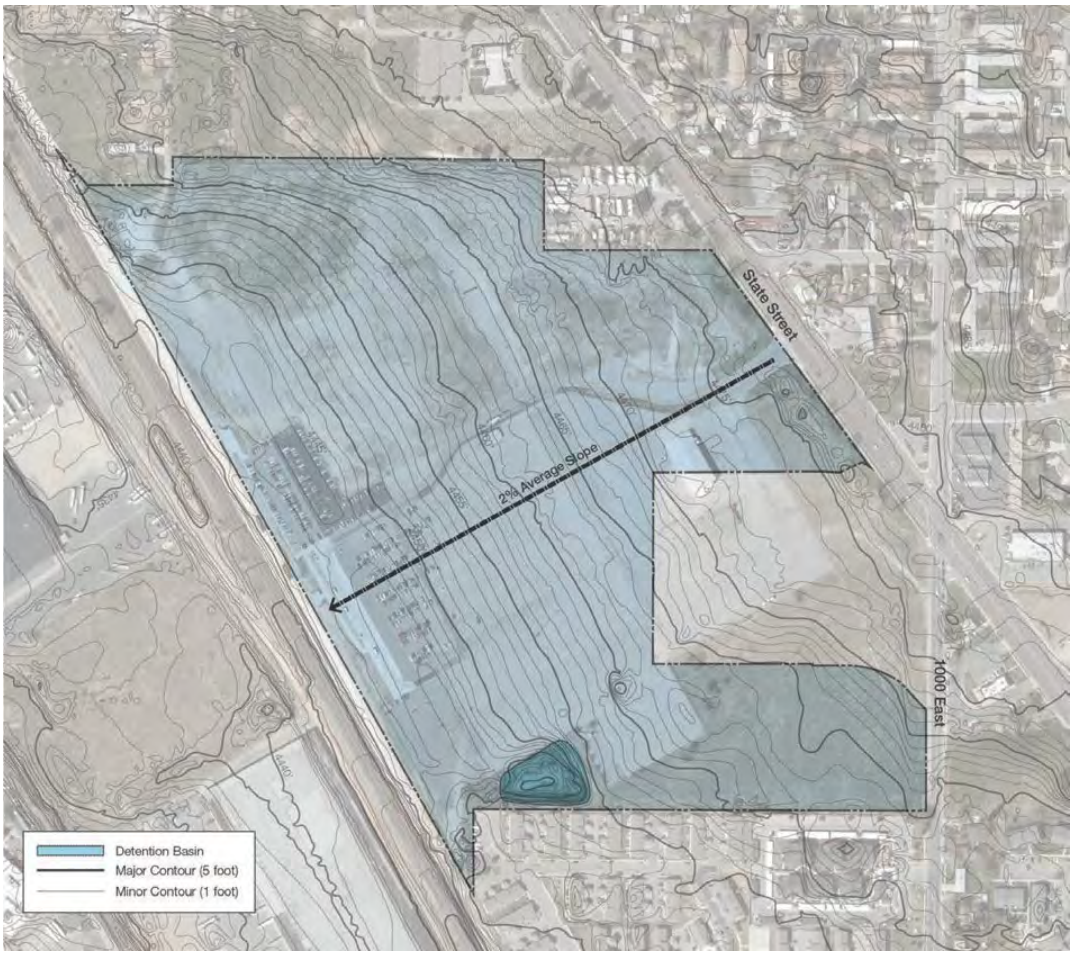

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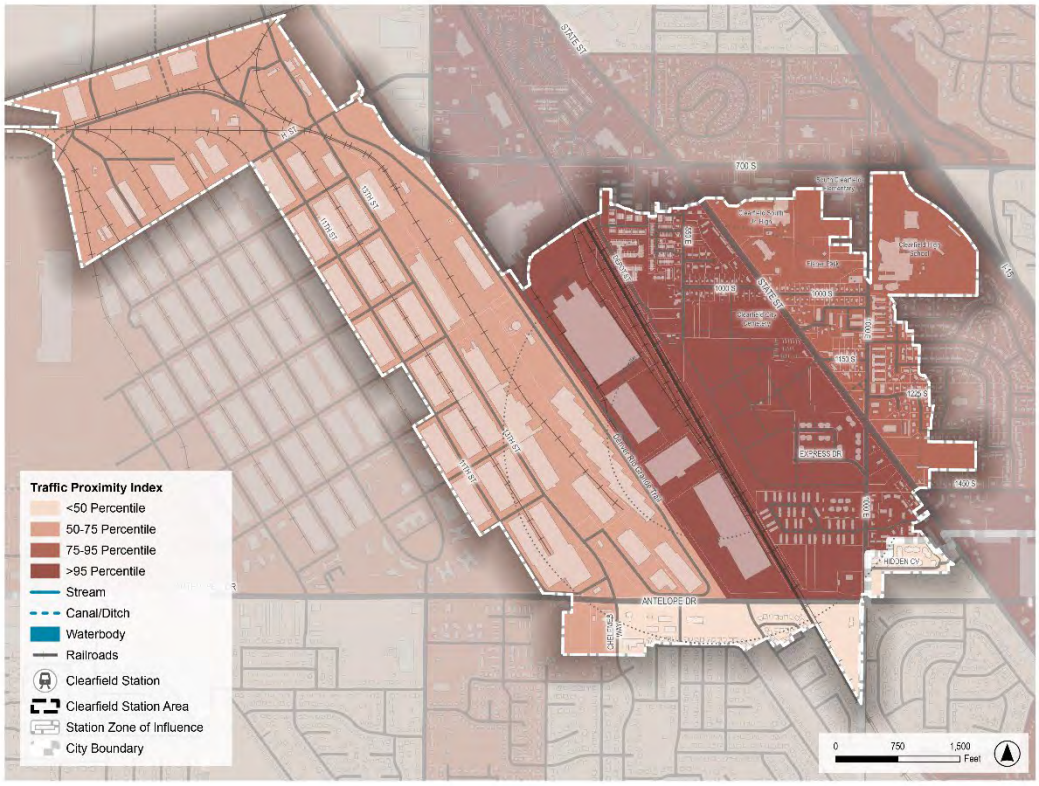
Figure 6: Utah Traffic Proximity Index



Future Land Use

The *Clearfield City General Plan (2017)* identifies future land uses for the station area in a simple and straightforward manner (see Figure 7). The Frontrunner station site is designated as a mixed-use site, with residential uses to the north and south, industrial use to the west, and commercial use dispersed along State Street to the east. The plan also indicates a connection between the station area and downtown Clearfield, as part of an extension of mixed-use development along State Street ending at 1000 South. Since most existing uses on State Street between 700 South and 1000 South are unlikely to change from their civic and residential uses in the short-term, the station area is likely to remain somewhat detached from downtown Clearfield for the next ten years and beyond.

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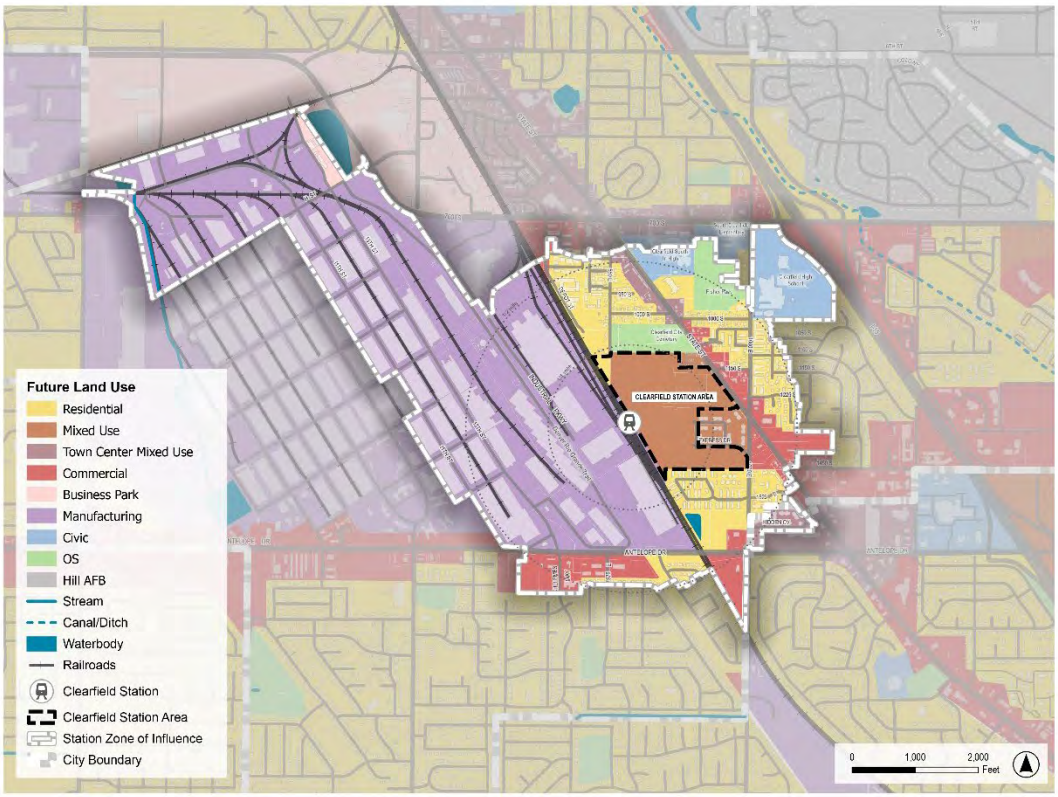
Figure 7: Future Land Use Map



The *Clearfield Station Master Development Plan (2021)* proposes a mix of land uses and new street connections within the Frontrunner Station TOD site (see Figure 8). Proposed land uses include mixed-use residential and retail along Station Boulevard, office development concentrated along Depot Street, additional mixed-use residential along 1450 South, and townhouses along the northern property line – all with accompanying parking areas and a network of connected open spaces.

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Figure 8: Clearfield Station Site Future Land Use

TRANSPORTATION

Transit

Clearfield Station is located just west of State Street and north of Antelope Drive. The most recent ridership data from UTA (March 2023) show 434 average daily boardings and 375 average daily alightings. This is similar ridership to that of nearby Layton, Farmington, and Woods Cross stations, and about half that of Ogden Station. Figure 9 shows the transit network within the station area and stop-level ridership.

Clearfield Station is served by four local bus routes:

- **470 | Ogden-Salt Lake Intercity | 30-minute peak service**: Connects downtown Salt Lake City to Ogden Station with a transfer stop at Clearfield Station. The Clearfield Station stop for this route has 86 daily boardings and 86 daily alightings.
- **626 | West Roy – Clearfield Station | 30-minute peak service**: Connects West Roy to Clearfield Station through Syracuse. The Clearfield Station stop for this route has 38 daily boardings and 39 daily alightings.

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- **627 | WSU Davis – DTC | 30-minute peak service:** Connects Davis Technical College to Clearfield Station with a transfer stop at Weber State University Davis Campus. The Clearfield Station stop for this route has 48 daily boardings and 39 daily alightings.
- **640 | Layton Hills Mall – WSU Ogden Campus | 30-minute peak service:** Connects Layton Hills Mall to Weber State University with a transfer stop at Clearfield Station. The Clearfield Station stop for this route has 58 daily boardings and 48 daily alightings.

According to UTA's 2019 On-board Survey the primary mode of access/egress to Clearfield Station is walking, following by driving alone and being picked up or dropped off. Combined, the vehicle-oriented modes comprise a majority share of access/egress modes at 61% and 57% respectively. Table 2 shows all modes of access and egress to the station.

Figure 9: Clearfield Station Transit

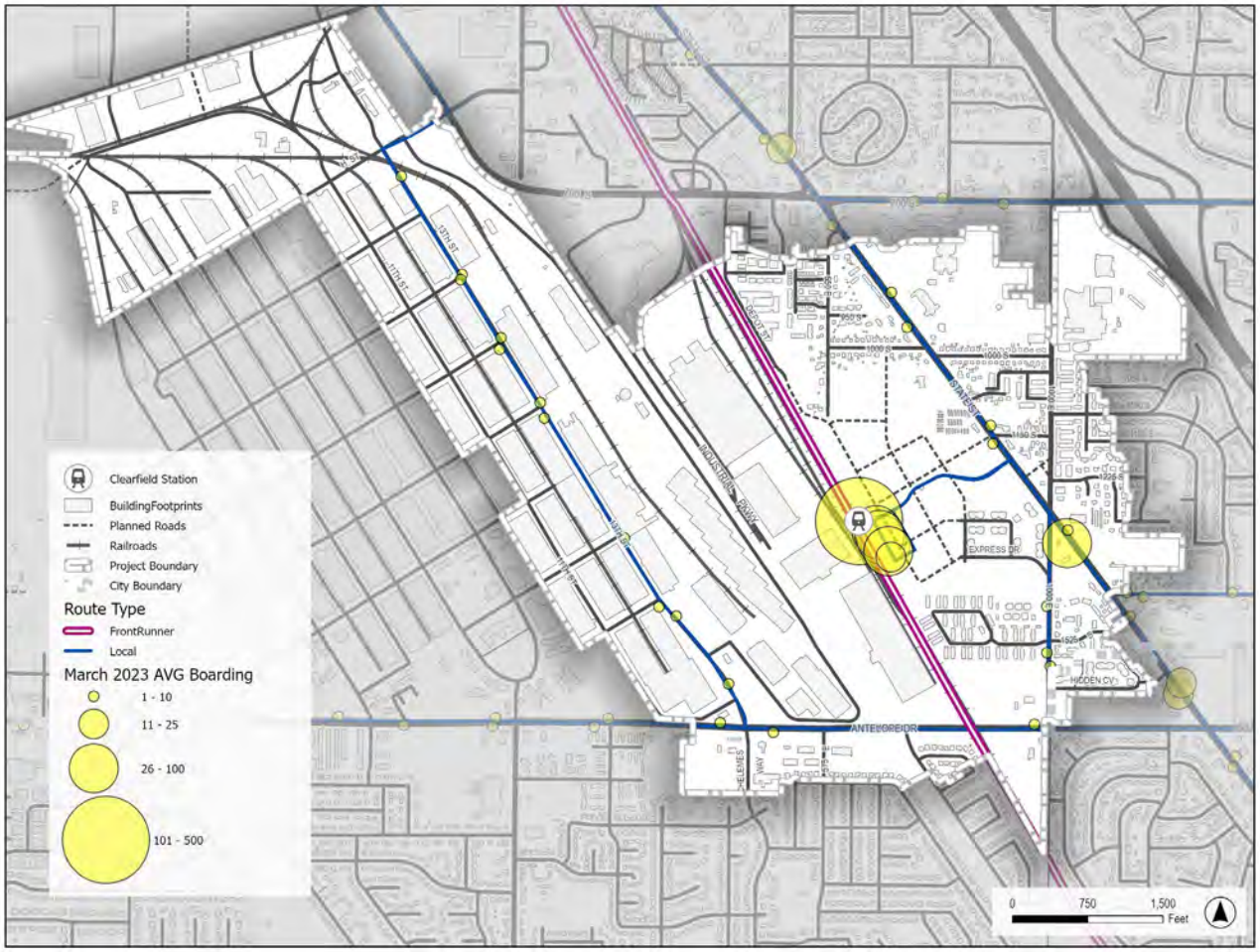

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Table 2: Clearfield Station Mode of Access/Egress

MODE	ACCESS	EGRESS
WALK	35%	41%
DROVE ALONE	34%	31%
PICKED UP/DROPPED OFF BY SOMEONE	22%	21%
DROVE / RIDE WITH OTHERS	5%	3%
PERSONAL BIKE	3%	2%
SKATEBOARD / LONGBOARD	1%	0%
BIKE SHARING (E.G. GREEN BIKE)	1%	0%
SHUTTLE	0%	1%
UBER, LYFT, ETC.	0%	1%

Active Transportation

Existing Facilities

There is only one dedicated active transportation facility within the station area, the Denver and Rio Grande Western Rail Trail. This paved facility is part of the Golden Spoke Route and US Bike Route 77, with connectivity north to Ogden and south all the way to Provo. There are several planned active transportation line and point projects in the area, identified from the North Davis Active Transportation Plan and the 2023 WRFC RTP. Bike lanes are planned for Depot Street, 1000 East, 1450 South, 700 South, on Antelope Drive west of 1000 East, and the future road to the Clearfield FrontRunner Station. Additional planned line projects include a protected bike lane on State Street, a trail connection from the FrontRunner Station south to Antelope Drive, a shared-use path on Antelope Drive west of 1000 East, and neighborhood byways on 1150/1100 South. Planned point projects include at-grade pedestrian/bike crossings at 1150 South State Street and at 1000 East and Antelope Drive, and a planned at-grade trail connection between the Denver and Rio Grande Western Rail Trail and the planned shared-use path on Antelope Drive.

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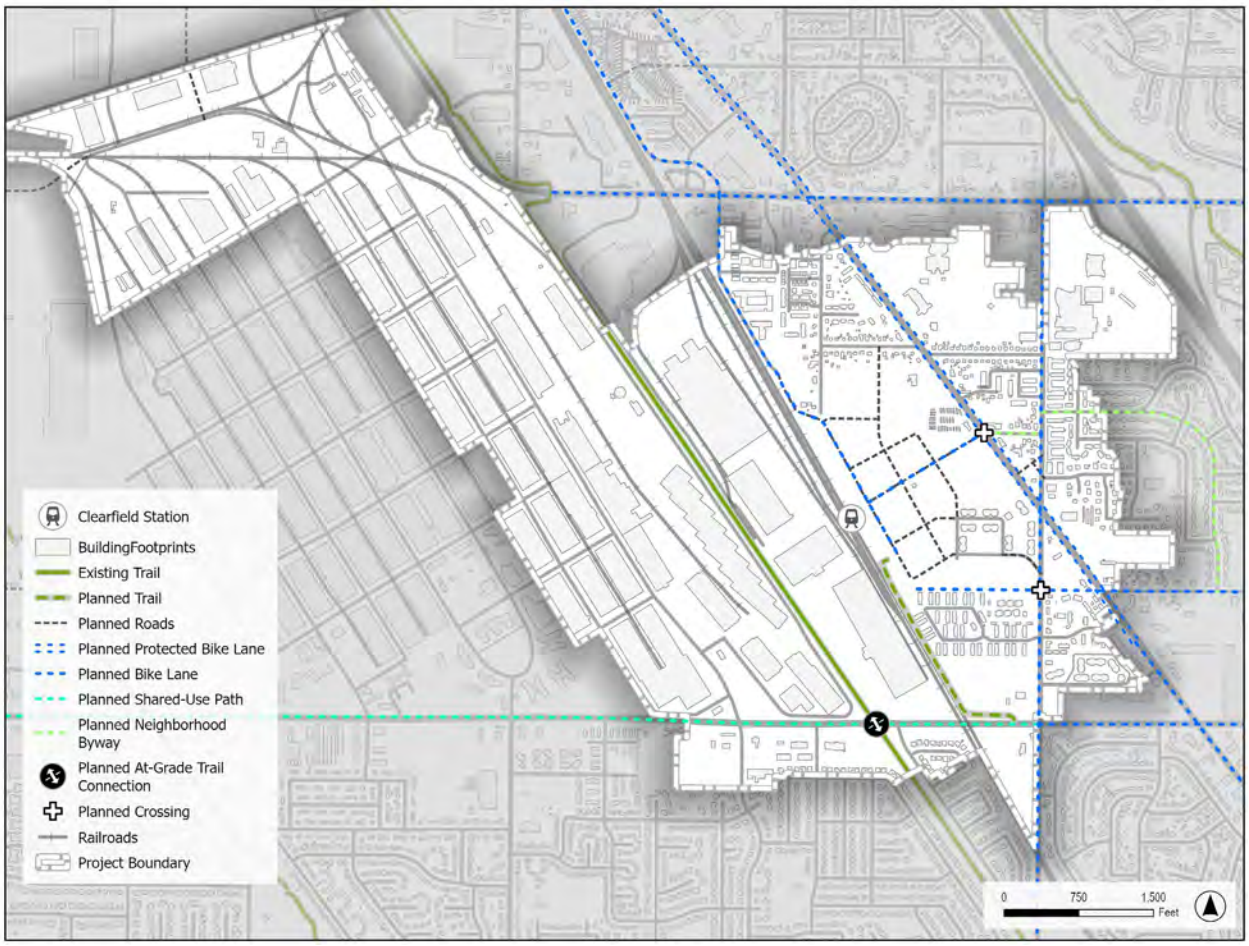
Figure 10: Active Transportation Facilities



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Activity

Activity data is derived from self-report trips recorded on the fitness platform Strava. This app is popular with recreational and competitive bicyclists, hikers and runners to track their training progress. Although this group of users tends to be comfortable riding on busier roadways than more casual users, their presence can indicate the frequency of use of certain routes.

Figure 11 shows the recorded run, walk, and hike trips in 2022. The most popular place to log these activities within the study area it the Denver and Rio Grande Western Rail Trail, with close to 3,000 recorded activities. Antelope Drive is also a relatively popular corridor. Few people record these types of Trips while accessing the FrontRunner station.

Figure 11: Pedestrian Activity 2022

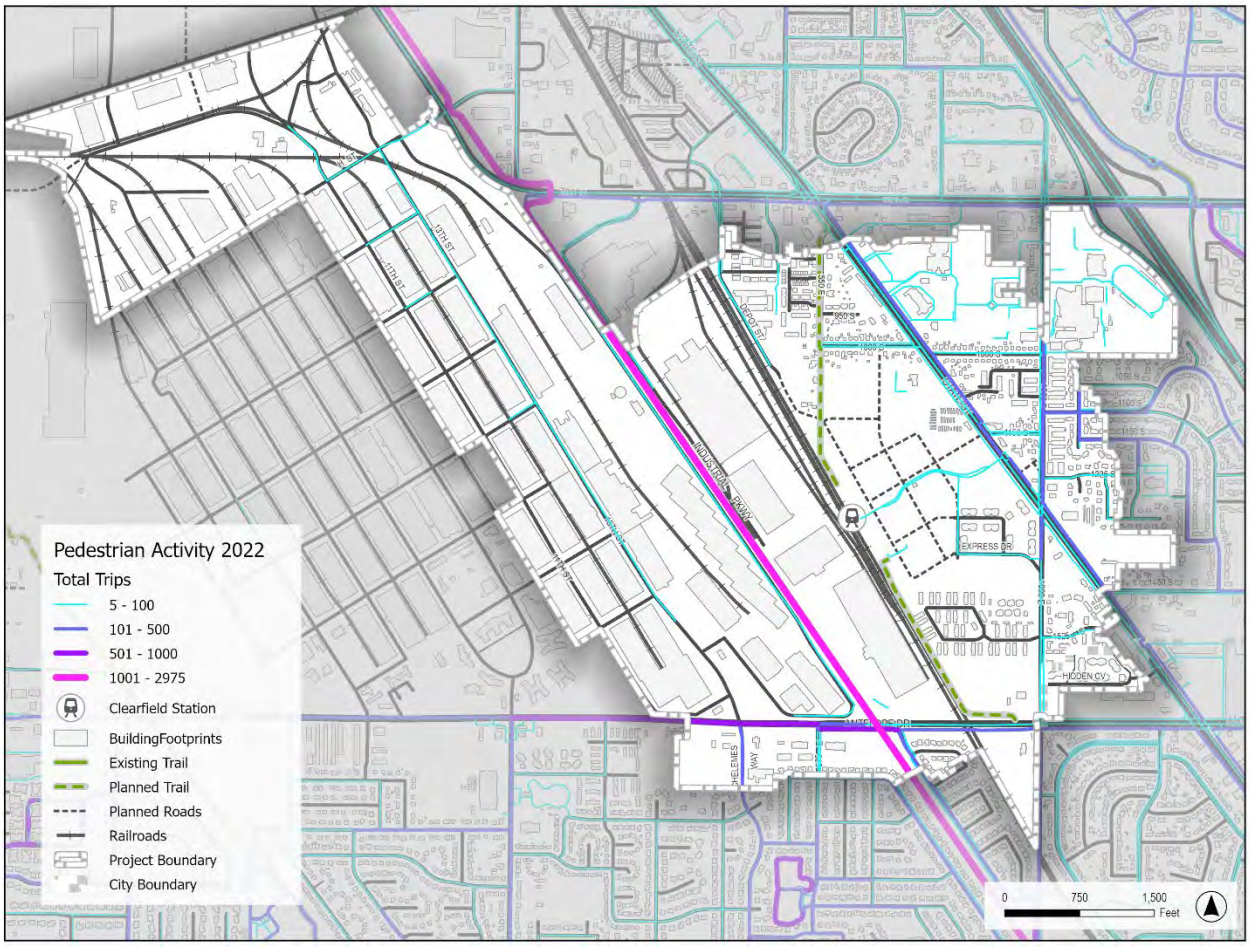

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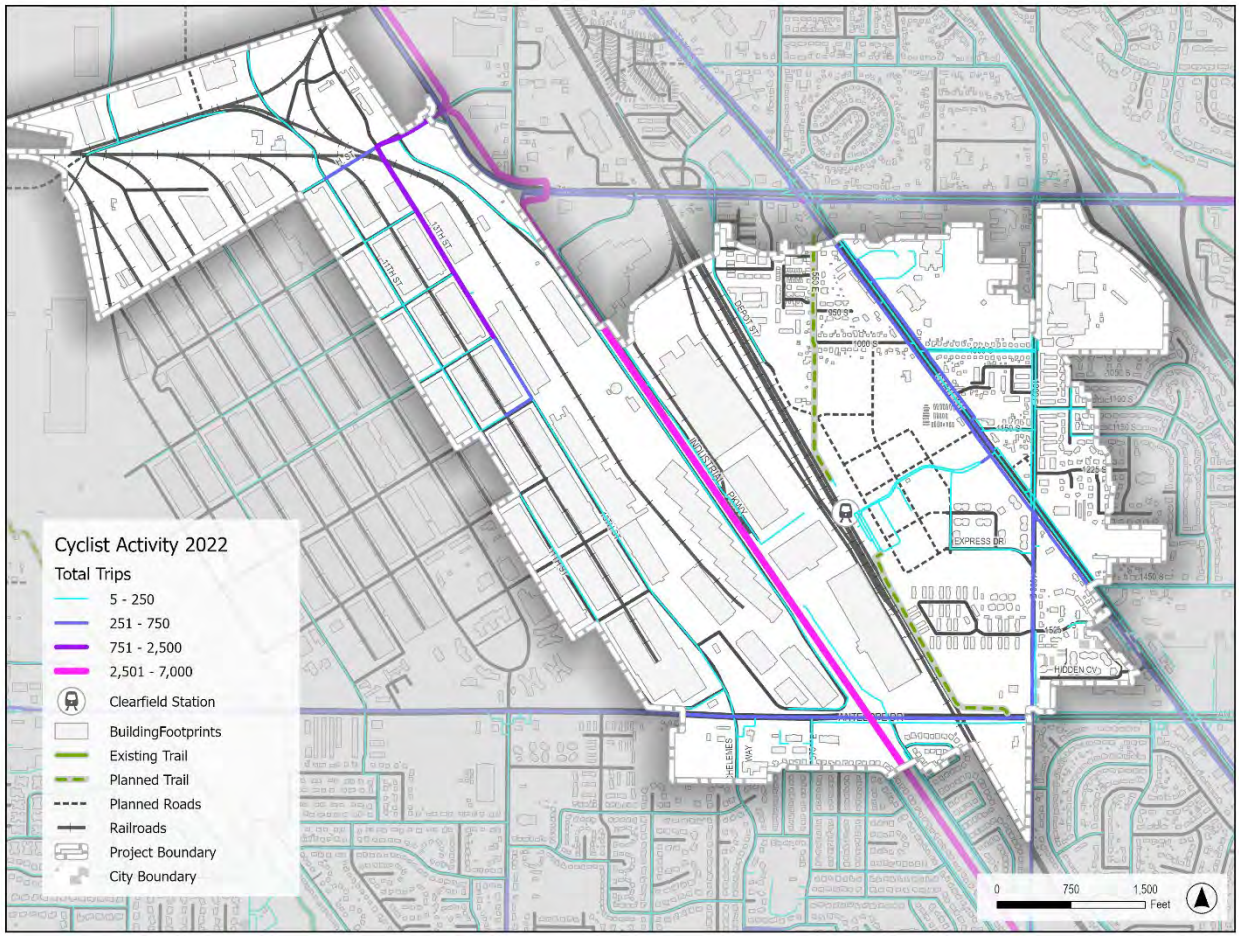
Figure 12 shows the bicycle trips recorded within the city during 2022. These trips largely follow the same pattern found with the pedestrian activity, but with greater magnitude. Here the Denver and Rio Grande Rail Trail has close to 7,000 recorded activities. 13th Street also shows relatively high activity with access from the north on H Street. Few people record these types of Trips while accessing the FrontRunner station.

Figure 12: Cyclist Activity 2022



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Planned Improvements

The *North Davis Active Transportation Plan* identifies planned improvements for major corridors, including State Street, Antelope Drive, and 700 S. These improvements include a multi-use path and buffered bike lanes along Antelope Drive (Figure 13 & Figure 14), protected bike lanes on State Street (Figure 15), and enhanced street crossings, including at State Street and 1150 South (Figure 16).

Figure 13: Proposed Street Cross Section for Antelope Drive (1000 W to 1000 E)

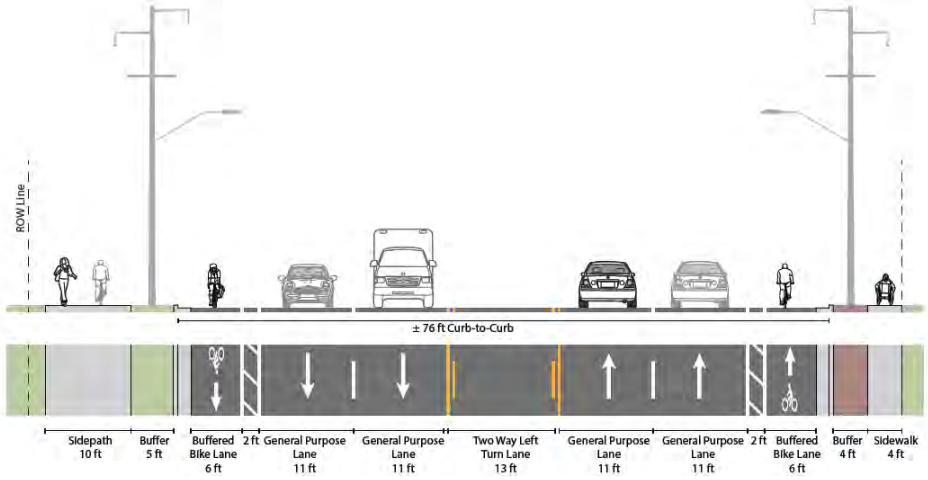

Figure 14: Proposed Antelope Drive & DRGW Trail Connection

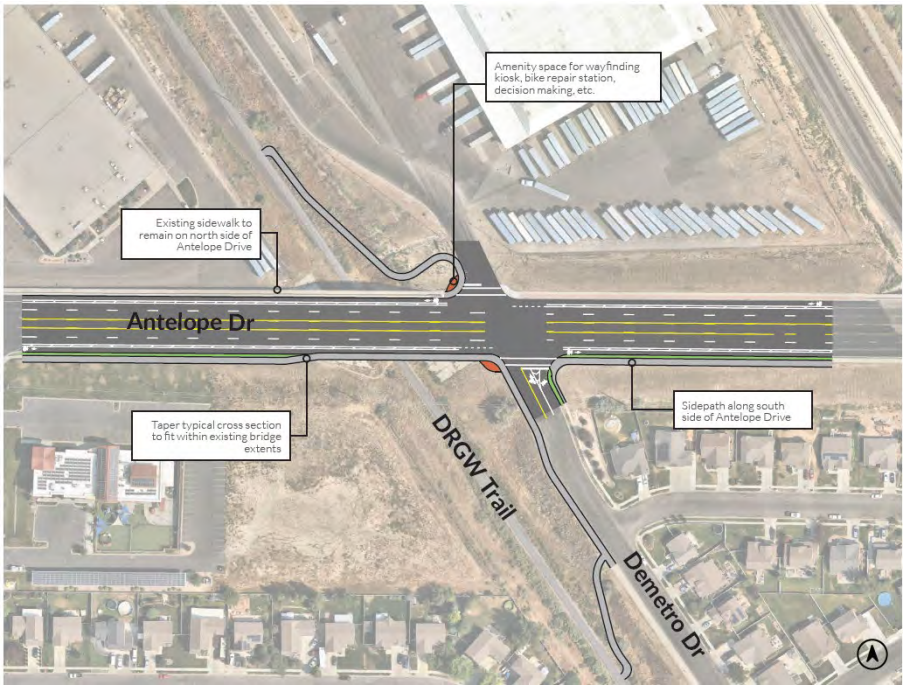

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Figure 15: Proposed Street Cross Section for State Street (800 North to 1525 S)

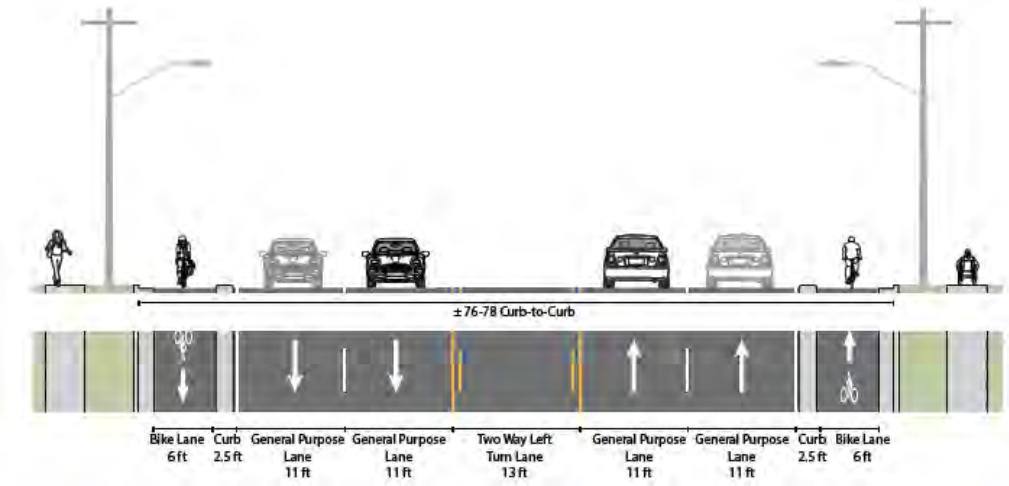
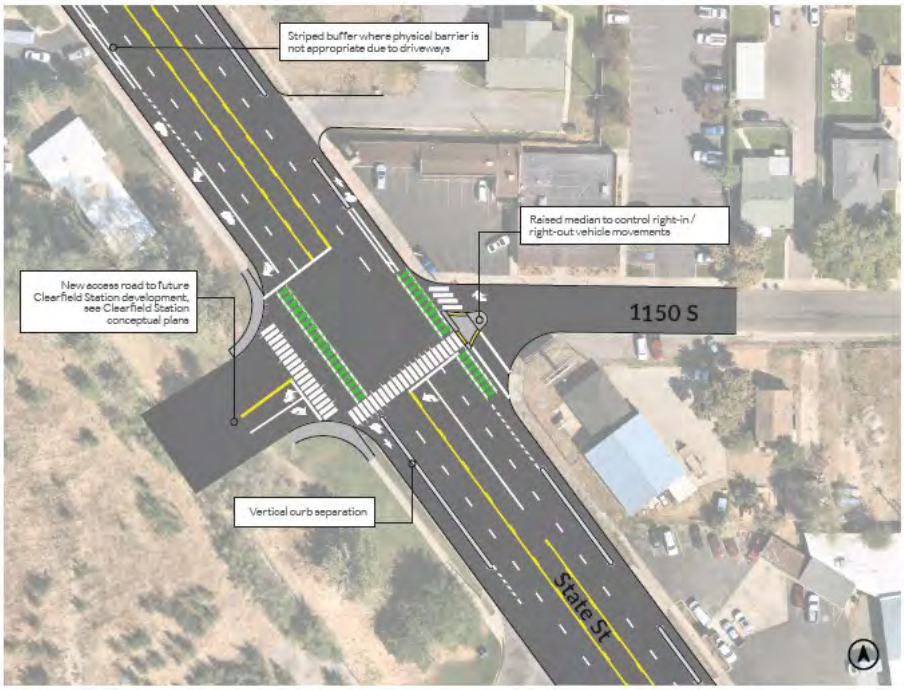


Figure 16: Proposed Intersection Design at State Street and 1150 South



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Vehicle Conditions

Figure 17 shows the vehicle classification of roadway in the vicinity of the station area. Additionally, it depicts the 2020 average annual daily traffic volumes (AADT) from UDOT and the intersection level of service (LOS) from the 2018 Clearfield Station Master Plan. State Street is a principal arterial and provides the primary access to the FrontRunner Station. As of 2018, the LOS of the intersection at State Street and the station access was a B in the AM and C in the PM peak periods, indicating a well-functioning intersection. Other intersections along State Street show worse LOS, with the intersection of 700 South having the worst in the area with a PM Peak of F.

Figure 17: Vehicle Conditions

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Safety

Figure 18 shows a heat map of all crashes between 2018 and 2022 with fatal and suspected serious injury crashes indicated separately. The largest concentration of all crashes within the station area is at 13th Street and Antelope Drive. Other hot spots occur at 1000 East and Antelope Drive, and 1000 East and State Street. While there are no fatal crashes within the station area, there are a number of suspected serious injury crashes, with four along the State Street corridor. One of these occurs at Station Boulevard, the primary access to the station.

Figure 18: Severe Crashes 2018-2022

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Figure 19 shows both pedestrian and cyclist involved crashes between 2018 and 2022. In total there were 22 crashes, 13 pedestrian involved and 9 cyclist involved. The highest concentration of these crashes occurs at 13th Street and Antelope Drive with 3 bicycle involved and 2 pedestrian involved. The Antelope Drive corridor in general has the most of these crashes, with 13 in total. There were no fatal crashes, but three suspected serious injury crashes, all along the 1000 East corridor.

Figure 19: Active Transportation Crashes 2018-2022

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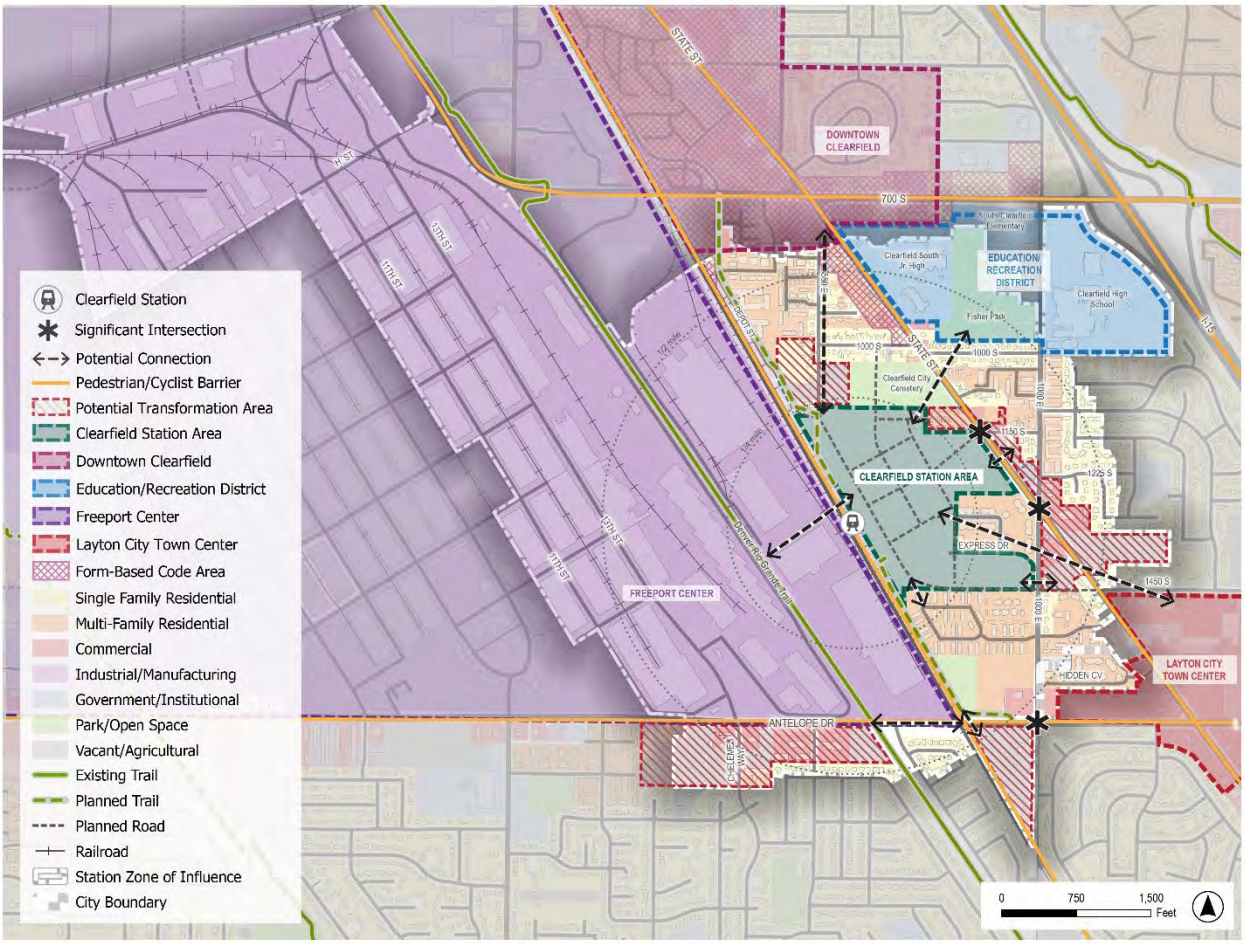
SITE ANALYSIS AND IMPLICATIONS

In response to the land use and transportation findings, a site analysis for the station's area of influence (Figure 20) examines the opportunities and constraints for creating a well-connected, integrated, mixed-use station area. Key elements identified include potential connections, significant intersections, pedestrian/cyclist barriers, and potential transformation areas.

Figure 20: Site Analysis Map



Potential Connections

The potential connections identified in Figure 21 indicate destinations in need of a stronger connection to the station. These destinations include:

Adjacent Neighborhoods: The multi-family development to the South is separated by a fence with no connections into the site. The neighborhood north of the site currently does not have any connections to the station, though the planned future Depot Street and trail will allow for vehicular, pedestrian, and bicycle connections to the north.

Freeport Center and Other Areas West of the Tracks: This area has very limited non-motorized access

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to the station, as crossing the tracks is only possible along the City's major arterials, which currently include little to no pedestrian or bicycle facilities. However, a multi-use path and buffered bike lanes planned across the Antelope Drive bridge could significantly improve access for these areas.

The Denver & Rio Grande Western Rail Trail (D&RGW) is a multi-use, paved trail that runs 22 miles from West Bountiful through Roy. The trail runs north-south at the west of the station, but is separated by train tracks and warehousing facilities. Currently there is no access from the station to the trail, though the proposed improvements on Antelope Drive would improve access.

The UTA 640 bus route does provide a service connection between Freeport Center and Clearfield Station, but ridership demand is low and the service limited. If a transit connection is desired for Freeport Center, this might be better achieved through flex shuttles or other microtransit options.

Davis Hospital and Neighborhoods to the East: Residential neighborhoods and the Davis Hospital to the east of the corridor represent a significant population of potential ridership. The UTA 640 bus route does provide a transit connection to these areas. However, State Street itself is a significant barrier for any active transportation and will require improved crossings in order to encourage use of the station by these neighborhoods.

Downtown Clearfield and Layton City Town Center: Downtown Clearfield and one of Layton's Town Centers lie just outside of Clearfield Station's zone of influence. Adequately connecting the centers will be important to create a thriving and well-connected mixed-use district.

Clearfield Education and Recreation District: Clearfield High School, North Davis Jr. High, South Clearfield Elementary, the Clearfield Aquatic and Fitness Center, and Fisher Park are clustered together near the northeastern limits of the station's zone of influence. These important community nodes should also have a strong connection to the station area.

Significant Intersections

Figure 21 also identifies significant intersections where key corridors meet within the zone of influence. These intersections should receive special design consideration to ensure they are safe and efficient for all modes of transportation.

Pedestrian/Cyclist Barriers

The rail lines adjacent to the site are significant barriers to users west of the tracks, as they prevent easy linkages to the transit options and placemaking enhancements associated with the station. Similar access and crossing challenges exist along State Street, Antelope Drive, and 700 S due to heavy traffic and minimal bike and pedestrian infrastructure and street crossings. Roadway barriers can be more easily overcome through proactive design and planning than rail barriers can, which would require additional grade separated crossings.

Potential Transformation Areas

The condition and age of existing uses within the station's half-mile zone of influence are variable at best. The Frontrunner station site is largely undeveloped, although a clear vision has been established that supports a significant transformation of the site into a new and important destination for the city and region.

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The residential neighborhoods to the north and south include a significant amount of multi-family and townhome residential development, which are aligned with emerging housing demands and TOD profile of the station and its surroundings. Several commercial properties, particularly along State Street, are vacant/abandoned, in disrepair, or include low-land-value uses that typically relocate as an area urbanizes. Figure 21 identifies these areas as “potential areas of transformation”, indicating them as potentially ripe for development or redevelopment in the near future. These properties present an opportunity for additional transit-oriented development that would further support the station area.

CONCLUSION

The Clearfield Station area has a number of opportunities and challenges in creating a well-connected, integrated, mixed-use station area. With a limited amount of vacant land remaining in the station’s area of influence, most development is expected to occur internally to the TOD site. However, a reasonable amount of opportunity exists for meaningful transition land uses at the station’s edges, which may help support the planned station development and/or buffer the station from existing residential neighborhoods.

The Clearfield Station site is currently very auto oriented, with little to no access to the adjacent land uses. Despite this, a high walk access/egress persists, even though there is little infrastructure to support it. Other modes, including bicycles, are not well represented. Of particular concern should be the intersection of 13th Street and Antelope Drive, which holds the highest concentration of both all crashes and bicycle/pedestrian involved crashes.

Planned trails connecting to the north and south of the station should help accommodate first and last mile journeys for active transportation users, while the greatest opportunity in this regard would be a direct connection to the Denver and Rio Grande Rail Trail, which sees the highest active transportation usage in the area and would provide excellent connectivity to surrounding land uses. In addition, overcoming active transportation barriers across State Street through well-planned crossings will be key to providing meaningful connections to areas to the east of the station.

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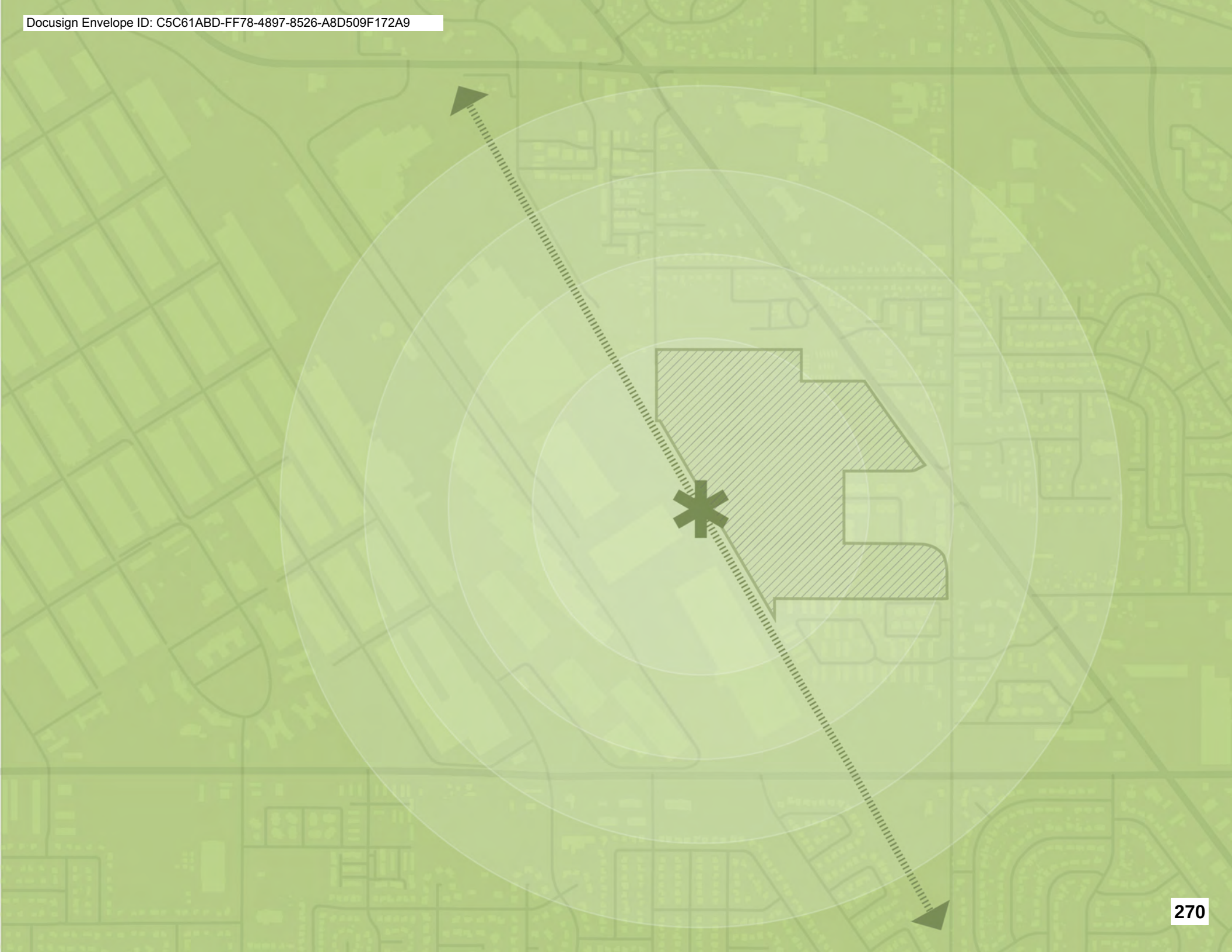

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Appendix B

Existing Conditions Report: Market & Housing

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Clearfield Station Area Plan

Market & Housing Existing Conditions

May 2023

Clearfield City

ZIONS PUBLIC FINANCE, INC.

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Background

During the 2022 General Session, the Utah Legislature approved House Bill 462, which required "certain municipalities to develop and adopt station area plans for specified areas surrounding public transit stations."[1] As Clearfield ("City") contains a FrontRunner station, the City, to meet the statutory requirements, has begun the process to create a station area plan. In 2019, the City adopted the Clearfield Station Master Development Plan ("MDP") for this area, and therefore is amending that plan to comply with the new State Code requirements.

As adopted, Utah Code 10-9a-403.1, requires the City to create a plan that promotes the following objectives:

- Increasing the availability and affordability of housing, including moderate income housing;
- Promoting sustainable environmental conditions;
- Enhancing access to opportunities; and
- Increasing transportation choices and connections.

The plan is required to promote these objectives within a 0.5-mile radius around the station area, including any parcel that is partially or completely contained within the radius.

Executive Summary

In total, there are approximately 844 acres of land contained within the proscribed boundary of the station area plan, and the majority of that land is currently developed.

The map and table on the following page show the proposed Clearfield Station Area and a breakdown of the land within the boundary.

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[1] https://le.utah.gov/~2022/bills/hbillenr/HB0462.pdf

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FIGURE 1: PROPOSED STATION AREA BOUNDARY

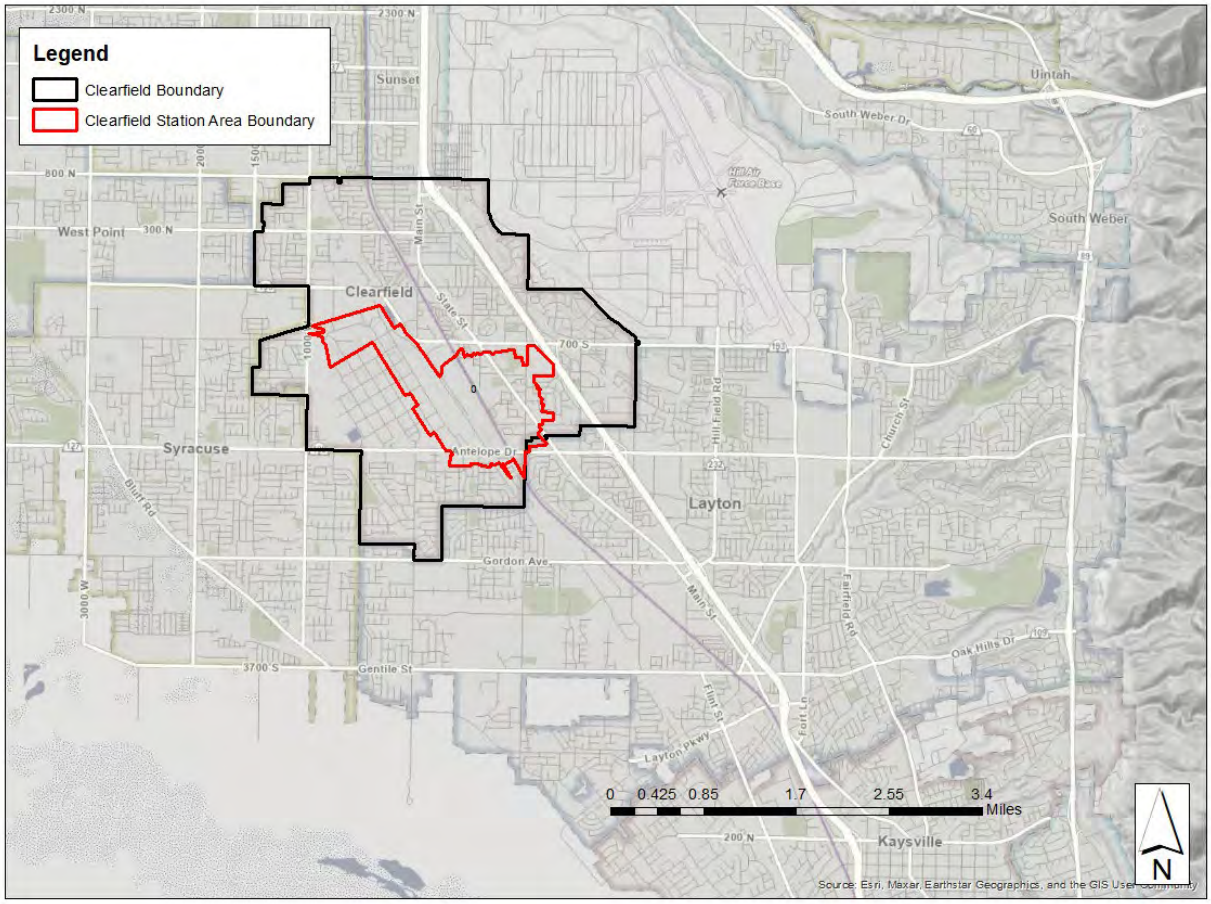

TABLE 1: SUMMARY OF LAND USE

Land Use	Acres
Developed	801.63
Vacant	42.35
Total	**843.98**

Source: Davis County Assessor's Office

The vacant land in the station area boundary is primarily located on the east or south of the station area boundary, along State Street and Antelope Drive. There is also some available vacant land in the Freeport Center. Some of the parcels that are identified as vacant are not viable for development as they are a part of City's cemetery or are private streets in residential development.

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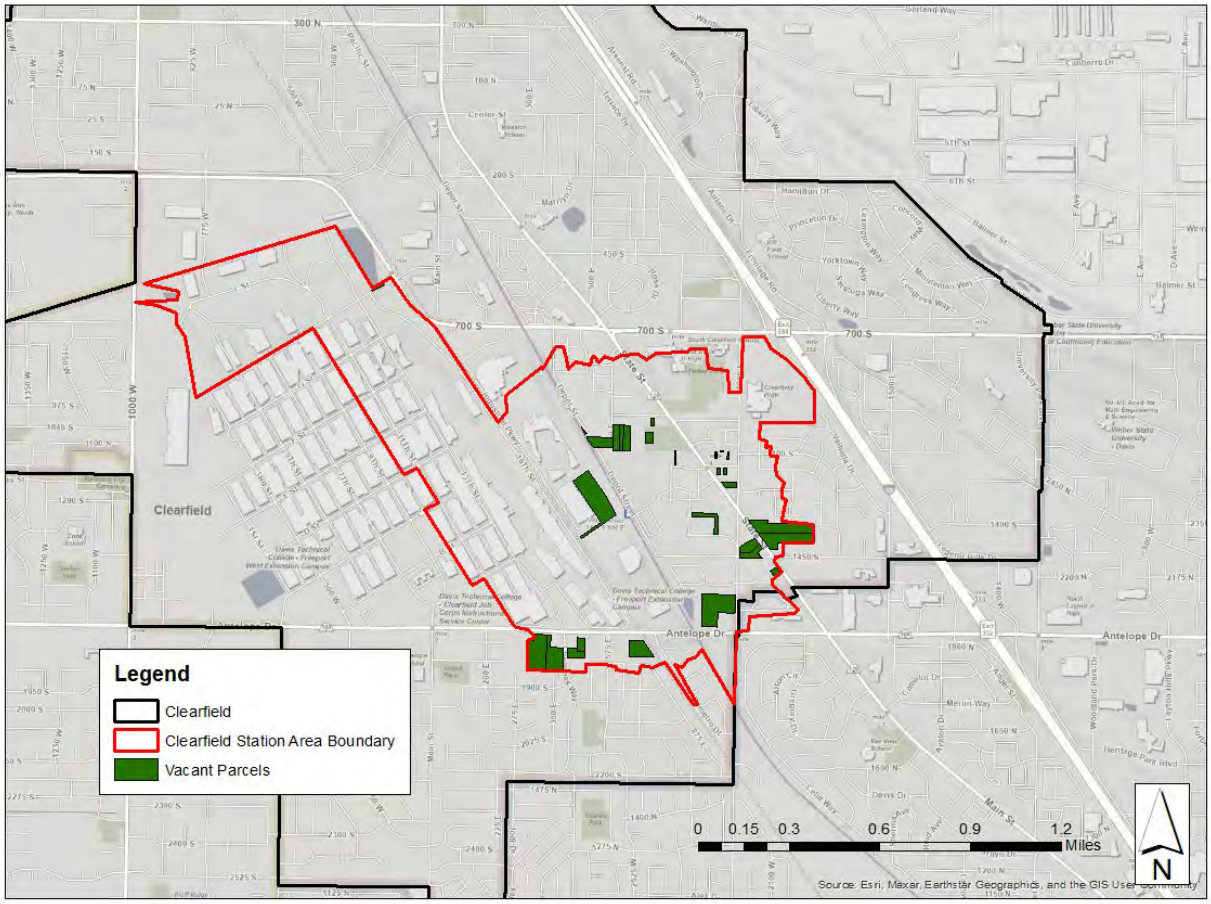
FIGURE 2: VACANT LAND



Strengths of the site include:

- Regional employment center
- Adopted MDP guiding development of east side of study area, providing for increased opportunities in the area across multiple development types
- Proximity to Freeport Center and Falcon Hill National Aerospace Research Park
- Redevelopment opportunities due to age and value of some commercial developments
- Active redevelopment project areas that can be utilized, or expanded, to encourage high-quality development in the area
- Utah Transit Authority ("UTA") owns major parcels immediately adjacent to FrontRunner Station, thereby aiding a master planning process rather than piecemeal development
- Continued population growth in north Davis County, with anticipated growth of over 56,000 people by 2050. Clearfield is expected to grow by an anticipated 8,000 people.

Obstacles to site development include:

- Lack of vacant land within the station area boundaries
- Redevelopment costs may make redevelopment of older or lower value areas difficult
- Current office market is uncertain with high vacancy rates and negative absorption rates in recent quarters, although some speculative office developments are currently being developed in the City

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- Connectivity of west side of site (Freeport Center) to station area and visibility from I-15 potentially limits some development opportunities

Potential Development Scenarios

- Additional commercial growth could occur along State Street and Antelope Drive with filling of vacant land and redevelopment of lower value parcels on the west side of the study area. The current MDP shows 67,500 square feet of retail space located in the interior of the eastern portion of the study area. Retail development would potentially receive greater visibility and access along on State Street rather than inside the MDP, although planned retail inside the development would provide support retail to the planned office development. The City currently has significant retail leakage and would benefit greatly from additional retail development.
- Neighborhood support retail is the most likely retail development type for the eastern portion of the site, especially retail that would complement the housing in the area such as eateries and other convenience shopping. Regional retail does not benefit from transit as large purchases of goods are not easily carried on public transit.
- Adopted MPD anticipates build-out by 2030, with development occurring at approximately 7-10 acres per year. However, this plan identifies 550,000 square feet of office space which may not be feasible in the current market. During the past year, absorption rates in the Davis-Weber office market have been fairly low. In fact, the third and fourth quarters of 2022 saw negative absorption of 186,000 square feet. While the office space planned for and shown in the MDP serves as a good buffer and is a desirable use between the station itself and the planned residential development, it may be difficult to achieve in the near term.
- The western portion of the study area is currently defined primarily by industrial space, which is likely to continue in the future. There is also some office space in that western area. There are not good connections between the west and east sides of the study area and therefore the west side of the study area may not realize all the benefits it otherwise would from the transit stop (i.e., easy access to transit and retail options).

This remainder of this report will explore the following:

I. Demographics
II. Economic Opportunities
III. Housing Opportunities

I. Demographics

The following are key demographics for the City, Davis County, and the State at large.

TABLE 2: DEMOGRAPHICS

Demographic Category	Clearfield	Davis County	State of Utah
Median Age	29.3	32.3	30.7
Average Household Size	3.05	3.24	3.08
Median Household Income	$64,689	$92,765	$79,133
Median Home Value	$241,300	$351,400	$339,700
Median Monthly Housing Costs	$1,321	$1,709	$1,682
Median Gross Rent	$1,196	$1,238	$1,171

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Demographic Category	Clearfield	Davis County	State of Utah
Persons in Poverty[2]	11.6%	6.4%	8.6%

Source: 2021 ACS 5-Year Estimates

Between 2020 and 2050, this region is expected to grow by over 56,000 people, with Clearfield growing by an anticipated 8,000 people.

TABLE 3: REGIONAL POPULATION GROWTH PROJECTIONS

City	2020	2030	2040	2050
Clearfield	31,909	33,432	35,999	39,774
Clinton	23,386	23,499	24,824	25,914
Hooper	9,087	12,528	15,470	17,386
Roy	39,306	39,431	40,529	41,826
Syracuse	32,141	39,018	46,682	51,203
West Haven	16,739	22,060	24,598	26,331
West Point	10,963	11,953	14,895	17,341
Total	**163,531**	**181,921**	**202,997**	**219,775**
Growth from Prior Period		**18,390**	**21,076**	**16,778**
Cumulative Growth		**18,390**	**39,466**	**56,244**

Source: Wasatch Front Regional Council

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[2] The Census Bureau determines persons in poverty by measuring family income against income thresholds based on family size.

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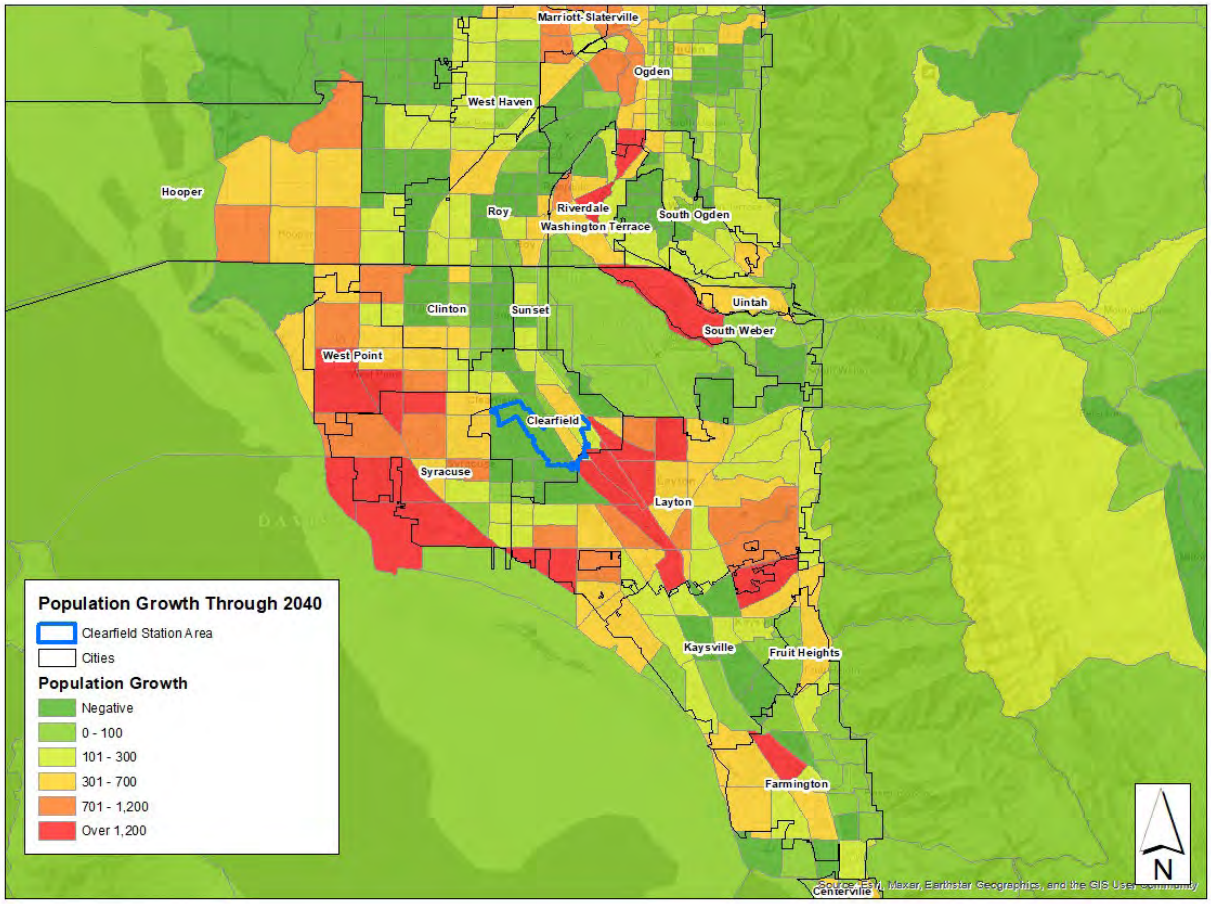
FIGURE 3: POPULATION GROWTH PROJECTIONS



II. Economic Opportunities

Utah Code 10-9a-403.1 (7) (a) (iii)

Current Conditions

Workforce

Both the City and Davis County have similar labor force participation rates, although the City does experience slightly higher levels of unemployment. Several of the top industries are shared among the two, but the City, with Freeport Center and Falcon Hill National Aerospace Research Park, sees higher labor force participation in manufacturing than the County as a whole.

TABLE 4: WORKFORCE CHARACTERISTICS

	Clearfield	Davis County
Total Labor Force	15,875	181,737
Labor Force Participation Rate	70.1%	70.6%
Unemployment Rate	2.7%	2.4%
Average Wage	$3,941	$4,332
Top Industries	Education & Health Care – 21.0%	Education & Health Care – 21.3%
	Manufacturing – 12.7%	Professional, Scientific, and Management – 12.2%

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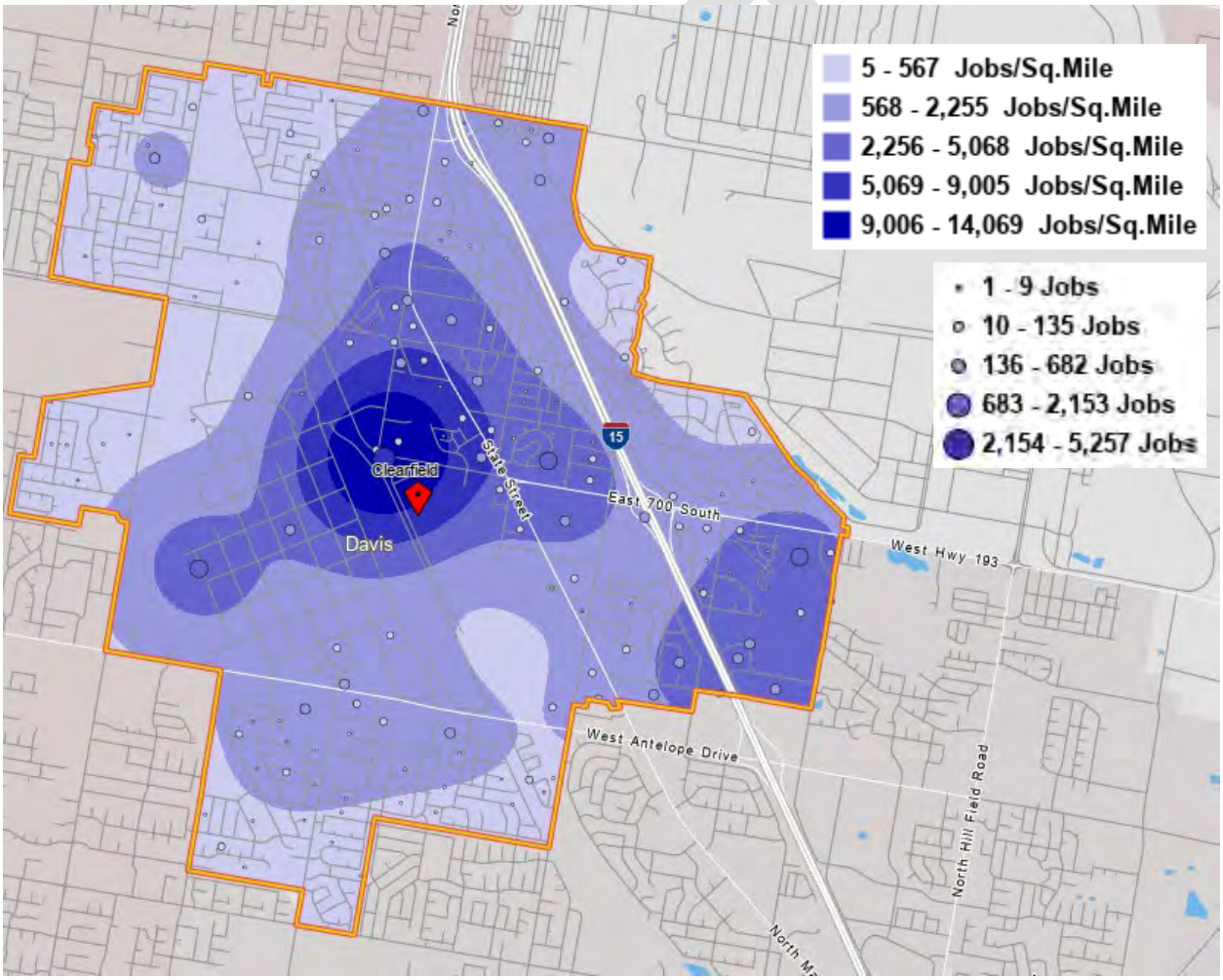
	Clearfield	Davis County
	Professional Services – 11.1%	Retail Trade – 11.5%
Average Commute	22.1 minutes	22.2 minutes

Source: 2021 ACS 5-Year Estimates

The City has several major areas of job concentration, most notably at the center of the City in proximity to the Freeport Center, and the eastern edge of the City around 1400 South and I-15. The employment center around the Freeport Center is the location of the proposed station area boundary and creates opportunities for additional employment capture in that area. Additionally, as a regional employment center, the City should be able to attract new businesses to the area due to the relatively strong labor market.

FIGURE 4: JOB CONCENTRATION & EMPLOYMENT CENTERS



Currently, the City is a regional employment center, with 16,656 total jobs reported in the City as of 2020. Manufacturing represents over 43 percent of the total jobs held within the City.

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TABLE 5: JOB COUNTS BY NAICS INDUSTRY SECTOR IN 2020

Industry	Count of Jobs	Percent of Total Jobs
Manufacturing	7,218	43.30%
Professional, Scientific, and Technical Services	1,590	9.50%
Administration & Support, Waste Management and Remediation	1,381	8.30%
Health Care and Social Assistance	1,242	7.50%
Educational Services	1,125	6.80%
Retail Trade	727	4.40%
Accommodation and Food Services	687	4.10%
Public Administration	509	3.10%
Finance and Insurance	496	3.00%
Transportation and Warehousing	438	2.60%
Construction	421	2.50%
Real Estate and Rental and Leasing	229	1.40%
Arts, Entertainment, and Recreation	204	1.20%
Wholesale Trade	162	1.00%
Other Services (excluding Public Administration)	147	0.90%
Information	66	0.40%
Management of Companies and Enterprises	13	0.10%
Mining, Quarrying, and Oil and Gas Extraction	1	0.00%
Total Jobs	**14,725**	**100.00%**

Source: US Census Bureau

The City is also considered a regional employment center due to the number of people commuting into the City for work, while living elsewhere. One benefit of this inflow of labor is the additional taxable sales that are generated by these individuals. These workers, while not making the majority of their purchases in their work community, will usually generate some taxable sales in close proximity to where they work, generally gasoline and convenience store or other food purchases. This allows the City to experience additional fiscal benefits to companies locating within the City.

In total, approximately 13,500 individuals commute to Clearfield from other communities. This presents opportunities for the City to capture additional sales tax revenue from individuals coming to the area and shopping in the City, and by locating retail along major traffic corridors, the City will be better able to realize the benefits of this inflow of labor.

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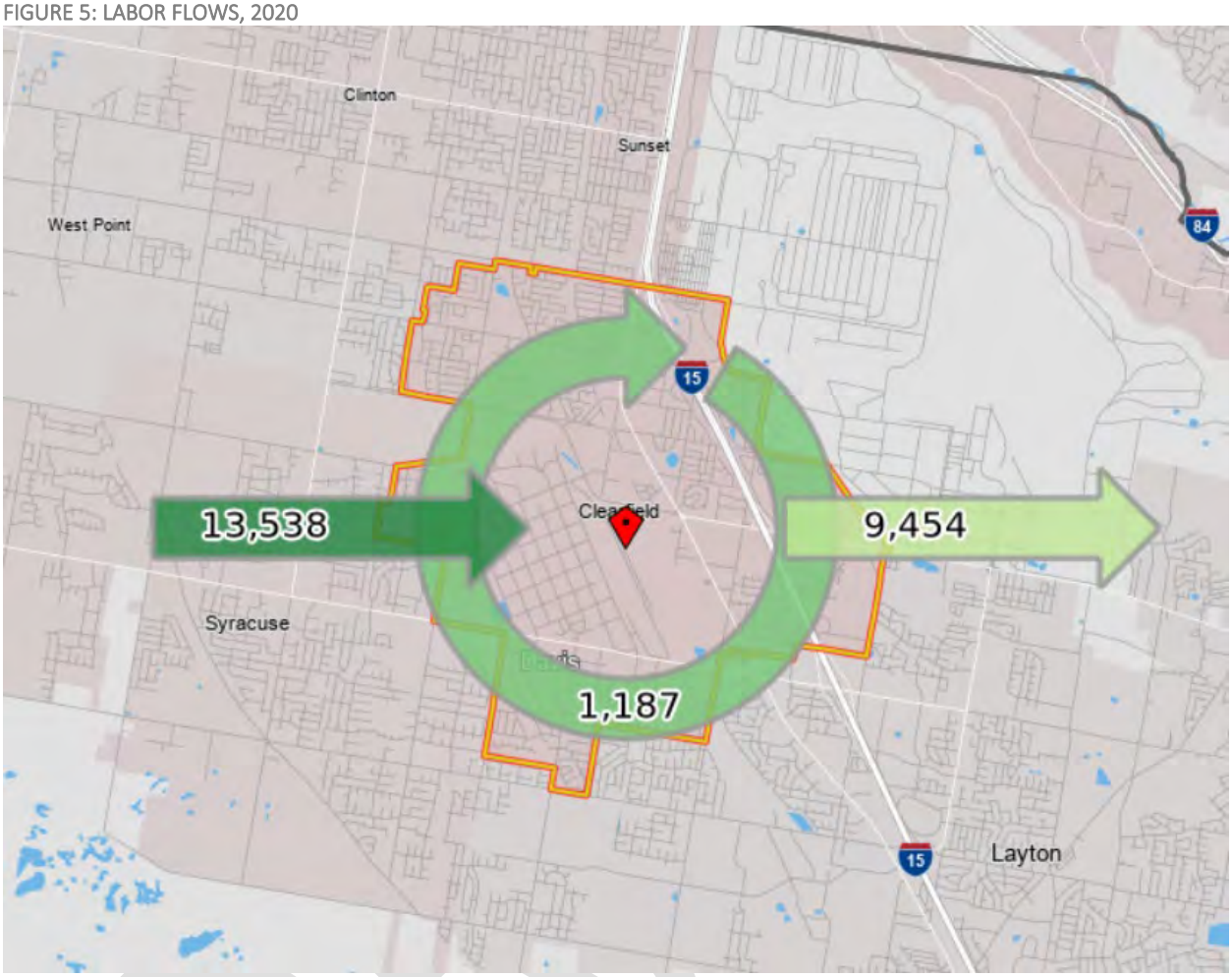
FIGURE 5: LABOR FLOWS, 2020



There are a variety of employment types within the City's top employers. Due to the proximity of the City to Hill Air Force Base ("Hill"), there are many businesses that are associated with the defense industry. Additionally, various manufacturers have found success by locating in the City.

TABLE 6: CLEARFIELD TOP EMPLOYERS

Employer	Number of Employees	Industry
Air Force Materiel Command (Hill AFB)[3]	10,000-14,999	National Security
Lifetime Products Inc.	2,000-2,999	Sporting & Athletic Goods Manufacturing
Northrop Grumman Corp	1,250-2,498	Guided Missile & Space Vehicle Propulsion Manufacturing
AAA	500-999	Telemarketing Bureaus
Utility Trailer Manufacturing Company	500-999	Truck Trailer Manufacturing
Bonnell Aluminum	250-499	Aluminum Rolling, Drawing & Extruding

[3] Although outside of the City's boundaries, Hill Air Force Base is attached to Clearfield by the Utah Department of Workforce Service's FirmFind data. The US Census Bureau does not count these numbers in Clearfield's labor pool.

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Employer	Number of Employees	Industry
Clearfield Job Corps Center	250-499	Technical & Trade Schools
A Step Forward Home Health	100-249	Home Health Care Services
Americold Logistics, LLC	100-249	Refrigerated Warehousing & Storage
Malnove Incorporates of Utah	100-249	Folding Paperboard Box Manufacturing
North Davis Cabinet, Inc.	100-249	Wood Kitchen Cabinet & Countertop Manufacturing
Parc Community Partnership Foundation	100-249	Vocational Rehabilitation Services
Recommended Building Maintenance LLC	100-249	Janitorial Services
RMC – Clearfield Operating, LLC	100-249	Nursing Care Facilities
Smith Manufacturing	100-249	Sporting & Athletic Goods Manufacturing
Wyle Laboratories, Inc.	100-249	Engineering Services

Source: Utah Department of Workforce Services

Significant employment growth is also projected for the region, with an increase of over 20,000 jobs by 2040.

TABLE 7: REGIONAL EMPLOYMENT GROWTH PROJECTIONS

City	2020	2030	2040	2050
Clearfield	14,951	17,349	19,754	22,075
Clinton	1,823	1,966	2,135	2,275
Hooper	287	318	310	308
Roy	5,787	6,850	7,404	7,828
Syracuse	2,749	7,243	11,376	14,187
West Haven	2,978	5,595	7,139	8,267
West Point	533	841	1,147	1,590
Total	**29,108**	**40,162**	**49,265**	**56,530**
Growth from Prior Period		**11,054**	**9,103**	**7,265**
Cumulative Growth		**11,054**	**20,157**	**27,422**

Source: Wasatch Front Regional Council

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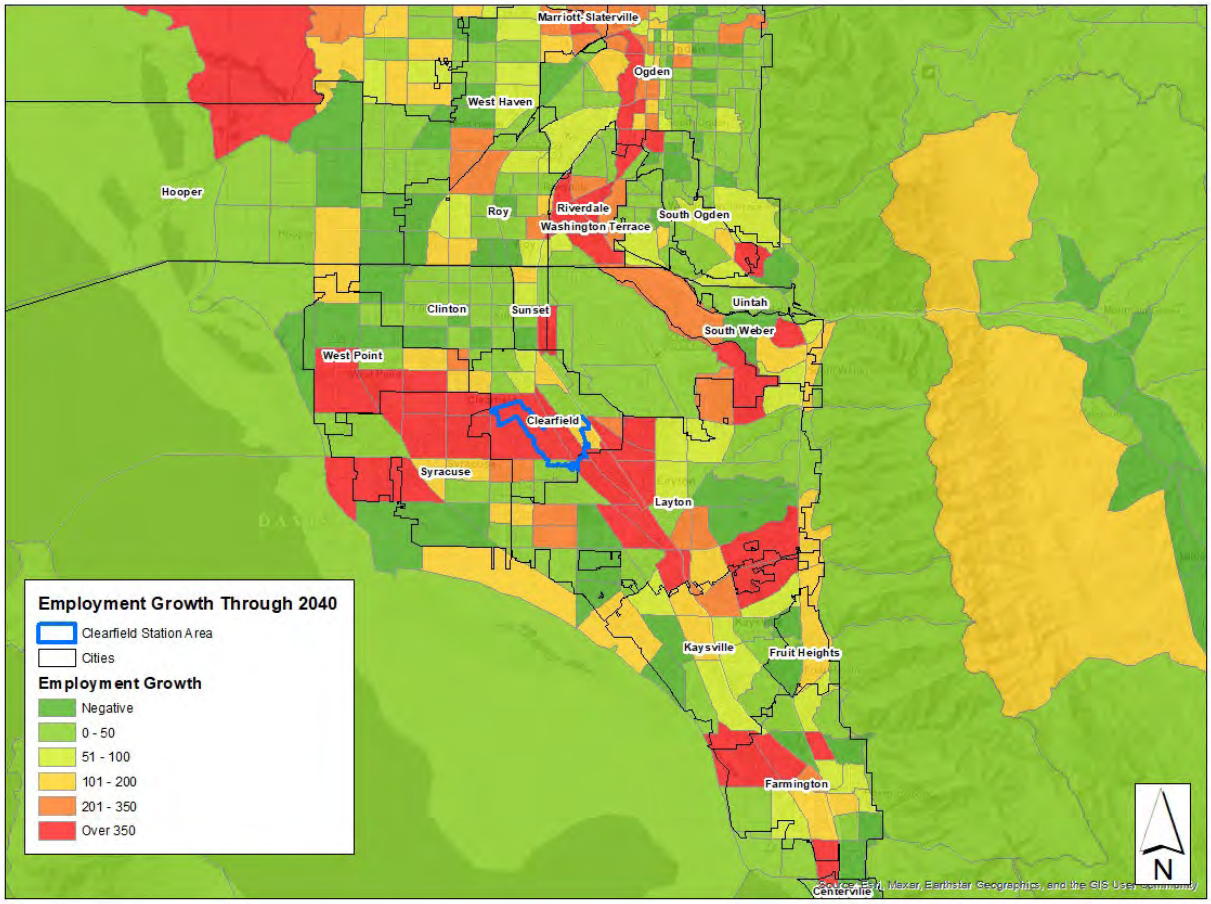
FIGURE 6: REGIONAL EMPLOYMENT GROWTH PROJECTIONS



Redevelopment Agency

The City currently operates a community development and renewal agency ("CDRA") that has active project areas within the boundaries of the station area. Of the City's eight active project areas, three fall within the boundaries of the station area. A summary of these three project areas is provided below:

TABLE 8: ACTIVE RDA PROJECT AREAS

Category	RDA 9 South Central Business District	EDA 3 ATK Economic Development Plan	Clearfield Station CDA
Base Year	1992	2011	2013
Project End Date	2027	2032	2052
Percentage of Tax Increment	60%	82%	75%
Base Year Value	$11,786,915	$78,168,767	$0
Current Assessed Value	$71,628,571	$168,192,702	$19,470,764
Developed Acreage	75.00	96.00	48.10
Undeveloped Acreage	11.00	96.00	77.90
Total Funds Received	$5,196,143	$8,788,671	$554,533
Total Funds Remaining	$2,174,848	$8,284,499	$24,246,035

Source: Utah Governor's Office of Economic Opportunity RDA Database, 2022 Annual Report

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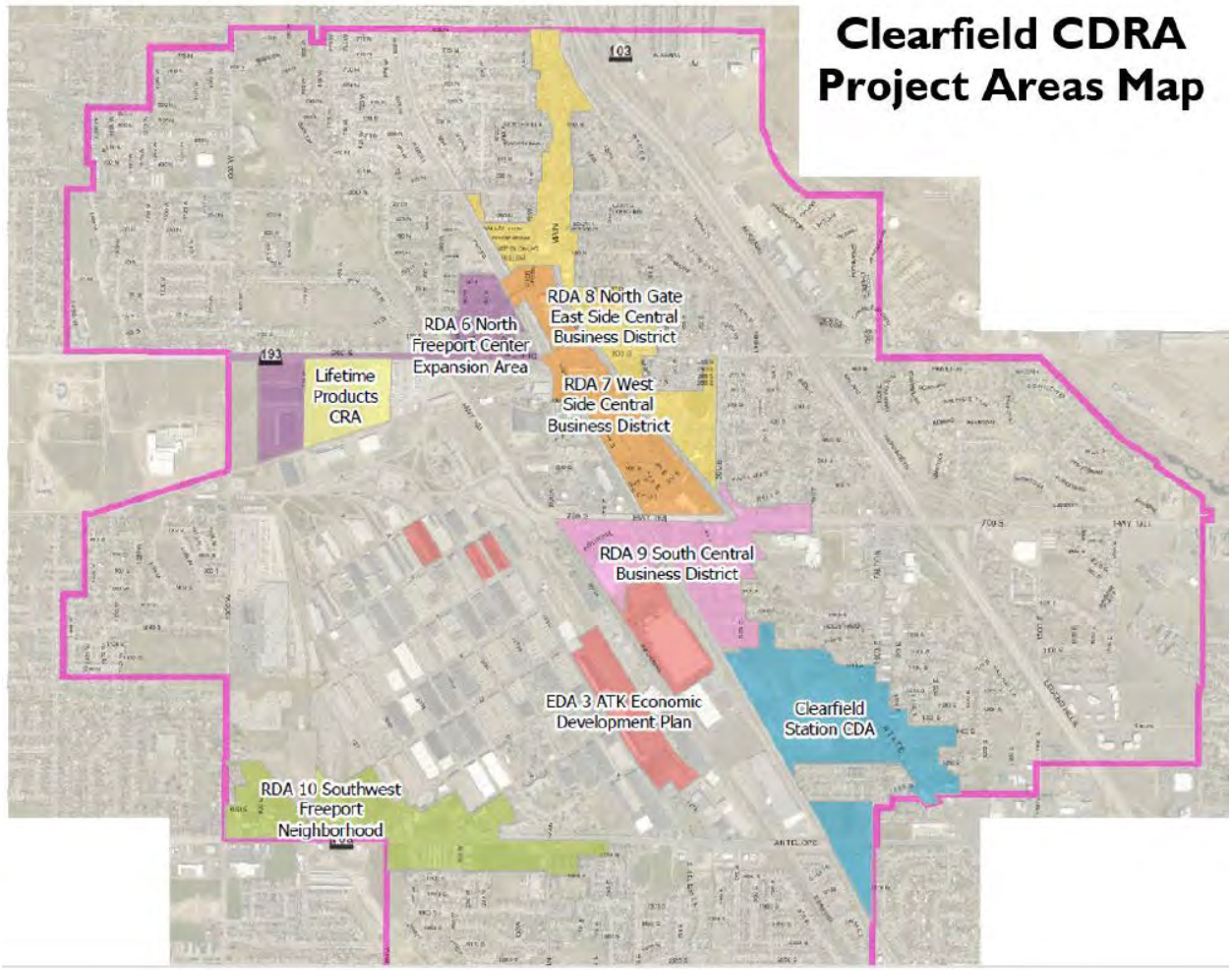
FIGURE 7: CLEARFIELD REDEVELOPMENT AGENCY PROJECT AREAS



Each of these areas may be impacted by development within the station area boundaries. Each area has both time and funds remaining, which, depending on current agreements and obligations, can be utilized to support the development of projects within the station area boundaries.

There are approximate 500 acres of the station area boundaries that are not currently included within a project area. This allows for potential expansion of current project area boundaries, or potential new project areas, to support development in the area. Depending on current agreements with project area participants, there may be available funding within the current areas to help support high-quality development within the station area.

Sales Tax Leakage

Sales tax is one of the City's most important revenue sources. A sales tax leakage model looks at the taxable sales within a community and compares it to expected taxable sales based on average per capita spending statewide and the population of a given community. Capture rates exceeding 100% indicate that consumers are coming to a city from the larger regional area (i.e., outside of the City boundaries) to make retail purchases. A capture rate under 100% indicates that a city has a gap between what it could collect and what it currently is collecting. This is referred to as "leakage" and identifies opportunities for future retail development.

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Overall, the City is capturing a total of 41% of the expected taxable sales for its population, indicating that residents are making sales tax purchases in other communities in some retail categories. In total, the City is leaking over $297 million annually in taxable sales.

The following table shows the sales tax leakage and capture rates for the various sales tax categories. Positive leakage amounts indicate that the City is capturing sales from the larger regional area, based on average per capita spending. Negative leakage amounts, with capture rates less than 100 percent, indicate that the City is leaking taxable sales in a given category.

TABLE 9: SALES TAX LEAKAGE

Sales Tax Category	Leakage Amount	Percent Captured
Gasoline Stations	$7,335,691	150%
Miscellaneous Store Retailers	($1,866,296)	90%
Other Services	($4,199,041)	76%
Health and Personal Care Stores	($4,498,143)	28%
Arts, Entertainment, and Recreation	($4,614,936)	37%
Nonstore Retailers	($8,366,645)	85%
Electronics and Appliance Stores	($9,276,065)	26%
Sporting Goods, Hobby, Book, and Music Stores	($10,228,303)	25%
Furniture and Home Furnishings Stores	($11,634,187)	4%
Clothing and Clothing Accessories Stores	($13,409,216)	25%
Accommodation	($15,212,772)	6%
Food Services and Drinking Places	($20,308,730)	59%
Food and Beverage Stores	($37,888,344)	35%
Building Material and Garden Equipment and Supplies Dealers	($41,222,938)	16%
Motor Vehicle and Parts Dealers	($57,060,697)	32%
General Merchandise Stores	($64,921,222)	7%
Total	**($297,371,845)**	**41%**

Source: Utah State Tax Commission, ZPFI

The City currently has only one category (Gasoline Stations) where it is capturing at least its fair share of taxable sales. The other categories, especially those with the highest leakage dollar amount, represent possible areas for the City to specifically focus on to generate the greatest return in the form of increased sales tax revenues.

Opportunities Under Current Conditions

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

Currently, there is little vacant land within the boundaries of the station area plan. Existing development consists of some residential neighborhoods, the Freeport Center on the west side of the FrontRunner tracks, and the currently developing Clearfield Station.

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It is likely that, under current conditions, the site will see some measure of residential development mixed with support retail, and business park/industrial development. Because of the City's role as an employment center, there are strong opportunities for increased job growth in the area, and within the boundaries of the station area. It is likely that this will mainly occur within the Freeport Center and the office components of the Clearfield Station, but with commercially viable land on the southern borders of the station area, and along State Street, there may be additional job growth in those areas.

Clearfield Station

In 2019, the City approved a master development plan for land owned by UTA at the Clearfield FrontRunner Station. The area currently consists of parking lots and vacant land. This project, covering 56 acres, is planned to bring a variety of uses to the area. The approved plan calls for approximately 67,500 square feet of commercial space and 550,000 square feet of office space. In addition, there are around 1,000 residential units (townhomes and apartments) planned for Clearfield Station. This is a critical site of development for the City. It allows for better connection to the regional economy and prepares the City to capture benefits of regional growth. In 2022, construction began on required infrastructure such as roads and utilities. It is anticipated that vertical construction will commence in 2023 or 2024.

FIGURE 8: CLEARFIELD STATION MASTER DEVELOPMENT PLAN

This development will provide a significant increase in value to the City as well as bring new residents and businesses to the area.

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With current market conditions, there are opportunities to explore possible adjustments to the current plan. This could include relocating or adding additional retail space along State Street to potentially capture additional business traffic and take advantage of the higher visibility roadway. There currently are compatible commercial uses currently along State Street.

Freeport Center

To the west of the FrontRunner Station lies the Freeport Center. This is a key industrial center for northern Utah. This area has four major entities managing the area: Freeport Center Associates, Freeport West, Clearfield Job Corps Center, and Davis School District. The total area encompasses over 1,000 acres of land. The Freeport Center Associates are the majority owner in the area and manage 680 acres and have 7 million square feet of industrial space spread across 78 total buildings.[4] This rail-served site, is home to seven of Clearfield's top 17 employers. With a mix of manufacturing, distribution, and warehouse users this area is a strength to the area. While it is mostly developed, there may be opportunities to redevelop areas of this property.

Some of the users of the Freeport Center have both manufacturing and office needs and with the planned office space at the Clearfield Station development, there may be opportunities for those users to find office space nearby. Depending on the development of retail uses, there could also be opportunities for additional sales tax capture from employees at the center.

FIGURE 9: FREEPORT CENTER

[4] https://www.freeportcenter.com/about-us/

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Falcon Hill National Aerospace Research Park

Hill AFB is a major economic driver for northern Utah, and especially Davis County. One aspect of this is a public-private partnership between the United States Air Force, the State of Utah's Military Installation Development Authority (MIDA), and private developers. The Falcon Hill National Aerospace Research Park is a 550-acre development containing 3.5 miles of I-15 frontage. The first phase alone will contain over 2 million square feet of office space.[5] The development is planned to contain a mix of Class A commercial office space, research and development space, as well as some small support retail.

Although this park is outside of the station area boundaries, it presents an opportunity for the City to capture some of the overflow or related uses in the station area development.

FIGURE 10: FALCON HILL AEROSPACE RESEARCH PARK

Redevelopment

Although there is little vacant land remaining in the station area boundary, there may be opportunities for the City to explore redevelopment of key areas. This is due to the age of buildings, or low value per square foot of development. This would allow for higher value development to take place.

Within the Freeport Center, there are a number of older buildings that may present opportunities for redevelopment as business needs arise. Additionally, there are a number of commercial buildings along State Street that were built before 1975 that may be candidates for future redevelopment.

[5] https://business.utah.gov/articles/falcon-hill-aerospace-research-park-invests-over-250-million-into-utahs-economy/

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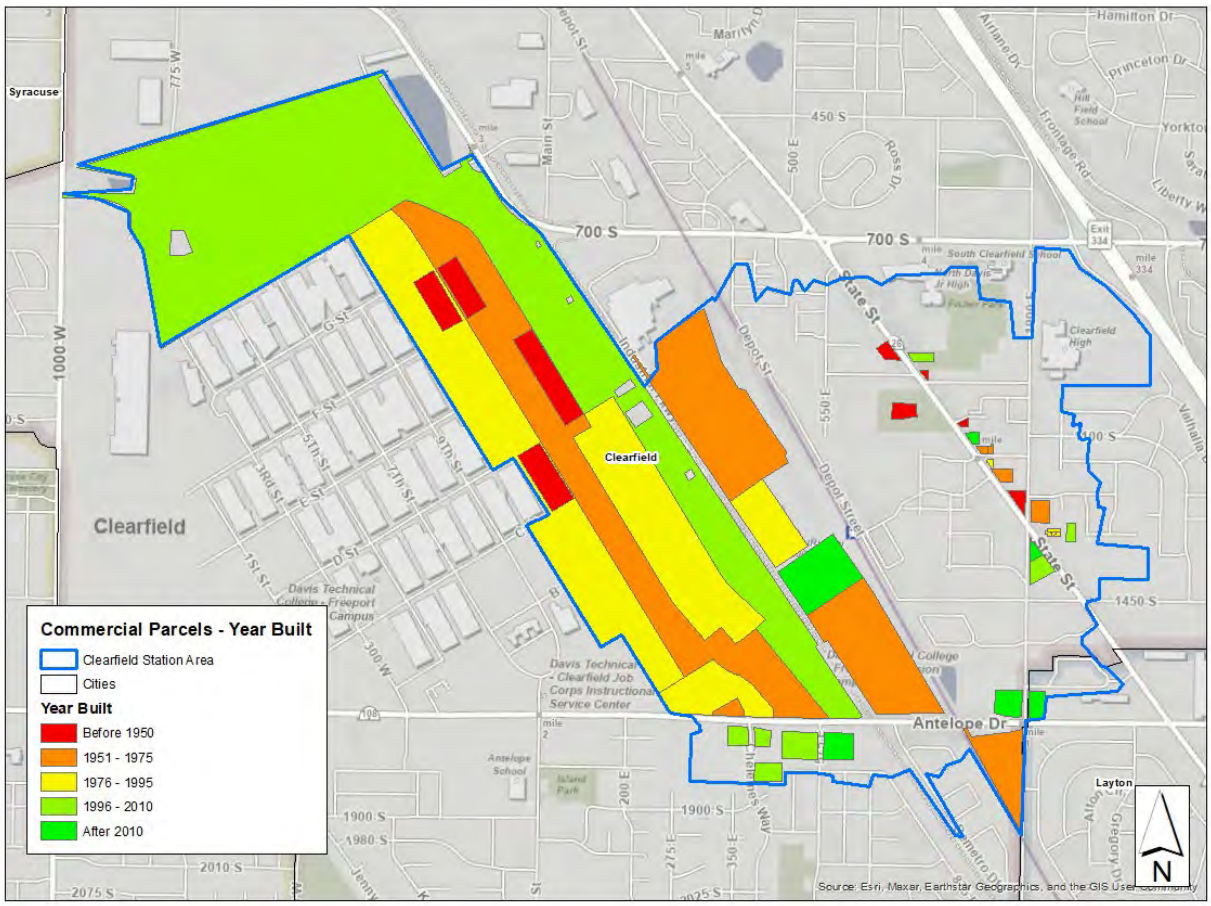
FIGURE 11: COMMERCIAL PARCELS - YEAR BUILT



Some of those same areas have lower improvement values per square foot of development and would bring a higher return to the City if they were redeveloped. Areas on Figure 12 that are designated in green shades indicate that those property currently have low improvement values compared to others in the area. Through redevelopment of those properties, the City could experience higher improvement values, and therefore greater property tax revenues.

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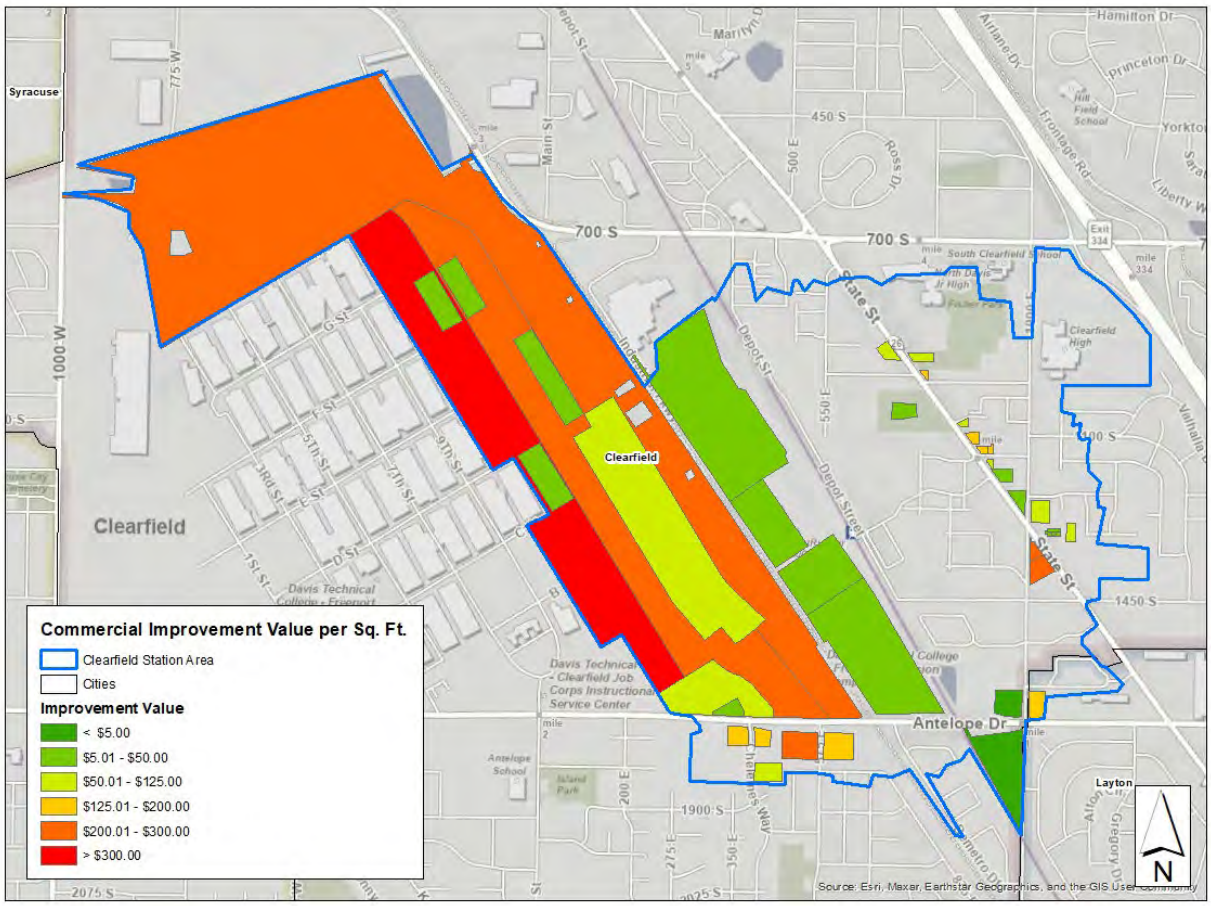
FIGURE 12: COMMERCIAL IMPROVEMENT VALUES



Constraints Under Current Conditions

Utah Code 10-9a-403.1 (8) (a) (ii) (B)

There are a number of constraints on development in the area that could impact the possibilities in the station area.

Vacant Land

Approximately 95% of the land contained within the station area boundary is currently developed, thus constraining the available options for development.

Office Market

Within Davis and Weber Counties, the office market is currently experiencing a slowdown, similar to other areas. Vacancy rates have been rising since the end of 2021. At that time, vacancy rates were approximately 5% and they have risen to over 8%. Throughout the Davis-Weber office market, absorption rates have been fairly low. The third and fourth quarters of 2022 saw negative absorption rates, with -186,000 square feet being absorbed.[6] With negative absorption rates in the area, it may be difficult to attract office development to the area at the levels anticipated in the Clearfield Station Plan.

[6] Newmark Davis and Weber Counties Office Report, Q4 2022.

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The location of the Clearfield station area may also constrain office development in the area, due to the distance and lack of visibility from I-15. Within the County, there are locations directly adjacent to the Interstate that will likely be more attractive to office users.

Redevelopment

While there is potential for redevelopment in areas throughout the station area boundaries, this is often cost prohibitive.

Access

While the Freeport Center is a major employment center in the area, and could serve as an economic driver, access to the center from the FrontRunner Station is limited. FrontRunner riders would need to walk one and a half miles to reach the entrance to the Freeport Center. This could limit the desire for businesses located in the center to acquire office space at the Clearfield Station. It is possible that some form of crossing over the train tracks would help alleviate this concern.

Municipality's Objectives

Utah Code 10-9a-403.1 (8) (a) (ii) (D)

The City's adopted 2017 General Plan contemplates a variety of uses in and surrounding the station area. These include manufacturing, residential, and mixed-use development.

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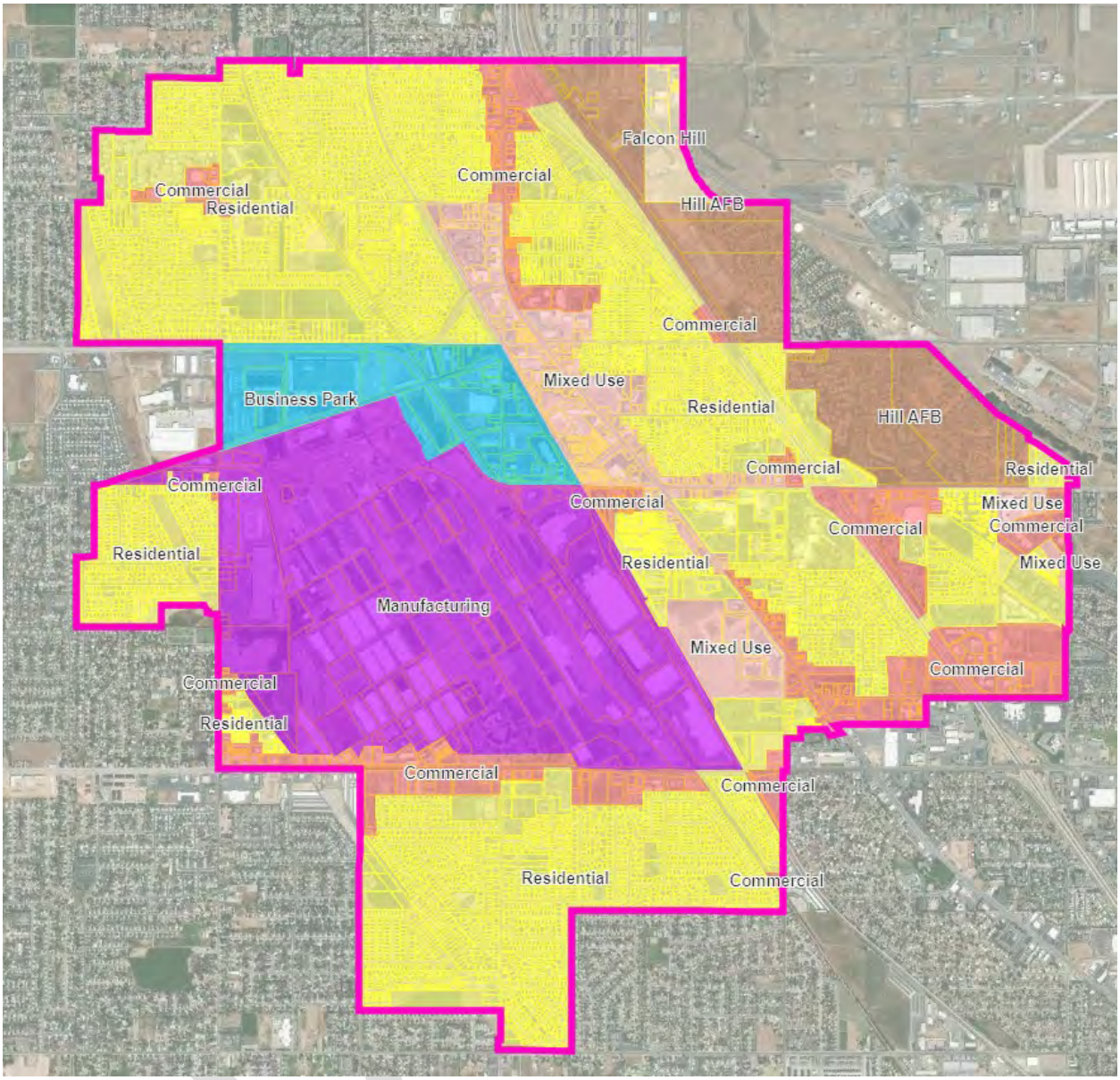
FIGURE 13: CLEARFIELD GENERAL PLAN



The Clearfield Station Plan (discussed previously) is the approved development plan for much of the vacant land in the station area boundaries. The other vacant areas in the boundaries will likely be developed according to the City's General Plan.

Economic Opportunities

Utah Code 10-9a-403.1 (7) (a) (iii)

Highest and Best Use

The purpose of this section is to evaluate the highest-and-best use of the property from the perspective of a developer and the fiscal impacts and benefits to the City from various types of development. It is important to understand how highest and best use works, and, more importantly, how desired development can be achieved. Historically, highest and best use has only been considered as what creates

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the greatest return on the land. This is a developer-centric model for highest and best use and relies on an understanding of developer figures and intentions. A wider implementation of highest and best use should consider the following:

- Highest and best use to the developer. This scenario considers the greatest return to the land and has historically been all that has been considered by most municipalities; and
- Highest and best use to the City (fiscal). This consideration addresses the proposed fiscal impacts of development and what revenue and expenses are generated for the City. The impacts may include, but are not limited to, property taxes, sales taxes, municipal energy fees, Class B/C road funds, retail buying power, and costs of services to be provided; and
- Highest and best use to the citizens. This scenario is often less quantitative and relies upon feedback from citizens of what amenities are lacking in the area. This process also requires notable education, as residents will oft resort to desires that are not market feasible. Data is necessary to show, for example, that a certain retailer will not occupy a site until surrounding demographics hit specific metrics. Or residents may be unaware that their transportation costs are higher than those of other communities due to a lack of employment centers, and that adding jobs at a site (instead of an alternative, publicly desired use) may result in notable community benefits.

CAP rates, which are a measure of net operating income (NOI) divided by valuation vary considerably based on location, presumed risk of a project (i.e., vacancy rates, etc.). Lower CAP rates are generally indicative of a more optimistic market with CAP rates rising as market outlooks decline. Generally speaking, developers could see the greatest profit margins with apartments, flex office, and some retail development. It is important to note that profit margins are a general estimate only and are dependent on many factors for the developer such as land costs, interest rates and financing costs, varying construction costs, achievable rents, etc.

TABLE 10: DEVELOPMENT CAP RATES

	Cap Rates	Profit Margins
Apartments		
	4.00%	29%
	4.25%	22%
	4.50%	15%
	5.00%	3%
Office		
	6.00%	1%
	6.50%	-6%
Retail		
	5.00%	15%
	5.50%	5%
Flex Office		
	4.50%	28%
	5.00%	20%
	5.50%	12%

Source: ZPFI

From the perspective of the City, property tax revenues, sales tax revenues and other revenue sources are the best measure of highest-and-best use. Because of the point-of-sale distribution formula in Utah, retail

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is the highest revenue generator, on a per acre basis, for cities. However, retail only thrives in certain locations and the supportable amount of retail is dependent on the population and employment in a given area.

TABLE 11: HIGHEST AND BEST USE ANALYSIS– CITY PERSPECTIVE

Summary Comparison	Office	Retail	Multi-Family - 20 units per acre	Multi-Family - 8 units per acre	Flex Office
Property Taxes	$5,409	$3,131	$2,875	$1,265	$3,921
Sales Taxes		$21,780	$6,690	$2,676	
Municipal Energy	$2,086	$1,372	$1,177	$471	$2,086
Class B/C Road Funds			$1,803	$721	
Total Annual Revenue per Acre	**$7,494**	**$26,283**	**$12,546**	**$5,133**	**$6,007**

Source: ZPFI

Ultimately, these studies show what the market can build, what impacts the City should expect, and what property types are currently not feasible. If the non-feasible (in the market) uses are still desired by the City, various economic development tools may need to be implemented to see that use to fruition.

Market Overview and Opportunities

Industrial Development

There is currently remarkably high demand for industrial space within Davis and Weber Counties, with approximately 2.2 million square feet absorbed in 2022. The industrial vacancy rate also is extremely low at 1.3%, compared with the national average of 4.1%. As of the fourth quarter of 2022, direct vacancy has remained below 2.0% for fourteen straight quarters. Due to the current lack of projects in the construction pipeline, those rates are expected to remain low. Brokers anticipate that Hill AFB will continue to be a major driver of additional industrial space needs in the area.[7]

Because of the Freeport Center, this type of development would likely be able to be developed within the station area boundaries. Industrial flex space is also an area of interest for this area that is popular currently and may be able to fit into the station area, although it may require reworking some of the Clearfield Station Plan.

Office Development

Similar to other areas along the Wasatch Front, the office market in Davis and Weber Counties is struggling. In 2022, there was a negative absorption rate, with approximately -186,000 square feet being absorbed. This means that more commercial space was vacated in the area than what was absorbed by users. Office vacancy rates hit 8.1% throughout the area at the end of 2022.[8]

There is a sizable amount of this development planned for the Clearfield Station Area. Because of the uncertainty of the office market, there is a possibility that this type of development would struggle in the

[7] Newmark Davis and Weber Counties Industrial Report, Q4 2022.

[8] Newmark Davis and Weber Counties Office Report, Q4 2022.

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near term in the station area. However, there are smaller speculative developments being developed in the City that may show an indication of a need in this area.[9]

Retail Development

Although this area is not planned to be a major commercial center, there are still opportunities to capture some of this growth. Strong population and employment growth are fueling the need for additional retail throughout the County. Slightly offsetting, however, are trends for more online shopping, fueled partially by the COVID pandemic, which has had a significant effect on retail brick-and-mortar space needs per capita. Average retail space needs averaged between 20 and 25 square feet per capita over 10 years ago. Today, Price Waterhouse Coopers suggests that this number has decreased to about 16 square feet.[10]
Based on regional growth projections, there could be demand for between 900 thousand – 1.1 million additional square feet of retail space by 2050. There is potential for the station area to capture at portion of this retail growth, both within the Clearfield Station MDP area as well as other areas throughout the boundaries of the station area.

TABLE 12: GROWTH IN RETAIL DEMAND

	2020	2030	2040	2050
Regional Population	163,531	181,921	202,997	219,775
Population Growth from Prior Period		18,390	21,076	16,778
Cumulative Growth		18,390	39,466	56,244
16 sf per capita		294,240	631,456	899,904
20 sf per capita		367,800	789,320	1,124,880

Source: ZPFI

Based on sales tax leakage data, the City has additional capacity to capture a variety of sales tax generating businesses. Although transit is not a major driver for retail, the City's position as a regional employment center creates opportunities to provide retail that supports these use types.

In Utah, the following trends are seen in retail establishments:

- Doing well – Grocery stores, automobile services, eateries, "concept" stores
- Faring poorly – Clothing stores, toy stores, jewelry stores, department stores, anything struggling with competing with online shopping

III. Housing Opportunities

Utah Code 10-9a-403.1 (7) (a) (i)

Current Conditions

Currently, the City has a varied mix of housing types, with increased construction of multi-family housing over the past several years. The following table summarizes residential units built since 2006.

[9] Newmark Davis and Weber Counties Office Report, Q4 2022.
[10] Byron Carlock, head of U.S. real estate development, Price Waterhouse Coopers

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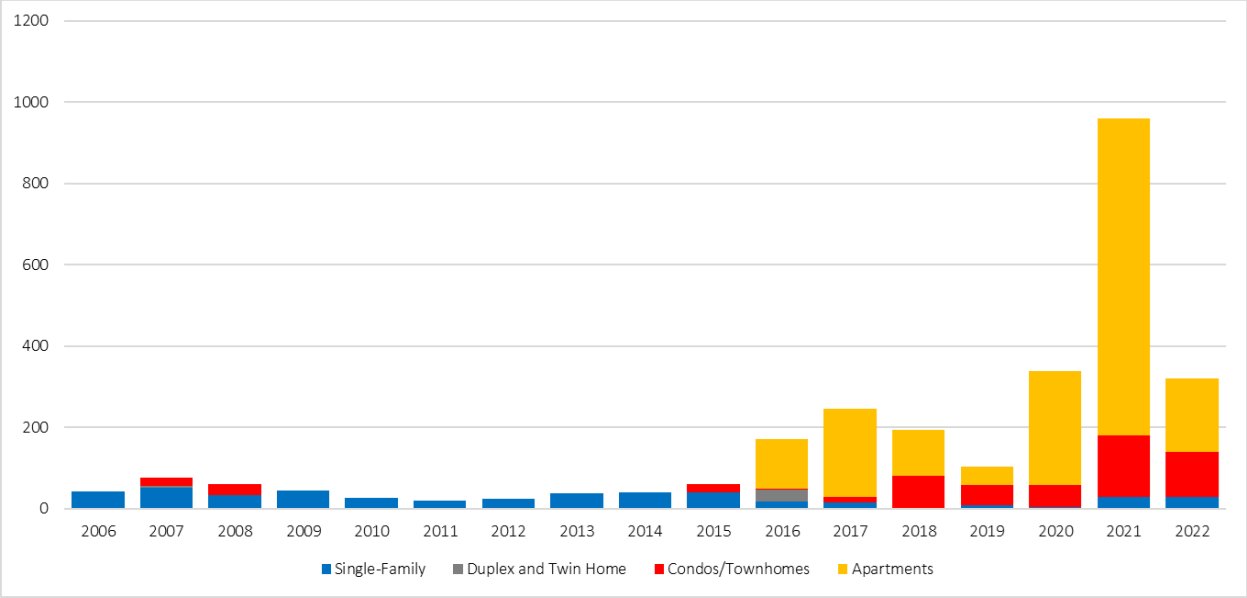
TABLE 13: RESIDENTIAL UNITS PERMITTED SINCE 2006

Building Category	Units Built
Single Family Units	461
Duplex & Twin Home Units	32
Condo & Townhome Units	532
Apartment Units	1,738
Total	**2,763**

Source: Ivory-Boyer Construction Database

Since 2018, the City has seen large increases in the number of units that are built in the City, with an average of around 383 units per year built in the last five years.

FIGURE 14: RESIDENTIAL UNITS BY YEAR (2006 - 2022)



Affordable Housing

Utah Code 10-9a-403.1 (7) (a) and (b)

One aspect of the station area plans is to assist in efforts to provide for or support affordable housing in the area. To determine how the station area plan may assist in these efforts, it is necessary to understand what affordability levels exist in the City. The following table provides a breakdown of the affordable monthly rent and home value for the "Low-Income" parameters set by HUD.

TABLE 14: AFFORDABLE HOUSING COSTS

	Clearfield	Davis County
Median Household Income	$64,689	$93,182
80% Affordability	$51,751	$74,546
Rent Affordable after Utilities	$1,050	$1,600
Affordable Home Value	$217,000	$335,000

Source: 2021 ACS 5-Year Estimates, ZPFI

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Based on the City's median household income, a monthly rent of $1,050 is considered affordable for "Low-Income" households. Homes that are at a price point of $217,000 are likewise considered affordable for this group. As shown in Tables 2 and 13 above, Clearfield is more affordable than most areas in Davis County and the State.

The City has a number of rental apartment and townhome developments available within the City. According to the U.S. Census Bureau, the City has a total of 11,866 renter occupied units in the City, or approximately 38 percent of the total units in the City.[11]

Throughout the City, there is variability in the rental rates for these units. On average, throughout the City, the median gross rent is $1,196. On average, only the 2 bedroom and no bedroom units are considered affordable for "Low-Income" households.

TABLE 15: AVERAGE RENTAL RATES

Number of Bedrooms	Median Gross Rent
No bedroom	$866
1 bedroom	$1,060
2 bedrooms	$982
3 bedrooms	$1,361
4 bedrooms	$1,477
5 or more bedrooms	$1,715
Median Gross Rent	$1,196

Source: 2021 ACS 5-Year Estimates

The City has a varied mix of homes across the affordability spectrum. According to data from the Davis County Assessor's Office, areas in the northeast of the City have lower market value than homes in the south or west areas of the City.

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[11] 2021 ACS 5-Year Estimates

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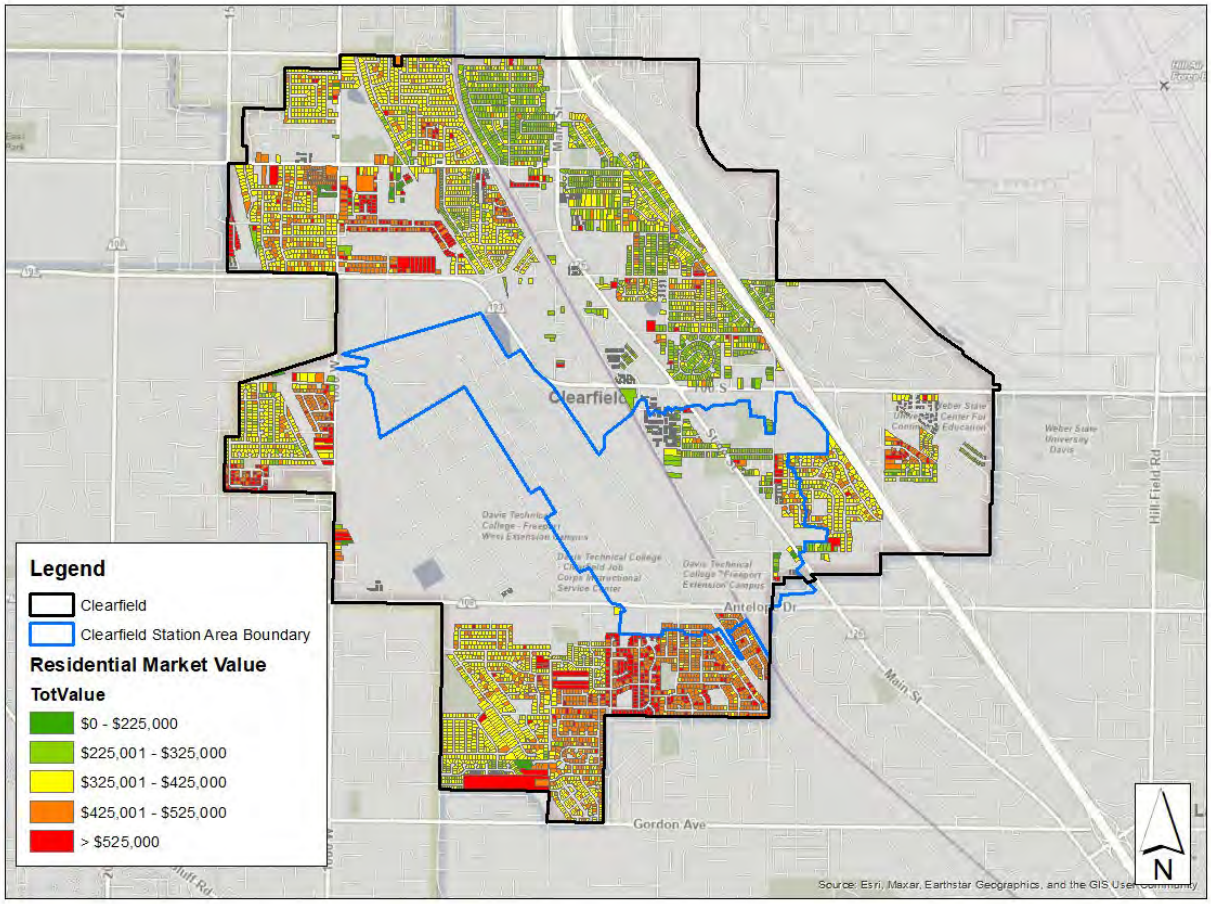
FIGURE 15: RESIDENTIAL MARKET VALUE



Based on HUD thresholds, a total of 433 parcels within the City would likewise be considered affordable. These units are primarily condominiums and townhomes, but there are a total of ten single family homes in the City that are considered affordable.[12]

[12] Based on Davis County Assessor's data

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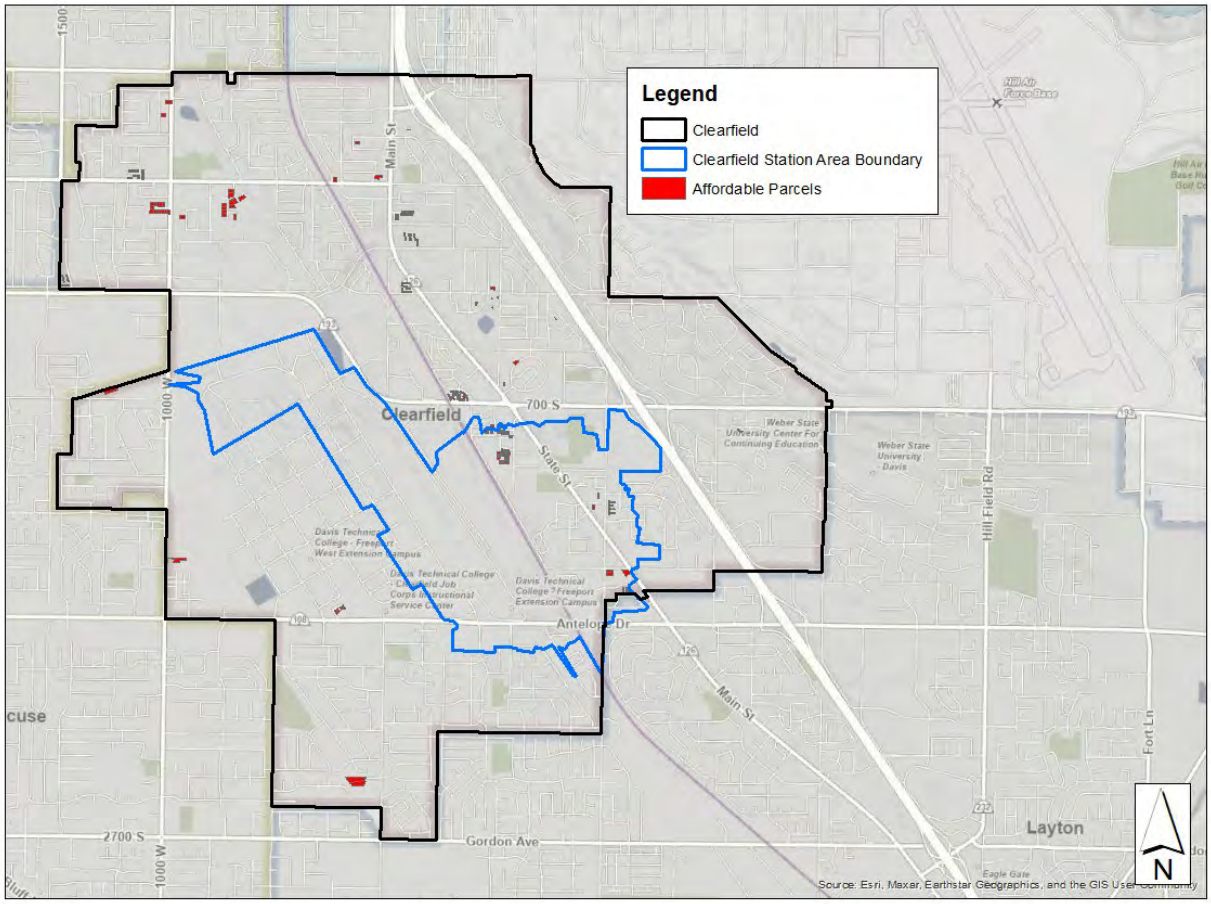
FIGURE 16: AFFORDABLE PARCELS



Currently under development, the Clearfield Station development will bring in additional residential units to the City, and potentially provide for affordable options for "Low Income" households.

Moderate Income Housing Plan

Utah Code 10-9a-403.1 (7) (b) (i) (A)

Each station area plan is required to demonstrate how it aligns with the municipality's moderate-income housing element of the general plan.

In 2022, the City adopted an update to its Moderate-Income Housing Plan. Three of the City's strategies relate to efforts within the station area:

- *Action Item #2: Clearfield City will ensure zoning designations allow for higher density and/or moderate-income housing development in the mixed-use Downtown, near Clearfield Station, and adjacent to commercial and employment centers.*
- *Action Item #4: Clearfield City will implement goals and objectives from creating Clearfield Downtown Small Area plan to implement centers and create areas of focus along major transit corridors which include the Downtown Form Based Code area and the Clearfield Station site.*
- *Action Item #11: Clearfield City will update the Station Area Plan for Clearfield Station*

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Additionally, the City has a demonstrated commitment to a variety of housing types. Since 2016, the City has approved 464 condo/townhome units and 1,738 apartment units, far outpacing the number of single-family units built.

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669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
FROM:	Annette Royle, Director of Board Governance
PRESENTER(S):	Annette Royle, Director of Board Governance Neiufi Iongi, Public Policy Analyst

TITLE:

R2024-09-04 - Resolution Adopting Revised Board Policy
- **Board Policy 3.2 - Service Planning**

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2024-09-04 to adopt revised Board Policy 3.2 Service Planning as presented

BACKGROUND:
The Special Districts Act section 17B-1-301 and the Utah Public Transit District Act section 17B-2a-8 outlines the duties and powers of a large public transit district's Board of Trustees. One of those duties includes developing and approving board policies, ordinances, and bylaws after consultation with the Local Advisory Council.

The UTA Board of Trustees last updated Board Policy 3.2 in December 2022. This policy has been updated to reflect changes in general practice.

DISCUSSION:
The agency is recommending that the updated Board Policy 3.2 Service Planning be approved as presented.

The proposed revision incorporates updates in practice including requirements for Service Design Standards, the Long-Range Transit Plan, Board consultation points during the process, enhanced community engagement, criteria for UTA policy, and clarifies that UTA does not provide Charter Service.

As required by statute, the proposed policy revisions were presented to the Local Advisory Council on August 28, 2024 for their consultation and feedback and no additional comments were provided. We are now presenting the proposed policy revisions to the Board of Trustees for final review and approval.

Note - the marked-up version of the proposed Board policy revisions was published in the Local Advisory Council's meeting packet for August 28, 2024 and can be accessed at <www.rideuta.legistar.com>.

ALTERNATIVES:

The Board may modify the proposed policy revisions prior to adoption.

FISCAL IMPACT:

None

ATTACHMENTS:

Resolution R2024-09-04, including the revised policy as an exhibit.

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY ADOPTING REVISED BOARD POLICY

BOARD POLICY 3.2 – SERVICE PLANNING

R2024-09-04 September 25, 2024

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

WHEREAS, the Board of Trustees ("Board") of the Authority is empowered under the Act to, develop and approve board policies; and

WHEREAS, the Board adopts policies to provide leadership and governance to the Authority; and

WHEREAS, on August 28, 2024, the Board reviewed, as required by the Act, with Local Advisory Council the proposed Revised Board Policy 3.2 – Service Planning, attached as Exhibit A; and

WHEREAS, the Board wishes to adopt the revised Board Policy 3.2 – Service Planning.

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

1. That the revised Board Policy 3.2 – Service Planning, attached as Exhibit A, is hereby adopted.

2. That the Board formally ratifies actions taken by the Authority, including those taken by the Executive Director, staff, and counsel that are necessary or appropriate to give effect to this Resolution.

3. That the corporate seal be attached hereto.

Approved and adopted this 25th day of September 2024.

_____
Carlton Christensen, Chair
Board of Trustees

Docusign Envelope ID: 3199B823-135B-482D-B13F-6FACE719D0A8

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:
David Wilkins
CA25CE8F60E344B...
_____
Legal Counsel

Docusign Envelope ID: 3199B823-135B-482D-B13F-6FACE719D0A8

Exhibit A

(Revised Boad Policy 3.2 – Service Planning)

Docusign Envelope ID: 3199B823-135B-482D-B13F-6FACE719D0A8

Service Planning

Board of Trustees Policy No. 3.2

Application: Board of Trustees and Local Advisory Council

I. Purpose: The purpose of this policy is to establish a uniform process for planning, implementing, and managing the Authority's transit service planning to ensure transparency and collaboration with communities, regional partners, and stakeholders, and compliance with the Federal Transit Administration (FTA) and Utah Public Transit District Act requirements.

II. Definitions:

A. "Baseline Service" means regularly scheduled transit service provided by the Authority or its contractors on all modes of transit including bus, demand response, paratransit, rail, contracted service, or any future type of transit service that the Authority adopts.

B. "Change Day" means scheduled dates where changes in transit service are implemented.

C. "Charter Service" means (1) transportation provided at the request of a third party for exclusive use of UTA vehicles, including service that is not part of UTA's regularly scheduled service and is not available to the general public, and (2) all other forms of charter service as defined by the Federal Transit Administration's Charter Service Regulations (49 CFR Part 604).

D. "Complimentary Service" means transit service provided by the Authority that is not included in Baseline Service for which no operation costs are collected.

E. "Event Service" means expansion of hours, frequency, and capacity to Baseline Service to meet the increased ridership demand during an event or time-limited situation.

F. "Major Service Change" means a service change that requires an equity analysis or equity briefing to be performed in compliance with the FTA Title VI Circular (FTA C 4702.1B).

G. "Metropolitan Planning Organization" ("MPO") means an organization designated to carry out the federally mandated metropolitan transportation planning process.

H. "Sponsored Service" means Baseline Service paid in part or in full by a third party for service that is not Charter Service.

I. "Transit Service Planning" means the act of identifying, evaluating, and implementing public transit services on all modes including bus, demand response, paratransit, rail, contracted service, and any future type of transit service the Authority adopts.

III. Policy: The approval and implementation of Transit Service Planning will proceed as described below and on Exhibit A.

Docusign Envelope ID: 3199B823-135B-482D-B13F-6FACE719D0A8

A. Service Design Standards

1. The Authority will develop Service Design Standards to be approved by the Board.

2. Service Design Standards will be developed in compliance with the FTA requirements, including FTA Title VI Circular (FTA C 4702.1B).

3. Service Design Standards will establish service change standards based on best practices in the transit industry and impartial measures that guide service planning decisions that are equitable, systematic, and timely to achieve objectives in the Authority's Strategic Plan and Long-Range Transit Plan ("LRTP").

4. Service Design Standards will establish a framework to design, monitor, and evaluate transit service to best meet customer needs.

5. Service Design Standards will be updated every four years and must be approved by a resolution of the Board of Trustees in a public meeting.

B. Regional Planning

1. Regional Transit Plans ("RTPs") are transit plans developed by Metropolitan Planning Organizations ("MPOs") within the Authority service area. RTPs primary purpose is to phase the implementation of regionally significant transportation investments and to guide federal funding priorities.

2. RTPs are developed through collaborative processes with input from state, regional, and local leaders. The Authority participates in the development of RTPs by identifying transit needs and providing technical expertise including scenario planning tools.

3. RTPs are updated every four years and approval authority resides with the MPO technical and policy committees.

C. Long-Range Transit Plan

1. A Long-Range Transit Plan ("LRTP") will be developed by the Authority, approved by the Local Advisory Council, and adopted by the Board.

2. The LRTP will be a 30-year plan with a focus on preparing for the future transit needs of the communities served by the Authority.

3. The LRTP will provide a comprehensive, unconstrained, system-wide vision that guides service planning. The LRTP will inform and be informed by the applicable RTPs.

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4. The LRTP will be updated every four years and must be approved by a resolution of the Local Advisory Council and adopted by a resolution of the Board of Trustees.

D. Service Planning - Comprehensive System Analysis

1. The Authority will conduct a Comprehensive System Analysis of the entire service network every two years. The analysis will include an evaluation of existing services against established Service Design Standards to determine if a service is meeting minimum performance thresholds.

2. At the conclusion of the Comprehensive System Analysis, the Authority will determine if a service not meeting minimum performance thresholds should be modified, discontinued, or receive additional marketing promotion. Services meeting or exceeding minimum performance thresholds will be evaluated to determine if they warrant additional resources, frequency, or span.

3. Recommendations from the Comprehensive System Analysis will be incorporated into the next update to the Five-Year Service Plan.

E. Service Planning - Five-Year Service Plan

1. A Five-Year Service Plan will be developed by the Authority, approved by the Local Advisory Council and adopted by the Board.

2. The Five-Year Service Plan will be updated every two years to guide the near-term transit plans for the Authority's service area. The Five-Year Service Plan will incorporate priorities set in the RTP and LRTP, include all modes of the Authority's transit system, and be financially constrained.

3. Authority staff will collaborate with the Board, counties, local municipalities, and the community to prepare and update the Five-Year Service Plan. Authority staff will:
    a. Organize engagement opportunities to establish transit service goals and explore service network design scenarios with counties, local municipalities, and members of the community to inform the creation of a Five-Year Service Plan.
    b. Consult with Trustees in meetings that are compliant with the Utah Open and Public Meetings Act prior to a draft Five-Year Service Plan being prepared for comment by counties and the public.
    c. Present a draft Five-Year Service Plan to each County within the Authority's service area to request feedback for consideration in the final Five-Year Service Plan.
    d. Conduct a public comment period of at least thirty (30) calendar days to receive comment on the draft Five-Year Service Plan.

4. A final Five-Year Service Plan; a report on feedback received from counties, local

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municipalities and the community; and a report on financial and resource assumptions of the plan including personnel, vehicles, and facility assumptions will be prepared for consideration and action by the Local Advisory Council and Board of Trustees.

5. The Five-Year Service Plan, and any amendments to the Five-Year Service Plan, must be approved by a resolution of the Local Advisory Council and adopted by a resolution of the Board of Trustees.

F. Annual Service Plan

1. An Annual Service Plan will be prepared and approved by the Board of Trustees.

2. The Annual Service Plan will develop operations and budget plans for annual changes to Baseline Service that will be implemented on a scheduled Change Day.

3. The Authority will review the Five-Year Service Plan annually to prepare and update the Annual Service Plan.

4. The Annual Service Plan will be vetted through the annual budget process for resource and operational feasibility. Service changes may be presented to the Board during the annual service process and prior to Change Day.

5. If the proposed Annual Service Plan differs from what is in the Five-Year Service Plan, Authority staff must consult with the Trustees and any impacted local government prior to moving forward with the recommended service changes in the Annual Service Plan.

6. In compliance with federal requirements, the Authority must conduct a public hearing on any Major Service Changes and conduct a Title VI Service Equity Analysis.

7. The Board of Trustees must approve the Title VI Service Equity Analysis by resolution and determine if the implementation of proposed service changes should proceed.

8. The Annual Service Plan, and any amendments to the Annual Service Plan, must be approved by a resolution of the Board of Trustees.

G. Annual Service Implementation

1. Upon approval of the Annual Service Plan, the Authority may proceed with implementing the Annual Service Plan.

2. Annual Service implementation will occur on a designated service Change Day.

H. Additional Service

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1. The Executive Director or designee will establish administrative policies, to be approved by the Board, that:
    a. Set service policies in accordance with FTA requirements, including FTA Title VI Circular (FTA 4702.1B).
    b. Set standard criteria for determining equitable allocation of Event Service.
    c. Define criteria for approving requests for additional service, including Sponsored Service and Complimentary Service.

2. The following requests for service must be presented to the Board for consideration and approval in a public meeting:
    a. Requests for Sponsored Service
    b. Requests for Complimentary Service
    c. Requests for transit service beyond Baseline Service approved in the Five-Year Service Plan

3. The Authority does not provide Charter Service and will refer interested parties to private transportation providers.

Cross References: Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d); FTA Charter Service Regulations (49 CFR Part 604); Private Sector Participation in Public Transportation (49 USC 5315); Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA C 4702.1B.); Public Transit District Act (Utah Code 17B-2a-804, 808.1, and 808.2); Board Policy 1.3 Executive Relationships and Meeting Protocols; UTA.01.06 Title VI Compliance; UTA.04.02 Additional Services Request

Approved this 25th day of September 2024

_____
Chair, Board of Trustees

_____
Secretary of the Authority

Approved as to form and content:

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Legal Counsel

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Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
02-20-2019	R2019-02-03	Revised to reflect process changed, renamed, and renumbered from Executive Limitations Policy No. 2.1.4 – Changes to Levels of Service and Routing to Executive Limitations Policy No. 1.4.2 – Service Planning Implementation.
06-12-2019	R2019-06-01	Renumbered and renamed from Executive Limitations Policy No. 1.4.2 – Service Planning Implementation to Board Policy No. 3.2 – Service Planning Implementation; reformatted and revised to reflect name change from Local Advisory Board to Local Advisory Council.
09-07-2022	R2022-12-07 (12-21-2022)	Revised naming of Five-Year Plan from Mobility Plan to Service Plan.
08-28-2024	R2024-09-04 (09-25-2024)	Revised and clarified UTA's service planning process; added additional requirements for Service Design Standards, LRTP, Board consultation and approval requirements, and community engagement; provided directive for development of administrative policies; clarified UTA does not provide Charter Service.

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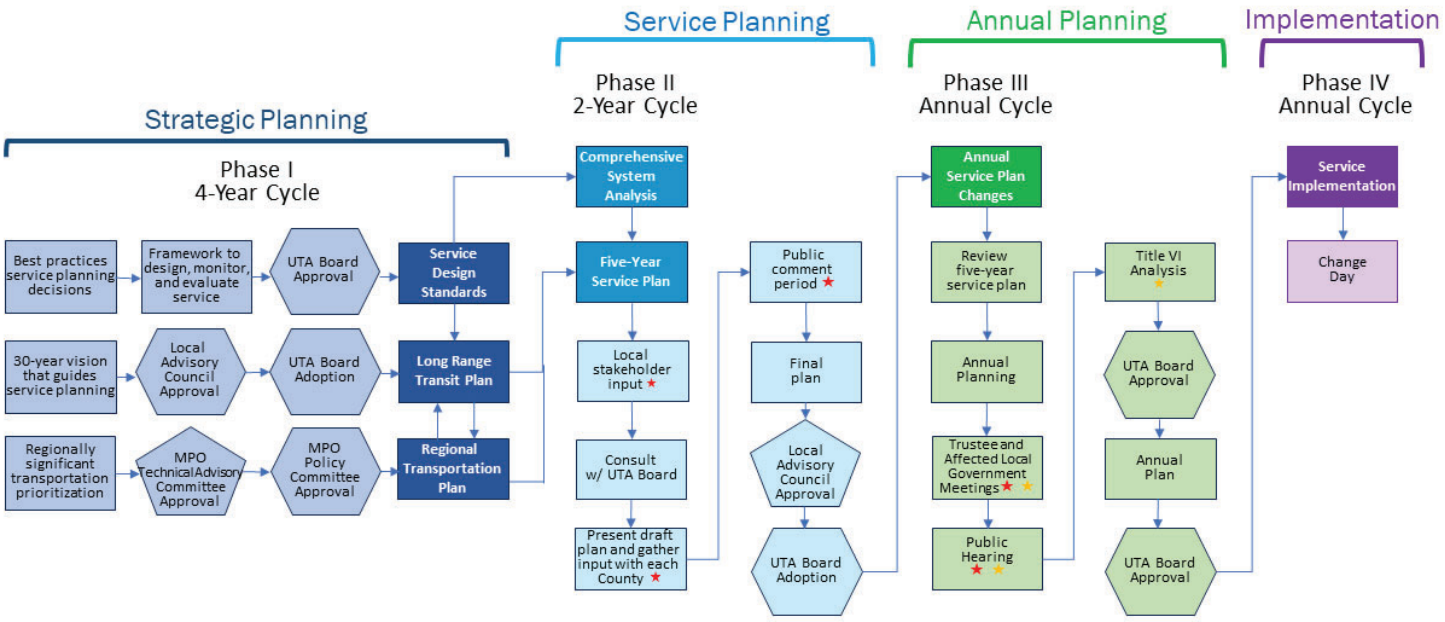
Exhibit A

UTA Service Planning and Implementation Process



★ Community Engagement Opportunity

★ If needed

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Dave Hancock, Chief Capital Services Officer
PRESENTER(S):	Jared Scarbrough, Director of Capital Design & Construction Marcus Bennett, Project Manager III Ethan Ray, Project Manager II

TITLE:

R2024-09-05 - Resolution Adopting the Capital Project Plan for the S-Line Streetcar Extension and Double Tracking Project

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Adopt Resolution R2024-09-05 to approve the Capital Project Plan for the S-Line streetcar extension and double tracking project as presented.

BACKGROUND:
The Utah Public Transit District Act (the "Act") empowers the Board of the Authority to create and pursue funding opportunities for capital projects (Utah Code 17B-2s-808.1(2)(f)(ii)). The S-Line project is a fixed guideway capital development project expending state funds, and as such falls under the supervision of the Utah Department of Transportation (Utah Code 72-1-203).

Board Policy 3.3, Section III(A)(3)(c), requires the Authority's Capital Project Plans receive final approval and adoption by the UTA Board of Trustees. Capital Project Plans are required to include the Locally Preferred Alternative (LPA), project impacts, benefits, costs and funding plan with funding partners. As a state funded fixed guideway capital development project under the supervision of UDOT, the Local Advisory Council is not required to approve the project plan (Utah Code 17B-2a-808.2(4)(a)(iii).

DISCUSSION:
UTA has been working collaboratively with Salt Lake City to extend the S-Line Streetcar from the existing end of line at Fairmont Station (1040 East) to the heart of the Sugar House business district at Highland Drive. This

project also includes new double track on the S-Line from 500 East to 700 East, which will support service reliability. This project will help support economic development and serve the growing population of Sugar House by providing an improved connection to Sugar House.

The S-Line Capital Project Plan provides the LPA along Simpson Avenue, includes the funding plan fully composed of State funds, and the other required elements.

ALTERNATIVES:
Changes, adjustments, corrections and refinements to the Capital Project Plan may all be considered but would delay the project. Some changes may require coordination with project partners contributing property and funding.

FISCAL IMPACT:
The 5-Year Capital Plan has allocated $21.9 million for the S-Line project, all of which has been committed through state funds including $12 million appropriated by the Legislature (2021 HB 433 lines 600-601, 2021 HB 1008 lines 100-101), and $9.9 million of TTIF funds approved by the Utah Transportation Commission on May 13, 2024.

ATTACHMENTS:
Resolution R2024-09-05 - Adopting S-Line Extension and Double Tracking Capital Project Plan

Exhibit A - S-Line Extension and Double Tracking Capital Project Plan

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY ADOPTING THE CAPITAL PROJECT PLAN FOR THE S-LINE STREETCAR EXTENSION AND DOUBLE TRACKING PROJECT

R2024-09-05 September 25, 2024

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

WHEREAS, the Act empowers the Board of Trustees ("Board") of the Authority to create and pursue funding opportunities for transit capital projects; and

WHEREAS, Board Policy 3.3, requires the Board of the Authority to approve and adopt Capital Project Plans, which include the Locally Preferred Alternative ("LPA"), project impacts, benefits, costs, and a funding plan with funding partners; and

WHEREAS, the Authority and Salt Lake City worked collaboratively to prepare plans to extend the S-Line Streetcar from the existing end of line at Fairmont Station (1040 East) to the heart of the Sugar House business district at Highland Drive; and

WHEREAS, this project also includes new double track on the S-Line from 500 East to 700 East, which will support increased service reliability; and

WHEREAS, this project has secured funding through a state Legislative appropriation, and through the Transit Transportation Investment Fund; and

WHEREAS, as defined in the Act, this project is a fixed guideway capital development project under the authority of the Utah Department of Transportation; and

WHEREAS, the Board desires to adopt the Capital Project Plan for the S Line Streetcar Extension and Double Tracking Project.

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

1. That the Board hereby approves and adopts the Capital Project Plan for the S-Line Streetcar Extension and Double Tracking Project, in substantially the same form as attached as "Exhibit A" to this resolution.

2. That the Board hereby ratifies any and all actions taken by the Authority, including those taken by the Executive Director, staff, and counsel that are necessary to give effect to this Resolution.

3. That the corporate seal be attached hereto.

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Approved and Adopted this 25th day of September,2024.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority (Corporate Seal)

Approved As To Form:

Signed by:
David Wilkins
CA25CE8F60E344B...
Legal Counsel

Docusign Envelope ID: B49DD8DC-30F8-48B2-91AF-3413E51FE8C9

Exhibit A

(Capital Project Plan for the S-Line Streetcar Extension and Double Tracking Project)

Docusign Envelope ID: B49DD8DC-30F8-48B2-91AF-3413E51FE8C9

S-Line Extension to Highland Dr and Double Tracking from 500-700 East

Capital Project Plan
September 2024

Capital Development

Docusign Envelope ID: B49DD8DC-30F8-48B2-91AF-3413E51FE8C9

Capital Project Plan

Project Type:	Expand transit service through the construction of an extension of the streetcar line
Project Name:	S-Line Extension to Highland Drive and Double Tracking from 500-700 East
Project Description:	This project is being developed in partnership with Salt Lake City. The S-Line will extend the existing westbound single-track east from the end of line Fairmont Station up to Highland Drive. The trackway will cross McClelland Street and then continue side running along the north side of the 1100 East and Simpson Avenue travel lanes as it extends approximately 820 feet up to a new side platform station just west of Highland Dr. A crossover switch is planned to be installed to facilitate future double tracking of the line. The trackway would be exclusive for streetcar operations to allow the streetcars to reverse directions. Additionally, double tracking will be added between 500 East and 700 East to allow for operational reliability. This will extend the existing double tracking, which runs between 300 East and 500 East. A new switch will be added at 500 East to create a crossover, and a new switch will be added on the existing track just west of the 700 East station. Preliminary analysis has identified the need for an additional streetcar vehicle to support the reliability of the service. Additional modeling will be completed to analyze this need further.
Capital Cost Estimate (YOE$): (Board Policy 3.3 Section III(A)(3)(c))	$15.9 million plus $6 million for a new streetcar vehicle. (Costs to be finalized after final engineering.)
Annual Operating and Maintenance Cost:	$110,000 (2023 Cost)

Funding Sources: (Board Policy 3.3 Section III(A)(3)(c))

($ millions)	2023	2024	2025	Total
Legislative Appropriation	$12.0			$12.0
TTIF (committed)		$9.9		$9.9
Total	$12.0	$9.9		$21.9

Daily Ridership Forecast:	Current S-line average daily ridership is approximately 1,000 to 1,200. Increased visibility of the S-Line can potentially boost ridership. Additionally, as the Redevelopment Agency of Salt Lake City advances plans to develop the property directly adjacent to the new station, we may see ridership increase further. Generally speaking, ridership forecasting tools are not designed to predict ridership improvements on projects like this. The project team avoids using ridership projections to communicate the value of the project.
Service Frequency:	Existing headways will be maintained. The service runs every 15 minutes on Weekdays and Saturdays from 5:00 a.m. to 12:00 p.m., and on Sundays, it operates on 30-minute headways.

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Purpose, Need and Benefits: (Board Policy 3.3 Section III(A)(3)(c))	• Improve the visibility of the S-Line service. • Support economic development and serve the growing Sugar House neighborhood. • Enhance reliable transportation to the Sugar House business district. • Provide an alternative to vehicle traffic. • Improved connection to Sugar House.
Key Project Impacts and Mitigations: (Board Policy 3.3 Section III(A)(3)(c))	• Construction impacts will be mitigated with standard practices, with particular emphasis on communications and efforts to minimize impacts on the traveling public and on business access. • Construction could cause temporary impacts to traffic, business access, and utilities although utility service would be maintained through most construction activities. • Construction could require temporary closure or partial closure of Simson Avenue, McClelland Street, 1100 East, and 600 East. Detour routes will be provided in close collaboration with roadway owners (UDOT, SLC). • Other short-term impacts could include construction noise and vibration depending on the construction activity and type of equipment used. • The City plans to lease the public right of way for the extension to UTA at no cost to the project. The lease agreement is pending. No other property is required for the project. • SHPO has been consulted with and has determined that there is no effect under Section 106 to historic places or properties. • The RDA is scheduled to demolish and remove all buildings from the area to be leased to UTA. FTA and SHPO were consulted and determined that no historic properties are affected under Section 106 of the National Historic Preservation Act. • The one-way segment of Sugarmont Drive will be closed where it crosses the alignment. This closure is reflected in SLC planning documents, and will be approved according to city processes. • McClelland Street will have an at-grade crossing that will be signalized
Applicable Planning Documents:	• Regional Transportation Plan (WFRC) • UTA Moves 2050 Plan (UTA) • Draft 2025-2029 Five-Year Service Plan (UTA) • 2024-2029 Five-Year Capital Plan (UTA) • S-Line Design Charrette 2 (Attached)
Partners and Roles: (Board Policy 3.3 Section III(A)(3)(c))	• UTA: Regional transit agency, design oversight, environmental preparer, builder, and operator • UDOT: Funding partner (TTIF) and project oversight • Salt Lake City: Owner of public right of way for the extension, advocate/collaborator on funding allocations • Redevelopment Agency of Salt Lake: Owner of property transferring to Salt Lake City for the extension • Wasatch Front Regional Council: Federal and state regional planning agency and programming/oversight • Utah State Legislature: Funding partner
Key Community	Written and in-person outreach activities were conducted with the community

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and Stakeholder Input:	councils, city council, and adjacent property owners. Additional community engagement is planned
Environmental Review Type:	Environmental Categorical Exclusion (CE) – completed one for the extension and another for the double tracking. Both were approved by Patti Garver, UTA Manager of Environmental Compliance and Sustainability, on February 26, 2024.
Process Summary:	The Sugar House Transit Corridor Alternatives Analysis, completed in 2008, originally identified the streetcar as the preferred alternative to connect the TRAX system to Sugarhouse. This study showed the line terminating at the end of the railroad corridor at McClelland Street. However, the study did express interest in extending the service to to Highland Drive. The Environmental Assessment was completed in 2010, and then the S-Line opened for operations in December of 2013. Double tracking was added between 300 East and 500 East in 2018. In 2021, study work was advanced in conjunction with the Local Link Alternatives Analysis lead by Salt Lake City. Several different options were considered for the extension, but ultimately, after completing a design charette, the decision was made to terminate the project at Highland Drive. Additional analysis was done to determine if the line should end on the East or West side of Highland Drive. Given the additional cost and complexity required to cross Highland Drive, the project team determine the end of line would be on the westside of the road. This option also preserved the ability to extend the project to the north, east, or south in the future.
Construction Start Date Forecast:	The project is being procured as a Progressive Design-Build project. Construction is scheduled to begin in May 2025.
Opening Date Forecast:	Pre-revenue operations testing is scheduled for April 2026, and final completion in May 2026.
Advisory Council Recommendation and Date:	Not required for this project pursuant to Utah Code 17B-2a-808.2.
Board of Trustees Action and Date:	*Resolution pending 9/25/24*
Congressional Representative:	• Celest Maloy, Representative • Mike Lee, Senator • Mitt Romney, Senator
State Representative:	• Brian S. King, House District 23 • Joel K. Briscoe, House District 24
State Senator:	• Nate Blouin, Senate District 13
Project Map and illustrations	• Map of Locally Preferred Alternative • Proposed Project Schedule

MPO LPA Approvals (Board Policy 3.3 Section III(A)(3)(b))	WFRC has incorporated the S-Line Extension into the RTP:
	• Regional Transportation Plan (WFRC)
	  ○ Appendix H, T-S-53, T-S-54
	  ○ Web Map, Transit, Phase 1

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City Council Presentations (Board Policy 3.3 Section III(A)(3)(b))	The project has been presented to the SLC RDA Board, which has the same members SLC Council. It was presented for information, in preparation for property agreements between the RDA, City and UTA. Future Presentations to the SLC Council are required for the property agreements pending for the extension portion of the project.
Federal Funding and Capital Project Plan Approvals (Board Policy 3.3 Section III(A)(3)(c))	None

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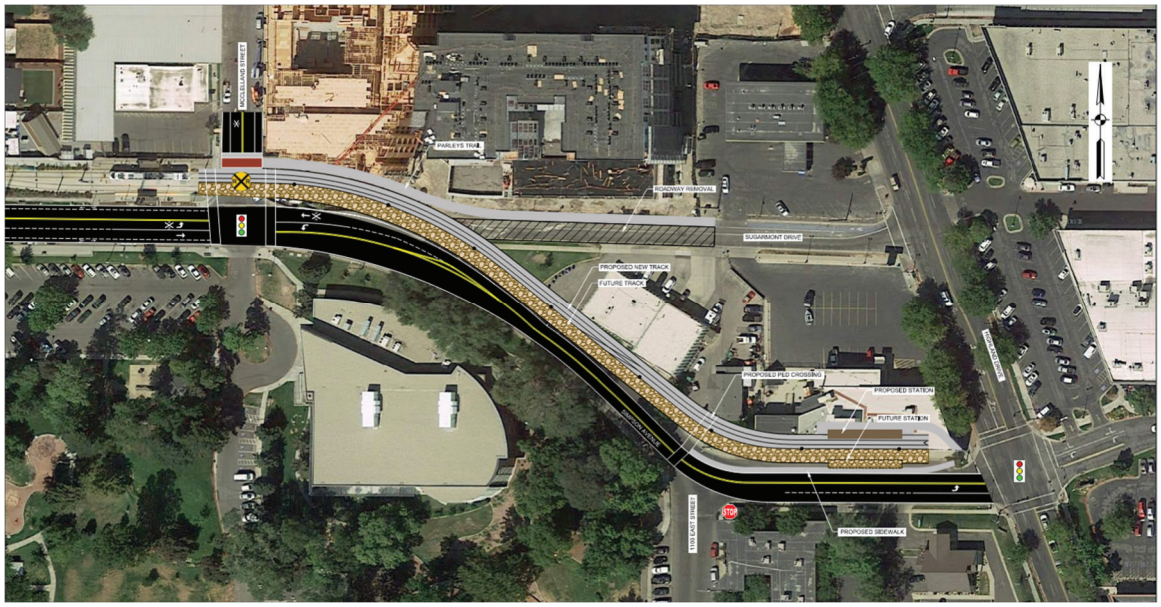
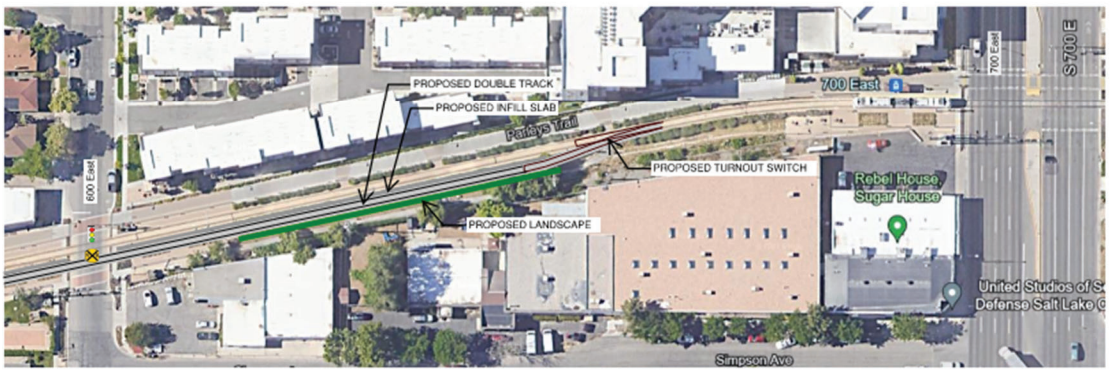
S-Line Extension - Locally Preferred Alternative

(Board Policy 3.3 Section III(A)(3)(c))



Extension from Fairmont Station (existing end of line) to Highland Drive Station



Double-tracking of the alignment from just east of 500 East to just west of the 700 East Station.

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Proposed Project Schedule

MSP259- S-Line Extension		BEG:	10/2/23	1/1/24	4/1/24	7/1/24	10/1/24	1/1/25	4/1/25	7/1/25	10/1/25	1/1/26	4/1/26	7/1/26	10/1/26
		END:	12/31/23	3/31/24	6/30/24	9/30/24	12/31/24	3/31/25	6/30/25	9/30/25	12/31/25	3/31/26	6/30/26	9/30/26	12/31/26
Activity Description	State Date	Finish Date	4Q23	1/Q24	2Q24	3Q24	4Q24	1Q25	2Q25	3Q25	4Q25	1Q26	2Q26	3Q26	4Q26
Environmental Documents	2-Nov-22	26-Feb-24													
Procure Design / Construction	1-Jan-24	8-Jul-24													
Phase 1- Preconstruction	21-Sep-24	1-May-25													
NTP Phase 2- Final Design	1-Mar-25	9-Jun-25													
Procure Long Lead Items	4-Jan-25	12-Dec-25													
Construction & Revenue Operations	19-May-25	29-Apr-26													

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S-Line Design Charrette 2

July 30, 2021

S-LINE ALTERNATIVES EVALUATED MAP

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S-LINE ALTERNATIVES EVALUATION MATRIX

EVALUATION CRITERIA	Sugarmont - McClelland to Highland	1100 E - Simpson to Highland North	Sugarmont to Highland South	1100 E - Simpson to Highland*	1100 E - Simpson to U of U Clinic
Capital Cost	$4.8M-$5.6M No additional vehicles, single track	$8.6M-$10.0M No additional vehicles, single track	$7.5M-$8.8M No additional vehicles, single track	$5.9M-$6.9M No additional vehicles, single track	$32.0M-$36.5M 1 additional vehicle, double track
Property Acquisition *no building takes anticipated*	N/A	N/A	N/A	2 McClelland and SE corner of Simpson and Highland ± 7,730 sq. ft.	2 McClelland and Simpson at U of U access street ± 435 sq. ft.
Traffic Impacts	Bidirectional train operation closes Sugarmont to Auto's 1 new signal	Center bidirectional on 1100 E, south side exclusive on Simpson, east side exclusive on Highland 3 new signals	Bidirectional on Sugarmont. Closes Sugarmont, east lane on Highland 3 new signals	Center lane bidirectional retains same auto capacity 3 new signals	Double track with traffic - no traffic modifications 4 new signals
Property Access Impacts	3 driveway closures Alternatives currently exist	6 driveways impacted No accesses closed	4 driveways impacted No accesses closed 3 with alternative accesses	7 driveways impacted 1 closed, alternative access exists	12 driveways impacted 2 modified and no accesses closed
Lost Parking	No public or private parking lost	No public or private parking lost	No public or private parking lost	20 private spaces lost from 1 property owner	5 private spaces lost from 1 property owner
East of Highland	Terminus at Highland	Terminus at Highland	Terminus at Highland	Terminus east of Highland	Terminus at U of U Clinic
Extending North/ South on Highland	Feasible but operationally limited by single track on Sugarmont	Potential but with limitations of single track	Not aligned for north/south extension	Potential but limited by single track and angle east of Highland	Configured best for north/south connections
Ease of Transit Connections	Bus stops on Highland No crosswalk to access Northbound bus	No current bus stop in close proximity	Bus stops are about 500' away but accessible via protected pedestrian crossing at Simpson/Highland	Bus stops are about 500' away but accessible via protected pedestrian crossing at Simpson/Highland	No connection unless a stop added at Highland
Bike and Pedestrian Interface	Connects to multiple Parley's Trail extension concepts Crossing Highland Drive is only accessible to the north or south at Wilmington or Simpson	Best positioned for connection to any of Parley's Trail extension concepts Street crossings accessible via protected crossing adjacent to the terminus at Wilmington	Parley's Trail connections a block or more to the north, accessible via recommended bike lanes on Highland and existing sidewalk Street crossings accessible nearby via protected crossing at Simpson	Parley's Trail connections a block or more to the north, accessible via recommended bike lanes on Highland and existing sidewalk Street crossings accessible nearby via protected crossings at Simpson	Poor connectivity to Parley's Trail extension concepts Mulitimodal connectivity available to shopping areas, but connectivity to other nearby locations is lacking as this alternative runs through a parking lot
RESULTS	**Eliminated:** Would require new intersection at Sugarmont/ Highland, which is in close proximity to Wilmington/Highland intersection; this is a fatal flaw to the City and would be problematic for operations along Highland Drive.	**Eliminated:** Would require dedicated lane; property unavailable for this station; not supported by property owner.	**Eliminated:** Would require new intersection at Sugarmont/Highland, which is in close proximity to Wilmington/Highland intersection; this is a fatal flaw to the City and would be problematic for operations along Highland Drive; will likely have traffic impacts (e.g., will need its own signal phase turning onto/off Highland).	**Retained as preferred, with refinements (including 2 design options):** Would not require new intersection; sufficient existing ROW to double track along Simpson and would use the existing signal at Simpson/Highland; favorable opportunities for both City RDA and private property owner.	**Eliminated:** Length of track equates to notable cost

** As indicated in the results, the Light Blue option was selected as the preferred option, with refinements. The data shown within the Light Blue column is indicative of the alternative prior to refinements, during the evaluation and screening process. The modified Light Blue alternative moving forward will include double-tracking, mixed-traffic operations, and no additional streetcars. The modified Light Blue alternative includes Option 1A, which will terminate west of Highland Drive, and Option 1B, which will terminate east of Highland Drive. Light Blue Option 1A can move forward independently of Option 1B.*

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SECTION C–C
SUGARMONT DR

No.	DATE	BY	REVISION

JOB No.	DESIGNED:	PROJ. ENGINEER:
SCALE:	DRAWN BY:	APPROVED BY:
	CHECKED BY:	DATE:

WARNING
0 1/2 1
IF BAR DOES NOT MEASURE 1" AT FULL SIZE, THEN SCALES ON DRAWING NOT TO SCALE.

AECOM
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(fax) 503-222-4292
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SALT LAKE CITY STREETCAR
S-LINE ALTERNATIVES ANALYSIS
OPTION AQUA

DRAWING NUMBER:
CAD FILE NUMBER:
SHEET: OF
REV.

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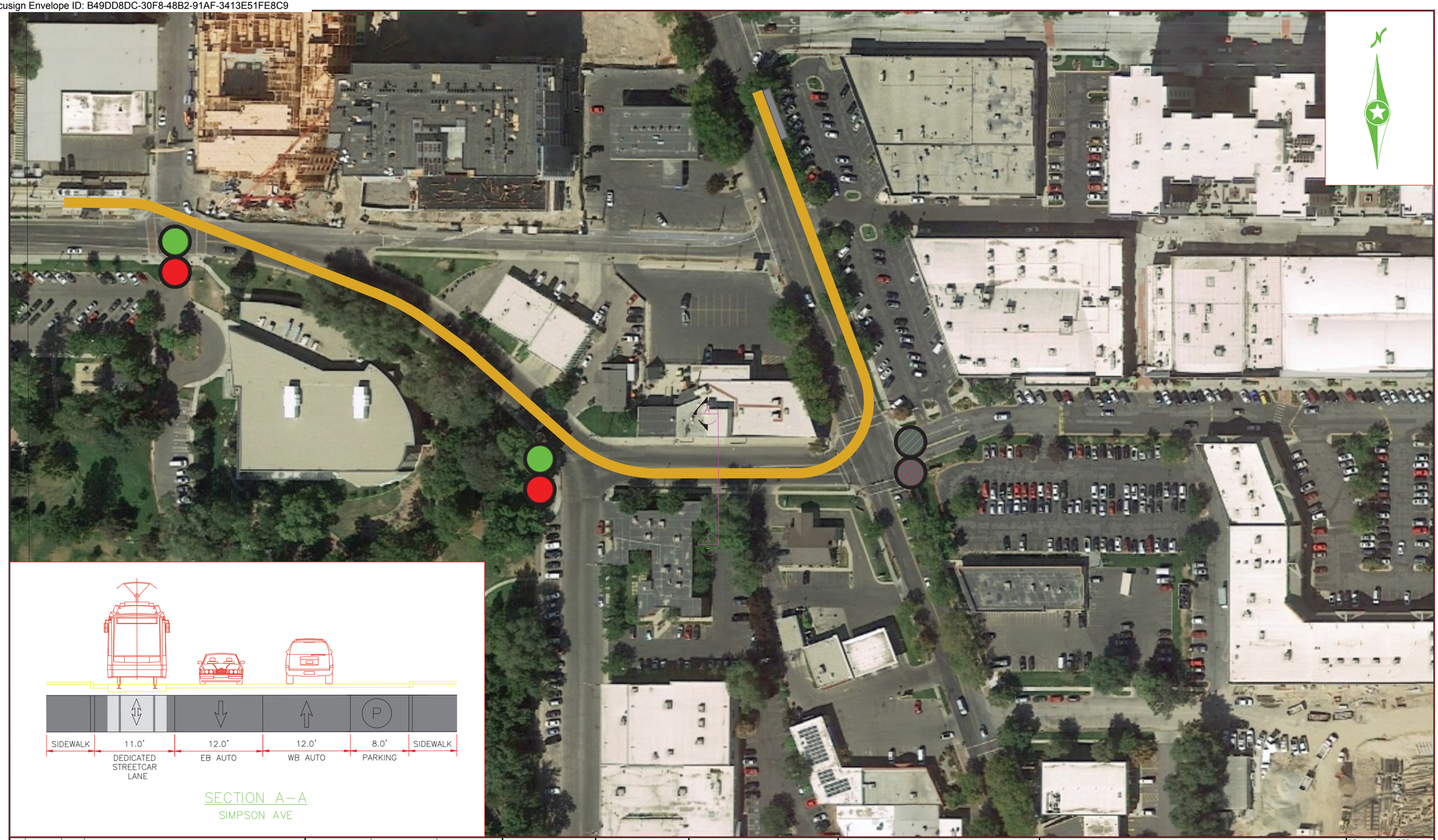

SECTION A–A
SIMPSON AVE

No.	DATE	BY	REVISION

JOB No.	DESIGNED:	PROJ. ENGINEER:
SCALE:	DRAWN BY:	APPROVED BY:
	CHECKED BY:	DATE:

WARNING
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IF BAR DOES NOT MEASURE 1" AT FULL SIZE, THEN SCALES ON DRAWING NOT TO SCALE.

AECOM
111 SW Columbia, Suite 1500
Portland, Oregon 97201-5814
(tel) 503-222-7200
(fax) 503-222-4292
www.aecom.com

SALT LAKE CITY STREETCAR S-LINE ALTERNATIVES ANALYSIS OPTION ORANGE

DRAWING NUMBER:
CAD FILE NUMBER:
SHEET: OF
REV.

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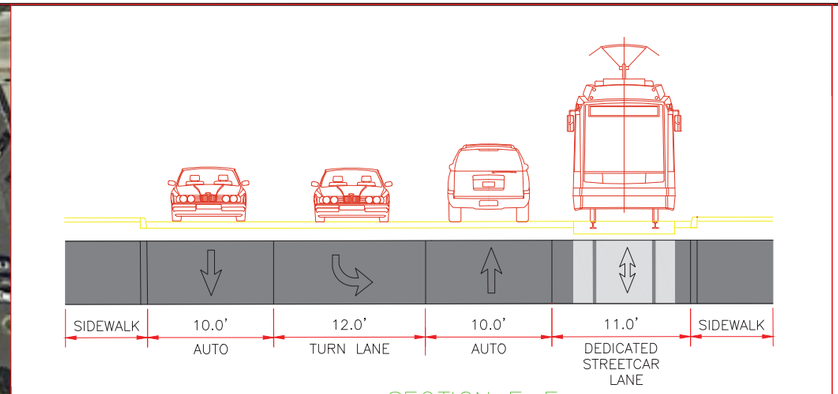
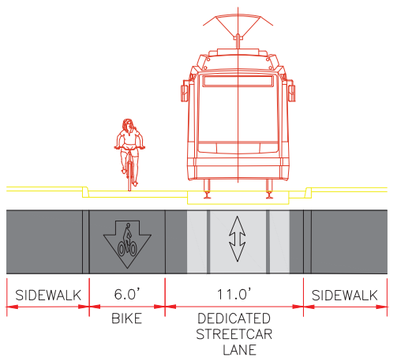


SECTION F–F
HIGHLAND DR



SECTION D–D
SUGARMONT DR

No.	DATE	BY	REVISION

JOB No.	DESIGNED:	PROJ. ENGINEER:
SCALE:	DRAWN BY:	APPROVED BY:
	CHECKED BY:	DATE:

WARNING

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IF BAR DOES NOT MEASURE 1" AT FULL SIZE, THEN SCALES ON DRAWING NOT TO SCALE.

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SALT LAKE CITY STREETCAR
S-LINE ALTERNATIVES ANALYSIS
OPTION YELLOW

DRAWING NUMBER:

CAD FILE NUMBER:

SHEET: OF

REV.

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SECTION E–E
1100 E

No.	DATE	BY	REVISION

JOB No.	DESIGNED:	PROJ. ENGINEER:
SCALE:	DRAWN BY:	APPROVED BY:
	CHECKED BY:	DATE:

WARNING

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IF BAR DOES NOT MEASURE 1" AT FULL SIZE, THEN SCALES ON DRAWING NOT TO SCALE.

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SALT LAKE CITY STREETCAR
S-LINE ALTERNATIVES ANALYSIS
OPTION LIGHT BLUE

DRAWING NUMBER:

CAD FILE NUMBER:

SHEET: OF

REV.

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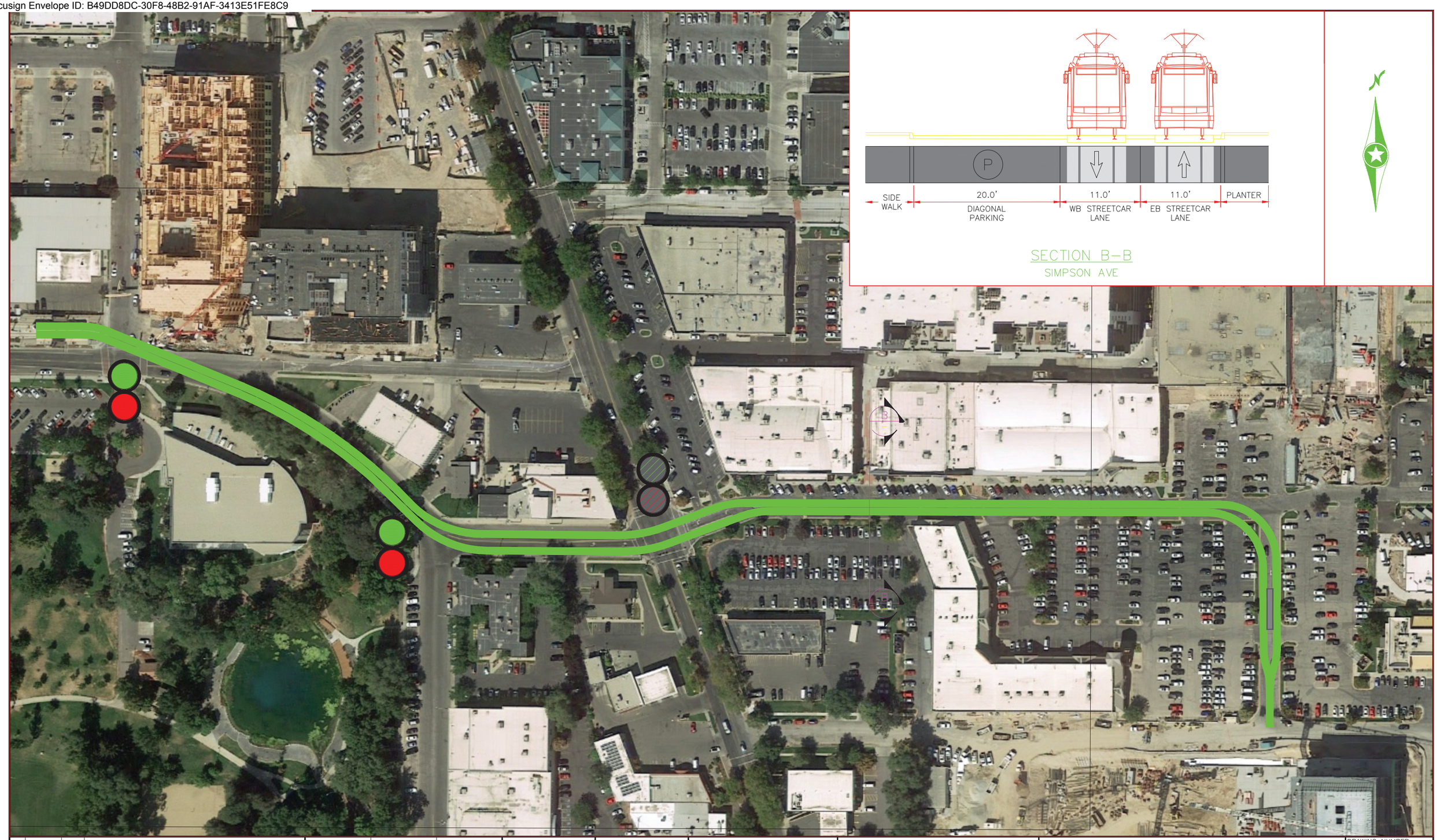
SECTION B–B
SIMPSON AVE



No.	DATE	BY	REVISION

JOB No.	DESIGNED:	PROJ. ENGINEER:
SCALE:	DRAWN BY:	APPROVED BY:
	CHECKED BY:	DATE:

WARNING
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IF BAR DOES NOT MEASURE 1" AT FULL SIZE, THEN SCALES ON DRAWING NOT TO SCALE.

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SALT LAKE CITY STREETCAR S-LINE ALTERNATIVES ANALYSIS OPTION GREEN

DRAWING NUMBER:
CAD FILE NUMBER:
SHEET: OF
REV.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Viola Miller, Chief Financial Officer
PRESENTER(S):	Viola Miller, Chief Financial Officer

TITLE:

R2024-09-06 - Resolution Adopting the Authority's Tentative 2025 Budget

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2024-09-06 adopting the Agency's Tentative 2025 Budget as presented and setting a public hearing date of October 10, 2024

BACKGROUND:
The Utah Limited Purpose Local Government Entities - Special Districts Act prescribes the process by which the UTA Board of Trustees must enact a final budget for 2025 (*See* Utah Code §17B-1-701 *et seq.*). The Board of the Authority must first enact a tentative budget, and within thirty (30) days, hold a public hearing (Utah Code §17B-1-702). At the time of enactment of the tentative budget, the Board must distribute copies of the budget to constituent entities (Utah Code §17B-1-702(1)(b)). At the public budget hearing, the Board must explain the authority's budget, answer any questions about it; specifically address any objections or questions raised by a constituent entity, or other attendee, and seek to resolve those objections (Utah Code § 17B-1-0(3)(c)). The Utah Public Transit District Act further requires the Board of the Authority consult with the Local Advisory Council on the budget (Utah Code §17B-2a-808.1(2)(c)).

In addition to statute, Board Policy 2.3-Budget outlines the requirements and format for the Authority's budget, including the process for reviewing and approving the tentative and final budgets. The policy also authorizes a process for making technical budget adjustments or amendments to an approved budget.

DISCUSSION:
On September 11, 2024, the Board of Trustees heard a presentation on the 2025 Tentative Budget. The

purpose of this meeting's presentation is to request approval of the resolution to adopt the 2025 Tentative Budget and sets a public hearing for October 10, 2024, at 5:30 p.m. at the Golden Spike Rooms of the Frontline Headquarters Building located at 669 West 200 South in Salt Lake City. The 2025 Tentative Budget will include the Operating and Capital Budgets for the Authority.

Upon approval, the 2025 Tentative Budget will be sent to the Governor's office, Legislature, mayors, commissioners, metropolitan planning organizations, and others. It will also be made available to the public on UTA's website and will be open for comment throughout the public comment period. The public comment period will conclude on November 6, 2024, with all comments provided to the Trustees.

On November 6, 2024, the Local Advisory Council will be given the opportunity to review the 2025 Tentative Budget and provide their advice to the Board of Trustees.

The 2025 Final Budget will be reviewed at the November 13, 2024 Board of Trustees meeting with adoption scheduled for the December 4, 2024 Board of Trustees meeting.

The details of the 2025 Tentative Budget are provided in Exhibit A of the resolution and additional detail can be found in the supplementary 2025 Tentative Budget Document and Tentative Budget Summary which are also attached.

ALTERNATIVES:

The Board could choose to revise the proposed 2025 Tentative Budget. This would lengthen the approval process and potentially push approval into 2025.The Board could also choose not to adopt the Tentative Budget as presented.

FISCAL IMPACT:

The 2025 Tentative Budget proposes an Operating Expense Budget of $461,941,000 which is included in the total Operating Budget of $650,367,000 which also includes debt service, contribution to reserves and contribution to capital.

The proposed 2025 Capital Budget totals $ 330,231,000.

ATTACHMENTS:

1. Resolution R2024-09-06, including the 2025 Tentative Budget as an exhibit
2. 2025 Budget Public Hearing Notice
3. 2025 Tentative Budget Document
4. 2025 Tentative Budget Summary

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY ADOPTING THE AUTHORITY'S TENTATIVE 2025 BUDGET AND SETTING A PUBLIC HEARING ON THE TENTATIVE 2025 BUDGET

R2024-09-06 September 25, 2024

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

WHEREAS, the Act requires the Board of Trustees ("Board") of the Authority to follow a specific process before it can enact a final budget for the year 2025; and

WHEREAS, the Board of Trustees (the "Board") has established Board Policy 2.3-Budget (the "Policy") to further define the requirements and format of the Authority's budget and any future adjustments or amendments; and

WHEREAS, as part of this process, the Act and Policy first requires the Board of the Authority to enact a tentative budget; and

WHEREAS, the Act and Policy next requires that within thirty (30) days of the enactment of that tentative budget, the Board must provide notice for a public hearing, and provide copies of that budget and notice to interested persons and to those entities identified by the Act; and

WHEREAS, the Board has reviewed the tentative budget as proposed by the Authority staff, and believes that the tentative budget reasonably fulfills the needs of the Authority and is in keeping with its responsibility for fiscal conservancy; and

WHEREAS, the Board desires to establish management and operating goals that are in keeping with the Board's philosophy to provide leadership and governance to the Authority.

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

1. That the Board hereby approves the adoption of the Authority's Tentative 2025 Budget, a copy of which is attached to this Resolution as Exhibit A.

2. That the Authority will hold a public hearing on the Tentative 2025 Budget on October 10, 2024, at 5:30 p.m. at the Golden Spike Rooms of the Authority's Frontline Headquarters Building at 669 West 200 South in Salt Lake City, Utah.

3. That the Authority will provide to the chief administrative officers and executive bodies of each municipality and unincorporated county area within the district of

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the Authority, which comprise the Authority's constituent entities; to the offices of the Governor and the Legislature; and to persons and entities who in writing request a copy:

a) a copy of the Tentative 2025 Budget for examination and comment;
b) notice of the date, time, and place of the budget hearing; and
c) a signature page that comports with the requirements of UTAH CODE § 17B-1-702, *et seq.*

4. That the Authority, in accordance with UTAH CODE § 17B-2a-808.1(2), will consult with the Local Advisory Council at their November 6, 2024, meeting on the Tentative 2025 Budget.

5. That this Resolution stay in full force and effect until superseded by further action of the Board.

6. That the Board hereby ratifies any and all actions taken by the Authority, including those taken by the Executive Director, staff, and counsel that are necessary to give effect to this Resolution.

7. That the corporate seal be attached hereto.

Approved and Adopted this 25th day of September,2024.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority (Corporate Seal)

Approved As To Form:

Signed by:
David Wilkins
CA25CE8F60E344B...
Legal Counsel

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Exhibit A

(2025 Tentative Budget)

UTAH TRANSIT AUTHORITY
2025 OPERATING BUDGET
September 25, 2024

Exhibit A

	Revenue	2025 Budget
1	Sales Tax	$ 516,856,000
2	Federal Preventative Maintenance	72,411,000
3	Passenger Revenue	38,620,000
4	Advertising	2,351,000
5	Investment Income	5,085,000
6	Other Revenues	15,043,000
7	**Total Revenue**	**650,367,000**
	Operating Expense	
8	Bus	160,181,000
9	Commuter Rail	37,674,000
10	Light Rail	66,925,000
11	Paratransit	29,991,000
12	Rideshare/Vanpool	3,954,000
13	Microtransit	16,811,000
14	Operations Support	67,899,000
15	Administration	63,214,000
16	Planning/Capital Support	14,292,000
17	Non-Departmental	1,000,000
18	**Total Operating Expense**	**461,941,000**
	Debt Service, Contribution to Reserves, and Transfer to Capital	
19	Principal and Interest	167,099,000
20	Bond Service Utah County for UVX BRT program	3,378,000
21	Contribution to Reserves	16,128,000
22	Transfer to Capital	1,821,000
23	**Total Debt Service, Reserves, Transfers**	**188,426,000**
24	**Total Expense**	**$ 650,367,000**

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UTAH TRANSIT AUTHORITY
2025 CAPITAL BUDGET
September 25, 2024

Exhibit A-1

	Funding Sources	2025 Budget
1	UTA Current Year Funding	$ 96,314,000
2	Grants	127,571,000
3	Local Partner Contributions	5,020,000
4	State Contribution	45,619,000
5	Leasing	32,652,000
6	Bonds	23,055,000
7	**Total Funding Sources**	**330,231,000**
	Expense	
8	State of Good Repair	158,820,000
9	Mid-Valley Connector	45,000,000
10	Westside Express (5600 West)	23,498,000
11	S-Line Extension	11,746,000
12	Davis-SLC Community Connector	6,790,000
13	Utah County Park & Ride Lots	6,185,000
14	Other Capital Projects	78,192,000
15	**Total Expense**	**$ 330,231,000**

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UTAH TRANSIT AUTHORITY
2025 OPERATING BUDGET
September 25, 2024

Exhibit A-2

	Revenue	2025 Budget
1	Sales Tax	$ 516,856,000
2	Federal Preventative Maintenance	72,411,000
3	Passenger Revenue	38,620,000
4	Advertising	2,351,000
5	Investment Income	5,085,000
6	Other Revenues	15,043,000
7	**Total Revenue**	**$650,367,000**

	Operating Expense		FTE
9	Board of Trustees	$ 3,517,000	15.0
10	Executive Director	7,595,000	33.5
11	Communications	4,812,000	17.5
12	Operations	343,300,000	2,350.7
13	Finance	21,526,000	139.0
14	Service Development	8,183,000	64.0
15	Planning & Engagement	27,397,000	100.6
16	Enterprise Strategy	31,267,000	131.0
17	People Office	13,343,000	97.0
18	Non-Departmental	1,000,000	-
19	**Total Operations**	**461,941,000**	**2,948.2**
20	Debt Service	170,477,000	
21	Contribution to Reserves	16,128,000	
22	Transfer to Capital Budget	1,821,000	
23	**Total Tentative Operating Budget**	**$ 650,367,000**	**2,948.2**

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UTAH TRANSIT AUTHORITY
2025 OPERATING BUDGET
September 25, 2024

Exhibit A-3

	Revenue	2025 Budget	
1	Sales Tax	$ 516,856,000	
2	Federal Preventative Maintenance	72,411,000	
3	Passenger Revenue	38,620,000	
4	Advertising	2,351,000	
5	Investment Income	5,085,000	
6	Other Revenues	15,043,000	
7	**Total Revenue**	**650,367,000**	
	Operating Expense		**FTE**
8	Bus	160,181,000	1,255.0
9	Commuter Rail	37,674,000	201.5
10	Light Rail	66,925,000	446.0
11	Paratransit	29,991,000	203.0
12	Rideshare/Vanpool	3,954,000	11.0
13	Microtransit	16,811,000	6.0
14	Operations Support	67,899,000	493.4
15	Administration	63,214,000	227.0
16	Planning/Capital Support	14,292,000	105.3
17	Non-Departmental	1,000,000	-
18	**Total Operations**	**461,941,000**	**2,948.2**
	Debt Service, Contribution to Reserves, and Transfer to Capital		
19	Principal and Interest	167,099,000	-
20	Bond Service Utah County for UVX BRT program	3,378,000	-
21	Contribution to Reserves	16,128,000	-
22	Transfer to Capital	1,821,000	-
23	**Total Debt Service, Reserves, Transfers**	**188,426,000**	**-**
24	**Total Tentative Operating Budget**	**$ 650,367,000**	**2,948.2**

NOTICE OF PUBLIC HEARING AND COMMENT PERIOD

UTAH TRANSIT AUTHORITY

RE: UTA Tentative Budget 2025. UTA is holding a public hearing to receive input on its 2025 Tentative Budget.

Public Hearing Date & Format:

There will be a public hearing held on **Thursday, October 10, 2024, at 5:00 p.m.** at UTA's downtown Salt Lake City office at 669 West 200 South.

Prior to the public hearing, from 5:00-5:30 p.m. UTA will hold an in-person public budget open house to allow the public to review and discuss the budget with UTA representatives. During this time, in addition to having specific questions answered, the public may submit written comments to UTA. At 5:30pm, as part of a specially scheduled UTA Board public hearing, individuals may provide verbal comment directly to UTA's Board of Trustees.

Options for remote viewing and remote public comment will be available. For instructions on how to comment or view the meeting remotely please see below or go to UTA's Public Meeting Portal at https://rideuta.legistar.com/Calendar.aspx and click on the agenda for the public hearing. In the event of technical difficulties with remote participation, the meeting will proceed in person and in compliance with the Open and Public Meetings Act. Register in advance for this webinar: https://rideuta.zoom.us/webinar/register/WN_QrjW1jK4RAiq2SsAEk6B7g

To assure full participation at the hearing, accommodations for effective communication such as sign language interpreters, printed materials in alternative formats, or a language interpreter for non-English speaking participants, must be requested at least two (2) working days prior to the date of the scheduled event. Requests for ADA or language accommodations should be directed to adacompliance@rideuta.com or 801-287-3536, or dial 711 to make a relay call for deaf or hearing-impaired persons.

Public Comments:

In addition to the hearing and open house, the tentative budget will be available for public review and comment through **November 6, 2024.** During the comment period the public can submit comments via email, online, mail, or phone. Information on the 2025 Tentative Budget may be found at www.rideuta.com/budget or viewed in person at UTA Headquarters, 669 W 200 S, Salt Lake City, UT.

Comments must be received, postmarked, or electronically submitted to UTA through one of the following methods by **5pm on November 6, 2024,** to be considered as part of the public comment record.

- **Email:** hearingofficer@rideuta.com
- **Phone:** 801-743-3888
- **Mailing:** Utah Transit Authority, C/O Jolisha Branch, 669 W 200 S, Salt Lake City, UT 84101
- **Website:** www.rideuta.com/budget

Utah Transit Authority

Tentative Budget

2025

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UTAH TRANSIT AUTHORITY
2025 OPERATING BUDGET
September 25, 2024

Exhibit A

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1	Sales Tax	$ 516,856,000
2	Federal Preventative Maintenance	72,411,000
3	Passenger Revenue	38,620,000
4	Advertising	2,351,000
5	Investment Income	5,085,000
6	Other Revenues	15,043,000
7	**Total Revenue**	**650,367,000**
	Operating Expense	
8	Bus	160,181,000
9	Commuter Rail	37,674,000
10	Light Rail	66,925,000
11	Paratransit	29,991,000
12	Rideshare/Vanpool	3,954,000
13	Microtransit	16,811,000
14	Operations Support	67,899,000
15	Administration	63,214,000
16	Planning/Capital Support	14,292,000
17	Non-Departmental	1,000,000
18	**Total Operating Expense**	**461,941,000**
	Debt Service, Contribution to Reserves, and Transfer to Capital	
19	Principal and Interest	167,099,000
20	Bond Service Utah County for UVX BRT program	3,378,000
21	Contribution to Reserves	16,128,000
22	Transfer to Capital	1,821,000
23	**Total Debt Service, Reserves, Transfers**	**188,426,000**
24	**Total Expense**	**$ 650,367,000**

Note: Rounding may cause minor Total discrepancies

UTAH TRANSIT AUTHORITY
2025 CAPITAL BUDGET
September 25, 2024

Exhibit A-1

	Funding Sources		2025 Budget
1	UTA Current Year Funding	$	96,314,000
2	Grants		127,571,000
3	Local Partner Contributions		5,020,000
4	State Contribution		45,619,000
5	Leasing		32,652,000
6	Bonds		23,055,000
7	**Total Funding Sources**		**330,231,000**
	Expense		
8	State of Good Repair		158,820,000
9	Mid-Valley Connector		45,000,000
10	Westside Express (5600 West)		23,498,000
11	S-Line Extension		11,746,000
12	Davis-SLC Community Connector		6,790,000
13	Utah County Park & Ride Lots		6,185,000
14	Other Capital Projects		78,192,000
15	**Total Expense**	**$**	**330,231,000**

UTAH TRANSIT AUTHORITY
2025 OPERATING BUDGET
September 25, 2024

Exhibit A-2

	Revenue	2025 Budget
1	Sales Tax	$ 516,856,000
2	Federal Preventative Maintenance	72,411,000
3	Passenger Revenue	38,620,000
4	Advertising	2,351,000
5	Investment Income	5,085,000
6	Other Revenues	15,043,000
7	**Total Revenue**	**$ 650,367,000**

	Operating Expense		FTE
9	Board of Trustees	$ 3,517,000	15.0
10	Executive Director	7,595,000	33.5
11	Communications	4,812,000	17.5
12	Operations	343,300,000	2,350.7
13	Finance	21,526,000	139.0
14	Service Development	8,183,000	64.0
15	Planning & Engagement	27,397,000	100.6
16	Enterprise Strategy	31,267,000	131.0
17	People Office	13,343,000	97.0
18	Non-Departmental	1,000,000	-
19	**Total Operations**	**461,941,000**	**2,948.2**
20	Debt Service	170,477,000	
21	Contribution to Reserves	16,128,000	
22	Transfer to Capital Budget	1,821,000	
23	**Total Tentative Operating Budget**	**$ 650,367,000**	**2,948.2**

UTAH TRANSIT AUTHORITY
2025 OPERATING BUDGET
September 25, 2024

Exhibit A-3

	Revenue	2025 Budget
1	Sales Tax	$ 516,856,000
2	Federal Preventative Maintenance	72,411,000
3	Passenger Revenue	38,620,000
4	Advertising	2,351,000
5	Investment Income	5,085,000
6	Other Revenues	15,043,000
7	**Total Revenue**	**650,367,000**

	Operating Expense		FTE
8	Bus	160,181,000	1,255.0
9	Commuter Rail	37,674,000	201.5
10	Light Rail	66,925,000	446.0
11	Paratransit	29,991,000	203.0
12	Rideshare/Vanpool	3,954,000	11.0
13	Microtransit	16,811,000	6.0
14	Operations Support	67,899,000	493.4
15	Administration	63,214,000	227.0
16	Planning/Capital Support	14,292,000	105.3
17	Non-Departmental	1,000,000	-
18	**Total Operations**	**461,941,000**	**2,948.2**

	Debt Service, Contribution to Reserves, and Transfer to Capital		
19	Principal and Interest	167,099,000	-
20	Bond Service Utah County for UVX BRT program	3,378,000	-
21	Contribution to Reserves	16,128,000	-
22	Transfer to Capital	1,821,000	-
23	**Total Debt Service, Reserves, Transfers**	**188,426,000**	**-**
24	**Total Tentative Operating Budget**	**$ 650,367,000**	**2,948.2**

2025 Tentative Budget Overview

At UTA, we prepare our annual budget as part of a long-term financial strategy for responsible, accountable stewardship of public funds. Investments in transit today, including replacement and major repair of infrastructure, align with a 30-year vision developed in collaboration among UTA, the Utah Department of Transportation, our regional planning partners, and the communities we serve.

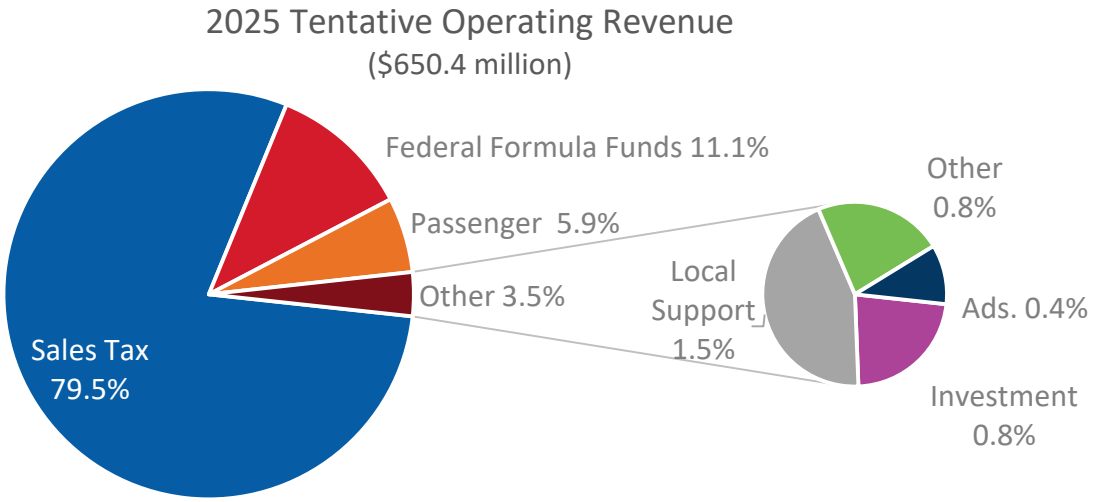
Our budget is strategic, but it also responds to changing needs and emerging demands. On a local level, Utah's growth creates opportunities and challenges for mobility and connectivity. Traffic congestion, commute time, housing accessibility, and air quality are a few of the issues transit seeks to address. On a regional and state level, economic development and seminal events like the 2034 Olympics present significant transit-oriented opportunities.

Our 2025 budget allocates funds in the most strategic, efficient manner possible, recognizing the growing demand for transit service exceeds resources available.

2025 Operating Revenue Summary

UTA reports as a single enterprise fund and all revenues are deposited in the UTA Operating Fund. Within this enterprise fund, UTA maintains two budgets – operating and capital. The operating budget includes ongoing expenses related to services provided by UTA, whereas the capital budget includes one-time expenses related to building, maintaining, and investing in our system. Transfers from the enterprise fund to the Capital program are made when required to support investment in the system.

UTA receives operating revenues from multiple sources for a total revenue of $650 million. Sales tax revenue at $517 million (80% of total) represents the largest funding source for the 2025 budget. Federal preventive maintenance funds total $72 million and passenger revenues total $39 million. Other revenues include, in order of magnitude, local support, investment income, advertising, and other fees.

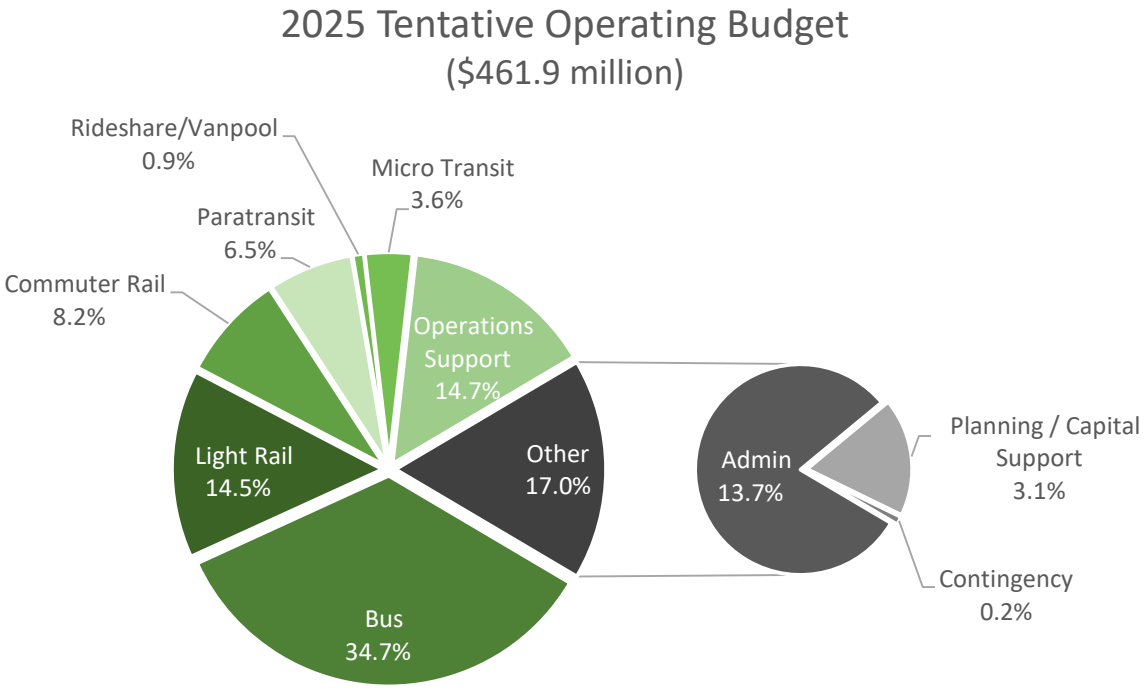


2025 Operating Expense Summary

The 2025 Tentative Operating Budget includes over $383 million for operations and maintenance of the system (83% of total). These functions are represented in the green shaded segments in the graph below.

The "Other" functions (gray segments comprising 17 percent) include Administration, Planning/Capital Support, and $1.0 million set aside to fund emerging/emergency needs.

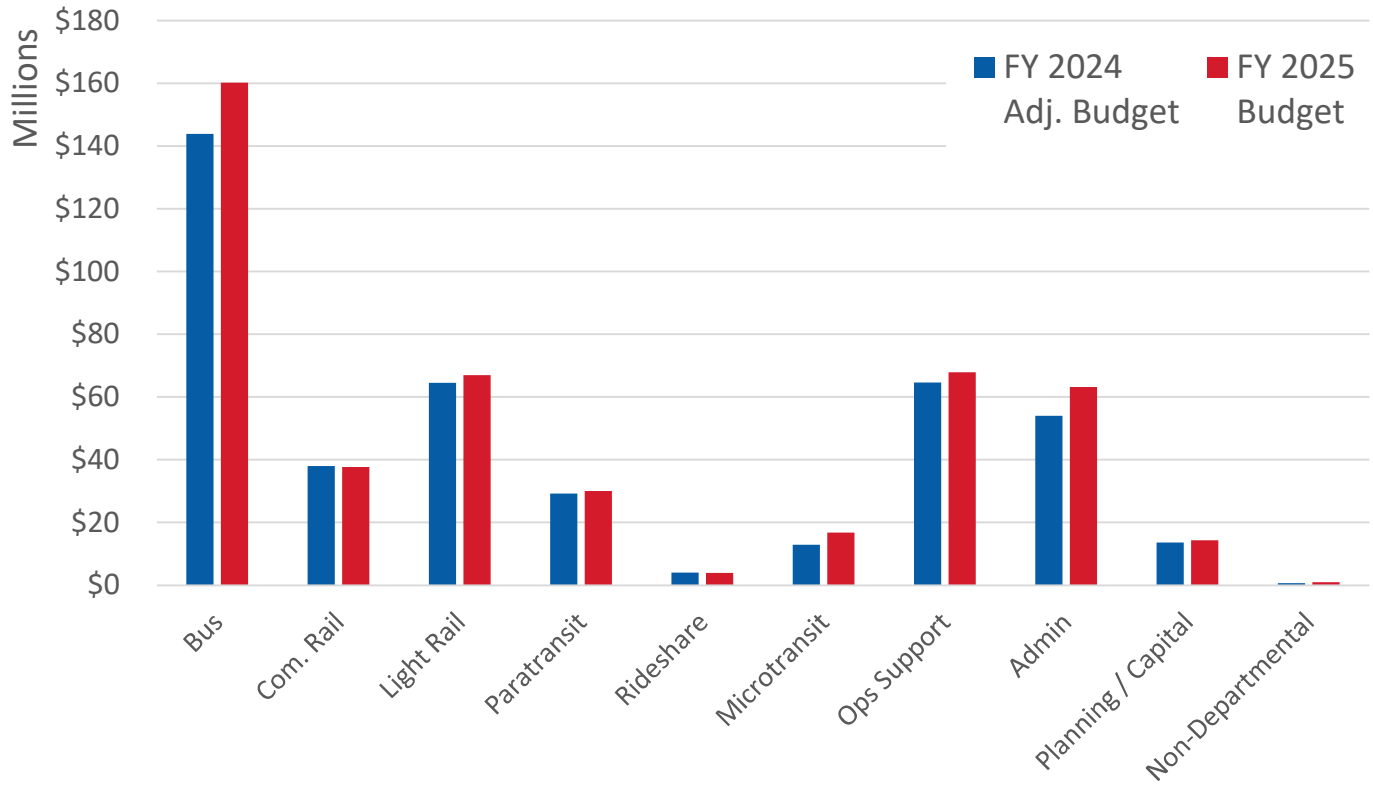
Management and Support includes executive leadership and support, human capital management, communications, payroll, accounting, purchasing, warehouse, fares, service development, information technology, strategic planning, continuous improvement, data management, and other functions that support the capital and operating programs at UTA.



2025 Tentative Operating Expense Budget

Summary by Mode

Mode	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Bus	$143,838,000	$160,181,000	$16,343,000	11.4%
Commuter Rail	38,015,000	37,674,000	(341,000)	-0.9%
Light Rail	64,499,000	66,925,000	2,426,000	3.8%
Paratransit	29,221,000	29,991,000	770,000	2.6%
Rideshare/Vanpool	4,012,000	3,954,000	(58,000)	-1.4%
Microtransit	12,949,000	16,811,000	3,862,000	29.8%
Operations Support	64,622,000	67,899,000	3,277,000	5.1%
Administration	54,050,000	63,214,000	9,164,000	17.0%
Planning/Capital Support	13,623,000	14,292,000	669,000	4.9%
Non-Departmental	682,000	1,000,000	318,000	46.6%
Total Division	**$425,512,000**	**$461,941,000**	**$36,429,000**	**8.6%**



Summary by Office

Office	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Board	$3,370,000	$3,517,000	$147,000	4.4%
Executive Director	6,522,000	7,595,000	1,073,000	16.5%
Operations	318,942,000	343,300,000	24,358,000	7.6%
Finance	20,287,000	21,526,000	1,239,000	6.1%
Capital Services	7,543,000	8,183,000	640,000	8.5%
Planning & Engagement	23,144,000	27,397,000	4,253,000	18.4%
Enterprise Strategy	28,645,000	31,267,000	2,622,000	9.2%
People	12,098,000	13,343,000	1,245,000	10.3%
Communication	4,279,000	4,812,000	533,000	12.5%
Non-Departmental	682,000	1,000,000	318,000	46.6%
Total Division	**$425,512,000**	**$461,941,000**	**$36,429,000**	**8.6%**

Summary by Expense Category

Category	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Wages	$201,903,000	$213,920,000	$12,017,000	6.0%
Fringe	100,604,000	109,593,000	8,989,000	8.9%
Services	45,966,000	60,479,000	14,513,000	31.6%
Fuel/Power	35,490,000	33,711,000	(1,779,000)	-5.0%
Parts	25,904,000	29,548,000	3,644,000	14.1%
Utilities	7,373,000	7,228,000	(145,000)	-2.0%
Other O&M	20,901,000	23,562,000	2,661,000	12.7%
Capitalized Costs	(12,630,000)	(16,102,000)	(3,472,000)	27.5%
Total Budget	**$425,512,000**	**$461,941,000**	**$36,429,000**	**8.6%**

FTE Summary by Office

Office	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Board	16.0	15.0	(1.0)	(0.1)
Executive Director	32.5	33.5	1.0	0.0
Operations	2,328.7	2,350.7	22.0	0.0
Finance	136.0	139.0	3.0	0.0
Capital Services	59.0	64.0	5.0	0.1
Planning & Engagement	84.2	100.6	16.3	0.2
Enterprise Strategy	125.0	131.0	6.0	0.0
Communications	17.5	17.5	-	-
People	94.0	97.0	3.0	0.0
Total FTE	**2,892.9**	**2,948.2**	**55.3**	**1.9%**

FTE Summary by Mode

Mode	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Bus	1,233.0	1,255.0	22.0	1.8%
Commuter Rail	201.5	201.5	-	0.0%
Light Rail	446.0	446.0	-	0.0%
Paratransit	203.0	203.0	-	0.0%
Rideshare/Vanpool	11.0	11.0	-	0.0%
Microtransit	5.0	6.0	1.0	20.0%
Operations Support	489.4	493.4	4.0	0.8%
Administration	218.0	227.0	9.0	4.1%
Planning/Capital Support	86.0	105.3	19.3	22.5%
Non-Departmental	-	-	-	-
Total Division	**2,892.9**	**2,948.2**	**55.3**	**1.9%**

Key Assumptions & Requests

UTA contracts with the Economic Development Unit at the University of Utah to generate sales tax forecasts. The 2025 Tentative Budget was developed during a time of increasing ridership, easing inflation, and low unemployment. Consumer spending is seen as moderating and shifting away from discretionary spending.

This Tentative Budget and 5-year plan include assumptions from the University's April 2024 forecast. UTA will monitor the economic situation and work with the University of Utah to update its sales tax forecast in November to inform the 2025 Final Budget and 5-year plan.

The key assumptions in the 2025 budget are provided below.

Operating Expenses:

- Labor 3.5% Bargaining, 4% Admin
- Fringe 4.5% Bargaining, 9% Admin
- Parts – 3.5%
- Fuel:
  - Diesel - $3.60
  - Gasoline - $3.10
  - CNG DGE* - $2.15
- Other Expense – 2.2%

Revenues:

- Sales Tax – 4.9%
- Passenger – 0.0%

*Compressed Natural Gas Diesel Gallon Equivalent

2025 Operating Budget Request Detail

		2024 Additions			2024 Adjustments		2025 Budget			
2024 Adj. Budget	2024 One-Time Expenses	Staffing	APTA/Wkg Cond/ Barg	Service	Wage and Fringe	Other	2025 Base	2025 Svc Requests	2025 Additions	2025 Budget Request
$ 425,512	$ (4,228)	$ 1,991	$ 9,816	$ 4,008	$ 11,918	$ 1,967	$450,984	$ 6,843	$ 4,114	$ 461,941

- One-Time Expenses: Expenses budgeted to be incurred only in 2024 – not ongoing expense
- Staffing: Annualization of changes in staffing that occurred in 2024
- APTA/Wkg Cont/Barg: Expense for future APTA (American Public Transportation Association) meeting, change in working conditions for Bargaining Unit in 2024 and Teamsters contract change
- Service: Annualization of service changes made in 2024
- Wage and Fringe: Adjustments for changes in wage and fringe rates
- Other: Changes in Parts, Fuel, Contract Services prices due to inflation
- 2025 Service Requests: New service requests for 2025
- 2025 Additions: New budget initiative requests for 2025

Agency Requests

Office	Request	2025 Total Exp	FTE Change
Planning & Engagement	Community Engagement staff	196,130	2.50
	On Demand - supplemental service contract	116,667	1.00
	Option 2: TRAX Ambassador Program Continuation	771,641	12.80
	Supplemental Service Ski and SGR pilot	1,900,000	-
	Planning Studies Operational Budget Increase	150,000	-
Planning & Engagement Total		**$ 3,134,438**	**16.30**
Enterprise Strategy	IT Sr. Project Manager (50% capital)	88,950	0.50
	Records Specialist Supervisor	96,000	1.00
	Information Security Analyst II	126,300	1.00
	Network Infrastructure Architect (6 months)	77,450	1.00
	Enterprise Apps ERP Technology Admin/Developer	154,800	1.00
	Data Governance Engineer (6 months)	51,500	1.00
	IT Asset and Inventory Analyst	-	1.00
Enterprise Strategy Total		**$ 595,000**	**6.50**
Capital Services	Light Rail Vehicle Overhaul PM (80% capital)	30,400	0.20
	Commuter Rail Overhaul PM (80% capital)	30,400	0.20
	Project Controls Staff (80% capital)	48,000	0.40
	Sr Quality Inspector to Quality team (80% capital)	24,000	0.20
Capital Services Total		**$ 132,800**	**1.00**
People	Funding for PTC Training for MOW (Requirement)	123,420	-
	Maintenance Training Specialist for rail	205,500	2.00
People Total		**$ 328,920**	**2.00**
Operations	COO Initiative Funds	1,000,000	
Operations Total		**$ 1,000,000**	**-**
Executive Director	Video Security Tech	76,966	1.00
	Legal: Policy Development Consultant	350,000	
Executive Director Total		**$ 426,966**	**1.00**
Board	Internal Audit: Consultant for Contracts Audits	200,000	
Board Total		**$ 200,000**	**-**
Finance	Grants Accountant	$ 105,000	1.00
	Work Comp Adjuster	91,000	1.00
	Grant Services Team Admin ($115k Grant funded)	-	1.00
Finance Total		**$ 196,000**	**3.00**
Grand Total: Operating Budget		**$ 6,014,124**	**29.80**

Capital Position Requests

UTA approves all headcount in the Operating budget request. Capital staff expenses will move to the capital program through a reimbursable process. Funding for these positions in the Operating budget include start-up costs (computers, supplies, office space, etc.) only, while the remaining expenses below will be absorbed by the Capital budget.

Office	Request	2025 Total Exp	FTE Change
Enterprise Strategy	TL3034 IT Sr. Project Manager (50% capital)	88,950	0.50
Enterprise Strategy Total		**$ 88,950**	**0.50**
Capital Services	Light Rail Vehicle Overhaul PM (80% capital)	152,000	0.80
	Commuter Rail Overhaul PM (80% capital)	152,000	0.80
	Project Controls Staff (80% capital)	240,000	1.60
	Sr Quality Inspector to Quality team (80% capital)	120,000	0.80
Capital Services Total		**$ 664,000**	**4.00**
Grand Total: Capital Budget		**$ 752,950**	**4.50**

These positions will support the financial oversight and project management needs required by UTA's growing capital program.

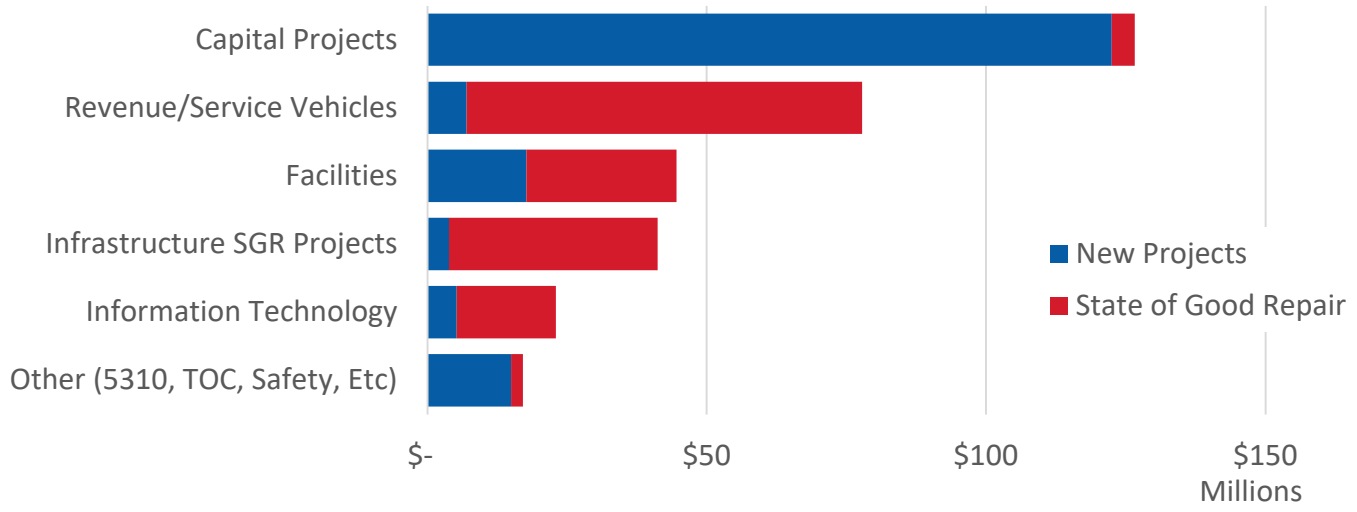
2025 Tentative Capital Budget and 5-Year Plan

The following tables are developed with reference to the 5-Year Capital Plan documents produced by Project Controls in the Service Development Office. The capital revenue in this section is listed on an accrual-basis such that projects balance in each year of work. Note that the capital revenue listed in financials reconciling at the organization-wide level (including opening and closing cash balances) is listed on a cash-basis. This may result in some discrepancies in source funds received in the years prior to or after their actual usage.

2025 Tentative Capital Budget

2025 Capital Budget Summary by Reporting Group

Reporting Group	2025 Total Budget	2025 Grants	2025 State & Local	2025 UTA & Lease	2025 Bonds
5310 Projects	$ 6,121,000	$ 5,542,000	$ 490,000	$ 89,000	$ -
Capital Projects	126,612,000	60,058,000	46,019,000	20,535,000	-
Charging Infrastructure	2,286,000	-	-	2,286,000	-
Facilities	44,566,000	12,846,000	4,100,000	22,265,000	5,355,000
Information Technology	22,975,000	2,400,000	-	20,575,000	-
Infrastructure SGR Projects	41,187,000	17,534,000	30,000	23,623,000	-
Planning	1,630,000	-	-	1,630,000	-
Property/TOC	4,213,000	540,000	-	3,673,000	-
Revenue/Service Vehicles	77,803,000	27,766,000	-	32,337,000	17,700,000
Safety and Security	2,838,000	885,000	-	1,953,000	-
Grand Total	**$330,231,000**	**$127,571,000**	**$50,639,000**	**$128,966,000**	**$23,055,000**



Summary by Chief Office

Office	2025 Total Budget
Capital Services	$276,029,000
Enterprise Strategy	15,809,000
Executive Director (Safety)	1,996,000
Finance	21,211,000
Operations	9,700,000
People	2,145,000
Planning & Engagement	3,341,000
Grand Total	**$330,231,000**

2025 State of Good Repair Summary

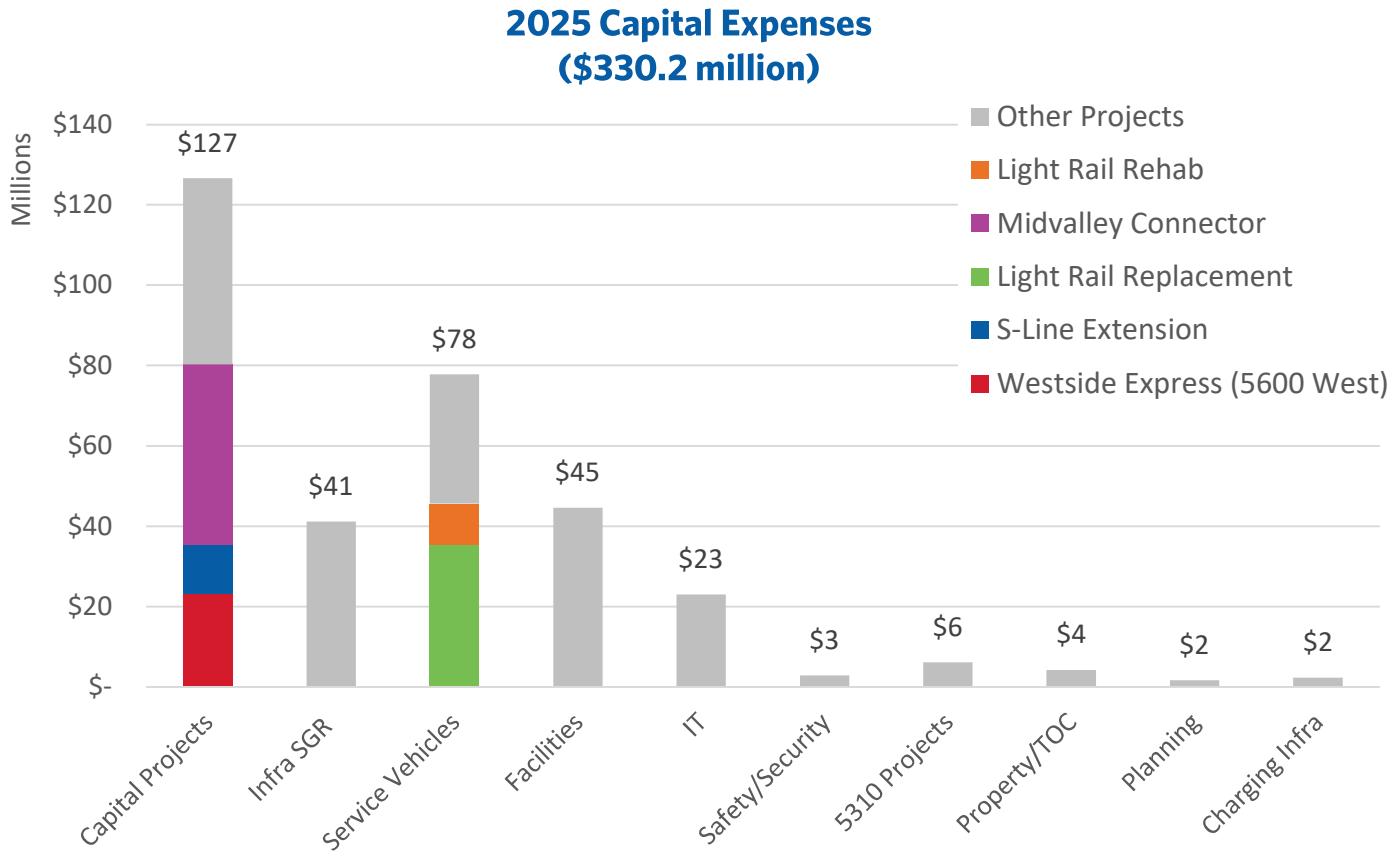
Highlighted Projects ($ Thousands)	2025 Total Budget	2025 Grants	2025 State & Local	2025 UTA & Lease	2025 Bonds
Revenue/Service Vehicles	**$ 70,767**	**$ 27,720**	**$ -**	**$ 25,347**	**$ 17,700**
Light Rail Vehicle Replacement	35,400	17,700	-	-	17,700
Light Rail Vehicle Rehab	10,200	8,160	-	2,040	-
Replace Non-Rev Support Vehicles	5,000	-	-	5,000	-
Paratransit Replacements	4,851	-	-	4,851	-
Commuter Rail Vehicle Procurement - Used	4,500	-	-	4,500	-
Other Revenue/Service Vehicles	10,816	1,860	-	8,956	-
Infrastructure SGR Projects	**$ 37,298**	**$ 17,534**	**$ -**	**$ 19,764**	**$ -**
Train Control Rehab & Replacement	8,000	-	-	8,000	-
Rail Replacement Program	6,500	5,200	-	1,300	-
TPSS Component Replacement	5,000	4,000	-	1,000	-
OCS Rehab/Replace	5,000	4,000	-	1,000	-
Rail Switch & Track Ctrl Rehab/Replace	4,500	-	-	4,500	-
Other Infrastructure SGR Projects	8,298	4,334	-	3,964	-
Facilities	**$ 26,820**	**$ 3,726**	**$ -**	**$ 17,739**	**$ 5,355**
Mt. Ogden Admin Bldg. Expansion	9,081	3,726	-	-	5,355
Jordan River #2 Remodel	8,200	-	-	8,200	-
New Maintenance Training Facility	5,229	-	-	5,229	-
Building Remodels/Reconfigurations	1,290	-	-	1,290	-
Facilities Rehab/Replacement	1,130	-	-	1,130	-
Other Facilities	1,890	-	-	1,890	-
Information Technology	**$ 17,735**	**$ 2,400**	**$ -**	**$ 15,335**	**$ -**
Operations Systems	5,183	-	-	5,183	-
ICI222- Fares Systems Replacement Program	4,996	-	-	4,996	-
Radio Communication System	4,200	2,400	-	1,800	-
Network Infrastructure Equipment & Software	1,600	-	-	1,600	-
APC Upgrade	850	-	-	850	-
Other Information Technology	906	-	-	906	-
Capital Projects	**$ 4,095**	**$ -**	**$ -**	**$ 4,095**	**$ -**
System Restrooms	2,245	-	-	2,245	-
Bus Stop Enhancements	1,275	-	-	1,275	-
Route End of Line (EOL) Enhancements	500	-	-	500	-
Bus Maintenance Training	75	-	-	75	-
Other Capital Projects	-	-	-	-	-
Other	**$ 2,105**	**$ 884**	**$ -**	**$ 1,221**	**$ -**
Grand Total	**$ 158,820**	**$ 52,264**	**$ -**	**$ 83,501**	**$ 23,055**

2025 Major Project Summary

Non-SGR projects with the top 10 highest 2025 budgets:

Highlighted Projects	2025 Total Budget	2025 Grants	2025 State & Local	2025 UTA & Lease
Mid-Valley Connector	$ 45,000,000	$ 28,008,000	$ 16,992,000	$ -
Westside Express (5600 West)	23,498,000	18,899,000	4,599,000	-
S-Line Extension	11,746,000	-	11,746,000	-
Davis-SLC Community Connector	6,790,000	2,000,000	4,790,000	-
Utah County Park & Ride Lots	6,185,000	3,334,000	2,600,000	251,000
Ogden/Weber State University BRT	6,000,000	5,580,000	-	420,000
Capital Contingency	5,000,000	-	-	5,000,000
HB322 Future Rail Car Purchase Payment	5,000,000	-	-	5,000,000
Program Management Support	4,430,000	-	-	4,430,000
TechLink	4,000,000	3,200,000	-	800,000
Grand Total	**$ 117,649,000**	**$ 61,021,000**	**$ 40,727,000**	**$ 15,901,000**

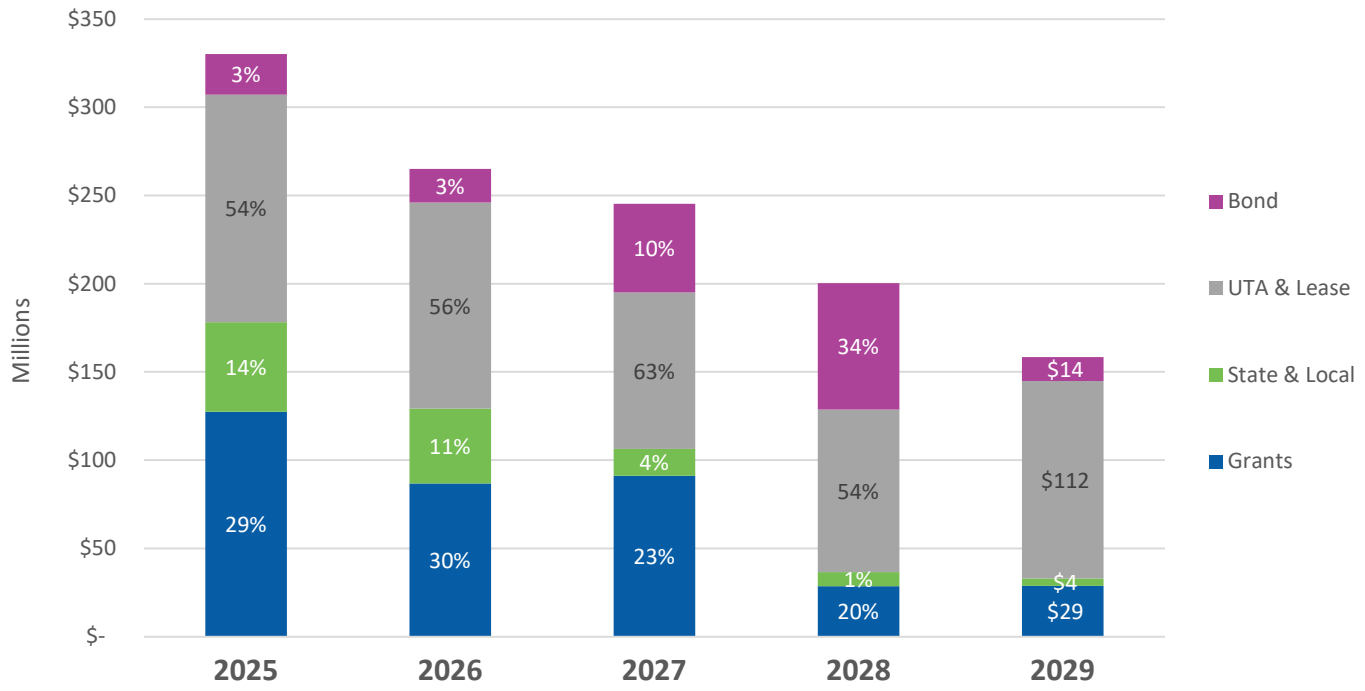
No Bonding for major non-SGR projects in 2025.



5-Year Plan: 2025-2029*

Year	Total Budget	Grants	State & Local	UTA & Lease	Bonds
2025	$330,231,000	$127,571,000	$50,639,000	$128,966,000	$23,055,000
2026	265,120,000	86,944,000	42,332,000	116,724,000	19,120,000
2027	245,352,000	91,276,000	15,202,000	88,674,000	50,200,000
2028	200,405,000	28,606,000	8,093,000	92,106,000	71,600,000
2029	158,460,000	28,817,000	4,103,000	111,840,000	13,700,000
Grand Total	**$1,199,568,000**	**$363,214,000**	**$120,369,000**	**$538,310,000**	**$177,675,000**

Capital Sources*



*Preliminary: Subject to review and approval by UTA Board and Local Advisory Council

Capital Sources & Uses*

Sources	2025	2026	2027	2028	2029	Total	%
UTA Local	$96,314	$71,809	$45,415	$51,436	$38,690	$303,664	25%
Grants	127,571	86,944	91,276	28,606	28,817	363,214	30%
Lease	32,652	44,915	43,259	40,670	73,150	234,646	20%
Bond	23,055	19,120	50,200	71,600	13,700	177,675	15%
State	45,619	39,795	13,002	6,893	2,903	108,212	9%
Local Partner	5,020	2,537	2,200	1,200	1,200	12,157	1%
TOTAL ($USD Thousands)	**$330,231**	**$265,120**	**$245,352**	**$200,405**	**$158,460**	**$1,199,568**	**100%**

Uses	2025	2026	2027	2028	2029	Total	%
LR Vehicle Replacement	$35,400	$28,200	$78,400	$71,600	$13,700	$227,300	19%
Replacement Buses	-	29,798	30,000	30,000	61,790	151,588	13%
Mid-Valley Connector	45,000	30,000	8,594	-	-	83,594	7%
Light Rail Vehicle Rehab	8,000	9,467	10,000	10,000	10,000	47,467	4%
Train Ctrl Rehab/Replace	5,000	8,429	10,000	10,000	10,000	43,429	4%
Revenue/Service Vehicles	42,403	34,393	35,612	28,160	25,610	166,178	14%
Capital Projects	81,612	53,689	44,221	22,393	19,693	221,608	18%
Infrastructure SGR Projects	28,187	19,124	9,192	6,336	6,460	69,299	6%
Facilities	44,566	22,742	3,363	2,790	2,769	76,230	6%
Information Technology	22,975	18,027	7,324	10,306	3,350	61,982	5%
Safety and Security	2,838	2,858	2,263	1,680	1,785	11,424	1%
5310 Projects	6,121	2,544	3,395	4,152	415	16,627	1%
Charging Infrastructure	2,286	3,136	1,300	1,300	1,300	9,322	1%
Planning	1,630	1,200	1,000	1,000	900	5,730	0%
Property/TOC	4,213	1,513	688	688	688	7,790	1%
TOTAL ($USD Thousands)	**$330,231**	**$265,120**	**$245,352**	**$200,405**	**$158,460**	**$1,199,568**	**100%**

***Preliminary: Subject to review and approval by UTA Board and Local Advisory Council**

Capital Budget Acronyms & Terms

- APC: Automatic Passenger Counter
- CR: Commuter Rail
- LR: Light Rail
- OCS: Overhead Catenary System
- SGR: State of Good Repair
- TOC: Transit Oriented Communities
- TPSS: Traction Power Substation
- 5310: Projects focused on community development of specialized transportation using pass-through 5310 grant funds

Annual Budget Schedule

Task	Completion Date
Budget Office Distributes Budget Memo	Apr. 1, 2024
Executive Team Reviews & Approves Base Targets	Apr. 23, 2024
Executive Team Reviews and Approves Draft Tentative Budget	Jul. 5, 2024
Board Budget Work Sessions	Aug. 5 to Aug. 14, 2024
Board Reviews 2025 Tentative Budget	Sep. 11, 2024
Board approves 2025 Tentative Budget and November public hearing date	Sep. 25, 2024
Budget Review and Comment Period	Oct. 7 to Nov. 6, 2024
2025 Budget Open House/Public Hearing	Oct. 10, 2024
Local Advisory Council (LAC) approves 5-Year Capital Plan, Consults on 2025 Ops. Budget	Nov. 6, 2024
Board of Trustees reviews public comments, LAC input, and 2025 final budget	Nov. 13, 2024
Final Public Engagement report due to board office	Nov. 13, 2024
Board of Trustees considers approval of the 2025 Final Budget and 5-Year Capital Plan	Dec. 4, 2024
Staff submits Final Budget to State Auditor	Dec. 30, 2024
Staff prepares, prints, and distributes 2025 Budget Document to the Board of Trustees, Operating Departments and interested parties	Dec. 30, 2024

Utah Transit Authority 2025 Tentative Budget Summary

Budget priorities outlined here affect you and your community. Guided by the 2030 UTA Strategic Plan, UTA has developed our budget centering on our mission, vision, and five strategic priorities.

Mission

We Move You

The Utah Transit Authority moves Utah to a stronger economy, a cleaner environment, increased mobility, greater access to opportunity, and a better quality of life — all driven by safe, reliable transportation.

Vision

Leading Utah's mobility solutions and improving quality of life

Strategic Priorities

- Moving Utahns to a Better Quality of Life
- Exceeding Customer Expectations
- Achieving Organizational Excellence
- Building Community Support
- Generating Critical Economic Return

Tentative Budget Overview

At UTA, we prepare our annual budget as part of a long-term financial strategy for responsible, accountable stewardship of public funds. Investments in transit today, including replacement and major repair of infrastructure, align with a 30-year plan developed in collaboration between UTA, the Utah Department of Transportation, our regional planning partners, and the communities we serve. Our budget is fiscally responsible, strategic, and responsive to changing needs and emerging demands. On a local level, Utah's growth creates opportunities and challenges for mobility and connectivity. Traffic congestion, commute time, housing accessibility, and air quality are a few of the issues that transit seeks to address. On a regional and state level, economic development and major events like the 2034 Olympics present significant transit opportunities to benefit Utah's future. Our 2025 proposed budget allocates funds in the most efficient manner possible, recognizing that the growing demand for transit service exceeds available resources. The UTA 2025 budget includes $461.9 million in operating expenses and $330.2 million in capital investment to fund the provision of safe, convenient, and reliable public transportation service and key investments in Utah's mobility infrastructure. The budget includes federal, state, and local contributions from our partners.

2025 Tentative Budget Summary

Tentative Operating Budget Highlights

Tentative Capital Budget Highlights

Major Bus Connector and Bus Rapid Transit (BRT) Routes

- Midvalley Express (MVX)
- 5600 West Enhanced Bus
- Davis-SLC Connector
- Ogden/Weber State University BRT (OGX)

Light Rail Expansion

- S-Line extension
- TechLink TRAX corridor study

State Of Good Repair For Rail

- Rehabilitation and replacement of:
  - Light rail vehicles
  - Train control
  - Overhead catenary system

Administration Building Remodel and Expansion

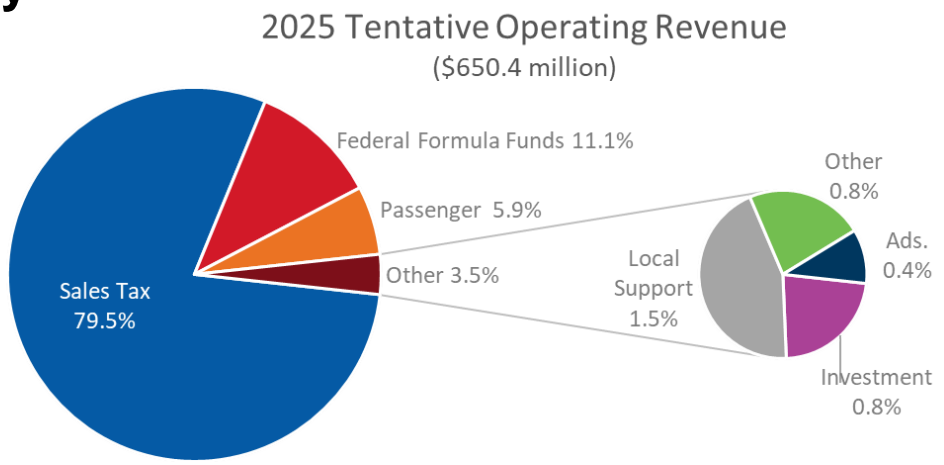
- Ogden bus service building
- TRAX operations and maintenance facility (Jordan River)

2025 Tentative Budget Summary

Operating Revenue Summary

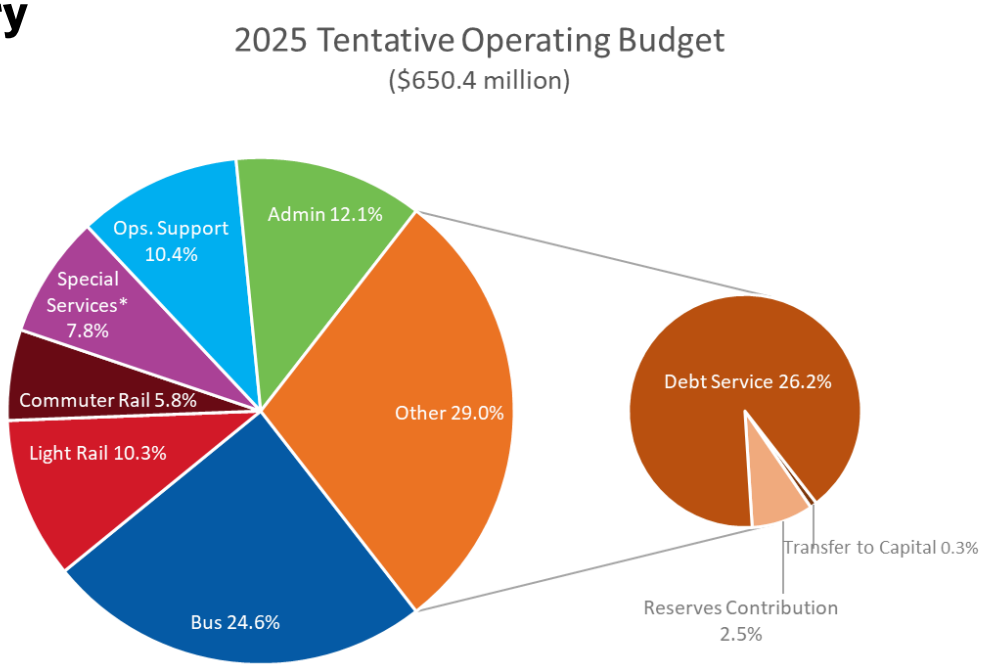
UTA operates as a single enterprise fund. All revenues are collected in the UTA Operating Fund, which is divided into operating and capital budgets. The operating budget covers ongoing expenses, while the capital budget focuses on one-time investments in the system. Transfers from the enterprise fund support capital projects.

UTA's total revenue for 2025 is $650 million, with sales tax contributing $517 million (80%), federal preventive maintenance funds at $72 million, and passenger revenues at $39 million. Additional revenue comes from local support, investment income, advertising, and other fees.



Operating Budget Summary

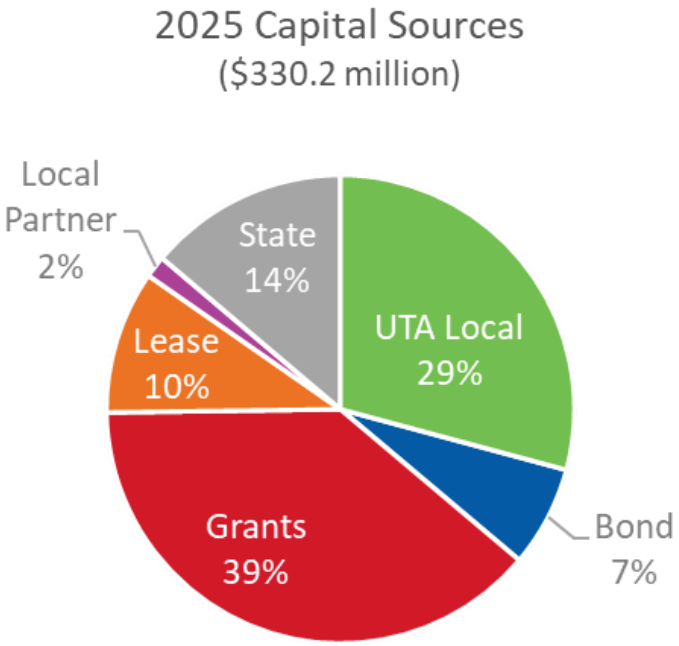
The 2025 Tentative Operating Budget of $650.4 million includes $461.9 million in operating expenses and $188.4 million in debt, reserves, and capital transfer expenses. Operating expenses can be further divided into $383 million for operations and maintenance of the system (59% of total) and $78.5 million (12% of total) for support functions, including administration, planning/capital support, and a contingency of $1.0 million for arising or emergency needs.



*Special Services includes Paratransit, Vanpool, and Microtransit

2025 Tentative Budget Summary

Capital Budget Summary



2025 Top 5 Capital Project Budgets

Midvalley Express (MVX)
Light Rail Vehicle Replacement
5600 West Enhanced Bus
S-Line Extension
Light Rail Vehicle Rehabilitation

Ways To Get Involved!

Review the complete 2025 Tentative Budget and comment by November 6, 2024.

Submit your feedback in any of the following ways:

- Website comment form: rideuta.com/budget
- Email: hearingofficer@rideuta.com
- Phone: 801-743-3882
- Mailing: Utah Transit Authority, c/o Jolisha Branch, 669 West 200 South, Salt Lake City, Utah, 84101

Public hearing and open house:

- Date and time: Thursday, October 10
  - Open House: 5-5:30 p.m. Public Hearing: 5:30 p.m.
- Location: 669 West 200 South, Salt Lake City
- Join virtually: rideuta.com/board-of-trustees/meetings

Complete information on the 2025 Tentative Budget can be found at rideuta.com/budget.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S):	Nichol Bourdeaux, Chief Planning and Engagement Officer Janelle, Robertson, Acting Planning Director

TITLE:

R2024-09-07 - Resolution Authorizing Execution of Addendum 8 to the Salt Lake City Transit Master Plan Interlocal Agreement for 2024-2025 Frequent Transit Network Routes

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2024-09-07 to authorize the execution of Addendum 8 to the Salt Lake Transit Master Plan Interlocal Agreement for the 2024-2025 Frequent Transit Network (FTN) Routes.

BACKGROUND:
The Utah Interlocal Cooperation Act (Utah Code § 11-1101, *et seq.*) empowers local governmental units to cooperate via agreement in a variety of areas via an Interlocal Cooperation Agreement ("ILA"). Legal counsel for each agency must review the proposed ILA for compliance with the law (*See* Utah Code § 11-13-202.5(3)). Further, the ILA must be approved by the governing body of the agency or political subdivision, such as the UTA Board of Trustees (*See* Utah Code 11-13-202.5(1)). The Utah Public Transit District Act empowers the UTA Board of Trustees with the authority to approve an ILA (*See* Utah Code § 17B-2a-808.1(2)(d)).

On March 6, 2019, Salt Lake City and UTA entered into an Interlocal Agreement to implement sponsored service for the Salt Lake City Transit Master plan; this ILA was approved by UTA's Board of Trustees in Resolution R2019-02-02. Several addenda (7 total) have been adopted which mobilize and specify the specific costs of service for each year. Addendum 8 provides the agreement between Salt Lake City and UTA for additional cost of service for FTN routes 1, 2, 9, 21 and paratransit service for August 2024 - July 2025. As of August 2019, additional service on Routes 1,2, 9, and 21 have been successfully in operation and resulted in significant ridership increase.

DISCUSSION:
The Board of Trustees is being asked to consider a resolution that authorizes the Executive Director to execute the following:

Addendum 8 - The proposed addendum cost of the sponsored service for FTN routes 1, 2, 9, 21 and paratransit service for August 2024 - July 2025 is $6,310,853.09 as identified in the Cost Calculator (Attachment F).

Addendum 8 was approved by the Salt Lake City council on July 9, 2024.

ALTERNATIVES:
If UTA chooses to not move forward with the agreement, UTA would then be required to give a 12-month notice to Salt Lake City informing them UTA will no longer be providing the service. In addition, at the foremost Change Day, the service for the 1, 2, 9, and 21 routes would be returned to UTA's baseline service based on the service guidelines.

FISCAL IMPACT:
If Addendum 8 is approved, UTA would receive $6,310,853.09 in additional revenue from Salt Lake City which will be offset by the additional costs incurred by UTA to provide this service.

ATTACHMENTS:

- Resolution R2024-09-07, including the following exhibits:
    - Addendum Number 8 to the SLC and UTA Transit Master Plan ILA Agreement (2024-2025 FTN Routes)
    - Attachment A: 2024-2025 FTN Routes
    - Attachment B: 2024-2025 Baseline Services
    - Attachment C: 2024 Cost Calculator
    - Attachment D: Cost Per Mile
    - Attachment E: Paratransit Costs
    - Attachment F: Cost Worksheet

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY AUTHORIZING EXECUTION OF ADDENDUM 8 TO THE SALT LAKE CITY TRANSIT MASTER PLAN INTERLOCAL AGREEMENT FOR 2024-2025 FREQUENT TRANSIT NETWORK ROUTES

R2024-09-07 September 25, 2024

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

WHEREAS, the Utah Interlocal Cooperation Agreement Act, UTAH CODE § 11-13-101, *et seq.* enables components of government to execute a Interlocal Cooperation Agreement ("ILA") so both entities may obtain mutual advantage and economies of scale, among other things; and

WHEREAS, the Act empowers the Board of Trustees ("Board") of the Authority with the ability to execute ILAs on behalf of the Authority; 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 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, the City is willing to provide the Authority with the funding necessary to affect 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") In Resolution R2019-02-02 on February 19, 2019, 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 previously negotiated and approved seven addenda to the ILA, which provided for additional funding; and

WHEREAS, the Authority and the City have now negotiated Addendum 8 to the ILA which provides up to $6,310,853 in additional funding allowing for UTA to provide enhanced frequent transit network service, starting in August of 2024; and

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WHEREAS, the City, through its City Council, approved Addendum 8 to the ILA at a meeting on July 9, 2024 in their Resolution 20 of 2024.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves Addendum 8 to the Interlocal Cooperation Agreement with Salt Lake City in substantially the same form as attached as Exhibit A.

2. That the Executive Director is authorized to execute Addendum 8 in substantially the same forms as attached as Exhibit A.

3. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and counsel to prepare Addendum 8.

4. That the corporate seal shall be affixed hereto.

APPROVED AND ADOPTED this 25th day of September 2024.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority (Corporate Seal)

Approved as to Form:

Signed by:
David Wilkins
CA25CE8F60E344B...
Legal Counsel

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EXHIBIT A
(Addendum 8 of the Interlocal Cooperation Agreement)

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EXHIBIT 3
Addendum No. 8

ADDENDUM NO. 8
TO SALT LAKE CITY CORPORATION AND UTAH TRANSIT AUTHORITY TRANSIT MASTER PLAN INTERLOCAL AGREEMENT (2024-2025 FTN Routes)

This Addendum No. 8 ("Addendum") to that certain Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement ("ILA") is made as of the Effective Date, 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 Salt Lake 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, has identified the frequent transit network routes for 2024-2025 ("**FTN Routes**"), to be provided by UTA and sponsored by the City for a one-year period from the August 2024 change day until the next succeeding August change day.

2. The description of those 2024-2025 FTN Routes is set forth in Attachment A hereto.

3. The description of the 2024-2025 Baseline Services is set forth in Attachment B hereto.

4. The calculation of the Total Annual Cost for City-sponsored 2024-2025 FTN Routes is set forth in Attachment F hereto.

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

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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. All financial obligations of City under this Addendum shall be subject to the appropriation of funds approved by the Salt Lake City Council and the limitations on future budget commitments provided under applicable Utah law, including the Utah Constitution.

11. 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, (the "Effective Date").

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

[Signature pages to Addendum No. 8 to Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement]

UTAH TRANSIT AUTHORITY

By_____
Janelle Robertson
Acting Director of Planning

By_____
Nichol Bourdeaux
Chief Planning and Engagement Officer

By_____
Jay Fox
Executive Director

Approved as to Form

Mike Bell
70E33A415BA44F6...

Michael Bell
UTA Legal Counsel

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[Signature pages to Addendum No. 8 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 No. 8]

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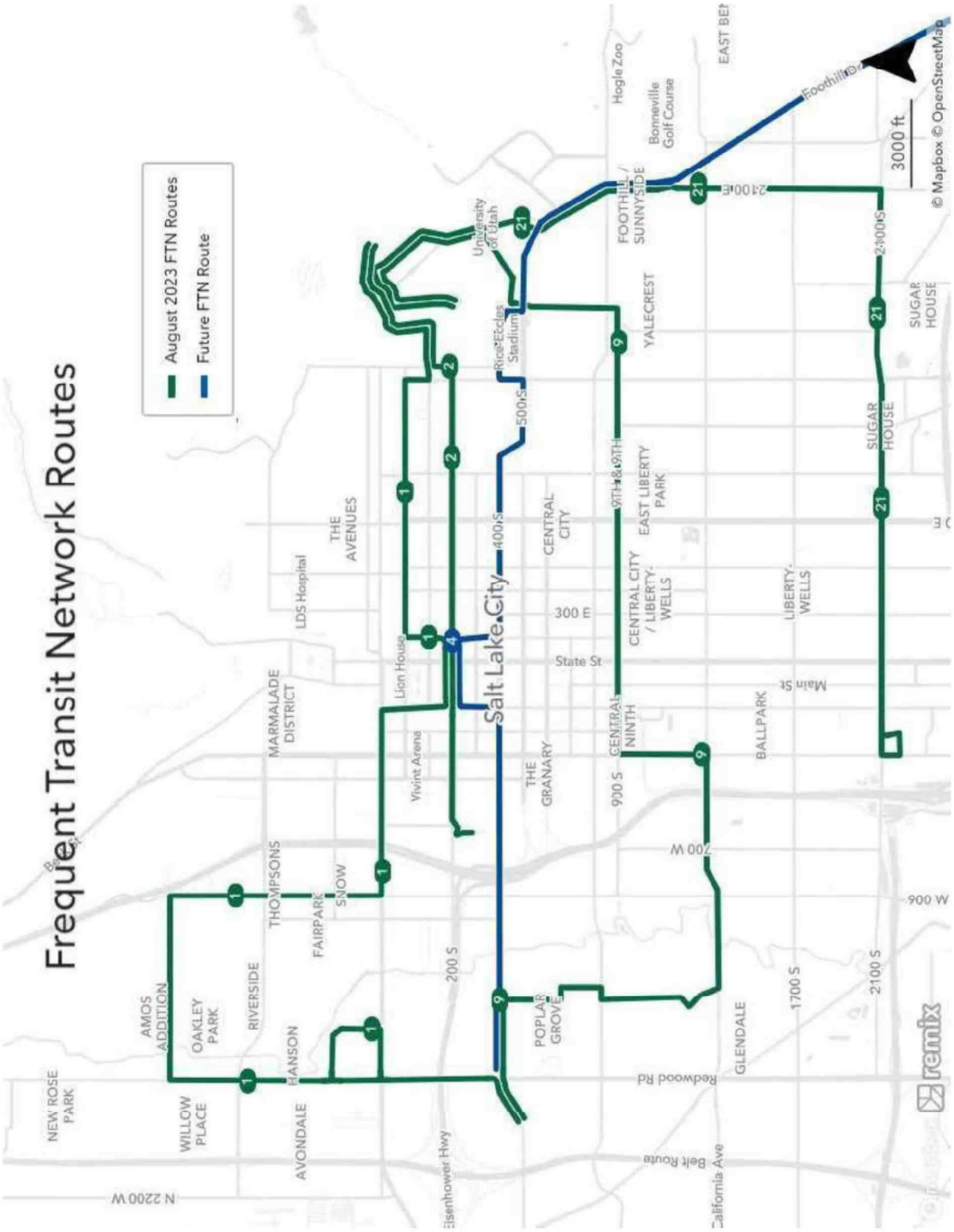
ATTACHMENT A
Description of the 2024-2025 FTN Routes
For This Addendum No. 8



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Draft for Spring 2024 Approval

Addendum 8: 2024 Baseline Service

Please refer to the UTA 2023-2027 Service Plan adopted on 3/8/2023 for UTA's baseline service.
https://www.rideuta.com/Current-Projects/Five-Year-Service-Plan

Summary:

- Routes 1, 2, and 21 meet UTA's Service Design Standards for Tier 1 Service on weekdays and Sunday which are now included in the b
- UTA made improvements to the span of service on Routes 2, 9, and 21 in August 2020, which are now included in the baseline at no
- Please visit this link to access route performance data on UTA's Open Data Portal.

Annual Miles	August 2023 Total Miles	2023-2027 5YSP Baseline Miles	2024 Sponsored Miles
2	238,935	205,640	33,296
9	466,638	106,407	360,230
21	363,211	325,167	38,044
1	486,682	434,710	51,972
Total	**1,555,466**	**1,071,924**	**483,542**

Annual Hours	August 2023 Total Hours	2023-2027 5YSP Baseline Hours	2024 Sponsored Hours
2	18,634.00	16,285.00	2,349.00
9	40,290.00	8,820.00	31,470.00
21	28,326.00	25,520.00	2,807.00
1	37,505.00	33,864.00	3,642.00
Total	**124,754.00**	**84,488.00**	**40,266.00**

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2023 Fuel Efficiency

	Cost Per Gallon		Vehicle Efficiency	
	Diesel	CNG	Diesel	CNG
Jul-22	3.97	1.81	4.72	3.76
Aug-22	3.77	2.06	4.73	3.98
Sep-22	3.91	2.15	4.85	4.11
Oct-22	4.25	1.63	5.15	4.71
Nov-22	4.84	1.81	5.05	4.20
Dec-22	3.12	2.54	5.12	4.20
Jan-23	3.34	8.43	5.01	4.13
Feb-23	3.49	2.75	4.86	4.92
Mar-23	2.80	1.57	6.97	4.15
Apr-23	2.96	1.38	5.01	4.43
May-23	3.07	1.11	5.00	4.58
Jun-23	2.74	1.12	5.03	4.17
Avg Cost Gal	$ 3.52	$ 2.36	A 5.12	4.28

Weighted Cost per Gallon	**$**	**3.17**	**Weighted Fuel Efficiency**	**4.87**
Percent of SLC Fleet			
Diesel	70%		
CNG	30%		

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2022 Annual Agency Profile - Utah Transit Authority (NTD ID 80001)

2022 Funding Breakdown

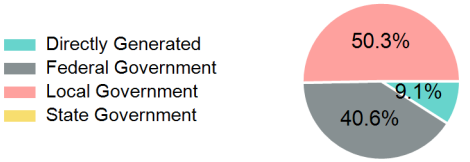
Summary of Operating Expenses (OE)

Labor	$251,059,168	59.6%
Materials and Supplies	$112,751,659	26.8%
Purchased Transportation	$11,036,622	2.6%
Other Operating Expenses	$46,239,150	11.0%
Total Operating Expenses	**$421,086,599**	**100.0%**
Reconciling OE Cash Expenditures	*$90,890,018*	

Sources of Operating Funds Expended

Directly Generated	$46,458,144
Federal Government	$208,054,252
Local Government	$257,464,221
State Government	$0
Total Operating Funds Expended	**$511,976,617**

Operating Funding Sources



Sources of Capital Funds Expended

Directly Generated	$0
Federal Government	$57,581,756
Local Government	$32,043,070
State Government	$2,358,661
Total Capital Funds Expended	**$91,983,487**

Capital Funding Sources

Operating Expense Detail

Mode	Operating Expenses	Fare Revenues
Commuter Rail	$64,403,715	$4,015,438
Light Rail	$97,480,334	$10,631,656
Bus	$195,376,975	$14,760,137
Vanpool	$20,499,485	$3,042,346
Commuter Bus	$12,060,444	$637,324
Demand Response	$31,265,646	$436,810
Total	**$421,086,599**	**$33,523,711**

Uses of Capital

	Revenue Vehicles	Systems and Guideway	Facilities and Stations	Other
Commuter Rail	$7,485	$14,714,316	$1,749,340	$68,617
Light Rail	$219,920	$3,446,017	$916,236	$102,925
Bus	$25,526,375	$11,466,325	$29,482,300	$137,234
Vanpool	$2,563,498	$0	$0	$0
Commuter Bus	$0	$0	$0	$0
Demand Response	$1,299,161	$249,430	$0	$34,308
Total	**$29,616,439**	**$29,876,088**	**$32,147,876**	**$343,084**

2022 Asset Management

Transit Asset Management (TAM) Tier Tier I (Rail)

TAM Sponsor NTD ID

Performance Measure - Asset - 2023 Target (% not in State of Good Repair)

Equipment - Automobiles - 94%; Equipment - Steel Wheel Vehicles - 14%; Equipment - Trucks and other Rubber Tire Vehicles - 30%; Facility - Administrative / Maintenance Facilities - 3%; Facility - Passenger / Parking Facilities - 2%; Infrastructure - CR - Commuter Rail - 2%; Infrastructure - LR - Light Rail - 3%; Rolling Stock - AB - Articulated Bus - 0%; Rolling Stock - BR - Over-the-road Bus - 24%; Rolling Stock - BU - Bus - 7%; Rolling Stock - CU - Cutaway - 0%; Rolling Stock - LR - Light Rail Vehicle - 0%; Rolling Stock - MV - Minivan - 13%; Rolling Stock - RL - Commuter Rail Locomotive - 0%; Rolling Stock - RP - Commuter Rail Passenger Coach - 0%; Rolling Stock - VN - Van - 13%

Metrics

Mode	Vehicles Operated in Max. Service	Vehicles Available for Max. Service	%Spare Vehicles	Avg. Fleet Age (yrs)
Commuter Rail	45	69	50.0%	21.0
Light Rail	81	114	53.3%	15.4
Bus	307	452	34.5%	8.3
Vanpool	425	491	40.7%	6.1
Commuter Bus	66	99	47.2%	11.8
Demand Response	139	187	15.5%	3.5

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2022 Annual Agency Profile - Utah Transit Authority (NTD ID 80001)

Mailing Address: 669 W 200 S
SALT LAKE CITY, UT 84101-1014

Website: https://www.rideuta.com/

Geographic Coverage

Primary Urbanized Area	Salt Lake City, UT
Square Miles	300
Population	1,178,533
Other Areas Served:	Utah Non-UZA,Ogden--Layton, UT,Provo--Orem, UT
Service Area Population	2,218,482
Service Area Sq. Miles	607

Service Consumed

Annual Passenger Miles Traveled (PMT)	245,491,324
Annual Unlinked Trips (UPT)	31,457,920
Average Weekday UPT	105,092
Average Saturday UPT	62,747
Average Sunday UPT	25,573

Assets

Revenue Vehicles	1,537
Service Vehicles	713
Facilities	271
Lane Miles	2.1
Track Miles	235.51

Service Supplied

Annual Vehicle/Passenger Car Revenue Miles (VRM)	37,566,707
Annual Vehicle/Passenger Car Revenue Hours (VRH)	2,179,279
Vehicles Operated in Maximum Service (VOMS)	1,063
Vehicles Available for Maximum Service (VAMS)	1,412

Modal Characteristics

Mode	Directly Operated VOMS	Purchased Transportation VOMS	Annual Passenger Miles Traveled	Annual Unlinked Passenger Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles
Commuter Rail	45	0	90,208,359	3,230,521	4,202,147	149,864	174.46
Light Rail	81	0	49,493,737	10,734,065	6,327,140	343,534	93.91
Bus	300	7	61,777,333	15,596,147	15,924,702	1,262,767	9.43
Vanpool	425	0	30,015,557	731,900	6,182,824	141,005	0.00
Commuter Bus	66	0	9,516,143	599,919	1,063,134	47,473	0.00
Demand Response	52	87	4,480,195	565,368	3,866,760	234,636	0.00
Total	969	94	245,491,324	31,457,920	37,566,707	2,179,279	277.80

Metrics

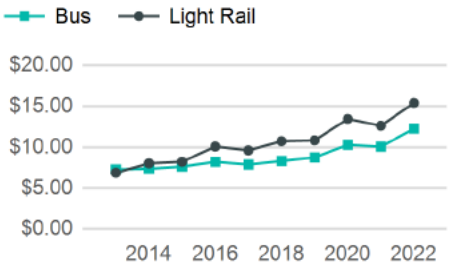
Service Efficiency

Mode	OE per VRM	OE per VRH
Commuter Rail	$15.33	$429.75
Light Rail	$15.41	$283.76
Bus	$12.27	$154.72
Vanpool	$3.32	$145.38
Commuter Bus	$11.34	$254.05
Demand Response	$8.09	$133.25
Total	$11.21	$193.22

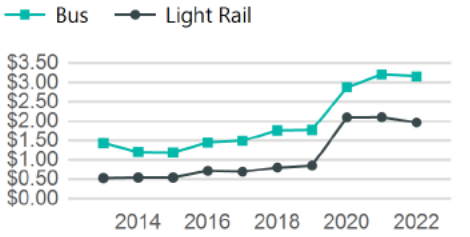
Service Effectiveness

Mode	UPT per VRM	UPT per VRH	OE per PMT	OE per UPT
Commuter Rail	0.8	21.6	$0.71	$19.94
Light Rail	1.7	31.2	$1.97	$9.08
Bus	1.0	12.4	$3.16	$12.53
Vanpool	0.1	5.2	$0.68	$28.01
Commuter Bus	0.6	12.6	$1.27	$20.10
Demand Response	0.1	2.4	$6.98	$55.30
Total	0.8	14.4	$1.72	$13.39

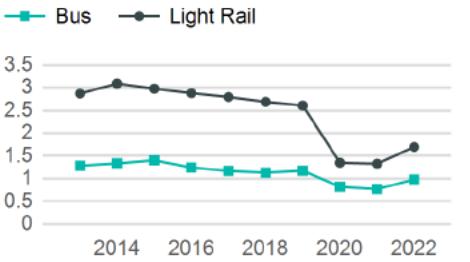
Operating Expenses per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trip per Vehicle Revenue Mile



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ATTACHMENT D
Cost Per Mile

Utah Transit Authority
2022 NTD Operating Cost per Mile by Mode

Sources:
2022 Federal Transit Administration's National Transit Database (NTD), *Agency Profile*, https://www.transit.dot.gov/ntd/transit-agency-profiles
2022 Utah Transit Authority Comprehensive Annual Financial Report (CAFR), http://www.rideuta.com/About-UTA/UTA-Reports-and-Documents

2022 COST PER MILE

	2022 NTD Operating Expenses by Mode	Less Fuel Costs (Diesel, CNG and Gasoline)	Depreciation	Total Costs	Annual Vehicle Revenue Miles	Cost Per Vehicle Revenue Mile Without Fuel excluding Vehicle Depreciation
Bus Service	$ 195,376,975	$ (13,922,358)	$ 21,019,639	$ 202,474,256	15,924,702	$ 11.39
Commuter Bus	$ 12,060,444	$ (899,276)		$ 11,161,168	1,063,134	$ 10.50
Commuter Rail	$ 64,403,715	$ (8,505,211)	$ 55,741,617	$ 111,640,121	4,202,147	$ 13.30
Light Rail	$ 97,480,334	$ (5,024,126)	$ 55,741,617	$ 148,197,825	6,327,140	$ 14.61
Paratransit Service	$ 31,265,646	$ (1,735,062)	$ 5,123,427	$ 34,654,011	3,866,760	$ 7.64
Other Service	$ 20,499,485	$ (1,221,657)	$ 4,433,067	$ 23,710,895	6,182,824	$ 3.12
NTD Totals	$ 421,086,599	$ (31,307,690)	$ 142,059,366	$ 531,838,275	37,566,707	$ 10.38

Fuel Costs	$ 31,307,690
2022 NTD Plus Fuel	$ 563,145,965
2022 CAFR expenses	$ 563,293,469
Difference	$ (147,504)

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DRAFT for Spring 2024 Approval

Addendum 8: Paratransit Costs

2024-2025 Sponsored Service: 200 South, 900 South, 2100 South, 1000 N

47,473	Commuter Bus Vehicle Revenue Hours (2022 NTD)
343,534	Light Rail Vehicle Revenue Hours (2022 NTD)
1,262,767	Bus Vehicle Revenue Hours (2022 NTD)
1,653,774	**Total Vehicle Revenue Hours for Bus, Commuter Bus, and LRT**
234,636	Total Demand Response Vehicle Revenue Hours (2022 NTD)
14%	<- plug into cost calculator, cell B16
	Demand Response Percentage of Total Vehicle Revenue Hours for Bus, Commuter Bus, and Light Rail

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Draft for Spring 2024 Approval

Addendum 8

2024-2025 Sponsored Service: 1000 N, 200 South, 900 South, and 2100 South

VARIABLE VALUES

$ 11.39	Most recent NTD Cost per Revenue Mile, Bus Service (1)
2.2%	Annual escalator rate (2)
2	Number of Years since NTD report
20%	Administrative Discount off the 35% built into NTD (3)
483,542	Sponsored Revenue Miles: 1000 N, 200 S weekends, 900 S, and 2100 S
14%	Sponsored Paratransit Service rate (4)
$ 4.03	Fuel Cost per Gallon (Service Year Budgeted Cost)
4.87	Fuel Efficiency, Miles per Gallon (adjust per vehicle type)
$ 493,061	2019 Annual Sponsored Vehicle Lease Costs
10	Sponsored Vehicles
$ 175,381	2022 Annual Sponsored Vehicle Lease Costs
4	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

$	11.39	Most recent NTD Cost Per Mile - Bus Service
$	11.89	NDT rate Adjusted to Service Year Costs
$	9.51	Discounted NTD Adjusted to Service Year Costs
	483,542	Sponsored Revenue Miles
$	**4,598,484.42**	**Total Mileage Cost, Without Fuel, Annual**
$	**643,787.82**	**Add Paratransit Service**
$	**5,242,272.24**	**Total Annual Operating Costs without fuel**
$	4.03	Fuel Cost per Gallon
	4.87	Bus Miles per Gallon
	483,542	Sponsored Revenue Miles
$	**400,138.45**	**Total Fuel Cost**
$	49,306.14	Per Vehicle Principal + Interest Rate
	10	Vehicles needed for sponsored service
$	**493,061.40**	**Total Annual Vehicle Cost for Sponsored Service**
$	43,845.25	Per Vehicle Principal + Interest Rate
	4	Vehicles needed for sponsored service
$	**175,381.00**	**Total Annual Vehicle Cost for Sponsored Service**
$	**668,442.40**	
$	**6,310,853.09**	**TOTAL**

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Viola Miller, CFO
PRESENTER(S):	Brian Reeves, Associate CFO Rob Lamph, Comptroller

TITLE:

R2024-09-08 - Resolution Authorizing the Handling of Funds, and the Investment and Disbursement of Monies

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Adopt Resolution R2024-09-08 authorizing the handling of UTA funds, and the investment and disbursement of monies as presented.

BACKGROUND:
Board of Trustees Policy 2.1, Financial Management, authorizes officers to open and close bank accounts and ensure that only authorized users are provided access to bank accounts and signing authority. This Resolution updates the list of authorized employees due to some organizational changes, including the creation of a new position.

This resolution updates the titles of personnel that are authorized and empowered by the Board of Trustees to act on behalf of the Agency to invest or reinvest funds, establish accounts with financial institutions, and sign checks.

DISCUSSION:
On July 26, 2023, the Board of Trustees adopted Resolution R2023-07-07 authorizing the handling of funds, and the investment and disbursement of monies.

Since the July 26, 2023 Board action, there has been a change of position title from Assistant Treasurer to Associate Chief Financial Officer. The proposed resolution will update the resolution with positions authorized

to invest or reinvest and create accounts with financial institutions: the Chair, Executive Director, Treasurer, Comptroller, and Associate Chief Financial Officer. Signing authority on checks: the Chair, Executive Director, Treasurer, Comptroller, Associate Chief Financial Officer, and Deputy Comptroller.

ALTERNATIVES:
None

FISCAL IMPACT:
None

ATTACHMENTS:
Resolution R2024-09-08

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY AUTHORIZING THE HANDLING OF FUNDS, AND THE INVESTMENT AND DISBURSEMENT OF MONIES

R2024-09-08 September 25, 2024

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

WHEREAS, the Act empowers the Board of the Authority ("Board") to oversee the financial management of the Authority, as well as appoint officers and executive level employees; and

WHEREAS, the Board has further established fiscal and other policies that are in keeping with the Board's philosophy to provide leadership and governance to the Authority;

WHEREAS, the Board, in Board of Trustees Policy 2.1 has established the policies for the financial management of the Authority; and

WHEREAS, the Board, via resolution and policy, namely Board of Trustees Policy 2.1 has delegated some financial responsibilities to Officers and executives of the Authority; and

WHEREAS, the Authority, since the enactment of a prior Resolution on this issue, has undergone organizational change, including the creation of a new position, necessitating new Board authorization to reflect these changes; and

WHEREAS, The Board wishes to, by resolution, establish the respective Authority of officers and employees of the Authority to handle funds, make investments, and disburse monies of the Authority.

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

1. That Resolution R2023-07-07 is hereby rescinded in its entirety.

2. That the Chair, Executive Director, Treasurer, Comptroller, or the Associate Chief Financial Officer are hereby authorized and empowered as officers or employees of the Authority to invest or reinvest funds of the Authority as authorized by law; establish accounts with one or more financial institutions as deemed necessary; and settle the Authority's debts, obligations, and liabilities consistent with Board Policy.

3. That for the protection of both the Authority and its officers, each financial instrument including, but not limited to, wire transfers, Automated Clearing House

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(ACH) and checks issued on behalf of the Authority which is less than $5,000 requires the signature or authorized stamp or electronic signature of the Chair, Executive Director, Treasurer, Associate Chief Financial Officer, Comptroller or Deputy Comptroller. For each payment or withdrawal of $5,000 or more, the signatures of any two of these office holders is required.

4. That the Executive Director or his duly-appointed designee is hereby authorized to maintain a listing of the names of the current Chair, Executive Director, Treasurer, Associate Chief Financial Officer, Comptroller, and Deputy Comptroller together with their signatures, in substantially the same format as the list attached as “Exhibit A” to this Resolution.

5. That the corporate seal be attached hereto.

Approved and Adopted this 25th day of September, 2024.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority (Corporate Seal)

Approved As To Form:

Signed by:
David Wilkins
CA25CE8F60E344B...
Legal Counsel

Docusign Envelope ID: B49DD8DC-30F8-48B2-91AF-3413E51FE8C9

Exhibit A

(List of authorized Officers or Employees of the Authority)

_____ Carlton Christensen Chair – Board of Trustees	_____ Jay Fox Executive Director
_____ Viola Miller Treasurer	_____ Brian Reeves Associate Chief Financial Officer
_____ Robert Lamph Comptroller	_____ Eric Barrett Deputy Comptroller

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Viola Miller, CFO
PRESENTER(S):	Brian Reeves, Associate CFO Rob Lamph, Comptroller

TITLE:

R2024-09-09 - Resolution Designating Authorized Users for the Authority's Utah Public Treasurers' Investment Fund Accounts

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Adopt Resolution R2024-09-09 authorizing the Treasurer (Chief Financial Officer), Comptroller and Assistant Chief Financial Officer as authorized users for the Utah Public Treasurers' Investment Fund (PTIF) Accounts as presented.

BACKGROUND:
The Board of Trustees Policy 2.1, Financial Management, authorizes the Treasurer to open and close bank accounts and ensure that only authorized users are provided access to bank accounts.

This resolution updates the list of personnel that are authorized and empowered by the Board of Trustees to act on behalf of the Agency to access funds, direct transactions, and add, delete, or make changes to Utah Public Treasurers' Investment Fund (PTIF) accounts. The PTIF is available to state and local government entities, including local public transit districts, to provide a short-term cash investment vehicle. PTIF invests only in securities authorized by the Utah State Money Management Act, Utah Code §51-7-1, *et seq*., including investment-grade corporate notes, top tier commercial paper, money market mutual funds, and U.S. Government agency obligations.

DISCUSSION:
On June 28, 2023, the Board of Trustees adopted Resolution R2023-06-05 designating authorized users for the

Utah Transit Authority's Utah Public Treasurers' Investment Fund Accounts.

Since the June 28, 2023 Board action, there have been organizational changes including the hiring of a new Associate Chief Financial Officer. The proposed resolution will rescind the prior 2023 resolution and designate the following as authorized users of the UTA's PTIF investment fund accounts: Viola Miller, CFO/Treasurer; Robert Lamph, Comptroller; and Brian Reeves, Associate Chief Financial Officer.

ALTERNATIVES:
None

FISCAL IMPACT:
None

ATTACHMENTS:
Resolution R2024-09-09

Exhibit A Public Entity Resolution

Docusign Envelope ID: B49DD8DC-30F8-48B2-91AF-3413E51FE8C9

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY DESIGNATING AUTHORIZED USERS FOR THE AUTHORITY'S UTAH PUBLIC TRASURERS' INVESTMENT FUND ACCOUNTS

R2024-09-09 September 25, 2024

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

WHEREAS, the Board, in Board of Trustees Policy 2.1 has established the policies for the financial management of the Authority; and

WHEREAS, the Board, via resolution and policy, namely Board of Trustees Policy 2.1 has delegated some financial responsibilities to Officers and executives of the Authority, and desires by Resolution to reflect their authority to handle funds, make investments, and disburse Authority monies; and

WHEREAS, the Utah Public Treasurers' Investment Fund ("PTIF") is available to state and local government entities, including local public transit districts, to provide a short-term cash investment vehicle; and

WHEREAS, PTIF invests only in securities authorized by the Utah State Money Management Act, UTAH CODE §51-7-1, *et seq*., including investment-grade corporate notes, top tier commercial paper, money market mutual funds, and U.S. Government agency obligations; and

WHEREAS, the Authority currently maintains accounts with PTIF because they provide the Authority with a means to safely invest funds at a competitive interest rate while maintaining a high degree of liquidity; and

WHEREAS, the Authority is required to designate PTIF users to access funds, to direct transactions, to add, delete, or make changes to bank accounts tied to PTIF accounts, to open or close accounts, and to execute any necessary forms in connection with such changes on behalf of the Authority; and

WHEREAS, the Authority requires the approval of two designated users prior to accessing funds, directing transactions, adding, deleting, or making changes to bank accounts tied to PTIF accounts, opening or closing accounts, and executing any necessary forms in connection with such changes to PTIF accounts; and

WHEREAS, the Board of the Authority desires to designate Viola Miller, Chief Financial Officer; Brian Reeves, Associate Chief Financial Officer; and Robert Lamph, Comptroller as authorized users on its PTIF accounts.

Docusign Envelope ID: B49DD8DC-30F8-48B2-91AF-3413E51FE8C9

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

1. That Resolution R2023-06-05 is hereby rescinded in its entirety.

2. That Viola Miller, Brian Reeves, and Robert Lamph are hereby designated as PTIF users.

3. That Annette Royle, as Secretary of the Authority, is directed to execute the Public Entity Resolution in substantially the same form as Exhibit A to this resolution and Viola Miller is directed to file it with the Utah Office of State Treasurer.

4. That this Resolution shall remain in full force and effect until written revocation is delivered by the Authority to the Utah Office of State Treasurer.

5. That the Board hereby ratifies any and all actions taken by the Authority's management, staff, and counsel to give effect to this Resolution.

6. That the corporate seal be attached hereto.

Approved and adopted this 25th day of September 2024.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:
David Wilkins
CA25CE8F60E344B...
Legal Counsel

Docusign Envelope ID: B49DD8DC-30F8-48B2-91AF-3413E51FE8C9

EXHIBIT A
(Public Entity Resolution)

Docusign Envelope ID: B49DD8DC-30F8-48B2-91AF-3413E51FE8C9

Office of the
State Treasurer

Public Entity Resolution

1. Certification of Authorized Individuals

I, Annette Royle (Name) hereby certify that the following are authorized: to add or delete users to access and/or transact with PTIF accounts; to add, delete, or make changes to bank accounts tied to PTIF accounts; to open or close PTIF accounts; and to execute any necessary forms in connection with such changes on behalf of Utah Transit Authority (Name of Legal Entity). Please list at least two individuals. Each individual must have a unique email.

Name	Title	Email	Signature(s)
Viola Miller	CFO & Treasurer	Viola.Miller@rideuta.com	
Brian Reeves	Associate CFO	Brian.Reeves@rideuta.com	
Robert Lamph	Comptroller	RLamph@rideuta.com	

The authority of the named individuals to act on behalf of Utah Transit Authority (Name of Legal Entity) shall remain in full force and effect until written revocation from Utah Transit Authority (Name of Legal Entity) is delivered to the Office of the State Treasurer.

2. Signature of Authorization

I, the undersigned, Secretary of the Authority (Title) of the above named entity, do hereby certify that the forgoing is a true copy of a resolution adopted by the governing body for banking and investments of said entity on the 25th day of September, 2024, at which a quorum was present and voted; that said resolution is now in full force and effect; and that the signatures as shown above are genuine.

Signature	Date	Printed Name	Title
		Annette Royle	Secretary of the Authority

STATE OF UTAH)
§
COUNTY OF _____)

Subscribed and sworn to me on this 25th day of September, 2024, by Annette Royle (Name), as Secretary of the Authority (Title) of Utah Transit Authority (Name of Entity), proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

Signature_____

(seal)

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Dave Hancock, Chief Capital Services Officer
PRESENTER(S):	Jared Scarbrough, Dir of Capital Design & Construction Marcus Bennett, Project Manager III Ethan Ray, Project Manager II

TITLE:

Contract: S-Line Extension Phase 1 Pre-Construction Design Services (Kiewit Infrastructure West Corporation)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute the contract and associated disbursements with Kiewit Corporation for Phase 1 Pre-Construction Design Services for the S-Line Extension Progressive Design Build Project for the Not-To-Exceed amount of $1,937,772.

BACKGROUND:
UTA has been working collaboratively with Salt Lake City to extend the S-Line Streetcar from the existing end of the line at Fairmont Station (1040 East) to the heart of the Sugar House business district at Highland Drive. This project also includes new double track on the S-Line from 500 East to 700 East, which will support service reliability. This project will help support economic development and serve the growing population of Sugar House by providing an improved connection to Sugar House.

DISCUSSION:
UTA issued an RFP for a Progressive Design Build contractor to design and build the S-line Extension and Double Tracking. Kiewit Corporation was selected for the project. The initial contract will cover Phase 1 Pre-Construction Services. Phase 2 for Final Design and Construction will be negotiated at a later date. Phase 2 will require additional board approval.

Design is projected to take up to eleven months. UTA, Salt Lake City, and the designer will work together to

complete a design that mitigates impacts to the community as much as possible.

Staff are highly focused on supporting cost effective utilization of funds on this design. Project specific controls have been included in the contract to support that management. These controls will ensure the execution of work will occur consistent with UTA intent, through milestone approvals. In this type of contract, UTA only pays for services rendered and costs incurred.

The Capital Project Plan is also on the agenda for approval in this meeting.

CONTRACT SUMMARY:

Contractor Name:	Kiewit Infrastructure West Corporation
Contract Number:	24-03849
Base Contract Effective Dates:	September 2024 to April 2025
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	NTE amount of $1,937,772
Procurement Method:	RFP
Budget Authority:	Approved 2024 Capital Budget

ALTERNATIVES:

UTA could negotiate with the other firm that bid on the project. However, doing so would cause significant delays and may increase project costs.

FISCAL IMPACT:

State funds have been allocated to the S-Line Extension and Double Tracking project. Budget authority is included in the approved 2024 and planned 2025 capital budgets (MSP259). 2024 Contract Budget Impact: $937,772

2025 Contract Budget Impact: $1,000,000

2024 Board Approved Capital Budget: $4,000,000

2025Board Approved Capital Plan: $11,746,000

ATTACHMENTS:

1. 24-03849 - Contract

Docusign Envelope ID: 73E8CE0C-0009-46F5-A626-00547F4ECB83

CONSTRUCTION AND DESIGN SERVICES AGREEMENT S-LINE EXTENSION AND DOUBLE TRACKING (PDB)

UTA CONTRACT #24-03849

PHASE 1 PRE-CONSTRUCTION CONTRACT

This Services Agreement ("**Agreement**") is hereby entered into by and between Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("**UTA**"), and KIEWIT INFRASTRUCTURE WEST CO, LOCATED AT 9815 South Monroe Street, Suite 100, Sandy, UT 84070, a Corporation ("**Design-Builder**").

RECITALS

UTA is constructing an extension of the S-line between Fairmont Station and Highland Drive and adding a siding track to provide double tracking between 500 East and 700 East in the Sugarhouse Neighborhood of Salt Lake City, Utah.

A. This is known as the S-Line Extension and Double Tracking Project. (the "Project").

B. On April 25. 2024, UTA issued Request for Proposals No. 24-03849 ("RFP"), seeking interested parties to submit proposals to perform the work required by the Project.

C. UTA evaluated the responses and determined the Design-Builder's response to be the most advantageous to UTA.

D. UTA and Design-Builder desire to enter into this Agreement to define their respective roles and responsibilities with respect to the Project.

E. Any capitalized terms not otherwise defined herein shall have the meanings set forth in the design and construction general conditions appended as an exhibit to this Agreement.

AGREEMENT

Therefore, the parties agree as follows:

1. Type of Contract: The contractual agreement that is being awarded is a Time and Material, subject to the fixed labor rates and design milestone requirements contained in Exhibit B.

2. Scope of Work; Standard of Care. (a) Design-Builder shall perform the Phase 1 Work as described in Exhibit A. In the Contract Documents, "Phase 1 Work" means all the pre-final design and pre-construction Services necessary to assist the Parties in reaching agreement on the GMP Price Proposal and scope of the Phase 2 elements of the Program (final design and construction).

(b) Design-Builder shall perform the Work in accordance with the Contract Documents (including any attached or incorporated construction drawings, plans, specifications and standards or other descriptions of the Work) and applicable industry standards, and in full compliance with all applicable laws, regulations and permits.

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3. Schedule. (a) Design-Builder shall commence the Phase 1 Work within seven (7) days of Design-Builder's receipt of a Notice to Proceed ("NTP") from UTA. UTA is not required to issue a NTP until all insurance and other required documentation is submitted and deemed acceptable by UTA. UTA may issue a limited Notice to Proceed ("NTP") on a portion of the Work and may issue a series of limited NTPs to provide for progression of the Work in phases. Issuance of a limited NTP will not be deemed to require UTA to issue any subsequent NTPs and will not be deemed to obligate UTA to complete the Project or to pay Design-Builder for any portion of the Work not encompassed by an NTP issued by UTA.

(b) This Agreement will expire 268 days after UTA issues an NTP (that date, the "**Phase 1 Completion Date"**), unless (i) UTA and Design-Builder mutually agree to extend the term of the Agreement through a written Change Order in accordance with Section 10, or (ii) UTA and Design-Builder execute the Phase 2 Final Design and Construction Services Amendment, as set forth in Section 10 below. Design-Builder shall diligently prosecute the Phase 1 Work and complete the Phase 1 Work prior to the Phase 1 Completion Date.

(c) Time is of the essence with respect to the dates set forth in this section.

4. Price and Payment. (a) As full compensation for completing the Work in accordance with the Contract Documents, UTA shall pay Design-Builder the amounts set forth in Exhibit B (the "**Contract Price**"). The procedures for invoicing and payment are set forth in Section 9 below.

5. Contract Documents. (a) The Contract Documents consist of the following:

(1) This Agreement, including its exhibits;

(2) All written amendments and Change Orders to this Agreement executed in accordance with Section 10 below;

(3) Design-Builder's Proposal in response to the RFP; and

(4) The RFP including, without limitation, all attached or incorporated terms, conditions, drawings, plans, specifications and standards or other descriptions of the Work.

(b) The parties intend that the Contract Documents include and provide for all aspects of the Work that are necessary for the proper initiation, performance, and completion of the Project. The parties intend that the Contract Documents be interpreted in harmony so as to avoid conflict, with words and phrases interpreted in a manner consistent with construction and design industry standards.

(c) If any terms of the Contract Documents contradict any other terms, the terms contained in the more recent Contract Document will govern.

(d) Design-Builder acknowledges that, prior to the execution of this Agreement, it has carefully reviewed the Contract Documents for errors, omissions, conflicts or ambiguities (each, a "**Discrepancy**"), and is not aware of any Discrepancies as of the execution of this Agreement. If the Design-Builder becomes aware of a Discrepancy, the Design-Builder shall immediately notify UTA's Project Manager of that Discrepancy in writing. UTA's Project Manager shall promptly resolve the Discrepancy in writing. Design-Builder's failure to promptly notify UTA of an apparent discrepancy will be deemed a waiver of Design-Builder's right to seek an equitable adjustment to the Agreement.

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(e) The Contract Documents form the entire contract between UTA and the Design-Builder and by incorporation in this Agreement are as fully binding on the parties as if repeated in this Agreement. No oral representations or other agreements have been made by the parties except as specifically stated in the Contract Documents.

6. Representatives of the Parties. (a) UTA designates Marcus Bennett as its Project Manager, and Jared Scarborough as its Senior Representative. UTA's Contract Administrator for this Agreement is Pat Postell. Questions or correspondence regarding the contractual aspects of this Agreement should be directed to Pat Postell, at the address set forth in Section 13 below. UTA's Project Manager, Senior Representative, and Contract Administrator are referred to collectively as the "**UTA Representatives**."

(b) Design-Builder designates Chris Geiger as its Project Manager and Ken Hanna as its Management Representative (collectively, the "**Design-Builder Representatives**").

7. Key Personnel. Design-Builder's Proposal specified certain individuals as key personnel with respect to the Work to be performed under this Agreement. This Agreement was awarded based on Design-Builder's representation that such key personnel would be engaged in their respective capacities, at the commitment levels indicated, for the full duration of the Project. Design-Builder shall not make changes in the Key Personnel staffing without the written approval of UTA, such approval not to be withheld unreasonably. Any replacements of key personnel must have the same substantive and qualitative experience as the individuals identified in Design-Builder's Proposal.

8. Phase 2 Final Design and Construction Services Amendment. Once UTA and Design-Builder agree on a scope of construction services and a GMP Price Proposal for those servicesUTA and Design-Builder will execute an amendment to this Agreement (the "Phase 2 Final Design and Construction Services Amendment"). The Phase 2 Final Design and Construction Services Amendment will detail the scope, schedule, and price of the Phase 2 construction work, and will include other terms and conditions applicable to construction work. Execution of this Agreement in no way obligates UTA to execute the Phase 2 Final Design and Construction Services Amendment. The process for negotiating a Phase 2 Final Design and Construction Services Amendment is described in the RFP.

9. Invoicing and Payment. (a) To receive payment, Design-Builder shall submit to UTA an Application for Payment requesting payment for all Phase 1 Work performed as of the date of the Application for Payment. Design-Builder shall not submit Applications for Payment more often than once per month. The Application for Payment must be accompanied by supporting documentation sufficient to establish, to UTA's reasonable satisfaction, Design-Builder's entitlement to receive payment.

(b) The Application for Payment will constitute Design-Builder's representation that the Phase 1 Work described therein has been performed consistent with the Contract Documents and has progressed to the point indicated in the Application for Payment.

(c) UTA shall pay Design-Builder all amounts properly requested and documented within thirty (30) days of receipt of an Application for Payment. Notwithstanding the preceding sentence, if UTA determines that Design-Builder is not entitled to all or part of an Application for Payment as a result of Design-Builder's failure to meet its obligations hereunder, UTA will notify Design-Builder in writing at least five (5) days prior to the date payment is due. The notice must indicate

Docusign Envelope ID: 73E8CE0C-0009-46F5-A626-00547F4ECB83

the specific amounts UTA intends to withhold, the reasons and contractual basis for the withholding, and the specific measures Design-Builder must take to rectify UTA's concerns. Design-Builder and UTA will attempt to resolve UTA's concerns prior to the date payment is due.

If the parties cannot resolve such concerns, Design-Builder may pursue its rights under the Contract Documents. Design-Builder shall continue to perform the Phase 1 Work pending the resolution of any such dispute.

10. Change Orders. Design-Builder shall not undertake any activity that materially changes the Phase 1 Work, or materially deviates from the requirements of the Contract Documents, except as authorized by a written Change Order signed by Design-Builder and UTA

11. Indemnity. Design-Builder, to the fullest extent permitted by law, shall indemnify, hold harmless and defend UTA, its officers, directors, and employees from and against claims, losses, damages, liabilities, including attorneys' fees and expenses, for bodily injury, sickness or death, and property damage or destruction to the extent resulting from the negligence or willful misconduct of Design-Builder, Design-Builder's consultants and subcontractors, anyone employed directly or indirectly by any of them or anyone for whose acts any of them may be liable.

12. Insurance. Design-Builder shall obtain and maintain the insurance coverages set forth in Exhibit C, and comply with the obligations set forth in Exhibit A.

13. Notices. (a) To be deemed valid, all notices, requests, claims, demands and other communications between the parties ("**Notices**") must be in writing and addressed as follows:

If to Utah Transit Authority:

Utah Transit Authority

Attn: Pat Postell
669 West 200 South

Salt Lake City, UT 84101

With a required copy to:

Utah Transit Authority

Attn: General Counsel
669 West 200 South

Salt Lake City, UT 84101.

If to the Design-Builder:

Kiewit Infrastructure West Co.

Attn: Senior Vice President

3888 E. Broadway Rd.,

Phoenix, AZ 85040-2924

(b) To be deemed valid, Notices must be given by one of the following methods: (i) by delivery in person (ii) by a nationally recognized next day courier service, (iii) by first class, registered or certified mail, postage prepaid.

(c) Either party may change the address at which that party desires to receive written notice by delivery of Notice of such change to the party as set forth above. Notices will be deemed 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

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Notice because of an address change that was not properly communicated shall not defeat or delay the effectiveness of a Notice.

14. Audit Rights. Design-Builder shall retain all books, papers, documents, accounting records and other evidence to support any cost-based billings allowable under Exhibit A (or any other provision of the Agreement). 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. Design-Builder shall also retain other books and records related to the performance, quality or management of this Agreement and/or Design-Builder's compliance with this Agreement. Records shall be retained by Design-Builder for a period of at least six (6) years, 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. Copies of requested records shall be furnished to UTA or designated audit parties upon request. Design-Builder agrees that it shall flow-down (as a matter of written contract) these records requirements to all subcontractors utilized in the performance of this Agreement at any tier.

15. Termination. (a) Upon ten (10) days' written notice to Design-Builder, UTA may, for its convenience and without cause, elect to terminate this Agreement. If UTA terminates the Agreement for its convenience, UTA shall pay Design-Builder for Phase 1 Work performed up to the date of the notice of termination, plus Design-Builder's reasonable costs attributable to the termination.

(b) If Design-Builder materially fails to perform any of its obligations under this Agreement, and such failure is not cured within ten (10) days of written notice from UTA identifying the breach, then UTA may terminate the Agreement for default. If UTA terminates the Agreement for default, UTA shall pay Design-Builder for Phase 1 Work satisfactorily performed up to the date of the notice of termination, less costs and expenses incurred by UTA as a result of the default.

15.1 Completion of Final Design. If the Design-Builder does not proceed with Phase 2 but UTA elects to develop and implement the Project with other contractors and service providers, UTA may, in its sole discretion, proceed to negotiate an amendment to this Phase I Agreement or separate professional services agreement(s) for the completion of the design by the Design-Builder's Engineer(s) of Record and/or design consultants to a 100% design level suitable for UTA to use to bid out a construction contract to a separate contractor for construction of the Project. Design-Builder will negotiate in good faith with UTA for this amendment or separate agreement. Design-Builder agrees to assign any design subcontract(s) to UTA upon request from UTA, and to contractually require its Engineer(s) of Record and/or design consultants to negotiate in good faith with UTA for a separate professional services agreement with UTA for the completion of the 100% design.

15.2 Unintended Use of Work Product. In the event that UTA utilizes work product produced by Kiewit, outside of the intended setting, then UTA will limit the associated claims including professional liability claims to a maximum of 10 million dollars for work product that fails to meet the Standard of Care as defined in Section 2.(b). Outside the intended setting would include UTA's:

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(i) Use of work product, not stamped as complete, without appropriate subsequent finalization efforts by Design-Builder; or

(ii) Use of work product that is accurately marked for a particular contractors means and methods, without appropriate subsequent efforts by Design-Builder to generalize or broaden the assumed work practices to a larger contracting community

16. Counterparts. The parties may execute this Agreement in any number of counterparts, each of which when executed and delivered will constitute a duplicate original, but all counterparts together will constitute a single agreement.

17. Work Product. (a) All drawings, specifications, reports, calculations, and other documents furnished by Design-Builder to UTA pursuant to this Agreement (those documents, the "Work Product") are deemed to be instruments of service and Design-Builder shall retain the ownership and intellectual property rights therein.

(b) Upon UTA's payment in full for the Phase 1 Work required for Design-Builder to prepare any Work Product, Design-Builder will be deemed to have granted to UTA a license to use that Work Product in connection with the design, construction, occupancy, and maintenance of the Project, or any other UTA project or facility.

18. Prohibited Interest. No member, officer, agent, or employee of UTA during his or her tenure or for one year thereafter shall have any interest in, direct or indirect, including prospective employment by, Design-Builder or the proceeds under this Agreement without specific written authorization by UTA.

19. Assignment. Design-Builder acknowledges that the Work to be performed by Design-Builder is considered personal by UTA. Design-Builder shall not assign or transfer its interest in this Agreement without prior written approval by UTA.

20. Successorship. Design-Builder and UTA intend that the provisions of the Contract Documents are binding upon the parties, their employees, agents, heirs, successors and permitted assigns.

21. Governing Law. The Agreement is governed by the laws of the State of Utah, without giving effect to its conflict of law principles. Actions to enforce the terms of this Agreement may only be brought in the Third District Court for Salt Lake County, Utah.

22. Severability. If any provision or any part of a provision of the Contract Documents is finally determined to be superseded, invalid, illegal, or otherwise unenforceable, such determination shall not impair or otherwise affect the validity, legality, or enforceability of the remaining provision or parts of the provision of the Contract Documents, which will remain in full force and effect as if the unenforceable provision or part were deleted.

23. No Waiver. The failure of either Design-Builder or UTA to insist, in any one or more instances, on the performance of any of the obligations required by the other under the Contract Documents shall not be construed as a waiver or relinquishment of such obligation or right with respect to future performance.

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24. Headings. The headings used in this Agreement, or any other Contract Document, are for ease of reference only and shall not in any way be construed to limit or alter the meaning of any provision.

25. Amendments. The Contract Documents may not be changed, altered, or amended in any way except in writing signed by a duly authorized representative of each party.

26. Effectiveness; Date. This Agreement will become effective when all parties have fully signed it. The date of this Agreement will be the date it is signed by the last individual to sign it (as indicated by the date associated with that individual's signature).

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IN WITNESS WHEREOF, the parties hereto have caused the Contract to be executed by officers duly authorized to execute the same as of the date of last signature below.

KIEWIT INFRASTRUCTURE WEST CO

DocuSigned by:
By: Darron Rolle 8/26/2024
Name: 8E0C79DE4B6...
Title:

UTAH TRANSIT AUTHORITY

By: _____
Jay Fox
Executive Director

By: _____
Dan Hancock
Chief Service Development Officer

DocuSigned by:
Mike Bell
70E3...
Mike Bell
UTA Counsel

Design-Builder's Federal ID Number: 47-0647803

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EXHIBIT A – SCOPE OF PHASE I

General

A. Scope of Work

1. The intent of this document is to describe a complete work effort for Phase 1 and Phase 2 and related tasks as described below:
2. The scope of work is organized by tasks to provide a basis for describing the work activities, products and deliverables, assumptions and exclusions, a format for negotiating contract price, and a format for invoicing.
3. Major design elements include:
   a. An extension of approximately 1000 foot of new single-track from current Fairmont Station to Highland Drive, and related appurtenances.
   b. A new side platform on Simpson Ave at Highland Drive, and related appurtenances.
   c. A new second track between 500 East and 700 East (new track limits do not enter 500 East or 700 East).
   d. Signal and crosswalk modifications at 600 East,
   e. A new signal and crosswalk modifications at McClelland Street.
   f. New curb\gutter, sidewalk and relocated catch basin on north side of Simpson Ave between McClelland and Highland, grind and overlay of Simpson Ave between McClelland and Highland.

B. Design Milestones

1. 30% Configuration Design Milestone (Phase 1)
2. 60% Interim Design Milestone (Phase 1)
3. 90% Pre-Final Design Milestone (Phase 1)
4. 100% Final Design Milestone (IFC) (Phase 2)

C. GMP and Phase 2 Expectations

1. Agreement on a Guaranteed Maximum Price (GMP) for Phase 2 is expected to be achieved between 60% and 90% design.
2. Design hours\costs to complete the 100% design submittal deliverables, as defined in this Phase 1 Scope document, are intended to be modified to be post GMP and part of a Phase 2 contract.

D. UTA Project Documents

1. Preliminary Hazard and Threat Analysis Report
2. Safety and Security Management Plan
3. Safety and Security Certification Plan

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4. Guidance Technical Specifications
5. Simpson Ave. Water Line Relocation Drawings
6. S-Line Extension Concept Drawings

E. Project Specific Controls

1. Kiewit may reallocate time within a task, between subtasks, without written approval from UTA, except for between design milestones (30%/60%/90%).
2. Any re-allocation of time between tasks at the highest level of reporting (ie. 1 Project Management, 2 Cost Estimating and Scheduling, etc.), between milestones (30%/60%/90%) and to/from subcontracts/ODC's, must be approved in writing from the UTA Project Manager, in response to a budget reallocation written request.
3. The hours associated with the 60/90/100% deliverables may only be utilized upon written approval of the UTA Project Manager specific to the proceeding milestone. This approval will occur as follows:
    a. Within 1 week of a complete 30/60/90% deliverable, an hours expended by staff member report, for the period between the most recent invoice period end date and the deliverable date, will be provided to the UTA PM.
    b. Within 2 weeks of a complete 30/60/90% deliverable, the UTA PM will provide either:
        1) written approval to access 60/90/100% contract time,
        2) written notice that they intend to collaborate on how to improve delivery efficiency, and/or
        3) Other direction
    c. The UTA PM at their discretion may choose to accelerate their approval, but the design schedule will not assume that is the case.
    d. The cost estimate submittals are understood to be lagging the primary 30%/60% deliverables, and it is intended that there is an independent reporting of the cost estimating task hours spent, and independent approvals of those 60% and 90% cost estimating hours.

F. UTA Manuals and Standards

1. Streetcar Design Criteria Manual
2. LRT Design Criteria Manual

G. Furnished at the Time of Project Start-up

1. Digital topographical data, including field surveys and monumentation performed to date and proposed alignment geometry for the extension.
2. Available digital CAD files for the as-built drawings of previous S-Line and S-Line Double-Track projects.

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H. Product and Submittal Format

1. Software

   a. MicroStation or AutoCAD

   b. Word and Excel for text/data-based documents and calculations.

   c. Primavera Project Planner P6 (version 8) for scheduling.

   d. Design Milestone Deliverable Content Review – BlueBeam session, according to UTA style preferences, hosted by Kiewit (all content to be provided to UTA once complete).

   e. Design Collaboration Content, In-Progress Content, Meeting content – SharePoint hosted by Kiewit (all content to be provided to Uta when complete and as requested).

   f. Construction Content and Deliverables Management – Procore hosted by UTA.

2. Design Deliverables

   a. Drawings in MicroStation or AutoCAD and PDF format at full size (22”x34”), at the noted scale, 300 dpi; provided in PDF “Books” matching the amount and order of the provided 11x17 hardcopy drawings.

   b. Specifications and other text-based documents in Word and PDF format at the original size, 300 dpi, with OCR recognized text.

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Task 1: Project Management

1.1 Project Management

1. Project Management Plan
    a. Prepare a PMP in accordance with UTA's Quality Management Plan and Design Quality Procedures manual.
2. Contract Administration
    a. Prepare and maintain a summary of hours by person and job title and summary of dollars by task, pending and executed change orders, current budget, previous incurred to date, spent this period, cumulative incurred to date, estimate to complete, estimate at completion, percent complete, earned value, budget variance by task, and subcontractor invoices as backup.
    b. Submit comprehensive, up-to-date monthly progress reports covering the work performed\completed containing; Work or deliverables accomplished the prior month and work planned for the upcoming month by Task; important meetings; current issues relating to the work, including interfaces, budgets, and schedules; proposed actions to resolve or mitigate issues; updated schedule and planned-versus-actual narrative, which includes proposed resolutions to schedule slippages if actual progress lags baseline schedule; and review of budget-versus-actual expenditures—hours and dollars.
    c. Submit monthly Primavera P6 schedule updates with a narrative to explain logic changes, explanations of any schedule delays, and proposals for bringing the project back on schedule.
    d. Submit an invoice for payment with the monthly progress reports the 15th day of the following month in a format provided/approved by UTA.
3. Schedule Management
    a. Prepare a detailed Work Breakdown Structure (WBS) based on the approved scope of work. These elements will be incorporated into the project schedule.
    b. Prepare a Critical Path Method project schedule that provides a detailed sequence of all activities required to complete this project within the contract duration, using the WBS specified in the detailed work plan.
    c. The project schedule will include all known constraints, task dependencies (logic), deliverables, UTA reviews, third-party reviews, Design Quality Program Plan reviews, and applicable deliverables and milestones. The schedule will distinguish the critical path from other non-critical activities.
    d. Schedule and conduct a pre-scheduling conference with UTA to begin the development of the baseline contract schedule. The CPM baseline

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schedule and the methodology for schedule development and sequence of operations, WBS, and cost loading will be reviewed at this meeting.

e. The approved baseline schedule will be saved as a target to compare updates against to show current performance. Update the schedule each month to indicate actual start and finish dates, remaining project duration, and percent of work completed.

4. Document Control

   a. Utilize an internet-based document management system (SharePoint) for collaboration and delivery of project records, including, but not limited to, correspondence, deliverables, meetings, photographs, CADD files, and quality records.

   b. Submit design milestone packages in accordance with UTA contract administration requirements.

5. Project Team Meetings

   a. Hold formal coordination meetings with UTA weekly, shifting to bi-weekly after the first month. The primary purpose of these meetings is to interface the work between pre-construction team, outside agencies, and ongoing UTA activities. Document required actions, due dates, and responsible parties.

   b. Prepare meeting agendas, meeting summaries or minutes, and the meeting action item log for the formal coordination meetings with UTA. Action items shall be tracked to monitor progress and interfaces. Other, less formal, meetings shall be held on an as-needed basis to coordinate the work or disseminate new information or direction.

   c. Develop and maintain a Design Issues Log on SharePoint which tracks critical design issues that can impact budget or schedule.

6. Permits

   a. Provide support to UTA to identify and process permits including meeting attendance or conference calls as requested by UTA.

   b. Prepare permit applications, drawings, specifications, or any other necessary supplementary data (exhibits, calculations, etc.) for the project permits and approvals.

Task 1.1 Deliverables

1. *Project Management Plan*
2. *Monthly Progress Report and Invoice*
3. *Contract Baseline Schedule*
4. *Monthly Schedule Updates*
5. *Formal Coordination Meeting Minutes*
6. *Action Item and Design Issues Logs*

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7. *Permit Application Packages*

Assumptions

1. *UTA will provide a sample invoice template and format requirements and instructions for submitting contract deliverables.*
2. *Project team meetings will alternate between UTA and Kiewit offices. Meetings at UTA will be in-person others may be held virtually.*
3. *Kiewit will be responsible for obtaining all permits with Kiewit as the name holder for Phase 1. Assume two (2) roadway cut permits by Kiewit and one (1) by UTA. The permit task is to support design efforts and coordination for permits not obtained during Phase 2.*
4. *Permit fees will be paid directly by Kiewit through a project allowance.*
5. *Kiewit will be the lead for all contact with regulatory agencies.*
6. *Kiewit will complete permit application packages for permits necessary to build the project including SWPPP, minor utility relocation, electrical, plumbing, temporary noise variances and similar permits.*

1.2 Design Management

1. Design Coordination
   a. Manage and direct the efforts of the design team in accordance with the PMP and complete all engineering tasks and produce drawing packages at the milestones indicated in the baseline schedule.
2. Design Integration
   a. Coordinate design with UTA Operations, Capital Design and Construction, Systems Engineering, and Service Planning to minimize impacts on existing operations. Construction sequence scenarios and supporting design shall be developed to retain current operations.
   b. Coordinate design with SLC Transportation, Engineering and Redevelopment Agency, SLCPU, Rocky Mountain Power and private property owners and developers. In coordination with UTA, work with UDOT oversight (UDOT has a funding role on the project but does not own/operate facilities within the work footprint, but MOT coordination will likely include UDOT roadways).
   c. Coordinate design and manage the integration of work with the planning, design, and construction work by other project consultants and contractors working on adjacent projects.
3. Design Quality Management
   a. Manage quality control checks of design submittal documents prior to design milestone submittals. Quality checking procedures will be performed in accordance with the project-specific DQMP manual developed in Task 19 – Quality Management Plan.

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b. Provide QC checking documentation in accordance with the design quality checking procedures from the DQMP manual to UTA for each Milestone Design Submittal, in the project SharePoint site.

c. Coordinate Inter-disciplinary and construction review (IR\CR) sessions of design document submittals with the Quality Assurance Manager.

d. Utilize UTA's BlueBeam protocol for design review comment tracking and resolution.

4. CAD Management\Drawing Production

a. Establish, document, and maintain an up-to-date CAD Management Plan that contains, at a minimum, an outline of the file names, structure, and content for all CAD-related files provided to UTA.

b. Ensure all contract drawings and source CAD data adhere to UTA CAD Standards

c. Create CAD files for all contract drawings. CAD files shall be developed using AutoCAD Civil 3D or Microstation.

d. Produce drawing packages and quantity take-offs for the 30%\60%\90%\100% design submittals, formatted as required by UTA CAD Standards.

e. Design Milestone Submittal Definitions

1) 30% Configuration Submittal: Ensures that the deliverable meets the baseline criteria, and the horizontal alignments and station platform placement are consistent with the owner intent.

2) 60% Submittal: Design interfaces have been coordinated and reflected in refined sections and plans. Track and roadway plan and profiles, typical sections, and initial details are included.

3) 90% Submittal: Plans and profiles, typical sections, details, and track chart sheets are complete. Full specifications included. All design necessary for a complete cost estimate.

4) 100% Submittal: All prior input from the Owner is incorporated or otherwise resolved. Plans are stamped.

5. Environmental Clearance Area & Property Access Confirmation

a. As part of the configuration design, review environmentally cleared area documentation to confirm that the proposed concept design can stay within the operational right-of-way. Secure permission from SLC, SLCo or RDA if additional property access is needed. Through all stages of design ensure Design stays within Environmental Clearance area, and area cleared for property access.

Task 1.2 Deliverables

1. QC Documentation

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2. *Project CAD Management Plan.*
3. *Drawing Packages and Quantity Take-offs for 30%\60%\90%\100% Design Milestones*

Assumptions

1. *Kiewit will host BlueBeam Studio sessions for design review comments. UTA will provide the BlueBeam procedure and tools for managing the design review comments.*
2. *UTA will provide digital GIS boundary defining the environmental clearance area. Current assumption is that no additional area will need environmental clearance.*

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Task 2: Construction Cost Estimating and Scheduling

2.1 Construction Cost Estimating

1. Develop bottoms-up, crew-based construction cost estimates for each contract segment.
2. Develop quantities in a format (level of detail and unit of measure) consistent with the project WBS.
3. Develop crews for each type of work, and relevant union wage rates shall be applied and updated as labor agreements change. Productivity rates shall also be developed for each crew.
4. Other cost references (i.e., equipment operating cost from equipment watch, RS Means cost reference guide for heavy civil projects) may also be used to confirm crew setups, production rates, material pricing, and equipment operating costs for the Salt Lake area. Material costs for major commodities shall be monitored regularly and updated accordingly.
5. Submit construction cost estimates four weeks after the 30%, 60% and 90% design submittals. The initial design submittal will include quantities, The construction cost estimates will include quantities reconciled with the ICE, and costs that have not been reconciled with the ICE.
6. Estimate detail for contract estimates shall be structured consistently in a manner that permits application and review of estimate contingencies, mark-ups, and inflation. Contract estimates shall generally be developed using a crew-based cost estimating methodology that details the productivity, hours, and cost of labor, cost of material, equipment, supplies, and subcontracts for individual scope elements, and details cost of general conditions.

2.2 Construction Schedule

1. Prepare and submit detailed construction schedules for each contract segment with the 30%, 60% and 90% cost estimate submittals.
2. Develop these schedules, including underlying construction productivity rates, to be fully integrated with the development of the construction cost estimates.
3. At these submittal milestones, within two weeks of the cost estimate submittals, also develop a comprehensive, cost-loaded and resource loaded schedule for the Project that integrates the construction schedules and cost estimates developed.
4. Construction schedules will be developed in sufficient detail to provide for an adequate constructability review of the submittal package. Utilize Primavera P6, version 8.2 or above to prepare the schedule.
5. Prepare a Critical Path Method (CPM) Schedule in Precedence Diagram Method (PDM).
6. Develop all schedules utilizing industry standards “best practices.”

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7. The detailed construction schedules shall include the following:
    a. Breakdown shall utilize WBS structure for the Contract Package. Task detail is to utilize activity coding structure that would permit the schedule to be filtered and organized in various forms.
    b. Include with the schedule submittal a detailed written narrative describing approach and methods for completion of the work. Include all assumptions and specific schedule risks identified in development of the schedule.
    c. Show the activity, description, duration, start, finish and logical relationships.
    d. Critical path shall be distinguishable from other non-critical activities.
8. The 30% detailed construction schedule will be saved as a target schedule and updates shall be compared to the target to show/indicate changes to the baseline or target.

Task 2 Deliverables

1. *Construction Cost Estimates (30%, 60% and 90% Milestones)*
    a. *WBS Pricing sheet*
    b. *Pricing narrative*
    c. *Project Org Chart*
    d. *Risk Register*
    e. *Estimate Coordination Letter*
2. *Construction Schedules (30%, 60% and 90% Milestones)*
    a. *Primavera P6 Export for Microsoft Project*

Assumptions

1. *Coordination with one ICE team*

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Task 3: Station Platform

3.1 Platform Design

1. Reproduce platform plans, elevations, and sections to match existing platforms as shown on as-builts from previous S-Line projects.

3.2 Landscape Design

1. Reproduce landscaping and irrigation drawings from the original S-Line as necessary to integrate the double-track segment into the existing Greenway landscaping and meet a similar plant composition as the as-built design.

3.3 Mechanical\Plumbing Design

1. Reproduce plumbing plans and details for freeze-proof hose bib.
2. Prepare plans for hydronic snow melter system. Snow melter system design will be reproduced from design plans provided by UTA and used on other UTA platforms. Plans will include layout for gas and water service for the hydronic system.

3.4 Electrical\Lighting Design (See Task 12.2 – Systemwide Electricals)

3.5 Platform Signage Design Elements

1. Coordinate signage details with UTA Customer Experience Office and provide design details for mounting standard UTA customer signs and brackets to platform structures. Review/comment on UTA provided signage details and incorporate into plans.

Task 3 Deliverables

1. *Platform Plans and Specifications*
2. *Landscape Plans and Specifications for Double-Track Segment*
3. *Mechanical and Plumbing Plans and Specifications*
4. *Signage Details*

Assumptions

1. *UTA will provide available CAD files for as-built plans from the previous S-Line streetcar projects for use as standard details for platform canopies and structures, mechanical equipment, and electrical panels.*
2. *UTA will provide digital design files for the hydronic system currently being used on other UTA platforms.*
3. *UTA will provide plans for current and proposed Customer Experience signage details.*

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Task 4: Civil, Roadway, Traffic

4.1 Civil Design

1. Prepare plans and specifications for demolition activities.
2. Prepare ADA ramp design details for crossings as required.
3. Prepare site grading and hardscape plans and specifications for platform and at- grade crossings.

4.2 Roadway Design

1. Prepare plans and specifications for roadway and sidewalk layout, grading, and drainage.
2. Prepare paving plans for overlay of Simpson Ave including areas of paving, sawcut locations, sidewalk panel layouts, and joint locations.

4.3 Traffic Engineering

1. Prepare plans and specifications to add streetcar detector loops at the 600 East intersection and to install a new permanent traffic signal at McClelland Street.
2. Prepare permanent signing and pavement striping plans.
3. Coordinate with UTA Systems and UTA's signal consultant (PineTop or similar) to establish Transit signal priority (TSP) requirements at signalized intersections and determine detector loop locations and ATMS connections.
4. Prepare signal circuit diagram plans for new signalized intersection at McClelland Street in coordination with Salt Lake City Transportation.
5. Prepare Maintenance of Traffic (MOT)/Traffic control plans.
6. Prepare final Traffic Management Plan that includes proposed lane and sidewalk closures, time frames, phasing, and S-Line service interruptions.

Task 4 Deliverables

1. *Demolition Plans and Specifications*
2. *Station and At-Grade Crossing Grading and Improvement Plans and Specifications*
3. *Roadway Layout, and Grading and Drainage Plans and Specifications*
4. *Roadway Paving Plans and Specifications*
5. *Pavement Signage and Striping Plans and Specifications*
6. *MOT Plans and Specifications*
7. *Traffic Signal Plans and Specifications*
8. *Final Traffic Management Plans*

Assumptions

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1. *No separate drainage drawings will be required; drainage improvements for the extension will be included on the roadway plans.*
2. *No drainage analysis and\or report is required; drainage improvements are adjustments to existing catch basins and conveyance pipes with track drainage being added to that existing system.*
3. *Any traffic modeling required will be performed by others (Salt Lake City).*
4. *Traffic signal operations and programming will be by others (UTA Systems, PineTop or other UTA contractor)*

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Task 5: Track and Guideway

5.1 Guideway Alignment Design

1. Develop track alignment geometric design and prepare alignment geometry drawings, typical sections, cross sections, and track charts.
2. Prepare track plan and profile drawings including track drainage.
3. Perform vehicle clearance calculations to wayside elements including OCS poles and platform canopy.

5.2 Special Trackwork Design

1. Prepare trackwork and special trackwork plans, sections, details and specifications. Special trackwork design will match existing as-built special trackwork for consistency of maintenance and operations.

Task 5 Deliverables

1. *Alignment Geometry Drawings*
2. *Track Plan and Profile and Drainage Drawings*
3. *Track Typical Sections and Cross Sections*
4. *Special Trackwork Plans and Specifications.*
5. *Clearance Calculations.*

Assumptions

1. *No separate drainage drawings are required; track drainage improvements will be shown on the track plan and profile sheets. No drainage analysis and\or report is required for the double-track segment. All existing and new track drainage will be contained by new dry wells near the existing dry wells and the existing dry wells decommissioned and abandoned.*
2. *All tracks will be embedded, except turnouts where a direct fixation (DF) solution will be provided.*
3. *Turnouts will be encapsulated for electric isolation unless directed by UTA to use DF.*
4. *As-built plans from the previous streetcar projects will be utilized to provide standard details for special trackwork elements.*

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Task 6: Structural

6.1 Structural Design

1. Provide design support including vehicle envelope clearance for OCS and traffic signal pole foundations including plans, specifications, and calculations.
2. Provide design support including vehicle envelope clearance for station platform canopy and structure foundations including plans, specifications, and calculations.

Task 6 Deliverables

1. *OCS and Traffic Signal Pole Foundation Plans and Specifications*
2. *Station Platform Canopy Structural Plans and Specifications*

Assumptions

1. *As-built plans from the previous S-Line projects will be utilized to reproduce standard details for OCS and traffic signal pole foundations and the station platform canopy.*
2. *Traffic signal poles, mast arms, and foundation designs will be per Salt Lake City Transportation\Engineering Standard Plans and Specifications.*
3. *OCS foundation schedules from the original S-Line project may be used as the basis of design for OCS pole foundations where similar OCS poles are used.*

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Task 7: Standard Drawings

7.1 Standard Drawings

1. Use as-built plans from the previous S-Line projects as the basis of design for station platform features including canopy and furnishings, lighting, electrical, plumbing, signage, and structural elements; special trackwork components; OCS poles, foundations, and assemblies; and communications devices.
2. Create a Standard Drawing Package

Task 7 Deliverables

1. *Standard Drawing Package*

Assumptions

1. *UTA will provide all available digital CAD files for previous S-Line Projects.*

Docusign Envelope ID: 73E8CE0C-0009-46F5-A626-00547F4ECB83

Task 8: Geotechnical

8.1 Geotechnical Investigation

1. Collect and review existing geotechnical data.
2. Establish geotechnical design criteria.
3. Determine if geotechnical site investigations are needed and develop a Geotechnical Site Investigation Plan, including in-field and laboratory testing.

Task 8 Deliverables

1. *Geotechnical Site Investigation Plan*

Assumptions

1. *UTA will provide all available geotechnical investigation and analysis reports from previous S-Line Streetcar projects and will request from the city and state relevant investigations.*
2. *No geotechnical borings are currently anticipated to support design efforts. If the review of the existing geotechnical data indicates borings are necessary, a Geotechnical Site Investigation Plan would be developed and implemented*

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Task 9: Contract Specifications

9.1 Contract Specifications

1. Develop contract technical specifications using previous S-Line project technical specifications as a basis for design.
2. Compile specification sections into a package for each milestone submittal requiring specifications.

Task 9 Deliverables

1. *30% Technical Specifications*
2. *60% Technical Specifications*
3. *90% Technical Specifications*
4. *100% Technical Specifications*

Assumptions

1. *UTA specifications from the previous S-Line projects will serve as guide specifications for this project.*
2. *UTA will provide available Word files for any guide specifications to be used as a basis of design.*
3. *All contract specifications will follow the CSI format that was used in the previous S- Line projects. No conversion to current CSI MasterFormat will be performed.*
4. *Specifications for work within SLC right-of-way will follow SLC APWA specifications and can be provided as notes on the plans for this work.*
5. *Contract specifications will be submitted at the 30%, 60%, 90% and 100% milestones in electronic format. Textual changes made since a previous submittal will be in "track changes" mode. Formatting changes can be "accepted" prior to submitting the document. After submission of this document, all approved changes shall be "accepted" and the accepted version used as the base document for further development or changes.*

Docusign Envelope ID: 73E8CE0C-0009-46F5-A626-00547F4ECB83

Task 10: Surveying and Mapping

10.1 Surveying and Mapping

1. Mapping
    a. Verify, integrate, and update existing UTA provided survey and digital terrain model data to create existing conditions base maps and digital terrain models for final design.
    b. Verify, integrate, and update existing UTA provided utility surveying and mapping.
2. Field Surveying
    a. Perform field surveys to supplement existing survey data.
    b. Establish survey controls for the project, as necessary to be consistent with the previously established project datum for the S-Line system.
    c. Prepare horizontal and vertical control plan sheets.
3. Surveying and Mapping Support
    a. Provide surveying and mapping support necessary to complete final design.
    b. Updating base maps with new or existing survey data from any third-party, AHJ, or field survey tasks.
    c. Update and maintain digital terrain model data.
    d. Review utility records, providing documentation of records reviewed and indicating findings on the base map.
    e. Document monuments for right-of-way control.
4. Existing Utility Mapping
    a. Obtain and review as-built utility records, providing documentation of records reviewed.
    b. Prepare an existing utility map and utilize the Blue Stakes process to mark utility locations in the field and compare to as-built records.
    c. Determine if additional investigation is needed to confirm utility locations and/or depth.
    d. If potholes are required, coordinate with surveying to obtain accurate utility depths and locations.
    e. Update utility map as needed and resolve any conflicts with other design disciplines.

Task 10 Deliverables

1. *Digital Base Mapping*
2. *Horizontal and Vertical Control Plans*

Docusign Envelope ID: 73E8CE0C-0009-46F5-A626-00547F4ECB83

3. *Existing Utility Map*

Assumptions

1. *UTA will provide all available existing digital base mapping for project.*
2. *UTA can facilitate obtaining mapping data from third-party or AHJ sources.*
3. *UTA will provide all available utility investigations from previous S-Line projects and current concept design.*
4. *If needed, up to five (5) utility potholes five (5) feet deep will be performed prior to construction.*

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Task 11: Third-Party Coordination

11.1 Utility Conflict Resolution Plan and Matrix

1. Develop and implement a comprehensive third-party conflict resolution plan and matrix containing the following:
    a. The status of all Subsurface Utility Engineering (SUE) work.
    b. Identify all known conflicts and corresponding resolutions.
    c. Establish strategies to avoid, mitigate, or design to address potential point(s) of conflict.
    d. Coordinate with Salt Lake City and other known utility companies, and log correspondence records.
    e. Coordination efforts for any potential betterments to ensure the relocation design(s), estimate(s), and agreement(s) accurately reflect the required relocation or betterment work.
    f. Coordination efforts to establish relocation costs for utilities needing relocation by other parties, including any costs for relocation(s) identified during the pre- construction phase.
    g. Management of the plan from survey through design and execution of agreements, relocation(s), and final billing(s).

11.2 Electrical Power Line Relocation

1. Coordinate locations of systems ductbank and conduit design with Rocky Mountain Power and SLC RDA undergrounding of the overhead power lines.

Task 11 Deliverables

1. *Power Line Relocation Coordination Correspondence*
2. *Utility Conflict Resolution Plan and Matrix*

Assumptions

1. *Kiewit will lead all coordination efforts with third-party stakeholders including, but not limited to SLC Transportation, SLC Engineering, SLC Public Utilities, SLC RDA, Rocky Mountain Power, design and technical review with agencies having jurisdiction (AHJ). Two utility owners have been identified as needing coordination at this time, Salt Lake City water and Rocky Mountain Power.*
2. *UTA will lead all coordination efforts and outreach with community groups.*
3. *UTA will provide any available existing utility investigations from the previous S-Line project and the current concept design.*
4. *UTA will be responsible for completing any utility or third-party agreements required for the project.*

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Task 12: Systems

12.1 Traction Electrification System

1. Prepare design plans and specifications for modifying the existing traction power system and OCS for cut-over to the existing system while minimizing revenue interruptions.
2. Develop plans and specifications for OCS poles\foundations and wiring layouts. OCS layout design will be by a subconsultant. Kiewit will manage the and produce the CAD drawings, details, and specifications.

12.2 Systemwide Electrical Design

1. Prepare plans and specifications for systemwide electrical and communications ductbanks, conduits, and vault locations and connections with civil/platform/utility elements.
2. Prepare plans and specifications for powered switch machine and switch heater electrical systems in coordination with track designers.
3. Prepare electrical and lighting plans and specifications for Highland Drive station platform, including snow melting system; TVM power, conduit, and foundation base.

12.3 Signaling Design

1. Coordinate with UTA Operations and Systems Engineering Team to confirm signals system design and operational considerations.
2. Prepare designs and requirements for modifications to the existing signals system for cut-over with minimal revenue interruptions.
3. Prepare systemwide plans and specifications for the signals system including typical layout drawings for wayside signal, switch machine and heater, bonding, proposed double tracking and future extension house installation and LRT detector loops.
4. Prepare plans and specifications for signaling interface with traffic signals. Coordinate design with civil\roadway\traffic\track designers and AHJ, including the location of detector loops, ductbanks, conduits, vaults, handholds, and equipment houses.

12.4 Communications System

1. Confirm with UTA Operations and Systems Engineering Team communication system and subsystem equipment needs and requirements.
2. Prepare plans and specifications for communications cable, SCADA, and equipment for station platforms and proposed double tracking and future extension signal houses.
3. Coordinate ductbank and conduit needs with Systemwide Electrical design.

12.5 Stray Current Analysis

Docusign Envelope ID: 73E8CE0C-0009-46F5-A626-00547F4ECB83

1. Meet and coordinate with SLCPU, UTA Systems Engineering Team, and Stray Current Mitigation Consultant to determine extent of any stray current analysis and protection required for the relocated Simpson Avenue water line.
2. Prepare plans and specifications for cathodic protection if needed and as agreed with SLCPU.

12.6 Systems Integration

1. Develop a Systems Integration Plan and execute for traffic signals, train control signals, communications systems, and all applicable interfaces.
2. Perform design integration during inter-disciplinary and construction reviews (IR\CR). Verify interfaces and requirements against design outputs to confirm no clashes or gaps in design.
3. Coordinate with System Safety and Security task.
4. Coordinate with UTA Operations and Systems Engineering Team to avoid or minimize impacts on existing operations and develop construction sequencing and supporting design to retain current operations.
5. Through UTA, coordinate with Salt Lake City and utility providers (public and private), and private property owners and developers.
6. Identify safety critical items and develop a matrix for tracking and verifying compliance.

Task 12 Deliverables

1. *OCS Plans and Specifications*
2. *Systemwide Electrical Plans and Specifications*
3. *Signaling Plans and Specifications*
4. *Communications Systems Plans and Specifications*
5. *Cathodic Protection Plans and Specifications*
6. *Systems Integration Plan*

Assumptions

1. *A Traction Power study is not required. Existing traction power system has the capacity to power the new extension and double-track segment without upgrading the existing system.*
2. *Existing OCS poles and foundations in the proposed double-track section have the capacity to support the additional assemblies and wires required for the new track. New OCS poles will be required at the new turnout locations.*
3. *No new systemwide ductbank is required in the double-track section.*
4. *No stray current analysis is required in the double-track segment.*

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5. *A baseline existing stray current study is not anticipated for the Extension segment, only standard cathodic protection of the water line is being designed. However, if discussions with SLC PU conclude that one is required and additional protection is required, a scope and fee would be developed and submitted for review and approval to complete that effort.*
6. *As-built plans from the previous S-Line projects will be utilized to reproduce standard details for OCS poles and assemblies, wayside signal\comm devices, and systemwide electrical elements.*
7. *Any signage for train operations will be determined and installed by UTA.*
8. *Vital and non-vital wayside application development and back-office updates, integration, and coordination will be part of Phase 2.*
9. *Test Plan will be developed in Phase 2.*
10. *Systems equipment configuration files and manuals will be produced in Phase 2.*

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Task 13: Safety and Security

13.1 Safety and Security Certification

1. Review, update and implement the project-specific Safety and Security Management Plan (SSMP) and the project-specific Safety and Security Certification Plan (SSCP) as provided by UTA.
2. Review existing UTA PHA log and Certifiable Element and Item (CE&I) list. Identify any new hazards as design progresses and update the PHA log and CE&I list. At the 90% milestone, submit documentation confirming that all the safety mitigations identified in the CE&I list were incorporated into the design via a Design Criteria Conformance Checklist (DCCC).
3. Review existing UTA Security Threat and Vulnerability (TVA), proposed mitigations and scope specific CILs. Identify any new security vulnerabilities identified as design progresses and update the TVA Log and CIL. At the 100% milestone, submit documentation confirming that all security elements identified in the CIL were incorporated into the design as a component of the DCCC.
4. All identified safety and security requirements, inclusive of design, procedural or training shall be included in Design Criteria Conformance Checklists.

Task 13 Deliverables

1. *Update and Implement Project-specific SSMP*
2. *Update and Implement Project-specific SSCP*
3. *Update PHA Log and CIL*
4. *Update Security TVA Log and CIL*
5. *Design Conformance Checklists*

Assumptions

1. *UTA will provide Project Specific SSMP and SSCP for review and comment.*
2. *UTA will provide Project Specific Certifiable Elements and Items List*
3. *No PHA or TVA workshops required. UTA will provide PHA Log and CI&E and Security Vulnerability Log and CIL.*
4. *UTA may choose to not share the TVA log for security reasons but will provide direction for any design mitigations required by the TVA assessment.*

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Task 14: Right-of-Way

14.1 Right-of-Way Definition

1. Define any temporary construction easement that need to be acquired for construction of the S-Line extension. Construction easements will be defined based on plat prepared for the project and provided digitally by UTA.
2. Coordinate with UTA to obtain any Right-of-Entry needed for field surveys.

14.2 Right-of-Way Support

1. Prepare parcel maps, legal descriptions, and exhibits as required for any temporary construction easements.

Task 14 Deliverables

1. *Parcel Maps and Legal Descriptions for Construction Easements*

Assumptions

1. *UTA can provide digital right-of-way\property lines for the existing S-Line.*
2. *UTA will acquire any rights-of-entry required for completion of this task.*
3. *UTA can provide examples of parcel maps and legal descriptions.*
4. *UTA will be responsible for any temporary construction easement acquisition services.*

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Task 15: Public Involvement Support

15.1 Public Outreach

1. Assist UTA PI team by providing project data for use by UTA in pre-construction public outreach and stakeholder meetings.
2. Attend public outreach and stakeholder meetings as requested by UTA.

Task 15 Deliverables

1. Materials for Public Outreach and Stakeholder Meetings

Assumptions

1. Presentation format for design review meetings shall be per UTA direction.

2. UTA PI Consultant will be the point of contact for public involvement.

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Task 16: Quality Management Plan (QMP)

16.1 Quality Management Program

1. Assign a QA Manager (QAM) to the project. QAM will review UTA's Quality Management Plan and Quality Design Procedures and provide any suggested revisions or updates as applicable to the S-Line project.
2. Develop a project-specific Design Quality Management Plan (DQMP).
3. Prepare a quality checking procedure guide and flow chart outlining the steps in the quality processes based on the DQMP for use by the project design team.
4. Provide training to all project team members performing design work activities in the application of design checking procedures and track completion dates of training by individual.
5. Perform internal quality audits at the 60%, 90%, 100% design milestones. Quality audits will be performed by the QAM.
6. Submit quality audit reports with the Milestone Design Submittal package to UTA.
7. Facilitate internal inter-disciplinary and construction review sessions. Provide documentation and/or traceability regarding resolution of design issues.

Task 16 Deliverables

1. *Project-Specific Design Quality Management Plan*
2. *Design Quality Checking Procedure Guide*
3. *QA Audit Reports*
4. *QC Checking Procedure Training*
5. *IR/CR Session Documentation*

Assumptions

1. *UTA will provide QMP and QDP for review and comment.*
2. *QC checking will be performed on the 30% Configuration Design submittal, but a quality audit is not required.*

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Task 17: Storm Water and Utilities

17.1 Storm Water Management

1. Prepare erosion and sediment control plans referencing standard details for SWPPP permitting.

17.2 Water Relocation Design

1. Complete UTA provided water line relocation plans and specifications per SLC Public Utility standards (APWA). Specifications will be incorporated as notes on the plans.
2. Coordinate Simpson Ave water line relocation with SLC Public Utilities. Establish cathodic protection requirements if needed.

Task 17 Deliverables

1. *SWPPP Plans for Permitting*
2. *Water Relocation Plans and Specifications*

Assumptions

1. *Except for Simpson Ave, coordination of other utility betterments is not included in this task. If UTA adds betterments to this task, design and estimating will be an extra service.*
2. *Task 11.1 includes coordination efforts for any potential betterments to ensure the relocation design(s), estimate(s), and agreement(s) accurately reflect the required relocation or betterment work.*

Docusign Envelope ID: 73E8CE0C-0009-46F5-A626-00547F4ECB83

Task 18: Risk Assessment and Management Support

18.1 Risk Management Plan

1. Prepare and update the RCMP detailing the approaches and tools that shall be used to verify that the design or design decisions made during final design take potential project risks into account. The risk items from the proposal will form the basis of the risk management plan and will be added to as the project progresses.
2. Consideration shall be given to eliminating or reducing project risks and enhancing identified opportunities. Addressing risks or including opportunities in the final design shall only be considered where these risks or opportunities do not change the basis of design. Any element that would revise the basis of design shall be subject to additional negotiation prior to incorporation.

18.2 Risk Assessment Workshops

1. Kiewit will manage preparation and execution of risk assessment workshops.
2. Participate in the workshops as subject matter experts.
3. Provide quantitative risk analysis inputs that include cost estimate and schedule impact analysis for risks on the register, as well as cost estimate and schedule variability assessments, for modeling purposes.
4. Risk workshops will be held following the 30%, 60% and 90% design, cost estimate, and schedule submittals.

Task 18 Deliverables

1. *RMP Input*
2. *Risk Workshops*

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Task 19: Early Procurement

19.1 Early Procurement

1. RFP development and quote solicitation.
2. Price comparison and analysis.
3. Draft and negotiate permanent material agreement with vendor.

Task 19 Deliverables

1. *Vendor Price Comparison*
2. *Vendor Quotes*

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Task 20: Constructability Review

20.1 Constructability Review

1. Provide construction reviews of the S-Line Double-track and Extension project.
2. CR review and presentation meetings.
3. Report and comment on CR results.
4. Incorporate any accepted CR comments.

Task 20 Deliverables

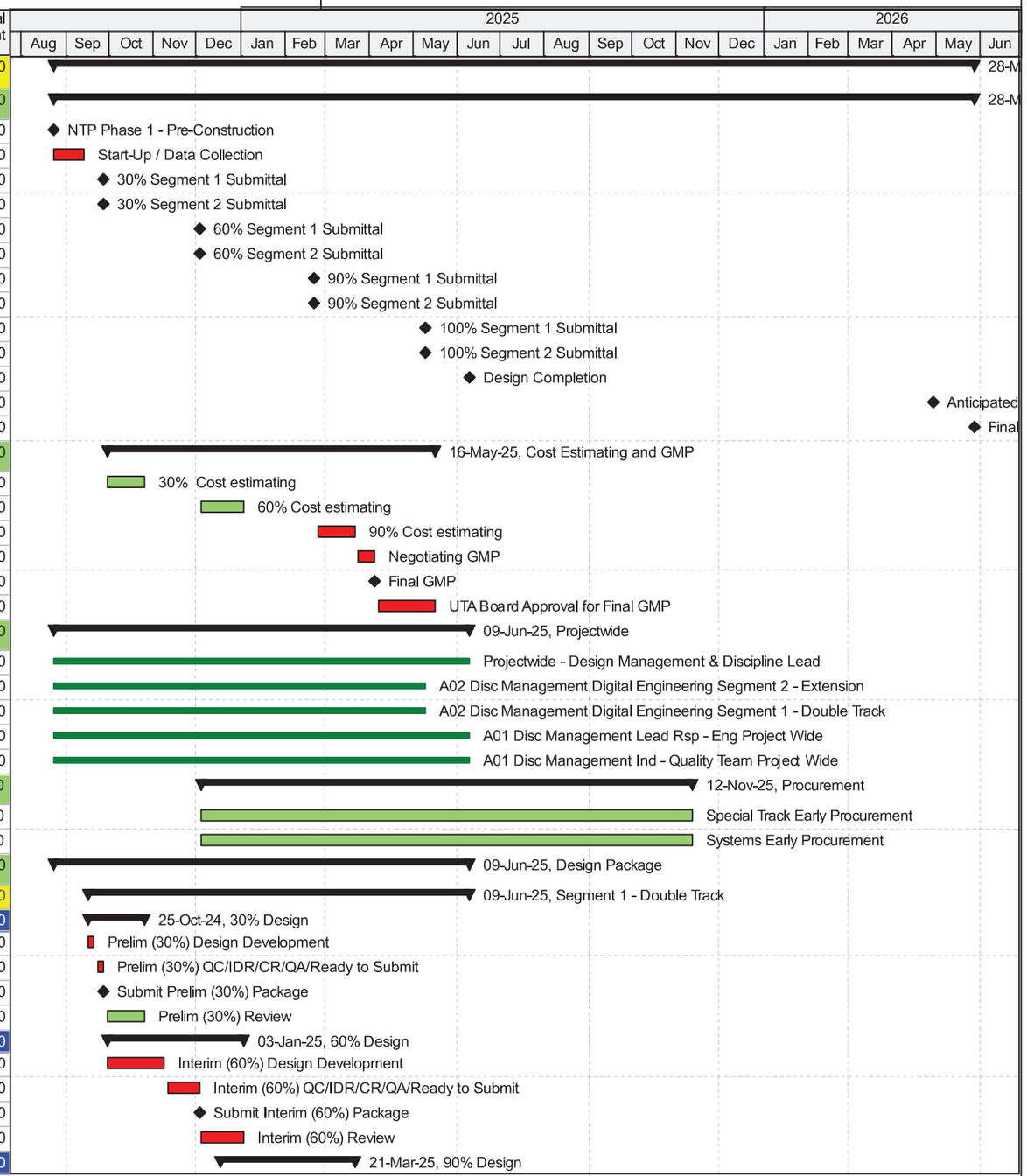
1. *Report and comments on CR results.*

Assumptions

1. *Constructability Review will be led by KIE.*

Project Schedule

#	Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
1	**UTA S-Line Doubletrack Prelim Design Schedule - LIVE**		445.00	23-Aug-24	28-May-26	0.00
2	**Project Milestones**		445.00	23-Aug-24	28-May-26	0.00
3	M0001	NTP Phase 1 - Pre-Construction	0.00	23-Aug-24*		0.00
4	ES01DP1DP	Start-Up / Data Collection	15.00	23-Aug-24	13-Sep-24	0.00
5	MS01DT1PS	30% Segment 1 Submittal	0.00		27-Sep-24	0.00
6	MS02DT1PS	30% Segment 2 Submittal	0.00		27-Sep-24	0.00
7	MS01DT1IS	60% Segment 1 Submittal	0.00		03-Dec-24	35.00
8	MS02DT1IS	60% Segment 2 Submittal	0.00		03-Dec-24	35.00
9	MS01DT1RS	90% Segment 1 Submittal	0.00		21-Feb-25	0.00
10	MS02DT1RS	90% Segment 2 Submittal	0.00		21-Feb-25	0.00
11	MS01DT1CS	100% Segment 1 Submittal	0.00		09-May-25	245.00
12	MS02DT1CS	100% Segment 2 Submittal	0.00		09-May-25	245.00
13	M0003	Design Completion	0.00		09-Jun-25	225.00
14	M0004	Anticipated Project Substantial Completion	0.00		29-Apr-26*	0.00
15	M0005	Final Completion	0.00		28-May-26	0.00
16	**Cost Estimating and GMP**		160.00	30-Sep-24	16-May-25	0.00
17	EPWD30CE	30% Cost estimating	20.00	30-Sep-24	25-Oct-24	60.00
18	EPWD60CE	60% Cost estimating	20.00	04-Dec-24	03-Jan-25	35.00
19	EPWD90CE	90% Cost estimating	20.00	24-Feb-25	21-Mar-25	0.00
20	EPWDNGMP	Negotiating GMP	10.00	24-Mar-25	04-Apr-25	0.00
21	MPWDGMP	Final GMP	0.00		04-Apr-25	0.00
22	EPWDUTA	UTA Board Approval for Final GMP	30.00	07-Apr-25	16-May-25	0.00
23	**Projectwide**		200.00	23-Aug-24	09-Jun-25	225.00
24	EA01PWDMQADMGEN	Projectwide - Design Management & Discipline Lead	200.00	23-Aug-24	09-Jun-25	225.00
25	EA02SG2OYWDMGEN	A02 Disc Management Digital Engineering Segment 2 - Extension	180.00	23-Aug-24	09-May-25	245.00
26	EA02SG1OYWDMGEN	A02 Disc Management Digital Engineering Segment 1 - Double Track	180.00	23-Aug-24	09-May-25	245.00
27	EA01PWDNLEDMGEN	A01 Disc Management Lead Rsp - Eng Project Wide	200.00	23-Aug-24	09-Jun-25	225.00
28	EA01PWDMQLDMGEN	A01 Disc Management Ind - Quality Team Project Wide	200.00	23-Aug-24	09-Jun-25	225.00
29	**Procurement**		240.00	04-Dec-24	12-Nov-25	115.00
30	PS01DT1TR	Special Track Early Procurement	240.00	04-Dec-24	12-Nov-25	115.00
31	PS01DT1SY	Systems Early Procurement	240.00	04-Dec-24	12-Nov-25	115.00
32	**Design Package**		200.00	23-Aug-24	09-Jun-25	225.00
33	**Segment 1 - Double Track**		185.00	16-Sep-24	09-Jun-25	225.00
34	**30% Design**		30.00	16-Sep-24	25-Oct-24	10.00
35	EA02SG1PD	Prelim (30%) Design Development	5.00	16-Sep-24	20-Sep-24	0.00
36	EA02SG1PQ	Prelim (30%) QC/IDR/CR/QA/Ready to Submit	5.00	23-Sep-24	27-Sep-24	0.00
37	ES01DT1PS	Submit Prelim (30%) Package	0.00		27-Sep-24	0.00
38	ES01DT1PO	Prelim (30%) Review	20.00	30-Sep-24	25-Oct-24	10.00
39	**60% Design**		65.00	30-Sep-24	03-Jan-25	0.00
40	EA02SG1ID	Interim (60%) Design Development	30.00	30-Sep-24	08-Nov-24	0.00
41	EA02SG1IQ	Interim (60%) QC/IDR/CR/QA/Ready to Submit	15.00	11-Nov-24	03-Dec-24	0.00
42	ES01DT1IS	Submit Interim (60%) Package	0.00		03-Dec-24	0.00
43	ES01DT1IO	Interim (60%) Review	20.00	04-Dec-24	03-Jan-25	0.00
44	**90% Design**		65.00	18-Dec-24	21-Mar-25	225.00



Remaining Level of Effort · Actual Work · Critical Remaining Work
Actual Level of Effort · Remaining Work · Milestone

Data Date: 22-Jul-24

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UTA S-Line Doubletrack Prelim Design Schedule - LIVE

Project Schedule

#	Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
45	EA02SG1RD	Pre-Final (90%) Design Development	30.00	18-Dec-24	31-Jan-25	0.00
46	EA02SG1RQ	Pre-Final (90%) QC/IDR/CR/QA/Ready to Submit	15.00	03-Feb-25	21-Feb-25	0.00
47	ES01DT1RS	Submit Pre-Final (90%) Package	0.00		21-Feb-25	0.00
48	ES01DT1RO	Pre-Final (90%) Review	20.00	24-Feb-25	21-Mar-25	225.00
49	**100% Design**		65.00	10-Mar-25	09-Jun-25	225.00
50	EA02SG1CD	Prepare Final (100%) Package	30.00	10-Mar-25	18-Apr-25	225.00
51	EA02SG1CQ	Final (100%) QC/IDR/CR/QA/Ready to Submit	15.00	21-Apr-25	09-May-25	225.00
52	ES01DT1CS	Submit Final (100%) Package	0.00		09-May-25	225.00
53	EA02SG1CT	IFC Owner Approval	15.00	12-May-25	02-Jun-25	225.00
54	EA02SG1CF	IFC Constructability & Closeout	5.00	03-Jun-25	09-Jun-25	225.00
55	ES01DT1CC	IFC Complete	0.00		09-Jun-25	225.00
56	**Segment 2 - Extension**		185.00	16-Sep-24	09-Jun-25	225.00
57	**30% Design**		30.00	16-Sep-24	25-Oct-24	10.00
58	EA02SG2PD	Prelim (30%) Design Development	5.00	16-Sep-24	20-Sep-24	0.00
59	EA02SG2PQ	Prelim (30%) QC/IDR/CR/QA/Ready to Submit	5.00	23-Sep-24	27-Sep-24	0.00
60	ES02EX1PS	Submit Prelim (30%) Package	0.00		27-Sep-24	0.00
61	ES02EX1PO	Prelim (30%) Review	20.00	30-Sep-24	25-Oct-24	10.00
62	**60% Design**		65.00	30-Sep-24	03-Jan-25	0.00
63	EA02SG2ID	Interim (60%) Design Development	30.00	30-Sep-24	08-Nov-24	0.00
64	EA02SG2IQ	Interim (60%) QC/IDR/CR/QA/Ready to Submit	15.00	11-Nov-24	03-Dec-24	0.00
65	ES02EX1IS	Submit Interim (60%) Package	0.00		03-Dec-24	0.00
66	ES02EX1IO	Interim (60%) Review	20.00	04-Dec-24	03-Jan-25	0.00
67	**90% Design**		65.00	18-Dec-24	21-Mar-25	225.00
68	EA02SG2RD	Pre-Final (90%) Design Development	30.00	18-Dec-24	31-Jan-25	0.00
69	EA02SG2RQ	Pre-Final (90%) QC/IDR/CR/QA/Ready to Submit	15.00	03-Feb-25	21-Feb-25	0.00
70	ES02EX1RS	Submit Pre-Final (90%) Package	0.00		21-Feb-25	0.00
71	ES02EX1RO	Pre-Final (90%) Review	20.00	24-Feb-25	21-Mar-25	225.00
72	**100% Design**		65.00	10-Mar-25	09-Jun-25	225.00
73	EA02SG2CD	Prepare Final (100%) Package	30.00	10-Mar-25	18-Apr-25	225.00
74	EA02SG2CQ	Final (100%) QC/IDR/CR/QA/Ready to Submit	15.00	21-Apr-25	09-May-25	225.00
75	ES02EX1CS	Submit Final (100%) Package	0.00		09-May-25	225.00
76	EA02SG2CT	IFC Owner Approval	15.00	12-May-25	02-Jun-25	225.00
77	EA02SG2CF	IFC Constructability & Closeout	5.00	03-Jun-25	09-Jun-25	225.00
78	ES02EX1CC	IFC Complete	0.00		09-Jun-25	225.00
79	**Design Tasks**		200.00	23-Aug-24	09-Jun-25	225.00
80	**Platform Design**		165.00	30-Sep-24	23-May-25	235.00
81	EPLD001	Platform Design	165.00	30-Sep-24	23-May-25	235.00
82	EPLD002	Landscaping Design	165.00	30-Sep-24	23-May-25	235.00
83	EPLD003	Platform Mechanical\Plumbing Design	165.00	30-Sep-24	23-May-25	235.00
84	EPLD004	Platform Lighting\Electrical Design	165.00	30-Sep-24	23-May-25	235.00
85	EPLD005	Platform Signage Design	165.00	30-Sep-24	23-May-25	235.00
86	**Civil, Roadway, Traffic Design**		165.00	30-Sep-24	23-May-25	235.00
87	ECRT001	Civil Design	165.00	30-Sep-24	23-May-25	235.00
88	ECRT002	Roadway Design	165.00	30-Sep-24	23-May-25	235.00
89	ECRT003	Traffic Engineering	165.00	30-Sep-24	23-May-25	235.00
90	ECRT004	Traffic Signal Design	165.00	30-Sep-24	23-May-25	235.00

Remaining Level of Effort | Actual Work | Critical Remaining Work
Actual Level of Effort | Remaining Work | Milestone

Data Date: 22-Jul-24

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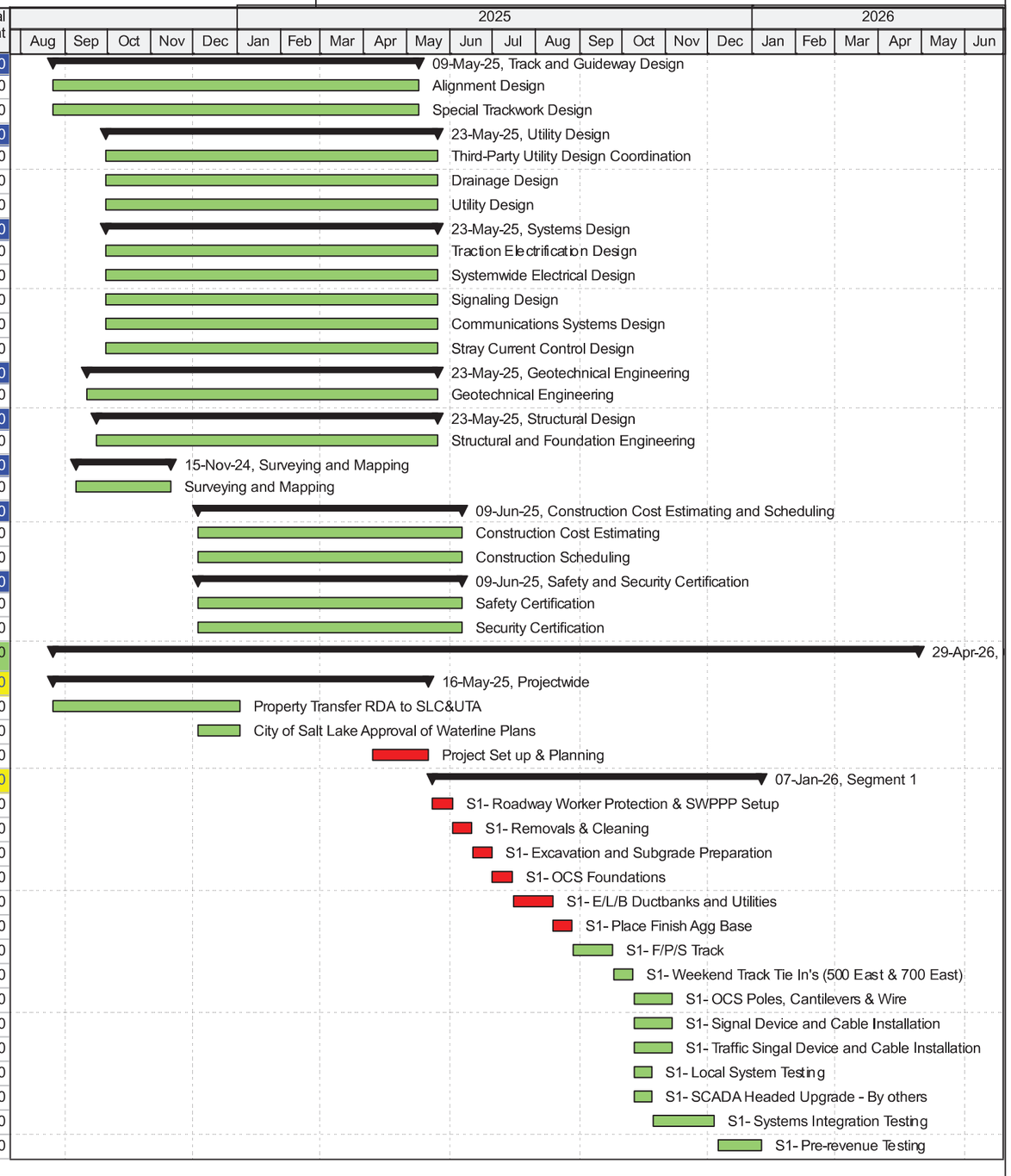
UTA S-Line Doubletrack Prelim Design Schedule - LIVE

Project Schedule

#	Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
91	**Track and Guideway Design**		180.00	23-Aug-24	09-May-25	245.00
92	ETGD001	Alignment Design	180.00	23-Aug-24	09-May-25	245.00
93	ETGD002	Special Trackwork Design	180.00	23-Aug-24	09-May-25	245.00
94	**Utility Design**		165.00	30-Sep-24	23-May-25	235.00
95	EUTD001	Third-Party Utility Design Coordination	165.00	30-Sep-24	23-May-25	235.00
96	EUTD002	Drainage Design	165.00	30-Sep-24	23-May-25	235.00
97	EUTD003	Utility Design	165.00	30-Sep-24	23-May-25	235.00
98	**Systems Design**		165.00	30-Sep-24	23-May-25	235.00
99	ESYD001	Traction Electrification Design	165.00	30-Sep-24	23-May-25	235.00
100	ESYD002	Systemwide Electrical Design	165.00	30-Sep-24	23-May-25	235.00
101	ESYD003	Signaling Design	165.00	30-Sep-24	23-May-25	235.00
102	ESYD004	Communications Systems Design	165.00	30-Sep-24	23-May-25	235.00
103	ESYD005	Stray Current Control Design	165.00	30-Sep-24	23-May-25	235.00
104	**Geotechnical Engineering**		175.00	16-Sep-24	23-May-25	235.00
105	EGEO001	Geotechnical Engineering	175.00	16-Sep-24	23-May-25	235.00
106	**Structural Design**		170.00	23-Sep-24	23-May-25	235.00
107	ESTR001	Structural and Foundation Engineering	170.00	23-Sep-24	23-May-25	235.00
108	**Surveying and Mapping**		50.00	09-Sep-24	15-Nov-24	45.00
109	ESUR001	Surveying and Mapping	50.00	09-Sep-24	15-Nov-24	45.00
110	**Construction Cost Estimating and Scheduling**		130.00	04-Dec-24	09-Jun-25	225.00
111	ECCE001	Construction Cost Estimating	130.00	04-Dec-24	09-Jun-25	225.00
112	ECCE002	Construction Scheduling	130.00	04-Dec-24	09-Jun-25	225.00
113	**Safety and Security Certification**		130.00	04-Dec-24	09-Jun-25	225.00
114	ESSC001	Safety Certification	130.00	04-Dec-24	09-Jun-25	225.00
115	ESSC002	Security Certification	130.00	04-Dec-24	09-Jun-25	225.00
116	**Construction**		425.00	23-Aug-24	29-Apr-26	0.00
117	**Projectwide**		185.00	23-Aug-24	16-May-25	70.00
118	EPWDPTR	Property Transfer RDA to SLC&UTA	90.00	23-Aug-24	03-Jan-25	165.00
119	EPWDWPA	City of Salt Lake Approval of Waterline Plans	20.00	04-Dec-24	03-Jan-25	35.00
120	EPWDPSP	Project Set up & Planning	30.00	07-Apr-25	16-May-25	0.00
121	**Segment 1**		160.00	19-May-25	07-Jan-26	80.00
122	CSEG1091	S1- Roadway Worker Protection & SWPPP Setup	10.00	19-May-25	02-Jun-25	0.00
123	CSEG1001	S1- Removals & Cleaning	10.00	03-Jun-25	16-Jun-25	0.00
124	CSEG1011	S1- Excavation and Subgrade Preparation	10.00	17-Jun-25	30-Jun-25	0.00
125	CSEG1101	S1- OCS Foundations	10.00	01-Jul-25	15-Jul-25	0.00
126	CSEG1021	S1- E/L/B Ductbanks and Utilities	20.00	16-Jul-25	12-Aug-25	0.00
127	CSEG1031	S1- Place Finish Agg Base	10.00	13-Aug-25	26-Aug-25	0.00
128	CSEG1041	S1- F/P/S Track	20.00	27-Aug-25	24-Sep-25	80.00
129	CSEG1081	S1- Weekend Track Tie In's (500 East & 700 East)	10.00	25-Sep-25	08-Oct-25	80.00
130	CSEG1051	S1- OCS Poles, Cantilevers & Wire	20.00	09-Oct-25	05-Nov-25	100.00
131	CSEG1111	S1- Signal Device and Cable Installation	20.00	09-Oct-25	05-Nov-25	100.00
132	CSEG1106	S1- Traffic Singal Device and Cable Installation	20.00	09-Oct-25	05-Nov-25	100.00
133	CSEG1121	S1- Local System Testing	10.00	09-Oct-25	22-Oct-25	80.00
134	CSEG1122	S1- SCADA Headed Upgrade - By others	10.00	09-Oct-25	22-Oct-25	80.00
135	CSEG1061	S1- Systems Integration Testing	30.00	23-Oct-25	05-Dec-25	80.00
136	CSEG1071	S1- Pre-revenue Testing	20.00	08-Dec-25	07-Jan-26	80.00



Remaining Level of Effort | Actual Work | Critical Remaining Work
Actual Level of Effort | Remaining Work | Milestone

Data Date: 22-Jul-24

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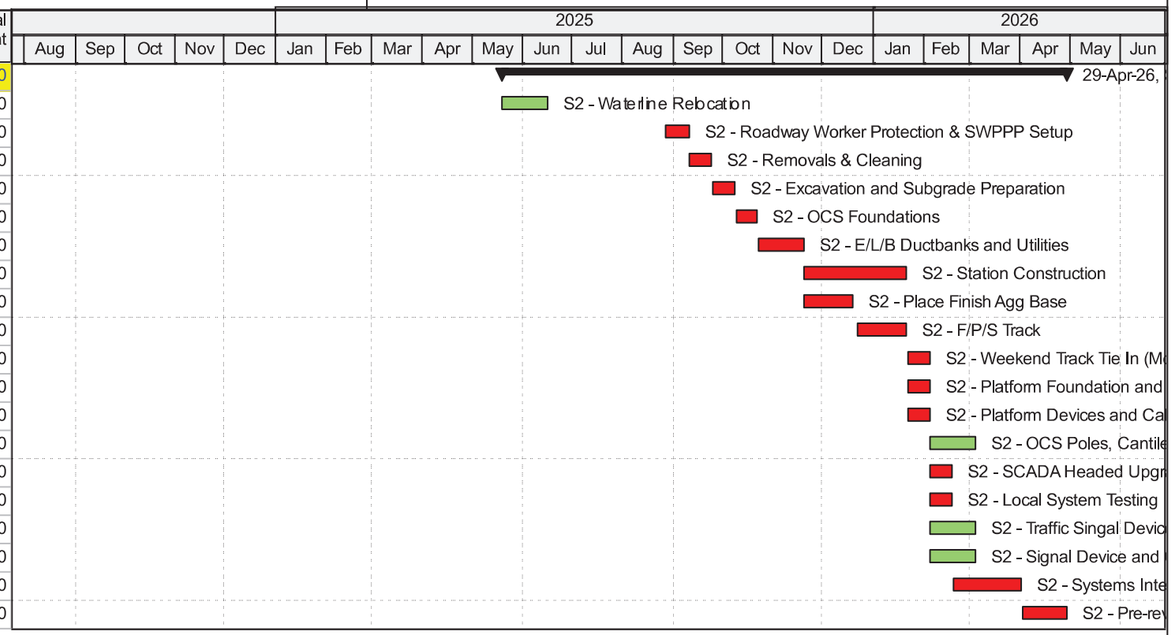
UTA S-Line Doubletrack Prelim Design Schedule - LIVE

Project Schedule

#	Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
137	**Segment 2**		240.00	19-May-25	29-Apr-26	0.00
138	CSEG2001	S2 - Waterline Relocation	20.00	19-May-25	16-Jun-25	60.00
139	CSEG2111	S2 - Roadway Worker Protection & SWPPP Setup	10.00	27-Aug-25	10-Sep-25	0.00
140	CSEG2011	S2 - Removals & Cleaning	10.00	11-Sep-25	24-Sep-25	0.00
141	CSEG2021	S2 - Excavation and Subgrade Preparation	10.00	25-Sep-25	08-Oct-25	0.00
142	CSEG2114	S2 - OCS Foundations	10.00	09-Oct-25	22-Oct-25	0.00
143	CSEG2041	S2 - E/L/B Ductbanks and Utilities	20.00	23-Oct-25	19-Nov-25	0.00
144	CSEG2031	S2 - Station Construction	40.00	20-Nov-25	21-Jan-26	0.00
145	CSEG2051	S2 - Place Finish Agg Base	20.00	20-Nov-25	19-Dec-25	0.00
146	CSEG2061	S2 - F/P/S Track	20.00	22-Dec-25	21-Jan-26	0.00
147	CSEG2101	S2 - Weekend Track Tie In (McClelland Street)	10.00	22-Jan-26	04-Feb-26	0.00
148	CSEG2115	S2 - Platform Foundation and Canopy Installation	10.00	22-Jan-26	04-Feb-26	0.00
149	CSEG2119	S2 - Platform Devices and Cable Installation	10.00	22-Jan-26	04-Feb-26	0.00
150	CSEG2071	S2 - OCS Poles, Cantilevers & Wire	20.00	05-Feb-26	04-Mar-26	20.00
151	CSEG2901	S2 - SCADA Headed Upgrade - By others	10.00	05-Feb-26	18-Feb-26	0.00
152	CSEG2121	S2 - Local System Testing	10.00	05-Feb-26	18-Feb-26	0.00
153	CSEG2116	S2 - Traffic Singal Device and Cable Installation	20.00	05-Feb-26	04-Mar-26	20.00
154	CSEG2113	S2 - Signal Device and Cable Installation	20.00	05-Feb-26	04-Mar-26	20.00
155	CSEG2081	S2 - Systems Integration Testing	30.00	19-Feb-26	01-Apr-26	0.00
156	CSEG2091	S2 - Pre-revenue Testing	20.00	02-Apr-26	29-Apr-26	0.00



Kiewit Leadership has informed UTA Leadership that with a delayed NTP date of Mid-September, the above completion dates will not be delayed.

Remaining Level of Effort
Actual Level of Effort
Actual Work
Remaining Work
Critical Remaining Work
Milestone

Data Date: 22-Jul-24

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EXHIBIT B – PRICING FOR PHASE I

Total Not-To-Exceed Amount: The total aggregate amount payable by UTA under this contract for Phase I shall not exceed $1,937,772 (the "Total Not-To-Exceed Amount") over the entire period of performance. If awarded, the Phase II Not-To-Exceed Amount will be determined during Phase I.

Kiewit may reallocate time within a task, between subtasks, without written approval from UTA, except for between design milestones (30%/60%/90%). Any re-allocation of time between tasks at the highest level of reporting (ie. 1 Project Management, 2 Cost Estimating and Scheduling, etc.), between milestones (30%/60%/90%) and to/from subcontracts/ODC's, must be approved in writing from the UTA Project Manager, in response to a budget reallocation written request. The hours associated with the 60/90/100% deliverables may only be utilized upon written approval of the UTA Project Manager specific to the proceeding milestone. (See E. Project Specific Controls in the Scope of Work for more detail)

		Project Wide		Segment 1 Double-Track		Segment 2 Extension		Total	
Task #	Task Name	Total Labor Hours	Total Labor Cost	Total Labor Hours	Total Labor Cost	Total Labor Hours	Total Labor Cost	Total Labor Hours	Total Labor Cost
1	Project Management	1,265	$298,367					1,265	$298,367
2	Construction Cost Estimating and Scheduling	1,800	$278,826					1,800	$278,826
3	Station Platform					384	$51,986	384	$51,986
4	Civil\Roadway\Traffic			128	$24,009	960	$146,043	1,088	$170,052
5	Track and Guideway			376	$96,767	568	$78,015	944	$174,782
6	Structural					280	$38,041	280	$38,041
7	Standard Drawings	518	$100,754					518	$100,754
8	Geotechnical					80	$15,850	80	$15,850
9	Contract Specifications	80	$11,450					80	$11,450
10	Surveying and Mapping					80	$12,381	80	$12,381
11	Third-Party Coordination					80	$12,381	80	$12,381
12	Systems	836	$192,835	38	$8,341	976	$214,284	1,850	$415,461
13	Safety and Security Certification	200	$62,970					200	$62,970
14	Right-of-Way Support							-	$0
15	Public Involvement	20	$3,619					20	$3,619
16	Quality Management Plan (QMP)	240	$48,305					240	$48,305
17	Storm Water and Utilities					320	$69,806	320	$69,806
18	Risk Assessment and Management Support	60	$10,835					60	$10,835
19	Early Procurement	50	$7,278					50	$7,278
20	Constructability Reviews	99	$18,628					99	$18,628
		5,168	$ 1,033,868	542	$ 129,118	3,728	$ 638,786	9,438	$ 1,801,772
	30% Design Submittal	*720*	*$ 167,650*	*88*	*$ 20,670*	*710*	*$ 128,086*	*1,518*	*$ 316,406*
	60% Design Submittal	*1,136*	*$ 265,858*	*254*	*$ 60,222*	*1,536*	*$ 256,817*	*2,926*	*$ 582,896*
	90% Design Submittal	*640*	*$ 149,821*	*152*	*$ 36,583*	*1,010*	*$ 170,496*	*1,802*	*$ 356,899*
	100% Design Submittal	*269*	*$ 63,160*	*48*	*$ 11,644*	*312*	*$ 55,156*	*629*	*$ 129,960*

	Non-Labor
ODC (Utility Investigation)	$10,000
Subconsultants	
Surveying	$25,000
Landscape Designer	$25,000
OCS Engineer	$24,000
Total Non-Labor	**$84,000**

	Allowances
Travel Allowance	$50,000
Permit Allowance	$2,000
Total Allowances	**$52,000**

Total Phase One Cost With Non-Labor and Allowances	**$1,937,772**

* = Key Personnel

			Pre-construction Management														Design Management				Civil\Architecture\Landscape\Utilities						Track\Systems								Technical Support		Project Wide		Segment 1 Double-Track		Segment 2 Extension		Total	
		Staff Names	Chris Geiger *	Jeff Finochiaro *	Zach winward *	Marck Megath *	Jim Baker	Brendan Kim	Jim Kirkendall	Ryan Slade	Andrew Brownell	Jessica Yoh *	John Humphrey *	Ed Thompson	Deanna Terc	Dylan Shiao	Kevin Murphy	Rick Nanneniga *	Jon Blake	Jesse Howard	Kosti Tesuchata	Colin Ferris	Joel McGee	Srinivas Minnekanti	Thomas Adams	Mark Lepro	Robert Townsend	Anthony DiGirolamo	Sina Anesteh	James Mitchell	Matt Westergard	Xudong Liu	Yang Liu	Judy Wu	Ken Sundberg	Jake Grassel	Dan DeDen								
			Project Manager	Preconstruction Manager	Construction Manager	Quality Manager	Lead Estimator	Estimators	Scheduler	Permitting / Utility	Business Manager	Systems Manager	Systems Integration, Testing & Commissioning Manager	Systems Superintendent	Systems SME	Systems Estimator	Systems lead Estimator	Design Manager	QC Manager	CADD Manager	Integration Manager	Civil Lead	Traffic Engineer	Roadway Engineer	Platform Designer	Utilities Engineer	Stormwater Engineer	Track\Segment 1 Lead	Track\Segment 2 Lead	Signals Engineer	Communications Engineer	OCS Engineer	TPS Engineer	Systemwide Electrical	Safety & Security Lead	Structural Engineer	Geotech Engineer								
		Rate	$189.02	$172.87	$170.22	$141.47	$177.30	$103.85	$133.27	$132.51	$123.33	$257.90	$239.96	$287.93	$195.96	$121.99	$206.94	$344.79	$225.23	$143.13	$235.17	$187.57	$167.75	$140.97	$130.28	$154.76	$239.27	$257.36	$137.35	$228.85	$151.50	$219.51	$264.92	$238.68	$314.85	$135.86	$198.13								
		Total Cost by Position	$36,103	$47,712	$12,767	$8,488	$55,495	$44,032	$19,991	$13,251	$8,140	$20,632	$9,598	$14,397	$13,521	$43,550	$85,052	$162,741	$36,037	$45,802	$56,441	$39,015	$83,204	$78,943	$43,774	$49,523	$57,425	$107,062	$78,015	$151,041	$33,936	$61,463	$26,492	$133,661	$62,970	$45,649	$15,850								
Task #		Task Name	191	276	75	60	313	424	150	100	66	80	40	50	69	357	411	472	160	320	240	208	496	560	336	320	240	416	568	660	224	280	100	560	200	336	80	Total Labor Hours	Total Labor Cost	Total Labor Hours	Total Labor Cost	Total Labor Hours	Total Labor Cost	Total Labor Hours	Total Labor Cost
1	**Project Management**		**79**	**138**	**30**	**-**	**-**	**-**	**-**	**100**	**66**	**80**	**40**	**20**	**-**	**-**	**-**	**472**	**-**	**240**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,265**	**$298,367**					**1,265**	**$298,367**
	1	Project Management	79	138	30	-	-	-	-	100	66	80	40	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	553	$101,275					553	$101,275
		1 Design and Construction Coordination	16	32	30							40	20																								138	$28,778					138	$28,778
		1 Coordinate with other projects in the corridor	*8*	*16*	*15*							*20*	*10*																								*69*	*$14,389*					*69*	*$14,389*
		2 Tracking of risk	*8*	*16*	*15*							*20*	*10*																								*69*	*$14,389*					*69*	*$14,389*
		2 Contract Administration	8	10							66																										84	$11,381					84	$11,381
		1 Monthly Progress Reports and Invoices	*8*	*10*							*66*																										*84*	*$11,381*					*84*	*$11,381*
		3 Schedule Management	10	16																																	26	$4,656					26	$4,656
		1 Baseline Schedule	*5*	*8*																																	*13*	*$2,328*					*13*	*$2,328*
		2 Monthly Schedule Updates	*5*	*8*								*40*	*20*																								*13*	*$2,328*					*13*	*$2,328*
		4 Document Control	-	20																																	20	$3,457					20	$3,457
		1 Document Control	*-*	*20*																																	*20*	*$3,457*					*20*	*$3,457*
		5 Project Team Meetings	40	40								40	20	20																							160	$35,349					160	$35,349
		1 Project Team Meetings	*40*	*40*								*40*	*20*	*20*																							*160*	*$35,349*					*160*	*$35,349*
		6 Permit Application Support	5	20						100																											125	$17,654					125	$17,654
		1 Permit Application Support	*5*	*20*						*100*																											*125*	*$17,654*					*125*	*$17,654*
	2	Design Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	472	-	240	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	712	$197,092					712	$197,092
		1 Design Coordination																264																			264	$91,025					264	$91,025
		1 30% Design Submittal																*48*																			*48*	*$16,550*					*48*	*$16,550*
		2 60% Design Submittal																*96*																			*96*	*$33,100*					*96*	*$33,100*
		3 90% Design Submittal																*72*																			*72*	*$24,825*					*72*	*$24,825*
		4 100% Design Submittal																*48*																			*48*	*$16,550*					*48*	*$16,550*
		2 Project Design Integration																144																			144	$49,650					144	$49,650
		1 30% Design Submittal																*32*																			*32*	*$11,033*					*32*	*$11,033*
		2 60% Design Submittal																*48*																			*48*	*$16,550*					*48*	*$16,550*
		3 90% Design Submittal																*40*																			*40*	*$13,792*					*40*	*$13,792*
		4 100% Design Submittal																*24*																			*24*	*$8,275*					*24*	*$8,275*
		3 Design Quality Management																64																			64	$22,067					64	$22,067
		1 30% Design Submittal																*16*																			*16*	*$5,517*					*16*	*$5,517*
		2 60% Design Submittal																*24*																			*24*	*$8,275*					*24*	*$8,275*
		3 90% Design Submittal																*16*																			*16*	*$5,517*					*16*	*$5,517*
		4 100% Design Submittal																*8*																			*8*	*$2,758*					*8*	*$2,758*
		4 CAD Management and Drawing Production																		240																	240	$34,351					240	$34,351
		1 30% Design Submittal																		*60*																	*60*	*$8,588*					*60*	*$8,588*
		2 60% Design Submittal																		*60*																	*60*	*$8,588*					*60*	*$8,588*
		3 90% Design Submittal																		*60*																	*60*	*$8,588*					*60*	*$8,588*
		4 100% Design Submittal																		*60*																	*60*	*$8,588*					*60*	*$8,588*
2	**Construction Cost Estimating and Scheduling**		**51**	**97**	**15**	**-**	**287**	**402**	**150**	**-**	**-**	**-**	**-**	**30**	**-**	**357**	**411**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,800**	**$278,826**					**1,800**	**$278,826**
	1	Construction Cost Estimating	36	67	-	-	287	402	-	-	-	-	-	-	-	357	411	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,560	$239,623					1,560	$239,623
		1 Segment 1 & 2	36	67	-	-	287	402	-	-	-	-	-	-	-	357	411	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,560	$239,623					1,560	$239,623
		1 Initial Design Estimate																																			-	*$0*					-	*$0*
		2 30% Estimate	*12*	*21*			*78*	*71*								*80*	*95*																				*357*	*$56,520*					*357*	*$56,520*
		3 60% Estimate	*12*	*21*			*78*	*141*								*126*	*144*																				*522*	*$79,541*					*522*	*$79,541*
		4 90% Estimate	*12*	*25*			*121*	*180*								*151*	*172*																				*661*	*$100,750*					*661*	*$100,750*
		5 Design Alternatives Estimates					*10*	*10*																													*20*	*$2,812*					*20*	*$2,812*
	2	Construction Scheduling	15	30	15	-	-	-	150	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	240	$39,203					240	$39,203
		1 Segment 1 & 2	15	30	15	-	-	-	150	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	240	$39,203					240	$39,203
		1 30% Schedule	*5*	*10*	*5*				*50*					*10*																							*80*	*$13,068*					*80*	*$13,068*
		2 60% Schedule	*5*	*10*	*5*				*50*					*10*																							*80*	*$13,068*					*80*	*$13,068*
		3 90% Schedule	*5*	*10*	*5*				*50*					*10*																							*80*	*$13,068*					*80*	*$13,068*
3	**Station Platform**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**					**384**	**$51,986**	**384**	**$51,986**
	1	Platform Design (Extension)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					160	$20,845	160	$20,845
		1 Platform Plans\Elevations\Sections\Specifications																																								160	$20,845	160	$20,845
		1 30% Design Submittal																																								*40*	*$5,211*	*40*	*$5,211*
		2 60% Design Submittal																																								*64*	*$8,338*	*64*	*$8,338*
		3 90% Design Submittal																																								*40*	*$5,211*	*40*	*$5,211*
		4 100% Design Submittal																																								*16*	*$2,084*	*16*	*$2,084*
	2	Mechanical\Plumbing Design (Extension)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					80	$12,381	80	$12,381
		1 Plumbing Plan\Detail\Specifications																																								80	$12,381	80	$12,381
		1 30% Design Submittal																																								*20*	*$3,095*	*20*	*$3,095*
		2 60% Design Submittal																																								*32*	*$4,952*	*32*	*$4,952*
		3 90% Design Submittal																																								*20*	*$3,095*	*20*	*$3,095*
		4 100% Design Submittal																																								*8*	*$1,238*	*8*	*$1,238*
	3	Signage (Extension)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					144	$18,760	144	$18,760
		1 Signage Plans\Details\Specifications																																								144	$18,760	144	$18,760
		1 30% Design Submittal																																								-	*$0*	-	*$0*
		2 60% Design Submittal																																								*88*	*$11,465*	*88*	*$11,465*
		3 90% Design Submittal																																								*40*	*$5,211*	*40*	*$5,211*
		4 100% Design Submittal																																								*16*	*$2,084*	*16*	*$2,084*
4	**Civil\Roadway\Traffic**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**128**	**400**	**560**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**			**128**	**$24,009**	**960**	**$146,043**	**1,088**	**$170,052**
	1	Civil\Roadway Design (Double-Track)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	128	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			128	$24,009			128	$24,009
		1 Civil Plans\Details\Specifications																				128																		128	$24,009			128	$24,009
		1 30% Design Submittal																				*24*																		*24*	*$4,502*			*24*	*$4,502*
		2 60% Design Submittal																				*64*																		*64*	*$12,004*			*64*	*$12,004*
		3 90% Design Submittal																				*32*																		*32*	*$6,002*			*32*	*$6,002*
		4 100% Design Submittal																				*8*																		*8*	*$1,501*			*8*	*$1,501*
	2	Civil\Roadway Design (Extension)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	560	-	-	-	-	-	-	-	-	-	-	-	-	-					560	$78,943	560	$78,943
		1 Roadway Plans\Details\Specifications																				-		560																		560	$78,943	560	$78,943
		1 30% Design Submittal																						*136*																		*136*	*$19,172*	*136*	*$19,172*
		2 60% Design Submittal																						*248*																		*248*	*$34,961*	*248*	*$34,961*
		3 90% Design Submittal																						*144*																		*144*	*$20,300*	*144*	*$20,300*
		4 100% Design Submittal																						*32*																		*32*	*$4,511*	*32*	*$4,511*
	3	Landscaping Design (Double-Track)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-	$0			-	$0
		1 Landscaping Plans\Details\Specifications																																							-	$0			-	$0
		1 30% Design Submittal																																							-	*$0*			-	*$0*
		2 60% Design Submittal																																							-	*$0*			-	*$0*
		3 90% Design Submittal																																							-	*$0*			-	*$0*
		4 100% Design Submittal																																							-	*$0*			-	*$0*
	4	Traffic Engineering (Extension)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	400	-	-	-	-	-	-	-	-	-	-	-	-	-	-					400	$67,100	400	$67,100
		1 Traffic Plans\Details\Specifications																					200																		200	$33,550	200	$33,550
		1 30% Design Submittal																					*40*																		*40*	*$6,710*	*40*	*$6,710*
		2 60% Design Submittal																					*104*																		*104*	*$17,446*	*104*	*$17,446*

				Pre-construction Management															Design Management				Civil\Architecture\Landscape\Utilities						Track\Systems								Technical Support							
			Staff Names	Chris Geiger	Jeff Finocchiaro	Zach winward	Marck Megath	Jim Baker	Brendan Kim	Jim Kirkendall	Ryan Slade	Andrew Brownell	Jessica Yoh	John Humphrey	Ed Thompson	Deanna Terc	Dylan Shiao	Kevin Murphy	Rick Nanninga	Jon Blake	Jesse Howard	Kosti Tesuchata	Colin Ferris	Joel McGee	Srinivas Minnekanti	Thomas Adams	Mark Lepro	Robert Townsend	Anthony DiGirolamo	Sina Aneteh	James Mitchell	Matt Westergard	Xudong Liu	Yang Liu	Judy Wu	Ken Sundberg	Jake Grassel	Dan DeDen						
				Project Manager	Preconstruction Manager	Construction Manager	Quality Manager	Lead Estimator	Estimators	Scheduler	Permitting / Utility	Business Manager	Systems Manager	Systems Integration, Testing & Commissioning Manager	Systems Superintendent	Systems SME	Systems Estimator	Systems lead Estimator	Design Manager	QC Manager	CADD Manager	Integration Manager	Civil Lead	Traffic Engineer	Roadway Engineer	Platform Designer	Utilities Engineer	Stormwater Engineer	Track\Segment 1 Lead	Track\Segment 2 Lead	Signals Engineer	Communications Engineer	OCS Engineer	TPS Engineer	Systemwide Electrical	Safety & Security Lead	Structural Engineer	Geotech Engineer			Segment 1		Segment 2			
		3	*90% Design Submittal*																				*48*																		*48*	$8,052	*48*	$8,052
		4	*100% Design Submittal*																				*8*																		*8*	$1,342	*8*	$1,342
	2		Maintenance of Traffic Plans & TMP Update																				120																		120	$20,130	120	$20,130
		1	*30% Design Submittal*																																						-	$0	-	$0
		2	*60% Design Submittal*																				*32*																		*32*	$5,368	*32*	$5,368
		3	*90% Design Submittal*																				*64*																		*64*	$10,736	*64*	$10,736
		4	*100% Design Submittal*																				*24*																		*24*	$4,026	*24*	$4,026
	3		MOT Coordination\Meetings																				80																		80	$13,420	80	$13,420
		1	*30% Design Submittal*																																						-	$0	-	$0
		2	*60% Design Submittal*																				*24*																		*24*	$4,026	*24*	$4,026
		3	*90% Design Submittal*																				*40*																		*40*	$6,710	*40*	$6,710
		4	*100% Design Submittal*																				*16*																		*16*	$2,684	*16*	$2,684
5	**Track and Guideway**			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**376**	**568**	-	-	-	-	-	-	-	-			**376**	**$96,767**	**568**	**$78,015**	**944**	**$174,782**
	1		Guideway Alignment Design (Double-Track)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	296	-	-	-	-	-	-	-	-			296	$76,179			296	$76,179
		1	Guideway Alignment Plans\Sections																										296											296	$76,179			296	$76,179
			1	*30% Design Submittal*																									*56*											*56*	*$14,412*			*56*	*$14,412*
			2	*60% Design Submittal*																									*140*											*140*	*$36,030*			*140*	*$36,030*
			3	*90% Design Submittal*																									*80*											*80*	*$20,589*			*80*	*$20,589*
			4	*100% Design Submittal*																									*20*											*20*	*$5,147*			*20*	*$5,147*
	2		Guideway Alignment Design (Extension)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	528	-	-	-	-	-	-	-					528	$72,521	528	$72,521
		1	Guideway Alignment Plans\Sections																										528													528	$72,521	528	$72,521
			1	*30% Design Submittal*																									*136*													*136*	*$18,680*	*136*	*$18,680*
			2	*60% Design Submittal*																									*236*													*236*	*$32,415*	*236*	*$32,415*
			3	*90% Design Submittal*																									*136*													*136*	*$18,680*	*136*	*$18,680*
			4	*100% Design Submittal*																									*20*													*20*	*$2,747*	*20*	*$2,747*
	2		Trackwork (Double-Track)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	-	-	-	-	-	-	-	-			80	$20,589			80	$20,589
		1	Trackwork Plans\Details\Specifications																				80																	80	$20,589			80	$20,589
			1	*30% Design Submittal*																				-																	-	*$0*	-	*$0*
			2	*60% Design Submittal*																				*32*																	*32*	*$8,236*	*32*	*$8,236*
			3	*90% Design Submittal*																				*32*																	*32*	*$8,236*	*32*	*$8,236*
			4	*100% Design Submittal*																				*16*																	*16*	*$4,118*	*16*	*$4,118*
	2		Trackwork (Extension)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	-	-	-	-	-	-	-					40	$5,494	40	$5,494
		1	Trackwork Plans\Details\Specifications																											40													40	$5,494	40	$5,494
			1	*30% Design Submittal*																										-													-	*$0*	-	*$0*
			2	*60% Design Submittal*																										*16*													*16*	*$2,198*	*16*	*$2,198*
			3	*90% Design Submittal*																										*16*													*16*	*$2,198*	*16*	*$2,198*
			4	*100% Design Submittal*																										*8*													*8*	*$1,099*	*8*	*$1,099*
6	**Structural**			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					**280**	**$38,041**	**280**	**$38,041**
	1		OCS Pole Foundation Design (Extension)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					160	$21,738	160	$21,738
		1	Structural Plans\Details\Specifications																																							160	$21,738	160	$21,738
			1	*30% Design Submittal*																																							-	*$0*	-	*$0*
			2	*60% Design Submittal*																																							*80*	*$10,869*	*80*	*$10,869*
			3	*90% Design Submittal*																																							*64*	*$8,695*	*64*	*$8,695*
			4	*100% Design Submittal*																																							*16*	*$2,174*	*16*	*$2,174*
	2		Platform Structural Design (Extension)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					120	$16,303	120	$16,303
		1	Structural Plans\Details\Specifications																																							120	$16,303	120	$16,303
			1	*30% Design Submittal*																																							-	*$0*	-	*$0*
			2	*60% Design Submittal*																																							*64*	*$8,695*	*64*	*$8,695*
			3	*90% Design Submittal*																																							*40*	*$5,434*	*40*	*$5,434*
			4	*100% Design Submittal*																																							*16*	*$2,174*	*16*	*$2,174*
7	**Standard Drawings**			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**80**	**96**	-	**32**	-	-	**40**	-	**64**	-	**150**	-	-	-	**56**	-	**518**	**$100,754**					**518**	**$100,754**
	1		Standard Drawings	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	96	-	32	-	-	40	-	64	-	150	-	-	-	56	-	80	$100,754					518	$100,754
		1	Civil																				80															80	$15,006					80	$15,006
			1	*30% Design Submittal*																				*16*															*16*	*$3,001*					*16*	*$3,001*
			2	*60% Design Submittal*																				*40*															*40*	*$7,503*					*40*	*$7,503*
			3	*90% Design Submittal*																				*16*															*16*	*$3,001*					*16*	*$3,001*
			4	*100% Design Submittal*																				*8*															*8*	*$1,501*					*8*	*$1,501*
		2	Traffic Signals																					96															96	$16,104					96	$16,104
			1	*30% Design Submittal*																					*24*															*24*	*$4,026*					*24*	*$4,026*
			2	*60% Design Submittal*																					*40*															*40*	*$6,710*					*40*	*$6,710*
			3	*90% Design Submittal*																					*24*															*24*	*$4,026*					*24*	*$4,026*
			4	*100% Design Submittal*																					*8*															*8*	*$1,342*					*8*	*$1,342*
		3	Track																								40													40	$10,294					40	$10,294
			1	*30% Design Submittal*																								*8*													*8*	*$2,059*					*8*	*$2,059*
			2	*60% Design Submittal*																								*24*													*24*	*$6,177*					*24*	*$6,177*
			3	*90% Design Submittal*																								*8*													*8*	*$2,059*					*8*	*$2,059*
			4	*100% Design Submittal*																																							-	*$0*					-	*$0*
		4	Platform\Structural																							32													32						64	$8,516					64	$8,516
			1	*30% Design Submittal*																																							-	*$0*					-	*$0*
			2	*60% Design Submittal*																							*24*													24						48	*$6,387*					48	*$6,387*
			3	*90% Design Submittal*																							*8*													8						16	*$2,129*					16	*$2,129*
			4	*100% Design Submittal*																																							-	*$0*					-	*$0*
		5	OCS Standard Drawings																													150										150	$32,927					150	$32,927
			1	*30% Design Submittal*																													*50*										*50*	*$10,976*					*50*	*$10,976*
			2	*60% Design Submittal*																													*72*										*72*	*$15,805*					*72*	*$15,805*
			3	*90% Design Submittal*																													*24*										*24*	*$5,268*					*24*	*$5,268*
			4	*100% Design Submittal*																													*4*										*4*	*$878*					*4*	*$878*
		6	Signal System Standard Drawings																											64											64	$14,646					64	$14,646
			1	*30% Design Submittal*																											*16*											*16*	*$3,662*					*16*	*$3,662*
			2	*60% Design Submittal*																											*32*											*32*	*$7,323*					*32*	*$7,323*
			3	*90% Design Submittal*																											*12*											*12*	*$2,746*					*12*	*$2,746*
			4	*100% Design Submittal*																											*4*											*4*	*$915*					*4*	*$915*
		7	Structural																																		24				24	$3,261					24	$3,261
			1	*30% Design Submittal*																																							-	*$0*					-	*$0*
			2	*60% Design Submittal*																																		*8*				*8*	*$1,087*					*8*	*$1,087*
			3	*90% Design Submittal*																																		*16*				*16*	*$2,174*					*16*	*$2,174*
			4	*100% Design Submittal*																																							-	*$0*					-	*$0*
8	**Geotechnical**			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					**80**	**$15,850**	**80**	**$15,850**
	1		Geotechnical Analysis (Extension)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					80	$15,850	80	$15,850
		1	Geotechnical Site Investigation																																							80	$15,850	80	$15,850
			1	*Collect and Review Existing Data*																																							*24*	*$4,755*	*24*	*$4,755*
			2	*Develop Geotechnical Design Criteria*																																							*16*	*$3,170*	*16*	*$3,170*
			3	*Prepare Geotechnical Site Investigation Plan*																																							*40*	*$7,925*	*40*	*$7,925*
9	**Contract Specifications**			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**80**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			**80**	**$11,450**			**80**	**$11,450**
	1		Contract Specifications	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			80	$11,450			80	$11,450
		1	Prepare Specification Submittal																		80																		80	$11,450			80	$11,450
			1	*30% Design Submittal*																	*8*																		*8*	*$1,145*			*8*	*$1,145*
			2	*60% Design Submittal*																	*32*																		*32*	*$4,580*			*32*	*$4,580*

| Staff Names | | |

| | | |

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Exhibit C to Construction Services Contract
Utah Transit Authority Project Minimum
Insurance Requirements

Design-Builder shall procure and maintain for the duration of the contract, and for 6 years thereafter, insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Design-Builder, his agents, representatives, employees, or subcontractors.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability (CGL)**: Commercial general liability ("CGL") insurance for all operations in a form providing coverage not less than that of standard commercial general liability insurance. The CGL insurance shall be on an occurrence form and cover all operations of the Design-Builder and its subcontractors, including independent Design-Builders. The CGL insurance shall, at a minimum, provide coverage for bodily injury, products and completed operations coverage, contractual liability and personal injury liability with limits not less than:
    a. $10 million per occurrence for bodily injury and property damage, with a maximum deductible or self-insured retention of $100,000.
    b. $10 million per occurrence for products/completed operation coverage.
    c. $2 million per occurrence for personal and advertising injury and contractual liability.

    The CGL insurance shall not have any coverages that delete or deny coverage including, but not limited to, ISO Form 2294. The Design-Builder shall obtain approval of the CGL policy from UTA prior to executing the contract.
2. **Automobile Liability**: Automobile liability insurance covering bodily injury and property liability exposures relating to all owned, hired or non-owned autos used in conjunction with the contract work. Such insurance shall have a combined single limit of not less than $5 Million.
3. **Workers' Compensation:** Worker's compensation insurance as required by the State of Utah, with statutory limits, and employers' liability insurance with a limit of no less than $500,000 each accident, $500,000 disease-policy limit and $500,000 disease-each employee.
4. **Builder's Risk:** Builder's risk (course of construction) insurance, covering the risk of loss for any damage or loss to the building or structure by any means or occurrence until the final completion of the contract work. Coverage shall utilize an "All Risk" (Special Perils) coverage form, with limits equal to the completed value of the project and no coinsurance penalty provisions. The coverage shall include mechanical breakdown, property in transit, property at temporary storage locations, earthquake

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damage and flood damage ensuring the interests of UTA, SLCDA and their respective subcontractors of any tier providing equipment, materials or services for the project.

5. **Professional Liability**: Professional liability insurance with limits no less than $5 million per occurrence or claim, and $1,000,000 with a maximum deductible or self insured retention of $100,000.
6. **Pollution Legal Liability:** Design-Builder's pollution legal liability and/or asbestos legal liability and/or errors and omissions (if project involves environmental hazards) with limits no less than $2,000,000 per occurrence or claim, and $4,000,000 policy aggregate.
7. **Railroad Protective Liability**: Railroad protective liability insurance naming the affected railroad(s) as insured(s) with minimum limits for bodily injury and property damage of $2,000,000 per occurrence, $6,000,0000 aggregate and property damage of 2,000,000 per occurrence, $6,000,0000 aggregate, or such other limits as required by the affected railroad.

If the Design-Builder maintains higher limits than the minimums shown above, UTA requires and shall be entitled to coverage for the higher limits maintained by the Design-Builder. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to UTA.

Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to and approved by UTA. At the option of UTA, either: the Design-Builder shall cause the insurer to reduce or eliminate such deductibles or self-insured retentions as respects UTA, its officers, officials, employees, and volunteers; or the Design-Builder shall provide a financial guarantee satisfactory to UTA guaranteeing payment of losses and related investigations, claim administration, and defense expenses.

Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

1. Excepting the worker's compensation and professional liability policies, UTAand their respective officers, officials, employees, and volunteers are to be covered as additional insureds with respect to liability arising out of with respect to liability arising out of work or operations performed by or on behalf of the Design-Builder including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired, or borrowed by or on behalf of the Design-Builder. General liability coverage can be provided in the form of an endorsement to the Design-Builder's insurance (at least as broad as ISO Form CG 20 10, CG 11 85 or both CG 20 10 and CG 20 37 forms if later revisions used).
2. For any claims related to this project, the Design-Builder's insurance coverage shall be primary insurance as respects UTA, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by UTA, its officers, officials, employees,

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or volunteers shall be excess of the Design-Builder's insurance and shall not contribute with it.

3. Each insurance policy required by this clause shall provide that coverage shall not be canceled, except with notice to UTA.

Builder's Risk (Course of Construction) Insurance

Design-Builder may submit evidence of Builder's Risk insurance in the form of Course of Construction coverage. Such coverage shall name UTA as a loss payee as their interest may appear.

If the project does not involve new or major reconstruction, at the option of UTA, an Installation Floater may be acceptable. For such projects, a Property Installation Floater shall be obtained that provides for the improvement, remodel, modification, alteration, conversion or adjustment to existing buildings, structures, processes, machinery and equipment. The Property Installation Floater shall provide property damage coverage for any building, structure, machinery or equipment damaged, impaired, broken, or destroyed during the performance of the Work, including during transit, installation, and testing at UTA's site.

Claims Made Policies

If any coverage must be written on a claims-made coverage form:

1. The retroactive date must be shown, and this date must be before the execution date of the contract or the beginning of contract work.
2. Insurance must be maintained, and evidence of insurance must be provided for at least five (5) years after completion of contract work.
3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the contract effective, or start of work date, the Design-Builder must purchase extended reporting period coverage for a minimum of five (5) years after completion of contract work.
4. A copy of the claims reporting requirements must be submitted to UTA for review.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best rating of no less than A: VII, unless otherwise acceptable to UTA.

Waiver of Subrogation

Design-Builder hereby agrees to waive rights of subrogation which any insurer of Design-Builder may acquire from Design-Builder by virtue of the payment of any loss. Design-Builder agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation. The Workers'

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Compensation policy shall be endorsed with a waiver of subrogation in favor of UTA for all work performed by the Design-Builder, its employees, agents and subcontractors.

Verification of Coverage

Design-Builder shall furnish UTA with original certificates and amendatory endorsements, or copies of the applicable insurance language, effecting coverage required by this contract. All certificates and endorsements are to be received and approved by UTA before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Design-Builder's obligation to provide them. UTA reserves the right to require complete, certified copies of all required insurance policies, including endorsements, required by these specifications, at any time.

Subcontractors

Design-Builder shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Design-Builder shall ensure that UTA is an additional insured on insurance required from subcontractors. For CGL coverage subcontractors shall provide coverage with a form at least as broad as CG 20 38 04 13. Design-Builder may adopt a Design-Builder controlled insurance program to meet this requirement.

Special Risks or Circumstances

UTA reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other circumstances.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Kim Shanklin, Chief People Officer
PRESENTER(S):	Lorin Simpson, Drug & Alcohol Program Manager

TITLE:

Contract: Drug and Alcohol Third Party Administrator (WorkforceQA, LLC.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute the contract and associated disbursements with WorkforceQA in the amount of $706,000 for five years (the base term). Included in the contract are an additional five one-year options. Future Board approval will be required to implement the options.

BACKGROUND:
UTA's current Drug & Alcohol Third Party Administrator contract will expire September 30, 2024. Therefore, a Request for Proposal process has been conducted resulting in the selection of WorkforceQA.

DISCUSSION:
In compliance with Federal Transit Administration (FTA)/Federal Railroad Administration (FRA) requirements, UTA has a drug and alcohol program and policy to ensure the safety of our employees and public. To effectively do so, it is industry best practice to obtain a Third-Party Administrator (TPA) to coordinate the collection of required testing, laboratory services, medical review officer services, assist with random testing selection processes, provide expertise in Department of Transportation (DOT) requirements and to coordinate billing from multiple parties involved.

CONTRACT SUMMARY:

Contractor Name: WorkforceQA, LLC

Contract Number:	24-03861
Base Contract Effective Dates:	October 1, 2024- September 30, 2029.
Extended Contract Dates:	Five one-year options beginning 10/1/29 and running through 09/30/34 (Board approval not requested for the options at this time. Approval will be requested at the time of exercise).
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	$706,000 - five years
Procurement Method:	RFP
Budget Authority:	Approved 2024 Operating Budget

ALTERNATIVES:

No alternative. A qualified Drug & Alcohol Third Party Administrator is industry best practice and essential to maintain compliance and efficiency with DOT (FTA/FRA) requirements.

FISCAL IMPACT:

2024 funds are included in the Total Rewards Budget
2025 funds are included in the 2025 tentative budget
2026-2029 funds are included in the financial plan

2024 Budget Total:	$33,000 (Oct - Dec)
2025 Budget Request:	134,000
2026 Budget Request:	138,000
2027 Budget Request:	142,000
2028 Budget Request:	146,000
2029 Budget Request:	113,000 (Jan - Sept)
Total 5 Year Base:	$706,000

ATTACHMENTS:

Contract

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PROFESSIONAL SERVICES AGREEMENT

UTA CONTRACT #24-03861PP

Drug and Alcohol Testing Third Party Administrator Services

This Professional Services Agreement is entered into and made effective October 1, 2024 date (the "Effective Date") by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah ("UTA"), and WORKFORCEQA, LLC, at 22 South Main Street, Salt Lake City, UT 84115, a limited liability company ("Consultant ").

RECITALS

WHEREAS, UTA desires to hire professional services for Drug Alcohol Testing, Third Party Administrator Services.

WHEREAS, On May 29, 2024, UTA issued Request for Proposal Package Number 24-03861PP ("RFP") for Occupational Medical Services & Drug and Alcohol Testing Third Party Administrator Services' encouraging interested parties to submit proposals to perform the services described in the RFP.

WHEREAS, Upon evaluation of the proposals submitted in response to the RFP, UTA selected Consultant as the preferred entity with whom to negotiate a contract to perform the Work for the Drug and Alcohol Testing Third Party Administrator Services.

WHEREAS, 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 here from, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. SERVICES TO BE PROVIDED

a. Consultant shall perform all Work as set forth in the Scope of Services (Exhibit A). 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.

b. 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.

c. 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

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related to safety and environmental protection.

d. Consultant shall furnish only qualified personnel and materials necessary for the performance of the Work.

e. 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. MANAGEMENT OF WORK

a. 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.

b. 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.

3. PROGRESS OF WORK

a. 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.

b. 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.

c. Consultant shall deliver monthly progress reports and provide all Contract submittals and other deliverables as specified in the Scope of Services.

d. 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.

e. 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.

f. 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.

g. If Consultant fails to promptly remedy rejected Work as provided in Section 3.F, UTA may (without limiting or waiving any rights or remedies it may have) perform necessary

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corrective action using other Consultant s or UTA's own forces. Any costs reasonably incurred by UTA in such corrective action shall be chargeable to Consultant.

4. PERIOD OF PERFORMANCE

This Contract shall commence as of the Effective Date of October 1, 2024 and this Contract shall remain in full force and effect for an initial five-year period expiring September 30, 2029. UTA may, with consultant's concurrence, extend the initial term for up to five additional one-year option periods, for a total Contract period not to exceed (10) years. Consultant's compensation under Exhibit B will increase by 3% year over year for each of the up to five additional one-year option periods.

5. COMPENSATION

a. For the performance of the Work, UTA shall pay Consultant in accordance with the payment provisions described in Exhibit B. Payments shall be made in accordance with the milestones or other payment provisions detailed in Exhibit B. If Exhibit B does not specify any milestones or other payment provisions, then payment shall be made upon completion of all Work and final acceptance thereof by UTA.

b. To the extent that Exhibit B or another provision of this Contract calls for any portion of the consideration to be paid on a cost-reimbursement basis, such 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.

c. 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.

d. 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.

6. INCORPORATED DOCUMENTS

a. The following documents hereinafter listed in chronological order, with most recent document taking precedence over any conflicting provisions contained in prior documents (where applicable), are hereby incorporated into the Contract by reference and made a part

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hereof:

1. The terms and conditions of this Professional Services Supply Agreement (including any exhibits and attachments hereto).

2. UTA's RFP including, without limitation, all attached or incorporated terms, conditions, federal clauses (as applicable), drawings, plans, specifications and standards and other descriptions of the Professional Services;

3. Consultant's Proposal including, without limitation, all federal certifications (as applicable);

b. The above-referenced documents are made as fully a part of the Contract as if hereto.

7. ORDER OF PRECEDENCE

The Order of Precedence for this contract is as follows:
1. UTA Contract including all attachments
2. UTA Terms and Conditions
3. UTA Solicitation Terms
4. Consultant ’s Bid or Proposal including proposed terms or conditions

Any Consultant /Consultant proposed term or condition which is in conflict with a UTA contract or solicitation term, or condition will be deemed null and void.

8. CHANGES

a. 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:

1. In the Scope of Services;
2. In the method or manner of performance of the Work; or
3. 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.

b. 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.

c. Consultant shall also be entitled to an equitable adjustment to address the actual and

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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 requirement set forth in this Contract; or (ii) other conditions exist or actions are taken by UTA 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.

d. As soon as practicable, but in no event longer than 30 days after providing notice, Consultant must provide UTA with information and documentation reasonably demonstrating the actual cost and schedule impacts associated with any change in Work. 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 21 of this Contract.

9. INVOICING PROCEDURES

a. Consultant shall invoice UTA after achievement of contractual milestones or delivery of all Goods and satisfactory performance of all Services or in accordance with an approved progress or periodic billing schedule. Consultant shall submit invoices to ap@rideuta.com for processing and payment. In order to timely process invoices, Consultant shall include the following information on each invoice:

i. Consultant Name
ii. Unique Invoice Number
iii. PO Number
iv. Invoice Date
v. Detailed Description of Charges
vi. Total Dollar Amount Due

b. UTA shall have the right to disapprove (and withhold from payment) specific line items of each invoice to address non-conforming Software or Services. Approval by UTA shall not be unreasonably withheld. UTA shall also have the right to offset (against payments) amounts reasonably reflecting the value of any claim which UTA has against Consultant under the Contract. Payment for all invoice amounts not specifically disapproved or offset by UTA shall be provided to Consultant within thirty (30) calendar days of invoice submittal to ap@rideuta.com . Invoices not submitted electronically will shall be paid thirty (30) calendar days from date of receipt by UTA's accounting department.

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c. Invoices must include a unique invoice number, UTA's Purchase Order number, a description of the Good or Service provided, line-item pricing, total amount due, and must be submitted electronically to ap@rideuta.com.

10. OWNERSHIP OF DESIGNS, DRAWINGS, AND WORK PRODUCT

Any deliverables prepared or developed pursuant to the Contract including without limitation drawings, specifications, manuals, calculations, maps, sketches, designs, tracings, notes, reports, data, computer programs, models and samples, shall become the property of UTA when prepared, and, together with any documents or information furnished to Consultant and its employees or agents by UTA hereunder, shall be delivered to UTA upon request, and, in any event, upon termination or final acceptance of the Professional Services. UTA shall have full rights and privileges to use and reproduce said items. To the extent that any deliverables include or incorporate preexisting intellectual property of Consultant, Consultant hereby grants UTA a fully paid, perpetual license to use such intellectual property for UTA's operation, maintenance, modification, improvement and replacement of UTA's assets. The scope of the license shall be to the fullest extent necessary to accomplish those purposes, including the right to share same with UTA's Consultant s, agent, officers, directors, employees, joint owners, affiliates and Consultant s.

11. USE OF SUBCONSULTANT S

a. 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 subConsultants, such approval not to be withheld unreasonably.

b. No subsequent change, removal or substitution shall be made with respect to any such subConsultant without the prior written approval of UTA.

c. Consultant shall be solely responsible for making payments to subConsultants, and such payments shall be made within thirty (30) days after Consultant receives corresponding payments from UTA.

d. Consultant shall be responsible for and direct all Work performed by subConsultants.

e. 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.

12. KEY PERSONNEL

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. The following individuals are concerned to be key personnel under this contract.

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Mike Watts

mwatts @wfqa.com

801-913-0385

If the Consultant changed key personnel without the express written permission of UTA, it shall be in default of the contract and liable for default damages.

13. SUSPENSION OF WORK

a. 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.

b. 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.

c. 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.

d. 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.

14. TERMINATION

a. FOR CONVENIENCE:

UTA shall have the right to terminate the Contract at any time by providing 90 days' prior written notice to the other party. If the Contract is terminated for convenience, UTA shall pay Consultant: (i) in full for Goods delivered and Services fully performed prior to the effective date of termination; and (ii) an equitable amount to reflect costs incurred (including Contract close-out and subConsultant termination costs that cannot be reasonably mitigated) and profit on work-in-progress as of to the effective date of the termination notice. UTA shall not be responsible for anticipated or consequential profits or expenses based on the terminated portion of the Contract. 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.

b. FOR DEFAULT:

If Consultant (a) becomes insolvent; (b) files a petition under any chapter of the bankruptcy laws or is the subject of an involuntary petition; (c) makes a general assignment for the benefit

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of its creditors; (d) has a receiver appointed; (e) should fail to make prompt payment to any subConsultant s or suppliers; or (f) fails to comply with any of its material obligations under the Contract, UTA may, in its discretion, after first giving Consultant seven (7) days written notice to cure such default:

1. Terminate the Contract (in whole or in part) for default and obtain the Professional Services using other Consultant s or UTA's own forces, in which event Consultant shall be liable for all incremental costs so incurred by UTA;

2. Pursue other remedies available under the Contract (regardless of whether the termination remedy is invoked); and/or

3. Except to the extent limited by the Contract, pursue other remedies available at law.

15. CONSULTANT 'S POST TERMINATION OBLIGATIONS:

Upon receipt of a termination notice as provided above, Consultant shall (i) immediately discontinue all work affected (unless the notice directs otherwise); and (ii) deliver to UTA all data, drawings and other deliverables, whether completed or in process. Consultant shall also remit a final invoice for all services performed and expenses incurred in full accordance with the terms and conditions of the Contract up to the effective date of termination. UTA shall calculate termination damages payable under the 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. If UTA terminates the 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 Professional Services furnished by Consultant prior to termination.

16. INFORMATION, RECORDS and REPORTS; AUDIT RIGHTS

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 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 subConsultants utilized in the performance of the Work at any tier.

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17. **FINDINGS CONFIDENTIAL**

Any documents, reports, information, or other data and materials delivered or made available to or prepared or assembled by Consultant or subConsultant 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. If confidential information is released to any third party without UTA's written consent as described above, Consultant shall notify UTA of the data breach within 10 days and provide its plan for immediate

mitigation of the breach for review and approval by UTA.

a. 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.

18. **PUBLIC INFORMATION**

Consultant acknowledges that the Contract and related materials (invoices, orders, etc.) will be public documents under the Utah Government Records Access and Management Act (GRAMA). Consultant 's response to the solicitation for the Contract will also be a public document subject to GRAMA, except for legitimate trade secrets, so long as such trade secrets were properly designated in accordance with terms of the solicitation.

19. **INDEMNIFICATION**

Consultants shall indemnify, hold harmless and defend UTA, its officers, trustees, agents, and employees (hereinafter collectively referred to as "Indemnitees") from and against all liabilities, claims, actions, damages, losses, and expenses including without limitation reasonable attorneys' fees and costs (hereinafter referred to collectively as "claims") related to bodily injury, including death, or loss or damage to tangible or intangible property caused, or alleged to be caused, in whole or in part, by the acts or omissions of Consultant or any of its owners, officers, directors, agents, employees or subConsultants. This indemnity includes any claim or amount arising out of the failure of such Consultant to conform to federal, state, and local laws and regulations. If an employee of Consultant, a subConsultant , anyone employed directly or indirectly by any of them or anyone for whose acts any of them may be liable brings 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. The indemnity obligations of either party shall not apply to the extent that claims arise out of the sole negligence of the other party.

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20. INSURANCE REQUIREMENTS

The insurance requirements herein are minimum requirements for this Contract and in no way limit the indemnity covenants contained in this Contract. The Utah Transit Authority in no way warrants that the minimum limits contained herein are sufficient to protect the Consultant from liabilities that might arise out of the performance of the work under this contract by the Consultant, it agents, representatives, employees or subConsultants and Consultant is free to purchase additional insurance as may be determined necessary. Notwithstanding any other provision of this Contract, Consultant may fulfill its insurance obligations through its self-managed insurance program.

A. MINIMUM SCOPE AND LIMITS OF INSURANCE: Consultant shall provide coverage with limits of liability not less than those Stated below. An excess liability policy or umbrella liability policy may be used to meet the minimum liability requirements provided that the coverage is written on a "following form" basis.

1. Commercial General Liability – Occurrence Form

Policy shall include bodily injury, property damage and broad form contractual liability coverage.

- General Aggregate $4,000,000
- Products – Completed Operations Aggregate $1,000,000
- Personal and Advertising Injury $1,000,000
- Each Occurrence $2,000,000

a. If Consultant does not satisfy its insurance obligations through its self-managed insurance program, 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 Consultant ".

2. Automobile Liability

Bodily Injury and Property Damage for any owned, hired, and non-owned vehicles used in the performance of this Contract.

Combined Single Limit (CSL) $2,000,000

a. If Consultant does not satisfy its insurance obligations through its self-managed insurance program, 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 Consultant, including automobiles owned, leased, hired or borrowed by the Consultant ".

3. Worker's Compensation and Employers' Liability

Workers' Compensation	Statutory
Employers' Liability	
Each Accident	$100,000
Disease – Each Employee	$100,000
Disease – Policy Limit	$500,000

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a. Policy shall contain a waiver of subrogation against the Utah Transit Authority.

b. This requirement shall not apply when a Consultant or subConsultant is exempt under UCA, AND when such Consultant or subConsultant executes the appropriate waiver form.

4. Professional Liability (Errors and Omissions Liability)

The policy shall cover professional misconduct or lack of ordinary skill for those positions defined in the Scope of Services of this contract.

Each Claim	$1,000,000
Annual Aggregate	$2,000,000

a. In the event that the professional liability insurance required by this Contract is written on a claims-made basis, Consultant warrants that any retroactive date under the policy shall precede the effective date of this Contract; and that either continuous coverage will be maintained, or an extended discovery period will be exercised for a period of three (3) years beginning at the time work under this Contract is completed.

B. ADDITIONAL INSURANCE REQUIREMENTS: The policies shall include, or be endorsed to include the following provisions:

1. On insurance policies where the Utah Transit Authority is named as an additional insured, the Utah Transit Authority 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 the Consultant ’s assessment of the exposure for this contract; for their own protection and the protection of UTA.

2. The Consultant 's insurance coverage shall be primary insurance and non-contributory with respect to all other available sources.

3. Consultant and their insurers shall endorse the required insurance policy(ies) to waive their right of subrogation against UTA. Consultant ’s insurance shall be primary with respect to any insurance carried by UTA. Consultant will furnish UTA at least thirty (30) days advance written notice of any cancellation or non-renewal of any required coverage that is not replaced.

C. NOTICE OF CANCELLATION: Each insurance policy required by the insurance provisions of this Contract shall provide the required coverage and shall not be suspended, voided, or canceled except after thirty (30) days prior written notice has been given to the Utah Transit Authority, except when cancellation is for non-payment of premium, then ten (10) days prior notice may be given. Such notice shall be sent directly to (Utah Transit Authority agency Representative's Name & Address).

D. ACCEPTABILITY OF INSURERS: Insurance is to be placed with insurers duly licensed or authorized to do business in the State and with an “A.M. Best” rating of not less than A-VII. The Utah Transit Authority in no way warrants that the above-required minimum insurer rating is sufficient to protect the Consultant from potential insurer insolvency.

E. VERIFICATION OF COVERAGE: Consultant shall furnish the Utah Transit

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Authority with certificates of insurance (on standard ACORD form) 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 sent to utahta@ebix.com and received and approved by the Utah Transit Authority 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.
All certificates required by this Contract shall be emailed directly to Utah Transit Authority's insurance email address at utahta@ebix.com. The Utah Transit Authority project/contract number and project description shall be noted on the certificate of insurance. The Utah Transit Authority reserves the right to require complete, certified copies of all insurance policies required by this Contract at any time. DO NOT SEND CERTIFICATES OF INSURANCE TO THE UTAH TRANSIT AUTHORITY'S CLAIMS AND INSURANCE DEPARTMENT.

F. SUBCONSULTANT S: Consultants' certificate(s) shall include all subConsultants as additional insureds under its policies or subConsultants shall maintain separate insurance as determined by the Consultant, however, subconsultant 's limits of liability shall not be less than $1,000,000 per occurrence / $2,000,000 aggregate. Sub-Consultant s maintaining separate insurance shall name Utah Transit Authority as an additional insured on their policy. Blanket additional insured endorsements are not acceptable from sub-Consultant s. Utah Transit Authority must be scheduled as an additional insured on any sub-Consultant policies.

G. APPROVAL: Any modification or variation from the insurance requirements in this Contract shall be made by Claims and Insurance Department or the Office of General Counsel, whose decision shall be final. Such action will not require a formal Contract amendment but may be made by administrative action.

21. OTHER INDEMNITIES

a. 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.

b. Consultant shall: (i) protect, release, defend, indemnify and hold harmless UTA and

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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 subConsultants 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 subConsultants 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 subConsultant, 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.

22. INDEPENDENT CONSULTANT

Consultant is an independent Consultant and agrees that its personnel will not represent itself 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.

23. PROHIBITED INTEREST

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.

24. CLAIMS/DISPUTE RESOLUTION

a. “Claim” means any disputes between UTA and the Consultant arising out of or relating to the Contract Documents including any disputed claims for Contract adjustments that cannot be resolved in accordance with the Change Order negotiation process set forth in Article 6. Claims must be made by written notice. The responsibility to substantiate claims rests with the party making the claim.

b. Unless otherwise directed by UTA in writing, Consultant shall proceed diligently with performance of the Work pending final resolution of a Claim, including litigation. UTA shall continue to pay any undisputed payments related to such Claim.

c. 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.

d. The time schedule for escalation of disputes, including disputed requests for change order,

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shall be as follows:

Level of Authority	Time Limit
UTA's Project Manager/Consultant 's Project Manager	Five calendar days
UTA's Project Director/Consultant 's Project Director	Five calendar days
UTA's Chief Financial Officer/Consultant's Financial Officer	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.

If the dispute cannot be resolved informally in accordance with the escalation procedures set forth above, then either party may commence formal mediation under the Juris Arbitration and Mediation (JAMS) process using a mutually agreed upon JAMS mediator. If resolution does not occur through Mediation, then legal action may be commenced in accordance the venue and governing law provisions of this contract.

25. GOVERNING LAW

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.

26. ASSIGNMENT OF CONTRACT

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.

27. NONWAIVER

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

28. NOTICES OR DEMANDS

a. 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 postage; (iii) sent via registered or certified mail; or (iv) sent via recognized overnight courier service. All such notices shall be addressed as follows:

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If to UTA:
Utah Transit Authority
ATTN: Pat Postell
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 :
WorkforceQA, LLC
ATTN: Michael Watts
2200 S Main St
Salt Lake City, UT 84115

b. 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.

c. Notwithstanding Section 27, 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.

29. CONTRACT ADMINISTRATOR

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

30. COSTS AND ATTORNEYS' FEES

If any party to this Agreement brings an action to enforce or defend its rights or obligations hereunder, the prevailing party shall be entitled to recover its costs and expenses, including mediation, arbitration, litigation, court costs and attorneys' fees, if any, incurred in connection with such suit, including on appeal

31. NO THIRD-PARTY BENEFICIARY

The parties enter into 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.

32. FORCE MAJEURE

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Neither party to the Contract will be held responsible for delay or default caused by fire, riot, acts of God and/or war which are beyond that party's reasonable control. Either party may terminate the Contract after determining such delay or default will reasonably prevent successful performance of the Contract.

33. UTAH ANTI-BOYCOTT OF ISRAEL ACT

Consultant agrees it will not engage in a boycott of the State of Israel for the duration of this contract.

34. TRAVEL COSTS

Any travel costs charged against this contract and paid for with contract funds must be in compliance with UTA's Travel Policy (UTA.02.07) and the U.S. General Services Administration (GSA) per diem rates

35. SEVERABILITY

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.

36. ENTIRE AGREEMENT

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. The terms of the Contract supersede any additional or conflicting terms or provisions that may be preprinted on Vendor's work plans, cost estimate forms, receiving tickets, invoices, or any other related standard forms or documents of Vendor that may subsequently be used to implement, record, or invoice Goods and/or Services hereunder from time to time, even if such standard forms or documents have been signed or initialed by a representative of UTA. The terms of the Contract prevail in any dispute between the terms of the Contract and the terms printed on any such standard forms or documents, and such standard forms or documents will not be considered written amendments of the Contract.

37. REVOLVING DOOR RESTRICTIONS

UTA Ethics Policy requires Board approval for the award or amendment of a contract with a Consultant that has hired a former UTA employee or who are represented by a former employee where the former employee left UTA employment within the 12 months prior to the contract award of amendment. Approval will not be given if there is a strong appearance of an unfair competitive advantage.

38. AMENDMENTS

Any amendment to this Contract must be in writing and executed by the authorized

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representatives of each party.

39. **COUNTERPARTS**

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 the Contract may be detached from any counterpart and reattached to any other counterpart hereof. The electronic transmission of a signed original of the Contract or any counterpart hereof and the electronic retransmission of any signed copy hereof shall be the same as delivery of an original.

40. **SURVIVAL**

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 5, 7, 8, 10, 14, 15, 17, 18, 19, 20, 23, 29 and 30.

IN WITNESS WHEREOF, the parties have made and executed this Contract as of the day, month and year of the last signature contained below.

WORKFORCEQA, LLC

DocuSigned by:
By Mike Watts 9/3/2024
M12F0128908F42...
Name Mike Watts
Title Chief Operating Officer

UTAH TRANSIT AUTHORITY:

By_____
Jay Fox
Executive Director

By_____
Kimberely Shanklin
Chief People Officer

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Mike Bell
UTA Legal Counsel

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EXHIBIT A

Drug & Alcohol Testing Third Party Administrator Services

July 31, 2024

The contractor will implement UTA's FTA, FRA, and non-DOT drug testing program as the Third-Party Administrator (TPA). As the TPA, the contractor will adhere to 49 CFR Part 40, Part 219, and Part 655 for all procedural and regulatory requirements that assure maintenance of and compliance with the FTA, FRA and UTA (non-DOT) Drug and Alcohol Testing Programs.

The Contractor shall have the capability to provide these testing services for UTA either on-site or off-site, twenty-four (24) hours a day, seven (7) days a week, three hundred sixty-five (365) days a year.

There are many components of the TPA's responsibilities, including:

A. General TPA services

B. Medical Review Officer (MRO) services

C. Toxicology laboratory testing of urine

D. Specimen collection sites, UTA on-site collections and satellite collection sites to include 24/7/365 collector availability

E. Urine collections

F. Breath alcohol collections

1. Technicians/Collectors

a. TPA will monitor the collectors and ensure the urine, oral fluid, and breath alcohol tests are conducted by technicians who have received U.S. DOT approved training in urine specimen, oral fluid, and breath alcohol collection procedures and are qualified to do so.

b. TPA will ensure they are equipped with approved breath testing devices which can be used for both screening and confirmation tests.

c. TPA and the laboratories will pre-stage specimen collection kits and custody and control forms at each collection site and with all onsite collectors. Training of collections its personnel and on-site collectors/technicians will be confirmed by TPA on a yearly basis and when requested by UTA.

a. TPA will be proactive to correct all collector errors and procedural violations.

b. TPA will inform UTA of any technician problems and the need to replace technicians if they fail to correct any collection procedure problems and/or UTA will inform TPA of any problems and the need to correct any collection procedure problems.

c. TPA has 24-hour, 7-day per week support made available to all of its technicians should any problem or question arise. In the instance a collector is not available, TPA will generate a signed addendum as to why this occurred, and what corrective actions have been made to ensure it does not persist.

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d. TPA ensures the collection procedures described below are followed by its facility and on-site technicians.
e. TPA will ensure the collectors and breath alcohol technicians have a copy of training materials, proper company identification (photo optional) and current federal regulations.
f. TPA will ensure response time to scheduled and unscheduled testing does not exceed 45 minutes in the Salt Lake County area and not exceed 75 minutes to Weber, Davis and Utah County areas.

2. **Drug Testing**
   a. Restroom is prepared by removing adulterants, placing bluing in the toilet and/or tank, removing sink faucet handles or taping off all access to water, removing all trash receptacles from the restroom, and not allowing access to others while testing is in process.
   b. Technicians check donor's photo ID or get positive ID from direct supervisor or authorized employer representative.
   c. All donors are requested to stay in sight of the technician or under supervision of the manager until they can produce a specimen once they have been notified of the test.
   d. Donors are asked to wash their hands before providing a specimen.
   e. TPA will ensure technicians collect split specimens from only one donor at a time on all drug tests.
   f. Donor remains with the technician until the specimen has been sealed and all paperwork completed. They will be asked to refrain from washing hands until the specimen has been sealed with a tamper evident seal in order to keep the integrity of the specimen intact.
   g. Collector will review the chain of custody with the donor in a professional manner in order to explain the process and double check for errors before excusing the donor.
   h. All specimens are to be shipped the day of collection. If a courier cannot pick up that day, all specimens are to be stored in a secure location and kept in the collector custody until it is release to the courier.

3. **Alcohol Testing**

   a. The urine specimen collection procedures listed above will also be followed where appropriate (i.e. positive identification of the donor with the picture ID, one collection performed at a time, etc.) for alcohol testing.
   b. Ensure all Breath Alcohol Technicians have completed US DOT approved Breath Alcohol Training Program and have displayed proficiency on the instrument they are using.
   c. Evidential Breath Testing Devices only approved by the DOT will be used for all alcohol testing. Each device used for testing is capable of doing a screening and confirmation test. The devices are calibrated as needed or as per manufacture's quality assurance plan. Each calibration performed will be recorded in the calibration log.

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d. All breath- alcohol tests will be conducted in private with only the technician and the donor present in order to protect the privacy and rights of the donor and from one donor at a time.

4. **Quality Assurance**

a. All chain of custody forms and test results will receive a comprehensive quality assurance review. This is to protect the accuracy and defensibility of the testing procedures.
b. Technicians are provided with 24-hour, 7-day a week support should any problem or a question arise.
c. TPA, its collectors and laboratory will maintain confidentiality of any and all protected information. No disclosure will be made to any person other than UTA's DER and Drug and Alcohol Program Manager, by court order or permitted under the laws of the State of Utah or Federal rules and regulations.

5. **Re-analysis / Split Specimen Analysis and Additional Testing**

a. Re-analysis of DOT samples will be handled by TPA in full accordance with appropriate federal regulations. TPA will keep UTA informed of all developments as much as possible while respecting the confidentiality of the donor's medical information. TPA will work to implement UTA's policy regarding specimen re-analysis. TPA offers the DOT re-analysis procedures for all test reviews. Each donor is offered the opportunity, at his or her own cost, to challenge the lab result by sending an aliquot of the original sample to a different SMHSA certified laboratory for re-analysis. TPA offers this to provide greater protection to UTA and its employees.
b. DOT regulations require the MRO to immediately send a donor's split sample for re-analysis when requested by the donor. The MRO is not allowed to wait for payment. If needed, TPA will seek UTA's assistance to collect this fee from the donor. Ultimately UTA will be billed for this fee if the donor does not pay.
c. Occasionally, donors request the quantitative results regarding the analysis of their specimen. MRO will always do this when requested by the donor.
d. TPA will also request specimen adulteration testing when they obtain information or results which indicate the specimen may have been tampered with (e.g. high/low specimen temperature at the time of collection, bleach
e. Evidential Breath Testing Devices only approved by the DOT will be used for all alcohol testing. Each device used for testing is capable of doing a screening and confirmation test. The devices are calibrated as needed or as per manufacture's quality assurance plan. Each calibration performed will be recorded in the calibration log.

6. **Additional Testing**

1. TPA is experienced in handling conflicting laboratory analysis results between laboratories. Should this occur, TPA conducts a review of the entire collection,

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analysis, and review process to determine if and where any errors could have occurred. All parties involved are interviewed by an MRO. Additional testing may be performed at the discretion of the MRO to determine the true test result.

7. Reporting and Documentation

1. Reporting of Test Result
    a. All results will be communicated to UTA's DER as follows:
        i. Completed collection logs will be faxed or emailed to the DER on the same day as completed.
        ii. Custody and Control Forms (CCF's) Alcohol Testing Forms (ATF's) and related authorization forms will be mailed or physically delivered to the DER monthly.
        iii. Negative drug and alcohol test results will be emailed via secure line directly to the DER on the same day as received from the MRO.
        iv. Confirmed non-negative results will be reported via secure phone line directly to UTA's DER immediately upon verification from the MRO. Emailed results will be sent following phone notification.

2. Turn-Around Time
    a. TPA will typically report out negative test results within 24 to 36 hours of collection and positive test results within 48 to 72 hours of collection.
    b. UTA DER or Drug and Alcohol Program Manager will be contacted for assistance in reaching donors only after the MRO has been unsuccessful in contacting them for an MRO-donor interview after a reasonable 24 hours and multiple phone calls.
    c. TPA will handle the review and reporting of all non-DOT positive test results in the same manner as DOT test. TPA will strictly follow all DOT and Operating Administration Regulations, and UTA's policies and protocols.
    d. All tests verified positive by the MRO will be reported to UTA's DER via phone as soon as the results are verified. Following the initial report, a signed test report will be e-mailed and mailed to UTA's designated employer representative.

3. Result Reporting and Database Management
    a. All test results are reported to UTA via secure internet by TPA at no company employees' drug and alcohol test results. Secure e-mail and auto-fax of test results (to a secure fax provided by UTA) are also available.
    b. TPA will provide monthly summary reports electronically to the DER detailing the number of drug and alcohol tests provided by category urine and breath testing per current DOT, FTA, FRA regulations and UTA policy for pre-employment, random, follow-up, post-accident, and reasonable suspicion causes. The report will list pass and fail by

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category and will be provided to UTA by the first week of the following month. An annual report, summarizing the preceding year's data will be provided by January 15 of each year.

4. Records Retention and Storage
    a. TPA will implement DOT record retention requirements for all tests for consistency.

8. Medical Review Officer and Additional Services

1. Medical Review Officer Duties

a. MRO duties will be performed per 49 CFR Part 40, DOT Workplace rug Testing.

b. TPA will review DOT and non-DOT testing the same manner to assure a rigorous, secure, and confidential handling of all tests we see. TPA will:

i. Review and interpret each individual test result.
ii. Provide a toll-free phone number for donors to call back to TPA when an MRO interview is required. A toll-free fax number is also provided for a donor's use to forward to TPA any medical or prescription information needed to complete the MRO review of the test.
iii. Ensure only certified MROs who are licensed physicians, may interpret test results and look for legitimate medical or alternative explanations for a positive test result.
iv. Conduct a drug specific medical interview with the tested individual (Spanish speaking interpreters are available as needed).
v. Provide a comprehensive quality assurance review of each and every drug test.
vi. Request assistance from UTA's DER in contacting donors to call TPA for an MRO-donor interview only after a reasonable period of time and several phone call attempts to the donor by the MRO.
vii. Order additional testing and re-analysis of the original test sample, as needed.
viii. Consult with designated employer representative, collection site(s) and laboratory officials.
ix. Request quantitative test data, as necessary.
x. Arrange for medical examination if required to rule out clinical evidence of opiate substance abuse.
xi. Determine and verify whether an alternative medical explanation exists for a lab positive test result.
xii. Perform quality assurance/quality control reviews of negative test results to ensure collectors and laboratories are complying with the appropriate regulations.
xiii. Verify appropriate results, positive or negative, and report back to the appropriate employer official.
xiv. Ensure confidential electronic transfer of test results via secure

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internet system or secure fax stay secure.

xv. Mail hard copy test results to UTA.

xvi. Provide summary reports to UTA's officials when requested.

xvii. Consult with UTA's DER on legal issues, policy implementation and program design.

2. Litigation Support
   a. Phone depositions or testimony provided by an MRO.
   b. TPA Litigation Support Package: Upon receipt of an appropriate legal request, TPA will provide to UTA the following items:
      i. Custody and Control form documentation
      ii. MRO donor interview documentation.
      iii. Biomedical information provided by the donor to the MRO.
   c. Laboratory Litigation Support Package.
3. Technical Assistance
   a. TPA will be available daily to answer technical questions, over the phone that UTA officials and its employees may have regarding workplace drug screening, Federal and State regulations, laboratory analysis, collection procedures, and pharmacology of drug abuse. TPA will consult with UTA and its employees as needed on a case-by-case basis. The MRO is fully accessible and knowledgeable to handle all of UTA's questions. TPA will also call UTA's DER if it determines any irregularities in the test specimen collection, analysis, and review process are determined. TPA is especially concerned with the dramatic increase in the availability and use of specimen adulteration products. TPA will work closely with the laboratory to determine when a test sample may have been adulterated. The DER and Drug and Alcohol Program Manager will be contacted as necessary to discuss specimen-tampering occurrences. Technical Assistance will be considered anormal part of day-to-day operations.
   b. TRA will assist UTA in update its Drug and Alcohol policy.
4. Random Pool Selection and Management
   a. Computer generated random selection will be available. TPA will provide UTA with a monthly or quarterly random selection list. UTA will provide an e-mail monthly or quarterly update of all personnel changes for those who are subject to random drug and/or breath alcohol test selection.
5. Supervisor Training – Drug and Alcohol Awareness Training

8. Third Party Administration

1. Program Coordination and Management
   a. Coordination and management of all aspects of the UTA drug and alcohol testing in accordance with Federal regulations, UTA's guidelines and policies. Testing includes DOT and non-DOT random, post-

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accident, reasonable suspicion, return-to-work, follow-up testing, or any other testing as required by ITA policy.

b. Provide technical support to handle administrative, supervisor, and employee request for information.
c. Compile and retain DOT and non-DOT test results for 5 years.
d. Support all UTA Drug and Alcohol Testing Program audits and inspections by internal or external auditors.
e. Provide specific reports, as requested, detailing Drug and Alcohol Testing Program Activity.
f. Arrange out of area collection sites as requested on an ad hoc basis.
g. Provide prompt payment of all invoices from the laboratory and collection sites.

Performance Guarantees:

In the event of performance problems, UTA may, on a monthly basis, decrease the monthly fee paid to Drug & Alcohol Testing /Third Party Administrator by the following amounts. UTA would invoke the penalties only after 14 calendar days of attempting to resolve the performance issues with the D&A Testing /TPA Provider without success.

1. Failure of a Drug Collector and/or BAT to arrive on-site within thirty (30) minutes of the scheduled collection time. $50.00 per occurrence. Consideration given to inclement weather.
2. Collecting a drug or alcohol test which results in a "fatal flaw" as defined by Title 48 CFR Part 40.199 (b) or Title 49 CFR Part 40.267 respectively on any drug or alcohol test collected under federal mandate and/or non-federal mandate. $100 per occurrence.
3. Failure to contact UTA's DER by telephone immediately once a refusal has occurred when required for any drug tests (49 CFR 40.191(d)) and/or any alcohol tests (49 CFR 40.261(c)) under federal mandate and/or non-federal mandate. $100 per occurrence.
4. TPA employee specimen collector(s) failure to complete the collection process as defined by Title 49 CFR Part 40.73. $50 per day delayed.
5. Failure to provide test results within 5-business days $10 per document. Acceptable exceptions are: (a) for laboratory analysis taking longer than 5 business days and (b) third party collection staff delays in necessary paperwork.
6. Failure to provide copies of CCFs, ATFs, or Authorization Forms by the last business day of the calendar month. $10.00 per document.
7. Failure to provide any requested audit documents/requirements within 5 business days. $50 per occurrence.
8. Any DOT/State Audit violation which leads to a civil penalty and can be directly attributed to TPA's error, 100% of the applicable penalty amount.
9. Failure to provide monthly reports electronically detailing the number of drug and alcohol tests provided by category per current DOT, FTA, and FRA regulations and UTA policy for pre-employment, random, follow-up, post-

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accident, and reasonable suspicion/cause) by the date agreed to by the Respondent and UTA $100 per occurrence.

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EXHIBIT B
PRICING

1. **Total Not-To-Exceed Amount:** The total amount payable by UTA under this contract shall not exceed $706,000 (the "Total Not-To-Exceed Amount") over the first five (5) years of the contract. If the options are exercised with mutual consent of the Parties, the consultant will be entitled to a 3% per year price increase.

October 1, 2024 through December 31, 2024 Pricing NTE $33,000.00 (Partial lst Year)

Full-Service Drug and Alcohol Testing

A. Urine Drug Testing Fees:

SERVICES	COST	UNIT OF MEASURE
Urine Drug Screen Test Collect at **WorkMed** (including specimen collection, lab testing, and MRO verification)	**$41.80**	**Per specimen**
Scheduled Test Collect **On-Site** - Urine Drug Screen (including specimen collection, lab testing, and MRO verification)	**$47.30**	
Pre-Scheduled After-Hours Test Collect **On-Site** - Urine Drug Screen (including specimen collection, lab testing, and MRO verification)	**$47.30**	**Per specimen**

On-Site Fees:

SERVICES - DURING BUSINESS HOURS	COST	UNIT OF MEASURE
Scheduled Test - **On-Site Fee**	**$55.00**	**Per Event**
Short Notice - **On-Site Fee**	**$145.00**	**Per Event**

SERVICES - AFTER-HOURS	COST	UNIT OF MEASURE
Scheduled Test - **On-Site Fee**	**$82.50**	**Per Event**
Short Notice - **On-Site Fee**	**$177.00**	**Per Event**

1. Business hours: Monday- Friday from 7:00 am to 5:00 pm.
2. Pricing is the same for all urine DOT and non-DOT panel drug screens.
3. Includes collection site, shipping, laboratory, and MRO fees.
4. WFQA will review all test results.

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5. No additional laboratory charge for GC/MS confirmation, d, and l isomer ratio, or 6-MAM tests.
6. Special specimen adulteration testing may require additional laboratory charges. This work will be performed only after WFQA has obtained UTA's approval to proceed.
7. **Expanded opiates (Hydrocodone and Oxycodone) non-DOT testing panel levels are included in the above fees.** Alternate forms of drug testing (hair or oral fluid), laboratory analysis for Demerol, and other special drug tests are available for an additional fee.

B. Breath Alcohol Testing Fees:

SERVICES	COST	UNIT OF MEASURE
Tests collected at WorkMed Sites	**$33.00**	**Per test**
Scheduled Test - Collected **On-Site**	**$33.00**	**Per test**
Pre-Scheduled After-Hours Test Collected **On-Site**	**$33.00**	**Per test**

***Screening and confirmation testing fees are included.**

C. Oral Fluid Collections:

SERVICES	COST	UNIT OF MEASURE
*Scheduled Test - Collected **On-Site (Collection Only)**	**$33.00**	**Per specimen**
*Pre-Scheduled After-Hours Test Collected **On-Site (Collection Only)**	**$33.00**	**Per specimen**

***Pricing includes oral fluid collection only. WFQA does not currently have laboratory analysis or kit pricing available.**

D. Wait Time Collection Fees:

SERVICES	COST	UNIT OF MEASURE
Waiting time, per hour of inactivity (charged after the 1st hour in ½ hour increments)	**$25.00**	**Per specimen**

1. After hours: Monday - Friday from 5:01pm to 6:59am, including Weekends and Holidays.

E. FTA/FRA Program Audit- $150.00 per hour plus travel expenses

SERVICES	COST	UNIT OF MEASURE
FTA/FRA Program Audit	***$150.00**	**Per Hour**

***Plus travel expenses**

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2. January 1, 2025 through December 31, 2025 Pricing NTE $134,000.00 (Second Year)

Full-Service Drug and Alcohol Testing

A. Urine Drug Testing Fees:

SERVICES	COST	UNIT OF MEASURE
Urine Drug Screen Test Collect at **WorkMed** (including specimen collection, lab testing, and MRO verification)	**$43.05**	**Per specimen**
Scheduled Test Collect **On-Site** - Urine Drug Screen (including specimen collection, lab testing, and MRO verification)	**$48.72**	
Pre-Scheduled After-Hours Test Collect **On-Site** - Urine Drug Screen (including specimen collection, lab testing, and MRO verification)	**$48.72**	**Per specimen**

On-Site Fees:

SERVICES - DURING BUSINESS HOURS	COST	UNIT OF MEASURE
Scheduled Test - **On-Site Fee**	**$56.65**	**Per Event**
Short Notice - **On-Site Fee**	**$149.35**	**Per Event**

SERVICES - AFTER-HOURS	COST	UNIT OF MEASURE
Scheduled Test - **On-Site Fee**	**$84.98**	**Per Event**
Short Notice - **On-Site Fee**	**$182.31**	**Per Event**

1. Business hours: Monday- Friday from 7:00 am to 5:00 pm.
2. Pricing is the same for all urine DOT and non-DOT panel drug screens.
3. Includes collection site, shipping, laboratory, and MRO fees.
4. WFQA will review all test results.
5. No additional laboratory charge for GC/MS confirmation, d, and l isomer ratio, or 6-MAM tests.
6. Special specimen adulteration testing may require additional laboratory charges. This work will be performed only after WFQA has obtained UTA's approval to proceed.
7. **Expanded opiates (Hydrocodone and Oxycodone) non-DOT testing panel levels are included in the above fees.** Alternate forms of drug testing (hair or oral fluid), laboratory analysis for Demerol, and other special drug tests are available for an additional fee.

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B. Breath Alcohol Testing Fees:

SERVICES	COST	UNIT OF MEASURE
Tests collected at WorkMed Sites	**$33.99**	**Per test**
Scheduled Test - Collected **On-Site**	**$33.99**	**Per test**
Pre-Scheduled After-Hours Test Collected **On-Site**	**$33.99**	**Per test**

***Screening and confirmation testing fees are included.**

C. Oral Fluid Collections:

SERVICES	COST	UNIT OF MEASURE
*Scheduled Test - Collected **On-Site (Collection Only)**	**$33.99**	**Per specimen**
*Pre-Scheduled After-Hours Test Collected **On-Site (Collection Only)**	**$33.99**	**Per specimen**

***Pricing includes oral fluid collection only. WFQA does not currently have laboratory analysis or kit pricing available.**

D. Wait Time Collection Fees:

SERVICES	COST	UNIT OF MEASURE
Waiting time, per hour of inactivity (charged after the 1st hour in ½ hour increments)	**$25.75**	**Per specimen**

1. After hours: Monday - Friday from 5:01pm to 6:59am, including Weekends and Holidays.

E. FTA/FRA Program Audit- $154.50 per hour plus travel expenses

SERVICES	COST	UNIT OF MEASURE
FTA/FRA Program Audit	**$154.50**	**Per Hour**

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3. January 1, 2026 through December 31, 2026 Pricing NTE: $138,000.00 (Third Year)

Full-Service Drug and Alcohol Testing

A. Urine Drug Testing Fees:

SERVICES	COST	UNIT OF MEASURE
Urine Drug Screen Test Collect at **WorkMed** (including specimen collection, lab testing, and MRO verification)	**$44.35**	**Per specimen**
Scheduled Test Collect **On-Site** - Urine Drug Screen (including specimen collection, lab testing, and MRO verification)	**$50.18**	**Per specimen**
Pre-Scheduled After-Hours Test Collect **On-Site** - Urine Drug Screen (including specimen collection, lab testing, and MRO verification)	**$50.18**	**Per specimen**

On-Site Fees:

SERVICES - DURING BUSINESS HOURS	COST	UNIT OF MEASURE
Scheduled Test - **On-Site Fee**	**$58.35**	**Per Event**
Short Notice **- On-Site Fee**	**$153.83**	**Per Event**

SERVICES - AFTER-HOURS	COST	UNIT OF MEASURE
Scheduled Test - **On-Site Fee**	**$87.52**	**Per Event**
Short Notice - **On-Site Fee**	**$187.78**	**Per Event**

1. Business hours: Monday- Friday from 7:00 am to 5:00 pm.
2. Pricing is the same for all urine DOT and non-DOT panel drug screens.
3. Includes collection site, shipping, laboratory, and MRO fees.
4. WFQA will review all test results.
5. No additional laboratory charge for GC/MS confirmation, d, and l isomer ratio, or 6-MAM tests.
6. Special specimen adulteration testing may require additional laboratory charges. This work will be performed only after WFQA has obtained UTA's approval to proceed.
7. **Expanded opiates (Hydrocodone and Oxycodone) non-DOT testing panel levels are included in the above fees.** Alternate forms of drug testing (hair or oral fluid), laboratory analysis for Demerol, and other special drug tests are available for an additional fee.

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B. Breath Alcohol Testing Fees:

SERVICES	COST	UNIT OF MEASURE
Tests collected at WorkMed Sites	**$35.01**	**Per test**
Scheduled Test - Collected **On-Site**	**$35.01**	**Per test**
Pre-Scheduled After-Hours Test Collected **On-Site**	**$35.01**	**Per test**

***Screening and confirmation testing fees are included.**

C. Oral Fluid Collections:

SERVICES	COST	UNIT OF MEASURE
*Scheduled Test - Collected **On-Site (Collection Only)**	**$35.01**	**Per specimen**
*Pre-Scheduled After-Hours Test Collected **On-Site (Collection Only)**	**$35.01**	**Per specimen**

***Pricing includes oral fluid collection only. WFQA does not currently have laboratory analysis or kit pricing available.**

D. Wait Time Collection Fees:

SERVICES	COST	UNIT OF MEASURE
Waiting time, per hour of inactivity (charged after the 1st hour in ½ hour increments)	**$26.52**	**Per specimen**

1. After hours: Monday - Friday from 5:01pm to 6:59am, including Weekends and Holidays.

E. FTA/FRA Program Audit- $159.14 per hour plus travel expenses

SERVICES	COST	UNIT OF MEASURE
FTA/FRA Program Audit	**$159.14**	**Per Hour**

Docusign Envelope ID: 7432D912-AFDB-400E-BB03-C40D77D10ECE

4. January 1, 2027 through December 31, 2027 Pricing NTE $142,000.00 (Fourth Year)

Full-Service Drug and Alcohol Testing

A. Urine Drug Testing Fees:

SERVICES	COST	UNIT OF MEASURE
Urine Drug Screen Test Collect at **WorkMed** (including specimen collection, lab testing, and MRO verification)	**$45.68**	**Per specimen**
Scheduled Test Collect **On-Site** - Urine Drug Screen (including specimen collection, lab testing, and MRO verification)	**$51.69**	**Per specimen**
Pre-Scheduled After-Hours Test Collect **On-Site** - Urine Drug Screen (including specimen collection, lab testing, and MRO verification)	**$51.69**	**Per specimen**

On-Site Fees:

SERVICES - DURING BUSINESS HOURS	COST	UNIT OF MEASURE
Scheduled Test - **On-Site Fee**	**$60.10**	**Per Event**
Short Notice - **On-Site Fee**	**$158.45**	**Per Event**

SERVICES - AFTER-HOURS	COST	UNIT OF MEASURE
Scheduled Test - **On-Site Fee**	**$90.15**	**Per Event**
Short Notice - **On-Site Fee**	**$193.41**	**Per Event**

1. Business hours: Monday- Friday from 7:00 am to 5:00 pm.
2. Pricing is the same for all urine DOT and non-DOT panel drug screens.
3. Includes collection site, shipping, laboratory, and MRO fees.
4. WFQA will review all test results.
5. No additional laboratory charge for GC/MS confirmation, d, and l isomer ratio, or 6-MAM tests.
6. Special specimen adulteration testing may require additional laboratory charges. This work will be performed only after WFQA has obtained UTA's approval to proceed.
7. **Expanded opiates (Hydrocodone and Oxycodone) non-DOT testing panel levels are included in the above fees.** Alternate forms of drug testing (hair or oral fluid), laboratory analysis for Demerol, and other special drug tests are available for an additional fee.

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B. Breath Alcohol Testing Fees:

SERVICES	COST	UNIT OF MEASURE
Tests collected at WorkMed Sites	**$36.06**	**Per test**
Scheduled Test - Collected **On-Site**	**$36.06**	**Per test**
Pre-Scheduled After-Hours Test Collected **On-Site**	**$36.06**	**Per test**

***Screening and confirmation testing fees are included.**

C. Oral Fluid Collections:

SERVICES	COST	UNIT OF MEASURE
*Scheduled Test - Collected **On-Site (Collection Only)**	**$36.06**	**Per specimen**
*Pre-Scheduled After-Hours Test Collected **On-Site (Collection Only)**	**$36.06**	**Per specimen**

***Pricing includes oral fluid collection only. WFQA does not currently have laboratory analysis or kit pricing available.**

D. Wait Time Collection Fees:

SERVICES	COST	UNIT OF MEASURE
Waiting time, per hour of inactivity (charged after the 1st hour in ½ hour increments)	**$27.32**	**Per specimen**

1. After hours: Monday - Friday from 5:01pm to 6:59am, including Weekends and Holidays.

E. FTA/FRA Program Audit- $163.91 per hour plus travel expenses

SERVICES	COST	UNIT OF MEASURE
FTA/FRA Program Audit	**$163.91**	**Per Hour**

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5. January 1, 2028 through December 31, 2028 Pricing NTE $146,000.00 (Fifth Year)

Full-Service Drug and Alcohol Testing

A. Urine Drug Testing Fees:

SERVICES	COST	UNIT OF MEASURE
Urine Drug Screen Test Collect at **WorkMed** (including specimen collection, lab testing, and MRO verification)	**$47.05**	**Per specimen**
Scheduled Test Collect **On-Site** - Urine Drug Screen (including specimen collection, lab testing, and MRO verification)	**$53.24**	**Per specimen**
Pre-Scheduled After-Hours Test Collect **On-Site** - Urine Drug Screen (including specimen collection, lab testing, and MRO verification)	**$53.24**	**Per specimen**

On-Site Fees:

SERVICES - DURING BUSINESS HOURS	COST	UNIT OF MEASURE
Scheduled Test - **On-Site Fee**	**$61.90**	**Per Event**
Short Notice - **On-Site Fee**	**$163.20**	**Per Event**

SERVICES - AFTER-HOURS	COST	UNIT OF MEASURE
Scheduled Test - **On-Site Fee**	**$92.85**	**Per Event**
Short Notice - **On-Site Fee**	**$199.22**	**Per Event**

1. Business hours: Monday- Friday from 7:00 am to 5:00 pm.
2. Pricing is the same for all urine DOT and non-DOT panel drug screens.
3. Includes collection site, shipping, laboratory, and MRO fees.
4. WFQA will review all test results.
5. No additional laboratory charge for GC/MS confirmation, d, and l isomer ratio, or 6-MAM tests.
6. Special specimen adulteration testing may require additional laboratory charges. This work will be performed only after WFQA has obtained UTA's approval to proceed.
7. **Expanded opiates (Hydrocodone and Oxycodone) non-DOT testing panel levels are included in the above fees.** Alternate forms of drug testing (hair or oral fluid), laboratory analysis for Demerol, and other special drug tests are available for an additional fee.

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B. Breath Alcohol Testing Fees:

SERVICES	COST	UNIT OF MEASURE
Tests collected at WorkMed Sites	**$37.14**	**Per test**
Scheduled Test - Collected **On-Site**	**$37.14**	**Per test**
Pre-Scheduled After-Hours Test Collected **On-Site**	**$37.14**	**Per test**

***Screening and confirmation testing fees are included.**

C. Oral Fluid Collections:

SERVICES	COST	UNIT OF MEASURE
*Scheduled Test - Collected **On-Site (Collection Only)**	**$37.14**	**Per specimen**
*Pre-Scheduled After-Hours Test Collected **On-Site (Collection Only)**	**$37.14**	**Per specimen**

***Pricing includes oral fluid collection only. WFQA does not currently have laboratory analysis or kit pricing available.**

D. Wait Time Collection Fees:

SERVICES	COST	UNIT OF MEASURE
Waiting time, per hour of inactivity (charged after the 1st hour in ½ hour increments)	**$28.14**	**Per specimen**

1. After hours: Monday - Friday from 5:01pm to 6:59am, including Weekends and Holidays.

E. FTA/FRA Program Audit- $168.83 per hour plus travel expenses

SERVICES	COST	UNIT OF MEASURE
FTA/FRA Program Audit	**$168.83**	**Per Hour**

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6. January 1, 2029 through September 30, 2029 Pricing NTE $113,000 (Partial Sixth Year)

Full-Service Drug and Alcohol Testing

A. Urine Drug Testing Fees:

SERVICES	COST	UNIT OF MEASURE
Urine Drug Screen Test Collect at **WorkMed** (including specimen collection, lab testing, and MRO verification)	**$48.46**	**Per specimen**
Scheduled Test Collect **On-Site** - Urine Drug Screen (including specimen collection, lab testing, and MRO verification)	**$54.83**	**Per specimen**
Pre-Scheduled After-Hours Test Collect **On-Site** - Urine Drug Screen (including specimen collection, lab testing, and MRO verification)	**$54.83**	**Per specimen**

On-Site Fees:

SERVICES - DURING BUSINESS HOURS	COST	UNIT OF MEASURE
Scheduled Test - **On-Site Fee**	**$63.76**	**Per Event**
Short Notice - **On-Site Fee**	**$168.09**	**Per Event**

SERVICES - AFTER-HOURS	COST	UNIT OF MEASURE
Scheduled Test - **On-Site Fee**	**$95.64**	**Per Event**
Short Notice - **On-Site Fee**	**$205.19**	**Per Event**

1. Business hours: Monday- Friday from 7:00 am to 5:00 pm.
2. Pricing is the same for all urine DOT and non-DOT panel drug screens.
3. Includes collection site, shipping, laboratory, and MRO fees.
4. WFQA will review all test results.
5. No additional laboratory charge for GC/MS confirmation, d, and l isomer ratio, or 6-MAM tests.
6. Special specimen adulteration testing may require additional laboratory charges. This work will be performed only after WFQA has obtained UTA's approval to proceed.
7. **Expanded opiates (Hydrocodone and Oxycodone) non-DOT testing panel levels are included in the above fees.** Alternate forms of drug testing (hair or oral fluid), laboratory analysis for Demerol, and other special drug tests are available for an additional fee.

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B. Breath Alcohol Testing Fees:

SERVICES	COST	UNIT OF MEASURE
Tests collected at WorkMed Sites	**$38.26**	**Per test**
Scheduled Test - Collected **On-Site**	**$38.26**	**Per test**
Pre-Scheduled After-Hours Test Collected **On-Site**	**$38.26**	**Per test**

***Screening and confirmation testing fees are included.**

C. Oral Fluid Collections:

SERVICES	COST	UNIT OF MEASURE
*Scheduled Test - Collected **On-Site (Collection Only)**	**$38.26**	**Per specimen**
*Pre-Scheduled After-Hours Test Collected **On-Site (Collection Only)**	**$38.26**	**Per specimen**

***Pricing includes oral fluid collection only. WFQA does not currently have laboratory analysis or kit pricing available.**

D. Wait Time Collection Fees:

SERVICES	COST	UNIT OF MEASURE
Waiting time, per hour of inactivity (charged after the 1st hour in ½ hour increments)	**$28.93**	**Per specimen**

1. After hours: Monday - Friday from 5:01pm to 6:59am, including Weekends and Holidays.

E. FTA/FRA Program Audit- $173.89 per hour plus travel expenses

SERVICES	COST	UNIT OF MEASURE
FTA/FRA Program Audit	**$173.89**	**Per Hour**

For the 5 One-Year Options with the 3% Increase).

2029 Budget Request: 38,000 (Oct-December)
2030 Budget Request: 155,000
2031 Budget Request: 160,000
2032 Budget Request: 165,000
2033 Budget Request: 170,000
2034 Budget Request: 131,500 (Jan- September)
Expected 5-year spend: $819,500

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Kim Shanklin, Chief People Officer
PRESENTER(S):	Lorin Simpson, Drug & Alcohol Program Manager

TITLE:

Contract: Occupational Medical Services (Intermountain WorkMed, LLC./IHC Health Services, Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute the contract and associated disbursements with Intermountain WorkMed in the amount of $1,113,250 for five years (the base term). Future Board approval will be required for additional five one-year options.

BACKGROUND:
UTA's current Occupational Medical Services contract will expire September 30, 2024. Therefore, a Request for Proposal process has been conducted resulting in the selection of Intermountain WorkMed.

DISCUSSION:
In compliance with Federal Transit Administration (FTA) and Federal Railroad Administration (FTA) requirements, and to ensure the safety and well-being of our employees and public, UTA procures Occupational Medical Services to provide Department of Transportation (DOT) required physical exams to ensure fitness for duty, post injury and trauma treatment, DOT renewals, medical issue consulting, physical ability testing, and drug and alcohol testing as required by UTA.

CONTRACT SUMMARY:

Contractor Name:	Intermountain Workmed, LLC. /IHC Health Services, Inc.
Contract Number:	24-03862PP

Base Contract Effective Dates:	October 1, 2024 - September 30, 2029
Extended Contract Dates:	Five one-year options beginning 10/1/29 and running through 09/30/34 (Board approval not requested for the options at this time. Approval will be requested at the time of exercise).
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	$1,113,250
Procurement Method:	Request for Proposal
Budget Authority:	Approved 2024 Operating Budget

ALTERNATIVES:

No alternative. A qualified Occupational Medical Services provider is industry best practice and essential to maintain compliance with DOT (FTA/FRA) requirements and to ensure the safety and well-being of our employees and public.

FISCAL IMPACT:

2024 funds are included in the Total Rewards budget

2025 funds are included in the 2025 tentative budget

2026-2029 funds are included in UTA's financial plan

2024 Budget Total:	$51,250 (Oct - Dec)
2025 Budget Request:	211,000
2026 Budget Request:	217,500
2027 Budget Request:	224,000
2028 Budget Request:	231,000
2029 Budget Request:	178,500 (Jan - Sept)
Expected 5-year spend:	$1,113,250

ATTACHMENTS:

Contract

Docusign Envelope ID: 5AD14C75-09BB-49BB-892C-E2F7ED15B50F

PROFESSIONAL SERVICES AGREEMENT

UTA CONTRACT #24-03862PP

Occupational Health Services

This Professional Services Agreement is entered into and made effective October 1, 2024 date (the "Effective Date") by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah ("UTA"), and IHC HEALTH SERVICES, INC., a Utah nonprofit corporation ("Consultant" of "Provider").

RECITALS

WHEREAS, UTA desires to hire professional services for Occupational Health Services.

WHEREAS, On May 29, 2024, UTA issued Request for Proposal Package Number 24-03861PP ("RFP") for Occupational Medical Services & Drug and Alcohol Testing Third Party Administrator Services' encouraging interested parties to submit proposals to perform the services described in the RFP.

WHEREAS, Upon evaluation of the proposals submitted in response to the RFP, UTA selected Consultant as the preferred entity with whom to negotiate a contract to perform the Work for the Occupational Health Services.

WHEREAS, 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 here from, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. SERVICES TO BE PROVIDED

a. Consultant shall perform all Work as set forth in the Scope of Services (Exhibit A). 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.

b. 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.

c. 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.

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d. Consultant shall furnish only qualified personnel and materials necessary for the performance of the Work.

e. 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. MANAGEMENT OF WORK

a. 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.

b. 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.

3. PROGRESS OF WORK

a. 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.

b. 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.

c. Consultant shall deliver monthly progress reports and provide all Contract submittals and other deliverables as specified in the Scope of Services.

d. 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.

e. 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.

f. 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.

g. If Consultant fails to promptly remedy rejected Work as provided in Section 3.F, UTA may (without limiting or waiving any rights or remedies it may have) perform necessary corrective action using other Consultant s or UTA's own forces. Any costs reasonably incurred

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by UTA in such corrective action shall be chargeable to Consultant.

4. PERIOD OF PERFORMANCE

This Contract shall commence as of the Effective Date of October 1, 2024 and this Contract shall remain in full force and effect for an initial five-year period expiring September 30, 2029. UTA may, at its sole election and in its sole discretion, extend the initial term for up to five additional one-year option periods, for a total Contract period not to exceed (10) years. Consultant's compensation under Exhibit B will increase by 3% year over year for each of the up to five additional one-year option periods. Extension options may be exercised by UTA upon providing Consultant with notice of such election at least thirty (30) days prior to the expiration of the initial term or then-expiring option period (as applicable).

5. COMPENSATION

a. For the performance of the Work, UTA shall pay Consultant in accordance with the payment provisions described in Exhibit B. Payments shall be made in accordance with the milestones or other payment provisions detailed in Exhibit B. If Exhibit B does not specify any milestones or other payment provisions, then payment shall be made upon completion of all Work and final acceptance thereof by UTA.

b. To the extent that Exhibit B or another provision of this Contract calls for any portion of the consideration to be paid on a cost-reimbursement basis, such 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.

c. 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.

d. 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.

6. INCORPORATED DOCUMENTS

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a. The following documents hereinafter listed in chronological order, with most recent document taking precedence over any conflicting provisions contained in prior documents (where applicable), are hereby incorporated into the Contract by reference and made a part hereof:

1. The terms and conditions of this Professional Services Supply Agreement (including any exhibits and attachments hereto).

2. UTA's RFP including, without limitation, all attached or incorporated terms, conditions, federal clauses (as applicable), drawings, plans, specifications and standards and other descriptions of the Professional Services;

3. Consultant's Proposal including, without limitation, all federal certifications (as applicable);

b. The above-referenced documents are made as fully a part of the Contract as if hereto.

7. ORDER OF PRECEDENCE

The Order of Precedence for this contract is as follows:
1. UTA Contract including all attachments
2. UTA Terms and Conditions
3. UTA Solicitation Terms
4. Consultant ’s Bid or Proposal including proposed terms or conditions

Any Consultant /Consultant proposed term or condition which is in conflict with a UTA contract or solicitation term, or condition will be deemed null and void.

8. CHANGES

a. 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:

1. In the Scope of Services;
2. In the method or manner of performance of the Work; or
3. 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.

b. 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

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entitled to rely on any other manner or method of direction.

c. 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 requirement set forth in this Contract; or (ii) other conditions exist or actions are taken by UTA 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.

d. As soon as practicable, but in no event longer than 30 days after providing notice, Consultant must provide UTA with information and documentation reasonably demonstrating the actual cost and schedule impacts associated with any change in Work. 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 21 of this Contract.

9. INVOICING PROCEDURES

a. Consultant shall invoice UTA after achievement of contractual milestones or delivery of all Goods and satisfactory performance of all Services or in accordance with an approved progress or periodic billing schedule. Consultant shall submit invoices to ap@rideuta.com for processing and payment. In order to timely process invoices, Consultant shall include the following information on each invoice:

i. Consultant Name
ii. Unique Invoice Number
iii. PO Number
iv. Invoice Date
v. Detailed Description of Charges
vi. Total Dollar Amount Due

b. UTA shall have the right to disapprove (and withhold from payment) specific line items of each invoice to address non-conforming Software or Services. Approval by UTA shall not be unreasonably withheld. UTA shall also have the right to offset (against payments) amounts reasonably reflecting the value of any claim which UTA has against Consultant under the Contract. Payment for all invoice amounts not specifically disapproved or offset by UTA

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shall be provided to Consultant within thirty (30) calendar days of invoice submittal to ap@rideuta.com. Invoices not submitted electronically will shall be paid thirty (30) calendar days from date of receipt by UTA's accounting department.

c. Invoices must include a unique invoice number, UTA's Purchase Order number, a description of the Good or Service provided, line-item pricing, total amount due, and must be submitted electronically to ap@rideuta.com.

10. OWNERSHIP OF DESIGNS, DRAWINGS, AND WORK PRODUCT

Any deliverables prepared or developed pursuant to the Contract including without limitation drawings, specifications, manuals, calculations, maps, sketches, designs, tracings, notes, reports, data, computer programs, models and samples, shall become the property of UTA when prepared, and, together with any documents or information furnished to Consultant and its employees or agents by UTA hereunder, shall be delivered to UTA upon request, and, in any event, upon termination or final acceptance of the Professional Services. UTA shall have full rights and privileges to use and reproduce said items. To the extent that any deliverables include or incorporate preexisting intellectual property of Consultant, Consultant hereby grants UTA a fully paid, perpetual license to use such intellectual property for UTA's operation, maintenance, modification, improvement and replacement of UTA's assets. The scope of the license shall be to the fullest extent necessary to accomplish those purposes, including the right to share same with UTA's Consultant s, agent, officers, directors, employees, joint owners, affiliates and Consultant s.

11. USE OF SUBCONSULTANT S

a. 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 subConsultants, such approval not to be withheld unreasonably.

b. No subsequent change, removal or substitution shall be made with respect to any such subConsultant without the prior written approval of UTA.

c. Consultant shall be solely responsible for making payments to subConsultants, and such payments shall be made within thirty (30) days after Consultant receives corresponding payments from UTA.

d. Consultant shall be responsible for and direct all Work performed by subConsultants.

e. 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.

12. KEY PERSONNEL

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

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express written consent of UTA. The following individuals are concerned to be key personnel under this contract.

Sean Tomlinson

sean.tomlinson@imail.org

801-442-3888

If the Consultant changed key personnel without the express written permission of UTA, it shall be in default of the contract and liable for default damages.

13. SUSPENSION OF WORK

a. 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.

b. 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.

c. 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.

d. 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.

14. TERMINATION

a. FOR CONVENIENCE:

UTA shall have the right to terminate the Contract at any time by providing 90 days' prior written notice to the other party. If the Contract is terminated for convenience, UTA shall pay Consultant: (i) in full for Goods delivered and Services fully performed prior to the effective date of termination; and (ii) an equitable amount to reflect costs incurred (including Contract close-out and subConsultant termination costs that cannot be reasonably mitigated) and profit on work-in-progress as of to the effective date of the termination notice. UTA shall not be responsible for anticipated or consequential profits or expenses based on the terminated portion of the Contract. 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. UTA agrees to limit the circumstances under which it will exercise its right to terminate for convenience, to the situation where it has been negatively impacted by legislation or lack of available funding.

b. FOR DEFAULT:

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If Consultant (a) becomes insolvent; (b) files a petition under any chapter of the bankruptcy laws or is the subject of an involuntary petition; (c) makes a general assignment for the benefit of its creditors; (d) has a receiver appointed; (e) should fail to make prompt payment to any subConsultants or suppliers; or (f) fails to comply with any of its material obligations under the Contract, UTA may, in its discretion, after first giving Consultant seven (7) days written notice to cure such default:

1. Terminate the Contract (in whole or in part) for default and obtain the Professional Services using other Consultant s or UTA's own forces, in which event Consultant shall be liable for all incremental costs so incurred by UTA;

2. Pursue other remedies available under the Contract (regardless of whether the termination remedy is invoked); and/or

3. Except to the extent limited by the Contract, pursue other remedies available at law.

15. CONSULTANT 'S POST TERMINATION OBLIGATIONS:

Upon receipt of a termination notice as provided above, Consultant shall (i) immediately discontinue all work affected (unless the notice directs otherwise); and (ii) deliver to UTA all data, drawings and other deliverables, whether completed or in process. Consultant shall also remit a final invoice for all services performed and expenses incurred in full accordance with the terms and conditions of the Contract up to the effective date of termination. UTA shall calculate termination damages payable under the 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. If UTA terminates the 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 Professional Services furnished by Consultant prior to termination.

16. INFORMATION, RECORDS and REPORTS; AUDIT RIGHTS

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 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

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shall flow-down (as a matter of written contract) these records requirements to all subConsultants utilized in the performance of the Work at any tier.

17. FINDINGS CONFIDENTIAL

Any documents, reports, information, or other data and materials delivered or made available to or prepared or assembled by Consultant or subConsultant 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. If confidential information is released to any third party without UTA's written consent as described above, Consultant shall notify UTA of the data breach within 10 days and provide its plan for immediate

mitigation of the breach for review and approval by UTA.

a. 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.

18. PUBLIC INFORMATION

Consultant acknowledges that the Contract and related materials (invoices, orders, etc.) will be public documents under the Utah Government Records Access and Management Act (GRAMA). Consultant 's response to the solicitation for the Contract will also be a public document subject to GRAMA, except for legitimate trade secrets, so long as such trade secrets were properly designated in accordance with terms of the solicitation.

19. INDEMNIFICATION

Consultant shall indemnify, hold harmless and defend UTA, its officers, trustees, agents, and employees (hereinafter collectively referred to as "Indemnitees") from and against all liabilities, claims, actions, damages, losses, and expenses including without limitation reasonable attorneys' fees and costs (hereinafter referred to collectively as "claims") related to bodily injury, including death, or loss or damage to tangible or intangible property caused, or alleged to be caused, in whole or in part, by the acts or omissions of the indemnifying party or any of its owners, officers, directors, agents, employees or subConsultants. This indemnity includes any claim or amount arising out of the failure of such party to conform to federal, state, and local laws and regulations. If an employee of Consultant, a subConsultant, anyone employed directly or indirectly by any of them or anyone for whose acts any of them may be liable brings 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

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or benefits payable under any employee benefit acts, including workers' compensation or disability acts. The indemnity obligations of either party shall not apply to the extent that claims arise out of the sole negligence of the other party.

UTA will fairly consider via its established claims process, any claims stemming from injury or damages to consultant personnel caused by UTA or its employees or agents. Subject to available funding, UTA agrees to indemnify consultant for 3rd party claims against consultant which are caused by UTA, its employees or agents.

20. INSURANCE REQUIREMENTS

The insurance requirements herein are minimum requirements for this Contract and in no way limit the indemnity covenants contained in this Contract. The Utah Transit Authority in no way warrants that the minimum limits contained herein are sufficient to protect the Consultant from liabilities that might arise out of the performance of the work under this contract by the Consultant, its agents, representatives, employees or subConsultants and Consultant is free to purchase additional insurance as may be determined necessary. Notwithstanding any other provision of this Contract, Consultant may fulfill its insurance obligations through its self-managed insurance program.

A. MINIMUM SCOPE AND LIMITS OF INSURANCE: Consultant shall provide coverage with limits of liability not less than those Stated below. An excess liability policy or umbrella liability policy may be used to meet the minimum liability requirements provided that the coverage is written on a "following form" basis.

1. Commercial General Liability – Occurrence Form

Policy shall include bodily injury, property damage and broad form contractual liability coverage.

- General Aggregate $4,000,000
- Products – Completed Operations Aggregate $1,000,000
- Personal and Advertising Injury $1,000,000
- Each Occurrence $2,000,000

a. If Consultant does not satisfy its insurance obligations through its self-managed insurance program, 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 Consultant ".

b. The policy must also contain the following endorsement, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE: "Contractual Liability Railroads" ISO from CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing "Utah Transit Authority Property" as the Designated Job Site

2. Automobile Liability

Bodily Injury and Property Damage for any owned, hired, and non-owned vehicles used in the performance of this Contract.

Combined Single Limit (CSL) $2,000,000

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a. If Consultant does not satisfy its insurance obligations through its self-managed insurance program, 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 Consultant, including automobiles owned, leased, hired or borrowed by the Consultant ".

3. Worker's Compensation and Employers' Liability

Workers' Compensation	Statutory
Employers' Liability	
Each Accident	$100,000
Disease – Each Employee	$100,000
Disease – Policy Limit	$500,000

a. Policy shall contain a waiver of subrogation against the Utah Transit Authority.

b. This requirement shall not apply when a Consultant or subConsultant is exempt under UCA, AND when such Consultant or subConsultant executes the appropriate waiver form.

4. Professional Liability (Errors and Omissions Liability)

The policy shall cover professional misconduct or lack of ordinary skill for those positions defined in the Scope of Services of this contract.

Each Claim	$1,000,000
Annual Aggregate	$2,000,000

a. In the event that the professional liability insurance required by this Contract is written on a claims-made basis, Consultant warrants that any retroactive date under the policy shall precede the effective date of this Contract; and that either continuous coverage will be maintained, or an extended discovery period will be exercised for a period of three (3) years beginning at the time work under this Contract is completed.

B. ADDITIONAL INSURANCE REQUIREMENTS: The policies shall include, or be endorsed to include the following provisions:

1. On insurance policies where the Utah Transit Authority is named as an additional insured, the Utah Transit Authority 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 the Consultant 's assessment of the exposure for this contract; for their own protection and the protection of UTA.

2. The Consultant 's insurance coverage shall be primary insurance and non-contributory with respect to all other available sources.

3. Consultant and their insurers shall endorse the required insurance policy(ies) to waive their right of subrogation against UTA. Consultant 's insurance shall be primary with respect to any insurance carried by UTA. Consultant will furnish UTA at least thirty (30) days advance written notice of any cancellation or non-renewal of any required coverage that is not replaced.

C. NOTICE OF CANCELLATION: Each insurance policy required by the insurance provisions of this Contract shall provide the required coverage and shall not be suspended, voided, or canceled except after thirty (30) days prior written notice has been given to the Utah

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Transit Authority, except when cancellation is for non-payment of premium, then ten (10) days prior notice may be given. Such notice shall be sent directly to (Utah Transit Authority agency Representative's Name & Address).

D. ACCEPTABILITY OF INSURERS: Insurance is to be placed with insurers duly licensed or authorized to do business in the State and with an "A.M. Best" rating of not less than A-VII. The Utah Transit Authority in no way warrants that the above-required minimum insurer rating is sufficient to protect the Consultant from potential insurer insolvency.

E. VERIFICATION OF COVERAGE: Consultant shall furnish the Utah Transit Authority with certificates of insurance (on standard ACORD form) 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 sent to utahta@ebix.com and received and approved by the Utah Transit Authority 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.
All certificates required by this Contract shall be emailed directly to Utah Transit Authority's insurance email address at utahta@ebix.com. The Utah Transit Authority project/contract number and project description shall be noted on the certificate of insurance. The Utah Transit Authority reserves the right to require complete, certified copies of all insurance policies required by this Contract at any time. DO NOT SEND CERTIFICATES OF INSURANCE TO THE UTAH TRANSIT AUTHORITY'S CLAIMS AND INSURANCE DEPARTMENT.

F. SUBCONSULTANT S: Consultants' certificate(s) shall include all subConsultants as additional insureds under its policies or subConsultants shall maintain separate insurance as determined by the Consultant, however, subconsultant 's limits of liability shall not be less than $1,000,000 per occurrence / $2,000,000 aggregate. Sub-Consultant s maintaining separate insurance shall name Utah Transit Authority as an additional insured on their policy. Blanket additional insured endorsements are not acceptable from sub-Consultant s. Utah Transit Authority must be scheduled as an additional insured on any sub-Consultant policies.

G. APPROVAL: Any modification or variation from the insurance requirements in this Contract shall be made by Claims and Insurance Department or the Office of General Counsel, whose decision shall be final. Such action will not require a formal Contract amendment but may be made by administrative action.

21. OTHER INDEMNITIES

a. 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

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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.

b. 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 subConsultants 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 subConsultants 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 subConsultant, 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.

22. INDEPENDENT CONSULTANT

Consultant is an independent Consultant and agrees that its personnel will not represent itself 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.

23. PROHIBITED INTEREST

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.

24. CLAIMS/DISPUTE RESOLUTION

a. "Claim" means any disputes between UTA and the Consultant arising out of or relating to the Contract Documents including any disputed claims for Contract adjustments that cannot be resolved in accordance with the Change Order negotiation process set forth in Article 6. Claims must be made by written notice. The responsibility to substantiate claims

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rests with the party making the claim.

b. Unless otherwise directed by UTA in writing, Consultant shall proceed diligently with performance of the Work pending final resolution of a Claim, including litigation. UTA shall continue to pay any undisputed payments related to such Claim.

c. 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.

d. 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 Project Director/Consultant 's Project Director	Five calendar days
UTA's Chief Financial Officer/Consultant's Financial Officer	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.

If the dispute cannot be resolved informally in accordance with the escalation procedures set forth above, then either party may commence formal mediation under the Juris Arbitration and Mediation (JAMS) process using a mutually agreed upon JAMS mediator. If resolution does not occur through Mediation, then legal action may be commenced in accordance the venue and governing law provisions of this contract.

25. GOVERNING LAW

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.

26. ASSIGNMENT OF CONTRACT

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.

27. NONWAIVER

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

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28. **NOTICES OR DEMANDS**

a. 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 postage; (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: Pat Postell
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:
IHC Health Services Inc.
ATTN: WorkMed Administration, Sean Tomlinson
5026 South State Street
Murray, UT 84107

b. 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.

c. Notwithstanding Section 27, 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.

29. **CONTRACT ADMINISTRATOR**

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

30. **COSTS AND ATTORNEYS' FEES**

If any party to this Agreement brings an action to enforce or defend its rights or obligations hereunder, the prevailing party shall be entitled to recover its costs and expenses, including mediation, arbitration, litigation, court costs and attorneys' fees, if any, incurred in connection with such suit, including on appeal

31. **NO THIRD-PARTY BENEFICIARY**

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The parties enter into 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.

32. FORCE MAJEURE

Neither party to the Contract will be held responsible for delay or default caused by fire, riot, acts of God and/or war which are beyond that party's reasonable control. Either party may terminate the Contract after determining such delay or default will reasonably prevent successful performance of the Contract.

33. UTAH ANTI-BOYCOTT OF ISRAEL ACT

Consultant agrees it will not engage in a boycott of the State of Israel for the duration of this contract.

34. TRAVEL COSTS

Any travel costs charged against this contract and paid for with contract funds must be in compliance with UTA's Travel Policy (UTA.02.07) and the U.S. General Services Administration (GSA) per diem rates

35. SEVERABILITY

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.

36. ENTIRE AGREEMENT

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. The terms of the Contract supersede any additional or conflicting terms or provisions that may be preprinted on Vendor's work plans, cost estimate forms, receiving tickets, invoices, or any other related standard forms or documents of Vendor that may subsequently be used to implement, record, or invoice Goods and/or Services hereunder from time to time, even if such standard forms or documents have been signed or initialed by a representative of UTA. The terms of the Contract prevail in any dispute between the terms of the Contract and the terms printed on any such standard forms or documents, and such standard forms or documents will not be considered written amendments of the Contract.

37. REVOLVING DOOR RESTRICTIONS

UTA Ethics Policy requires Board approval for the award or amendment of a contract with a Consultant that has hired a former UTA employee or who are represented by a former

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employee where the former employee left UTA employment within the 12 months prior to the contract award of amendment. Approval will not be given if there is a strong appearance of an unfair competitive advantage.

38. **AMENDMENTS**

Any amendment to this Contract must be in writing and executed by the authorized representatives of each party.

39. **COUNTERPARTS**

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 the Contract may be detached from any counterpart and reattached to any other counterpart hereof. The electronic transmission of a signed original of the Contract or any counterpart hereof and the electronic retransmission of any signed copy hereof shall be the same as delivery of an original.

40. **SURVIVAL**

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 5, 7, 8, 10, 14, 15, 17, 18, 19, 20, 23, 29 and 30.

IN WITNESS WHEREOF, the parties have made and executed this Contract as of the day, month and year of the last signature contained below.

UTAH TRANSIT AUTHORITY:

By_____
Jay Fox
Executive Director

By_____
Kimberly Shanklin
Chief People Officer

DocuSigned by:
By Mike Bell
70E33A415BA44F6...
Mike Bell
UTA Legal Counsel

IHC HEALTH SERVICES, INC.:

Signed by:
By _____ 8/30/2024
74D98A4BAE94D2...
Name Rebekah Couper-Noles
Title Region VP Medical Group Operations- UT (Canyons)

By_____
Name
Title_____

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EXHIBIT A

Occupational Medical Services:

Physical Examinations

1. *Pre-employment examinations* must be completed in a manner consistent with all applicable regulations and the essential functions of the job. Examinations will be performed at Provider clinics with providers using the DOT physical examination form.
2. *DOT examinations* must be performed consistent with DOT regulations. Individuals who do not qualify will be notified at the time of the examination and will be given written instructions regarding qualification, if applicable. Provider staff will commit to be trained and updated with current DOT requirements.
3. *Return-to-Work examinations* will be performed only by Provider physicians, who will determine if the employee is fit to return to work by reviewing and understanding the employee's medical condition, job demands and working conditions.
4. *Fitness for Duty examinations* will be performed only by Provider physicians to determine if employees are fit to perform the functions of their jobs. Provider physicians will focus on returning employees safely to the workplace.
5. At the time of any exam, Provider providers will evaluate any medications listed by the examinee for potential sedating effects or fitness for duty implications. Provider providers will consult with the employee's primary care physician as needed.
6. *Follow-up exams* will be completed at Provider clinics to assess specific medical issues.
7. Provider clinics will promptly report exam results by giving UTA employees the completed paperwork immediately following the exam and emailing results to UTA Human Resources staff within four (4) hours after the exam is completed. Provider will notify UTA HR by telephone of a DOT exam failure within two (2) business hours. In cases where the DOT certification is withheld for medical reasons or is time restricted, the employee will be given a letter from Provider requesting specific information to remedy the deficiency. Provider will provide the results both verbally and in writing to the employee. Results will be reported to UTA Human Resources after Provider receives medical records from the examinee's physician. Provider will provide the results for any exam only to designated UTA Human Resources staff.
8. Provider will schedule injury follow ups, DOT, fitness for duty and return to work physical examinations on the same day as the request, or the following business day or on a walk-in basis.
9. Provider will follow all applicable state, federal, and local laws, rules, and regulations for driver certification, physical examinations, and drug and alcohol testing.
10. Upon completion of exam, Provider will provide each examinee with a discharge summary and instructions. Provider staff will email an additional copy to the UTA Human Resources Staff and/or UTA's DER as appropriate.

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11. Provider is available for DOT physical exams from 7:30 am – 7:00 pm five days a week, excluding Provider holidays.

Occupational Injury, Illness and Trauma Treatment

1. Provider will complete a post-accident examination when the individual is medically stable to travel to the Provider clinic. In the post-accident examination, Provider will address factors such as impairment, injury care, diagnosis, prognosis, follow-up, work restrictions and return to duty. Provider will follow injury care guidelines and recommendations established by the American College of Occupational and Environmental Medicine (ACOEM).
2. Upon completion of exam, Provider will provide the examinee a discharge summary and instructions. Provider staff will email an additional copy to the UTA's Workers Compensation Administrator. Additionally, a portal to Providers computer system, will be available any time to UTA with real time data and no expiration.
3. Provider will meet the unique needs of simple as well as complex workers compensation injuries and illnesses.
4. Provider treatment providers will have training and experience in workers compensation systems and understand that in addition to the patient, Provider customers include the employer and the payer.
5. Provider providers and case managers may visit UTA worksites in order to optimize worker care and enhance business client communication. Provider staff will coordinate every aspect of the occupational injury case to facilitate timely return to work and satisfactory case resolution. UTA's Workers Compensation Administrator is the primary communication link between the injured worker, employer, medical provider, therapist and claims adjuster and will coordinate medical care with the Provider clinic.
6. Provider will accept both walk-ins and appointments for occupational injuries and will see them in order of their severity and arrival time. Urgent post-accident exams will be seen on a walk-in basis without an appointment and will be seen immediately.
7. Provider will handle acute injury care including cuts and lacerations, pains and strains, skin irritations, and foreign body removal from eyes, etc. Provider providers will be trained in suturing techniques and have trauma rooms fully equipped to deal with wounds. Provider clinics will have full digital x-ray in each facility, along with staff trained in splinting techniques.
8. In circumstances requiring more in-depth screening, such as MRI or CT scans, Provider case managers will contact UTA's Workers Compensation Administrator for authorization and schedule the exam at an outside facility and obtain the results for the provider.
9. Provider will encourage independent exercise programs and self-care whenever feasible. Patients will be given written instructions including images illustrating correct techniques before leaving the clinic.

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Protocols and Reporting

1. Provider will routinely follow protocols required by UTA. This information will be entered into the Provider information system, allowing all Provider locations access to the protocols.
2. Provider will provide a monthly numerically detailed report, available the first week of the new month, detailing the number of physical examinations provided by category for the previous month:

    a. Pre-employment exams
    b. Bi-annual renewal DOT exams
    c. K Waiver exams
    d. Return-to-Work exams
    e. Follow-up exams
    f. Fitness for Duty exams
    g. Post-accident exams
    h. Total exams by each category along with the number of those unable to pass the physical exam, to include K-Waivers with the issue or diagnosis
    i. Total number of physical abilities tests by each category (i.e. Operator, Farebox Revenue Processor and Rail Service Employee) along with the number of those unable to pass the test.
    j. Total number of in-clinic and after-hours drug and alcohol collections for the month.
    k. Total number of appointment no-shows for the month.
    l. Total number of appointment no-shows during extended hours for the month.

Consultation on occupational health medical issues

1. Provider will respond to UTA phone call and/or email inquiries regarding prescription medicine clearance reported on the Medication Approval Form for safe driving/working.
2. Provider will review employees outside medical records as needed and consult with employee's physician as needed.
3. Provider's Medical Director will provide case consultation and planning on difficult/complex medical and psychological work injury issues.

Drug and Alcohol Testing

1. All Provider collectors will be trained to follow all DOT, FTA, and FRA rules and regulations as well as UTA drug and alcohol policies. Provider clinic drug and alcohol testing will be conducted in full compliance with federal, state, and local regulations. Provider will be audit ready for DOT, FTA FRA and UTA representatives and will respond immediately by taking corrective actions to any suggestions or findings made by these officials.

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2. Provider will collect split drug and breath alcohol tests related to pre-employment, random, return-to-duty, follow-up, post-accident, and reasonable suspicion/causes. Provider is prepared to collect split oral fluid drug tests should DOT regulations and UTA policy be revised to allow for oral fluid testing.
3. Provider will follow all UTA, DOT, FTA and FRA policies, rules and regulations for all drug and alcohol testing. All Provider locations will have medical staff available and trained to collect blood samples.
4. Provider staff will follow all state and DOT drug screen handling procedures as outlined in Title 49 CFR Part 40, 219, and 655. Specimens will be transported via Quest Diagnostics courier, or Federal Express. All specimens will be shipped the day of collection. If a courier cannot pick up that day, all specimens will be stored in a secure location and kept in the collector custody until it is release to the courier. Lab will report results to UTA's MRO, who will report results to UTA.
5. Provider will ensure the collectors and breath alcohol technicians have a copy of the training materials, proper company identification (photo optional) and current federal regulations.
6. Provider will be proactive to correct all collector errors and procedural violations. All chain of custody forms and alcohol testing forms will receive a comprehensive quality assurance review to protect the accuracy and defensibility of the testing procedures.
7. Provider, its collectors, its breath alcohol technicians, and laboratory will maintain confidentiality of any and all protected information. No disclosure will be made to any person other than UTA's Designated Employer Representative (DER), the Drug and Alcohol Program Manager, and Director of Total Rewards, unless by court order or as permitted under state and federal laws, rules, and regulations.
8. Provider will implement DOT record retention requirements for all tests collected for consistency.
9. Provider will report via phone any refusals to test to UTA's DER immediately.
10. Provider will ensure only Evidential Breath Testing devices approved by the DOT will be used for all alcohol testing. Each device used for testing will be capable of screening and confirmation tests. The devices will be calibrated as needed or as per manufacture's quality assurance plan. Each calibration performed will be recorded in the calibration log.

Physical Ability Testing

1. Provider will provide the UTA protocol-based, pre-employment testing by a designated physical therapist with occupational medicine experience performing the testing.
2. Provider will provide training in the UTA protocol for evaluating therapists and will finalize a standard format reporting tool. Each therapist will demonstrate complete competency in the protocol prior to testing.
3. Provider will administer the test as developed for UTA and provide written results to UTA's Human Resources Department as soon as the results are available.

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Performance Guarantees:

UTA may, on a monthly basis, decrease the monthly fee paid to Occupational Medical Services Provider by the following amounts. UTA would invoke the penalties only after 14 calendar days of attempting to resolve the performance issues with Occupational Medical Services Provider without success.

1. Drug Testing

    a. Collecting a drug or alcohol test which results in a "fatal flaw" as defined by Title 49 CFR Part 40.199 (b) or Title 49 CFR Part 40.267 respectively on any drug or alcohol test collected under Federal mandate and/or non-federal mandate. $100 per occurrence.
    b. Failure to contact UTA's DER by telephone immediately once a refusal to test has occurred when required for any drugs tests (49 CFR § 40.191(d)) and/or any alcohol tests (49 CFR § 40.261(c)) under Federal mandate and/or non-federal mandate. $100 per occurrence.
    c. Failure to complete the collection process as defined by Title 49 CFR Part 40.73. $50 per day delay.
    d. Failure to provide copies of CCFs, ATFs, or Authorization Forms by the last business day of the calendar month. $10.00 per document.
    e. Failure to provide any requested audit documents/requirements within 5 business days. $50 per occurrence.
    f. Any DOT/State Audit violation which leads to a civil penalty and can be directly attributed to TPA's error will be 100% of the applicable penalty amount.

2. Physical Exams

    a. Failure to notify UTA HR by telephone of a DOT exam failure within two (2) business hours. $25.00 per occurrence.
    b. Failure to provide UTA via email the Medical Examination Report for DOT pre-employment, renewals, or follow-up exams within twenty-four (24) hours. $25.00 per occurrence.
    c. Failure to provide UTA via email the written results of any return-to-work or fitness-for duty exams to UTA Human Resources staff within four (4) hours after the appointment. $25.00 per occurrence.
    d. Failure to have a physician perform all Fit for Duty and Return to Work Exams. $50.00 per occurrence.
    e. Failure to complete a medical examination form in its entirety or correctly. In the instance an error is made it needs to be corrected by the end of the business day. $25.00 per occurrence.

3. Reports

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a. Failure to provide monthly reports as indicated in paragraph C.2 above will result in $100 per occurrence.

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EXHIBIT B
PRICING

1. Total Not-To-Exceed Amount: The total aggregate amount payable by UTA under this contract shall not exceed $1,113,250.00 (the "Total Not-To-Exceed Amount") over the first five (5) years of the contract. If the options are exercised at UTA's discretion, the consultant will be entitled to a 3% per year price increase.

Please know the following pricing is based on utilization, treatment and care. Provider does not churn patients to increase follow up visits or physical therapy, to increase our revenue stream. These are the total costs, i.e.: we do not charge for separate Dip UA, Vision, Vitals, etc., all other competitors do. The Physical Abilities Tests cost includes a licensed Physical Therapist. Some of our competitors use Physical Therapist Assistants and Physical Therapist Aids, we do not subscribe to this practice. Provider would like the ability to increase the pricing below annually at a rate of 3%, to adjust for inflation.

1. <u>October 1, 2024 through December 31, 2024 Pricing NTE $51,250.00:</u> (Partial 1st Year)

Type of Service	Cost
Occupational Medical Services:	
Pre-employment DOT physical Exams	$56
Physical Abilities Tests:	
With Baseline MSK Measurements	$90 (with monthly report $100)
Without Baseline MSK Measurements	$80 (with monthly report $90)
Renewal DOT Exams	$56
Drug & Alcohol Testing to Include After-hours	$15 Collection and $100 after hours
Workers Compensation Examinations	Labor Commission RBRVS Fee Schedule
Fit for Duty Exams Medical Side	$78
Fit for Duty Exams Physical Therapy side	$80
Return to Work Exams	$73
Follow up Exams	$67
Audiometric Tests	$30
Visual Acuity Tests	$15
Pulmonary Function Testing	$51
Baseline Testing/ Immunizations:	
Hepatitis B Test	$61
Hepatitis C Test	$52

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HIV Test	$31
Tuberculosis Skin Test	$28
Hepatitis A Immunization	$84 Each (AB Combo $144)
Hepatitis B Immunization	$84 Each
TDAP	$26
Drug and Alcohol Testing:	
DOT Drug and Alcohol Testing Collections Only	$15.00
Non-DOT Drug and Alcohol Testing Collection Only	$15.00
Random Selections	N/A
Breath Alcohol Collection	$25
On-Site/After-hours Testing	$100/hour

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2. <u>January 1, 2025 through December 31, 2025 Pricing NTE $211,000.00:</u> (Second Year)

Type of Service	Cost
Occupational Medical Services:	
Pre-employment DOT physical Exams	$57.68
Physical Abilities Tests:	
With Baseline MSK Measurements	$92.70 (with monthly report $103)
Without Baseline MSK Measurements	$82.40 (with monthly report $92.70)
Renewal DOT Exams	$57.68
Drug & Alcohol Testing to Include After-hours	$15.45 Collection and $103 after hours
Workers Compensation Examinations	Labor Commission RBRVS Fee Schedule
Fit for Duty Exams Medical Side	$80.34
Fit for Duty Exams Physical Therapy side	$82.34
Return to Work Exams	$75.19
Follow up Exams	$69.01
Audiometric Tests	$30.90
Visual Acuity Tests	$15.45
Pulmonary Function Testing	$52.53
Baseline Testing/ Immunizations:	
Hepatitis B Test	$62.83
Hepatitis C Test	$53.56
HIV Test	$31.93
Tuberculosis Skin Test	$28.84
Hepatitis A Immunization	$86.52 Each (AB Combo $148.32)
Hepatitis B Immunization	$86.52 Each
TDAP	$26.78
Drug and Alcohol Testing:	
DOT Drug and Alcohol Testing Collections Only	$15.45
Non-DOT Drug and Alcohol Testing Collection Only	$15.45
Random Selections	N/A
Breath Alcohol Collection	$25.75
On-Site/After-hours Testing	$103/hour

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3. **<u>January 1, 2026 through December 31, 2026 Pricing NTE $217,500.00:</u> (Third Year)**

Type of Service	Cost
Occupational Medical Services:	
Pre-employment DOT physical Exams	$59.41
Physical Abilities Tests:	
With Baseline MSK Measurements	$95.48 (with monthly report $106.09)
Without Baseline MSK Measurements	$84.87 (with monthly report $95.48)
Renewal DOT Exams	$59.41
Drug & Alcohol Testing to Include After-hours	$15.91 Collection and $106.09 after hours
Workers Compensation Examinations	Labor Commission RBRVS Fee Schedule
Fit for Duty Exams Medical Side	$82.75
Fit for Duty Exams Physical Therapy side	$84.87
Return to Work Exams	$77.45
Follow up Exams	$71.08
Audiometric Tests	$31.83
Visual Acuity Tests	$15.91
Pulmonary Function Testing	$54.11
Baseline Testing/ Immunizations:	
Hepatitis B Test	$64.71
Hepatitis C Test	$55.17
HIV Test	$32.89
Tuberculosis Skin Test	$29.71
Hepatitis A Immunization	$89.12 Each (AB Combo $152.77)
Hepatitis B Immunization	$89.12 Each
TDAP	$27.58
Drug and Alcohol Testing:	
DOT Drug and Alcohol Testing Collections Only	$15.91
Non-DOT Drug and Alcohol Testing Collection Only	$15.91
Random Selections	N/A
Breath Alcohol Collection	$26.52
On-Site/After-hours Testing	$106.09/hour

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4. **January 1, 2027 through December 31, 2027 Pricing NTE $224,000.00: (Fourth Year)**

Type of Service	Cost
Occupational Medical Services:	
Pre-employment DOT physical Exams	$61.19
Physical Abilities Tests:	
With Baseline MSK Measurements	$98.35(with monthly report $109.27)
Without Baseline MSK Measurements	$87.42 (with monthly report $98.35)
Renewal DOT Exams	$61.19
Drug & Alcohol Testing to Include After-hours	$16.39 Collection and $109.27 after hours
Workers Compensation Examinations	Labor Commission RBRVS Fee Schedule
Fit for Duty Exams Medical Side	$85.23
Fit for Duty Exams Physical Therapy side	$87.42
Return to Work Exams	$79.77
Follow up Exams	$73.21
Audiometric Tests	$32.78
Visual Acuity Tests	$16.39
Pulmonary Function Testing	$55.73
Baseline Testing/ Immunizations:	
Hepatitis B Test	$66.66
Hepatitis C Test	$56.82
HIV Test	$33.87
Tuberculosis Skin Test	$30.60
Hepatitis A Immunization	$91.79 Each (AB Combo $157.35)
Hepatitis B Immunization	$91.79 Each
TDAP	$28.41
Drug and Alcohol Testing:	
DOT Drug and Alcohol Testing Collections Only	$16.39
Non-DOT Drug and Alcohol Testing Collection Only	$16.39
Random Selections	N/A
Breath Alcohol Collection	$27.32
On-Site/After-hours Testing	$109.27/hour

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5. <u>January 1, 2028 through December 31, 2028 Pricing NTE $231,000.00:</u> (Fifth Year)

Type of Service	Cost
Occupational Medical Services:	
Pre-employment DOT physical Exams	$63.03
Physical Abilities Tests:	
With Baseline MSK Measurements	$101.30(with monthly report $112.55)
Without Baseline MSK Measurements	$90.04 (with monthly report $98.35)
Renewal DOT Exams	$63.03
Drug & Alcohol Testing to Include After-hours	$16.88 Collection and $112.55 after hours
Workers Compensation Examinations	Labor Commission RBRVS Fee Schedule
Fit for Duty Exams Medical Side	$87.79
Fit for Duty Exams Physical Therapy side	$90.04
Return to Work Exams	$82.16
Follow up Exams	$75.41
Audiometric Tests	$33.77
Visual Acuity Tests	$16.88
Pulmonary Function Testing	$57.40
Baseline Testing/ Immunizations:	
Hepatitis B Test	$68.66
Hepatitis C Test	$58.53
HIV Test	$34.89
Tuberculosis Skin Test	$31.51
Hepatitis A Immunization	$94.54 Each (AB Combo $162.07)
Hepatitis B Immunization	$94.54 Each
TDAP	$29.26
Drug and Alcohol Testing:	
DOT Drug and Alcohol Testing Collections Only	$16.88
Non-DOT Drug and Alcohol Testing Collection Only	$16.88
Random Selections	N/A
Breath Alcohol Collection	$28.14
On-Site/After-hours Testing	$112.55/hour

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6. <u>January 1, 2029 through September 31, 2029 Pricing NTE $178,500.00</u>: (Partial Sixth Year)

Type of Service	Cost
Occupational Medical Services:	
Pre-employment DOT physical Exams	$64.92
Physical Abilities Tests:	
With Baseline MSK Measurements	$104.33(with monthly report $115.93)
Without Baseline MSK Measurements	$92.74 (with monthly report $104.33)
Renewal DOT Exams	$64.92
Drug & Alcohol Testing to Include After-hours	$17.39 Collection and $112.93 after hours
Workers Compensation Examinations	Labor Commission RBRVS Fee Schedule
Fit for Duty Exams Medical Side	$90.42
Fit for Duty Exams Physical Therapy side	$92.74
Return to Work Exams	$84.69
Follow up Exams	$77.67
Audiometric Tests	$34.78
Visual Acuity Tests	$17.39
Pulmonary Function Testing	$59.12
Baseline Testing/ Immunizations:	
Hepatitis B Test	$70.72
Hepatitis C Test	$60.28
HIV Test	$35.94
Tuberculosis Skin Test	$32.46
Hepatitis A Immunization	$97.38 Each (AB Combo $166.94)
Hepatitis B Immunization	$97.38 Each
TDAP	$30.14
Drug and Alcohol Testing:	
DOT Drug and Alcohol Testing Collections Only	$17.39
Non-DOT Drug and Alcohol Testing Collection Only	$17.39
Random Selections	N/A
Breath Alcohol Collection	$28.98
On-Site/After-hours Testing	$115.93/hour

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For the 5 One-Year Options with the 3% increase).

2029 Budget Request:	59,500 (Oct-December)
2030 Budget Request:	246,000
2031 Budget Request:	252,000
2032 Budget Request:	260,000
2033 Budget Request:	268,000
2034 Budget Request:	207,000 (Jan- September)
Expected 5-year spend:	**$1,292,500**

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Alisha Garrett, Chief Enterprise Strategy Officer
PRESENTER(S):	Kyle Brimley, IT Director

TITLE:

Contract: Information Technology Research and Advisory Services (Info-Tech Research Group, Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute a contract for information technology research advisory and consulting services, and associated disbursements, with Info-Tech Research Group, Inc. in the not to exceed amount of $688,175.72 over five years

BACKGROUND:
The Utah Transit Authority (UTA) Technology and Security team, in conjunction with UTA's procurement office, initiated a request for proposal (RFP) process to locate a vendor for technical research advisory and consulting services to replace the existing contract. The vendor was selected for its proven experience, expertise and available features for contract services with UTA.

DISCUSSION:
After reviewing five (5) Proposals, 2 (two) scored in the competitive range for the technical scoring stage of the RFP, Info-Tech scored highest overall, mainly due to their experience in the Transit industry, and better data governance resources. Price proposals led to a BAFO (Best and Final Offer) request with CFO approval, which resulted in additional cost savings. Info-Tech was also significantly lower in price during the BAFO pricing. Staff is recommending approval of a contract term of 3 base years and two additional one-year options.

CONTRACT SUMMARY:

Contractor Name:	Info-Tech Research Group, Inc.
Contract Number:	24-03859
Base Contract Effective Dates:	October 1, 2024 thru September 30, 2029 (including 2 option years)
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	$688,175.72 (for 5 years)
Procurement Method:	RFP
Budget Authority:	Approved 2024 Operating Budget

ALTERNATIVES:

If this contract is not awarded, the IT Department and Data Strategy Department will not receive the training and consulting opportunities offered by Info-Tech. This will require UTA to go back out for competitive bid for additional services. In the meantime, IT Management, Data Strategy, and InfoSec will also need to self-research and access various articles, templates and other information through alternative information sites, rather than having a central repository with industry best practices and training all available in one place with Info-Tech.

FISCAL IMPACT:

2024 amounts shown below are in the current approved 2024 operating budget. 2025 amount is in the proposed tentative 2025 operating budget. Following years are included in the UTA financial plan. All expenses will be charged to account code 5200.50353.92.

2024 = $99,946.00

2025 = $121,581.00

2026 = $148,024.97

2027 = $155,426.22

2028 = $163,197.53

Total = $688,175.72

ATTACHMENTS:

UTA CONTRACT 24-03859 InfoTech FINAL v4 8-16-24 Exhibit B Price Proposal-24-03559RW-Info-Tech Response_BAFO-July3 2024

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UTA CONTRACT 24-03859

Information Technology Research and Advisory Services

THIS IT SOFTWARE AND ASSOCIATED SERVICES SUPPLY AGREEMENT ("Contract") is entered into and made effective as of the date of last signature below. ("Effective Date") by and between Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("UTA"), and Info-Tech Research Group Inc. (the "Contractor").

RECITALS

WHEREAS, on June 3, 2024, UTA received competitive proposals to provide INFORMATION TECHNLOLGY RESEARCH AND ADVISORY SERVICES, and (as applicable) all associated hardware, software, tools, installation services, commissioning and testing services, training and documentation (the "Software and Services") according to the terms, conditions and specifications prepared by UTA in 24-03859RW (the "RFP"); and

WHEREAS, UTA wishes to procure the Software and Services according to the terms, conditions and specifications listed in the RFP (as subsequently amended through negotiation by the parties); and

WHEREAS, the document "RFP 24-03589__Info_Tech_Research_and_Adivisory_Services - w_ITRG_IT_redlines" dated June 3, 2024, proposal submitted by the Contractor in response to the RFP ("Contractor's Proposal") was deemed to be the most advantageous to UTA; and

WHEREAS, Contractor is willing to furnish the Software and Services according to the terms, conditions and specifications of the Contract.

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 here from, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. SOFTWARE AND ASSOCIATED SERVICES TO BE PROVIDED BY CONTRACTOR

Contractor hereby agrees to furnish and deliver the Software and Associated Services in accordance with the Contract as described in Exhibit A (Product Description and Statement of Associated Services) (including performing any installation, testing commissioning and other Services described in the Contract).

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2. TERM

This Contract shall commence as of the Effective Date. The Contract shall remain in full force and effect for purchases of Software and Services (made via purchase order or other agreed order method) during a THREE (3) - year period expiring September 30, 2027. UTA may, at its sole election and in its sole discretion, extend the initial term for up to TWO (2) additional one-year option periods, for a total Contract period not to exceed FIVE (5) years. Extension options may be exercised by UTA upon providing Contractor with notice of such election at least thirty (30) days prior to the expiration of the initial term or then-expiring option period (as applicable). The Contract may be further extended if the Contractor and UTA mutually agree to an extension evidenced in writing. The rights and obligations of UTA and Contractor under the Contract shall at all times be subject to and conditioned upon the provisions of the Contract.

3. COMPENSATION AND FEES

UTA shall pay Contractor in accordance with the payment milestones or other terms described in Exhibit B. If Exhibit B does not specify any milestones or other payment provisions, then payment shall be invoiced after the Software have been delivered and the Services have been performed. In no event shall advance payments be made.

Per Exhibit B Part 6, the total NTE (Not To Exceed) amount for the initial 3 year Term for this contract is $369,551.97. If both options are exercised, the 5 Year NTE is $688,175.72

4. INCORPORATED DOCUMENTS

a. The following documents hereinafter listed in chronological order, with most recent document taking precedence over any conflicting provisions contained in prior documents (where applicable), are hereby incorporated into the Contract by reference and made a part hereof:

1. The terms and conditions of this Software and Associated Services Supply Agreement (including any exhibits and attachments hereto).

2. UTA's RFP including, without limitation, all attached or incorporated terms, conditions, federal clauses (as applicable), drawings, plans, specifications and standards and other descriptions of the Software and Services;

3. Contractor's Proposal including, without limitation, all federal certifications (as applicable);

b. The above-referenced documents are made as fully a part of the Contract as if hereto attached or herein repeated. The Contract (including the documents listed above) constitute the complete contract between the parties.

c. If this procurement is funded by federal dollars, the mandatory FTA terms and conditions contained at Exhibit C will also apply.

5. ORDER OF PRECEDENCE

The Order of Precedence for this contract is as follows:

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- UTA Contract including all attachments and terms and conditions
- UTA Solicitation Terms
- Contractor's Bid or Proposal including proposed terms or conditions

Any contractor proposed term or condition which is in conflict with a UTA contract or solicitation term or condition will be deemed null and void.

6. LAWS AND REGULATIONS

Contractor and any and all Software and/or Services furnished under the Contract will comply fully with all applicable Federal and State laws and regulations, including those related to safety and environmental protection. Contractor shall also comply with all applicable licensure and certification requirements.

7. INVOICING PROCEDURES

a. Contractor 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 Contractor shall invoice UTA after delivery of all Software and satisfactory performance of all Services. Invoices shall be provided in the form specified by UTA. Reasonable supporting documentation including cost and pricing data demonstrating Contractor's entitlement to the requested payment must be submitted with each invoice.

b. Contractor shall invoice UTA after delivery of all Goods and satisfactory performance of all Services. Contractor shall submit invoices to ap@rideuta.com for processing and payment. In order to timely process invoices, Contractor shall include the following information on each invoice:
    i. Contractor Name
    ii. Unique Invoice Number
    iii. PO Number
    iv. Invoice Date
    v. Detailed Description of Charges

c. Total Dollar Amount Due UTA shall have the right to disapprove (and withhold from payment) specific line items of each invoice to address non-conforming Goods or Services. Approval by UTA shall not be unreasonably withheld. UTA shall also have the right to offset (against payments) amounts reasonably reflecting the value of any claim which UTA has against Contractor under the Contract. Payment for all invoice amounts not specifically disapproved or offset by UTA shall be provided to Contractor within thirty (30) calendar days of invoice submittal.

d. UTA shall have the right to disapprove (and withhold from payment) specific line items of each invoice to address non-conforming Software or Services. Approval by UTA shall not be unreasonably withheld. UTA shall also have the right to offset (against payments) amounts reasonably reflecting the value of any claim which UTA has against Contractor under the Contract. Payment for all invoice amounts not specifically disapproved or offset by UTA shall be provided to Contractor within thirty (30) calendar days of invoice submittal to ap@rideuta.com . Invoices not submitted electronically will shall be paid thirty (30) calendar days from date of receipt by UTA's accounting department.

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e. Invoices must include a unique invoice number, UTA's Purchase Order number, a description of the Good or Service provided, line-item pricing, total amount due, and must be submitted electronically to ap@rideuta.com.

8. WARRANTY OF SOFTWARE AND SERVICES

a. Contractor warrants that all Software (including hardware, firmware, and/or software products that it licenses) and Services shall conform to the specifications, drawings, standards, samples, and other descriptions made a part of (or incorporated by reference into) the Contract. Contractor further warrants that all Software and Services shall be of the quality specified, or of the best grade if no quality is specified, and, unless otherwise provided in the Contract, will be new, and free from defects in design, materials and workmanship.

b. Contractor warrants that all Software and Services shall be in compliance with applicable federal, state, and local laws and regulations including, without limitation, those related to safety and environmental protection.

c. At any time for a period of two (2) years from the date that all Software have been delivered and all Services have been performed in accordance with the Contract, Contractor shall at its own expense promptly repair, replace and/or re-perform any Software or Services that are defective or in any way fail to conform to the Contract requirements.

d. If Contractor fails to promptly make any repair, replacement or re-performance as required herein, UTA may conduct the necessary remedial work at Contractor's expense. Contractor cannot void the warranty for repair, replacement or re-performance performed under these circumstances. Provided that such repair, replacement or re-performance is conducted in a reasonable manner and with workmanship and care consistent with industry standards, Contractor shall reimburse UTA for the cost of any warranty repair, replacement or re-performance self-performed by UTA.

e. The foregoing warranties are not intended as a limitation but are in addition to all other express warranties set forth in the Contract and such other warranties as are implied by law, custom, and usage of trade. Contractor (seller) acknowledges that all warranties granted to the buyer by the Uniform Commercial Code of the State of Utah apply to the Contract. Product liability disclaimers and/or warranty disclaimers from the seller are not applicable to the Contract unless otherwise specified and mutually agreed upon elsewhere in the Contract. In general, Contractor warrants that: (1) the Good will do what the salesperson said it would do, (2) the Good will live up to all specific claims that the manufacturer makes in their advertisements, (3) the Software will be suitable for the ordinary purposes for which such items are used, (4) the Software will be suitable for any special purposes that UTA has relied on Contractor's skill or judgment to consider when it advised UTA about the Good, (5) the Software have been properly designed and manufactured, and (6) the Software are free of significant defects or unusual problems about which UTA has not been warned. Nothing in this warranty will be construed to limit any rights or remedies UTA may otherwise have under the Contract.

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9. OWNERSHIP OF DESIGNS, DRAWINGS, AND WORK PRODUCT

Any deliverables prepared or developed pursuant to the Contract including without limitation drawings, specifications, manuals, calculations, maps, sketches, designs, tracings, notes, reports, data, software, computer programs, models and samples, shall become the property of UTA when prepared, and, together with any documents or information furnished to Contractor and its employees or agents by UTA hereunder, shall be delivered to UTA upon request, and, in any event, upon termination or final acceptance of the Software and Services. UTA shall have full rights and privileges to use and reproduce said items.

To the extent that any deliverables include or incorporate preexisting intellectual property of Contractor, Contractor hereby grants UTA a fully paid, perpetual license to use such intellectual property for UTA's operation, maintenance, modification, improvement and replacement of UTA's assets. The scope of the license shall be to the fullest extent necessary to accomplish those purposes, including the right to share same with UTA's contractors, agent, officers, directors, employees, joint owners, affiliates and contractors.

10. GENERAL INDEMNIFICATION

Contractor shall indemnify, hold harmless and defend UTA, its officers, trustees, agents, and employees (hereinafter collectively referred to as "Indemnitees") from and against all liabilities, claims, actions, damages, losses, and expenses including without limitation reasonable attorneys' fees and costs (hereinafter referred to collectively as "claims") related to bodily injury, including death, or loss or damage to tangible or intangible property caused, or alleged to be caused, in whole or in part, by the acts or omissions of Contractor or any of its owners, officers, directors, agents, employees or subcontractors. This indemnity includes any claim or amount arising out of the failure of such Contractor to conform to federal, state, and local laws and regulations. If an employee of Contractor, a subcontractor, anyone employed directly or indirectly by any of them or anyone for whose acts any of them may be liable brings a claim against UTA or another Indemnitee, Contractor'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. The indemnity obligations of Contractor shall not apply to the extent that claims arise out of the sole negligence of UTA or the Indemnitees.

11. INSURANCE REQUIREMENTS

The insurance requirements herein are minimum requirements for this Contract and in no way limit the indemnity covenants contained in this Contract. The Utah Transit Authority in no way warrants that the minimum limits contained herein are sufficient to protect the Contractor from liabilities that might arise out of the performance of the work under this contract by the Contractor, his agents, representatives, employees or subcontractors and Contractor is free to purchase additional insurance as may be determined necessary.

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A. MINIMUM SCOPE AND LIMITS OF INSURANCE: Contractor shall provide coverage with limits of liability not less than those Stated below. An excess liability policy or umbrella liability policy may be used to meet the minimum liability requirements provided that the coverage is written on a "following form" basis.

1. Commercial General Liability – Occurrence Form

Policy shall include bodily injury, property damage and broad form contractual liability coverage.

- General Aggregate $4,000,000
- Products – Completed Operations Aggregate $1,000,000
- Personal and Advertising Injury $1,000,000
- Each Occurrence $2,000,000

a. 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".

2. Automobile Liability

Bodily Injury and Property Damage for any owned, hired, and non-owned vehicles used in the performance of this Contract.

Combined Single Limit (CSL) $2,000,000

a. 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".

3. Worker's Compensation and Employers' Liability

Workers' Compensation Statutory

Employers' Liability

Each Accident $100,000

Disease – Each Employee $100,000

Disease – Policy Limit $500,000

a. Policy shall contain a waiver of subrogation against the Utah Transit Authority.

b. This requirement shall not apply when a contractor or subcontractor is exempt under UCA 34A-2-103, AND when such contractor or subcontractor executes the appropriate waiver form.

4. Professional Liability (Errors and Omissions Liability)

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The policy shall cover professional misconduct or lack of ordinary skill for those positions defined in the Scope of Services of this contract.

Each Claim	$1,000,000
Annual Aggregate	$2,000,000

a. In the event that the professional liability insurance required by this Contract is written on a claims-made basis, Contractor warrants that any retroactive date under the policy shall precede the effective date of this Contract; and that either continuous coverage will be maintained or an extended discovery period will be exercised for a period of three (3) years beginning at the time work under this Contract is completed.

B. ADDITIONAL INSURANCE REQUIREMENTS: The policies shall include, or be endorsed to include, the following provisions:

1. On insurance policies where the Utah Transit Authority is named as an additional insured, the Utah Transit Authority shall be an additional insured to the full limits of liability purchased by the Contractor. Insurance limits indicated in this agreement are minimum limits. Larger limits may be indicated after the contractor's assessment of the exposure for this contract; for their own protection and the protection of UTA.

2. The Contractor's insurance coverage shall be primary insurance and non-contributory with respect to all other available sources.

C. NOTICE OF CANCELLATION: Each insurance policy required by the insurance provisions of this Contract shall provide the required coverage and shall not be suspended, voided or canceled except after thirty (30) days prior written notice has been given to the Utah Transit Authority, except when cancellation is for non-payment of premium, then ten (10) days prior notice may be given. Such notice shall be sent directly to (Utah Transit Authority agency Representative's Name & Address).

D. ACCEPTABILITY OF INSURERS: Insurance is to be placed with insurers duly licensed or authorized to do business in the State and with an "A.M. Best" rating of not less than A-VII. The Utah Transit Authority in no way warrants that the above-required minimum insurer rating is sufficient to protect the Contractor from potential insurer insolvency.

E. VERIFICATION OF COVERAGE: Contractor shall furnish the Utah Transit Authority with certificates of insurance (on standard ACORD form) 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 sent to utahta@ebix.com and received and approved by the Utah Transit Authority 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.

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All certificates required by this Contract shall be emailed directly to Utah Transit Authority's insurance email address at utahta@ebix.com. The Utah Transit Authority project/contract number and project description shall be noted on the certificate of insurance. The Utah Transit Authority reserves the right to require complete, certified copies of all insurance policies required by this Contract at any time. DO NOT SEND CERTIFICATES OF INSURANCE TO THE UTAH TRANSIT AUTHORITY'S CLAIMS AND INSURANCE DEPARTMENT.

F. SUBCONTRACTORS: Contractors' certificate(s) shall include all subcontractors as additional insureds under its policies or subcontractors shall maintain separate insurance as determined by the Contractor, however, subcontractor's limits of liability shall not be less than $1,000,000 per occurrence / $2,000,000 aggregate. Sub-contractors maintaining separate insurance shall name Utah Transit Authority as an additional insured on their policy. Blanket additional insured endorsements are not acceptable from sub-contractors. Utah Transit Authority must be scheduled as an additional insured on any sub-contractor policies.

G. APPROVAL: Any modification or variation from the insurance requirements in this Contract shall be made by Claims and Insurance Department or the UTA Legal Services, whose decision shall be final. Such action will not require a formal Contract amendment but may be made by administrative action.

12. OTHER INDEMNITIES

a. Contractor 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 Contractor's performance under the Contract. If notified promptly in writing and given authority, information and assistance, Contractor shall defend, or may settle at its expense, any suit or proceeding against UTA so far as based on a claimed infringement and Contractor shall pay all damages and costs awarded therein against UTA due to such breach. In case any Good or Service is in such suit held to constitute such an infringement or an injunction is filed that interferes with UTA's rights under the Contract, Contractor shall, at its expense and through mutual agreement between UTA and Contractor, either procure for UTA any necessary intellectual property rights, or modify Contractor's Software and Services such that the claimed infringement is eliminated.

b. Contractor 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 on account of any Software or Services furnished by subcontractors of any tier; and (ii) keep UTA property free and clear of all liens or claims arising in conjunction with any Software or Services furnished under the Contract by Contractor or its subcontractors of any tier. If any lien arising out of the Contract is filed in conjunction with any Software or Services furnished under the Contract, Contractor, 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 Contractor 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 Contractor 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, Contractor shall assume the defense of such claim within ten (10) calendar days after receiving from UTA written notice of such

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claim. If Contractor fails to do so, Contractor shall upon demand reimburse UTA for all costs incurred and expenditures made by UTA to satisfy such claim.

c. Contractor will defend, indemnify and hold UTA, its officers, agents and employees harmless from liability of any kind or nature, arising from Contractor's use of any copyrighted or un-copyrighted composition, trade secret, patented or un-patented invention, article or appliance furnished or used in the performance of the Contract.

d. Except for the Contractor's Indemnification obligations related to: (1) breach of confidentiality; (2) third party intellectual property infringement; (3) bodily injury and property damage; and, (4) gross negligence or willful misconduct; to the fullest extent permissible by applicable law, notwithstanding anything to the contrary herein, the maximum amount that Contractor or its related entities, suppliers, sub-contractors, agents or distributors is liable to UTA for under this Agreement, for any reason whatsoever, including negligence, is Two Million Dollars ($2,000,000USD). The parties acknowledge that Contractor has set its prices and entered into this agreement in reliance on the limitations of liability and disclaimers of warranties and damages set forth herein, and that the same form a fundamental and essential basis of the bargain between the parties.

13. INDEPENDENT CONTRACTOR

The parties agree that Contractor, in the carrying out of its duties hereunder, is an independent contractor and that neither Contractor nor any of its employees is or are agents, servants or employees of UTA. Neither Contractor nor any of Contractor's employees shall be eligible for any workers compensation insurance, pension, health coverage, or fringe benefits which apply to UTA's employees. Neither federal, state, nor local income tax nor payroll tax of any kind shall be withheld or paid by UTA on behalf of Contractor or the employees of Contractor. Contractor acknowledges that it shall be solely responsible for payment of all payrolls, income and other taxes generally applicable to independent contractors.

14. STANDARD OF CARE.

Contractor shall perform any Services to be provided under the Contract in a good and workmanlike manner, using at least that standard of care, skill and judgment which can reasonably be expected from similarly situated independent contractors (including, as applicable, professional standards of care).

15. USE OF SUBCONTRACTORS

a. Contractor shall give advance written notification to UTA of any proposed subcontract (not indicated in Contractor's Proposal) negotiated with respect to the Work. UTA shall have the right to approve all subcontractors, such approval not to be withheld unreasonably.

b. No subsequent change, removal or substitution shall be made with respect to any such subcontractor without the prior written approval of UTA.

c. Contractor shall be solely responsible for making payments to subcontractors, and such payments shall be made within thirty (30) days after Contractor receives corresponding

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payments from UTA.

d. Contractor shall be responsible for and direct all Work performed by subcontractors.

e. Contractor agrees that no subcontracts shall provide for payment on a cost-plus-percentage-of-cost basis. Contractor further agrees that all subcontracts shall comply with all applicable laws

16. CONTRACTOR SAFETY COMPLIANCE

UTA is an ISO 14001 for Environmental Management Systems, ISO 9001 Quality and Performance Management, and OSHAS 18001 safety systems Management Company. Contractor, including its employees, subcontractors, authorized agents, and representatives, shall comply with all UTA and industry safety standards, NATE, OSHA, EPA and all other State and Federal regulations, rules and guidelines pertaining to safety, environmental Management and will be solely responsible for any fines, citations or penalties it may receive or cause UTA to receive pursuant to this Contract. Each employee, contractor and subcontractor must be trained in UTA EMS and Safety Management principles. Contractor acknowledges that its Software and Services might affect UTA's Environmental Management Systems obligations. A partial list of activities, products or Services deemed as have a potential EMS effect is available at the UTA website www.rideuta.com. Upon request by UTA, Contractor shall complete and return a Contractor Activity Checklist. If UTA determines that the Software and/or Services under the Contract has the potential to impact the environment, UTA may require Contractor to submit additional environmental documents. Contractor shall provide one set of the appropriate safety data sheet(s) (SDS) and container label(s) upon delivery of a hazardous material to UTA.

17. Security Features

The proposed solution must have a high level of cyber security. All UTA data must be kept in a separate database and never commingled with other customers' data. Activity auditing must be available for all actions and be trackable by user. Specific technical details of the security measures in place should be include in the submission for review by UTA's Information Security team. Proposed solution must comply with UTA Security Requirements for SaaS/Customed Developed Systems found at Exhibit C.

18. ASSIGNMENT OF CONTRACT

Contractor shall not assign any of its rights or responsibilities, nor delegate its obligations, under this Contract or any part hereof without the prior written consent of UTA, and any attempted transfer in violation of this restriction shall be void.

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19. ENVIRONMENTAL RESPONSIBILITY

UTA is ISO 14001 Environmental Management System (EMS) certified. Contractor acknowledges that its Software and/or Services might affect UTA's ability to maintain the obligation of the EMS. A partial list of activities, products or Services deemed as have a potential EMS effect is available at the UTA website www.rideuta.com. Upon request by UTA, Contractor shall complete and return a Contractor Activity Checklist. If UTA determines that the Software and/or Services under the Contract has the potential to impact the environment, UTA may require Contractor to submit additional environmental documents. Contractor shall provide one set of the appropriate safety data sheet(s) (SDS) and container label(s) upon delivery of a hazardous material to UTA.

20. SUSPENSION OF WORK

a. UTA may, at any time, by written order to Contractor, require Contractor 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, Contractor 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.

b. If a Suspension of Work Order issued under this Article is canceled, Contractor shall resume Work as mutually agreed to in writing by the parties hereto.

c. 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.

d. If the Suspension of Work causes an increase in Contractor's cost or time to perform the Work, UTA's Project Manager or designee shall make an equitable adjustment to compensate Contractor for the additional costs or time and modify this Contract by Change Order.

21. TERMINATION

a. FOR CONVENIENCE: UTA shall have the right to terminate the Contract at any time by providing written notice to Contractor. If the Contract is terminated for convenience, UTA shall pay Contractor: (i) in full for Software delivered and Services fully performed prior to the effective date of termination; and (ii) an equitable amount to reflect costs incurred (including Contract close-out and subcontractor termination costs that cannot be reasonably mitigated) and profit on work-in-progress as of to the effective date of the termination notice. UTA shall not be responsible for anticipated profits based on the terminated portion of the Contract. Contractor shall promptly submit a termination claim to UTA. If Contractor has any property in its possession belonging to UTA, Contractor will account for the same, and dispose of it in the manner UTA directs.

b. FOR DEFAULT: If Contractor (a) becomes insolvent; (b) files a petition under any chapter of the bankruptcy laws or is the subject of an involuntary petition; (c) makes a general assignment for the benefit of its creditors; (d) has a receiver appointed; (e) should fail to make prompt payment to any subcontractors or suppliers; or (f) fails to comply with any of its material obligations under the Contract, UTA may, in its discretion, after first giving Contractor seven (7) days written notice to cure such default:

1. Terminate the Contract (in whole or in part) for default and obtain the Software and Services using other contractors or UTA's own forces, in which event Contractor shall be liable for all incremental costs so incurred by UTA;

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2. Pursue other remedies available under the Contract (regardless of whether the termination remedy is invoked); and/or

3. Except to the extent limited by the Contract, pursue other remedies available at law.

c. CONTRACTOR'S POST TERMINATION OBLIGATIONS: Upon receipt of a termination notice as provided above, Contractor shall (i) immediately discontinue all work affected (unless the notice directs otherwise); and (ii) deliver to UTA all data, drawings and other deliverables, whether completed or in process. Contractor shall also remit a final invoice for all services performed and expenses incurred in full accordance with the terms and conditions of the Contract up to the effective date of termination. UTA shall calculate termination damages payable under the Contract, shall offset such damages against Contractor's final invoice, and shall invoice Contractor for any additional amounts payable by Contractor (to the extent termination damages exceed the invoice). All rights and remedies provided in this Article are cumulative and not exclusive. If UTA terminates the Contract for any reason, Contractor 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 Software and Services furnished by Contractor prior to termination.

22. CHANGES

a. 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) Contractor'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 Contractor whole with respect to the impacts of such change.

b. A change in the Work may only be directed by UTA through a written Change Order or (alternatively) UTA's expressed, written authorization directing Contractor to proceed pending negotiation of a Change Order. Any changes to this Contract undertaken by Contractor without such written authority shall be at Contractor's sole risk. Contractor shall not be entitled to rely on any other manner or method of direction.

c. Contractor 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 requirement set forth in this Contract; or (ii) other conditions exist or actions are taken by UTA which materially modify the magnitude, character or complexity of the Work from what should have been reasonably assumed by Contractor based on the information included in (or referenced by) this Contract. In order to be eligible for equitable relief for "constructive" changes in Work, Contractor must give UTA's Project Manager or designee written notice stating:

A. The date, circumstances, and source of the change; and

B. That Contractor regards the identified item as a change in Work giving rise to an adjustment in this Contract.

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

d. As soon as practicable, but in no event longer than 30 days after providing notice, Contractor must provide UTA with information and documentation reasonably demonstrating the actual cost and schedule impacts associated with any change in Work. Equitable adjustments will be made via Change Order. Any dispute regarding the Contractor'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.

23. INFORMATION, RECORDS and REPORTS; AUDIT RIGHTS

Contractor 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 the 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. Contractor shall also retain other books and records related to the performance, quality or management of the Contract and/or Contractor's compliance with the Contract. Records shall be retained by Contractor for a period of at least six (6) years, 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. Contractor agrees that it shall flow-down (as a matter of written contract) these records requirements to all subcontractors utilized in the performance of the Contract at any tier.

24. FINDINGS CONFIDENTIAL

Any documents, reports, information, or other data and materials delivered or made available to or prepared or assembled by Contractor or subcontractor under this Contract are considered confidential and shall not be made available to any person, organization,

or entity by Contractor without consent in writing from UTA. If confidential information is released to any third party without UTA's written consent as described above, contractor shall notify UTA of the data breach within 10 days and provide its plan for immediate

mitigation of the breach for review and approval by UTA.

a. It is hereby agreed that the following information is not considered to be confidential:
   A. Information already in the public domain.

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B. Information disclosed to Contractor by a third party who is not under a confidentiality obligation.
C. Information developed by or in the custody of Contractor before entering into this Contract.
D. Information developed by Contractor 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.

25. PUBLIC INFORMATION.

Contractor acknowledges that the Contract and related materials (invoices, orders, etc.) will be public documents under the Utah Government Records Access and Management Act (GRAMA). Contractor's response to the solicitation for the Contract will also be a public document subject to GRAMA, except for legitimate trade secrets, so long as such trade secrets were properly designated in accordance with terms of the solicitation.

26. PROJECT MANAGER

UTA's Project Manager for the Contract is KATRINA VALEK, or designee. All questions and correspondence relating to the technical aspects of the Contract should be directed to UTA's Project Manager at UTA offices located at 669 West 200 South, Salt Lake City, Utah 84101, office phone (801) 287-2533.

27. CONTRACT ADMINISTRATOR

UTA's Contract Administrator for the Contract is RICK WILSON, or designee. All questions and correspondence relating to the contractual aspects of the Contract should be directed to UTA's Grants & Contracts Administrator at UTA offices located at 669 West 200 South, Salt Lake City, Utah 84101, office phone (801)287-3016.

28. CONFLICT OF INTEREST

Contractor represents that it has not offered or given any gift or compensation prohibited by the laws of the State of Utah to any officer or employee of UTA to secure favorable treatment with respect to being awarded the Contract. No member, officer, or employee of UTA during their tenure or one year thereafter shall have any interest, direct or indirect, in the Contract or the proceeds thereof.

29. NOTICES OR DEMANDS

a. Any and all notices, demands or other communications required hereunder to be given by one party to the other shall be given in writing and may be electronically delivered, personally delivered, mailed by US Mail, postage prepaid, or sent by overnight courier service and addressed to such party as follows:

If to UTA:	If to Contractor:
Utah Transit Authority	Info-Tech Research Group Inc.
ATTN: Rick Wilson	ATTN: Robyn Kukoly
669 West 200 South	3960 Howard Hughes Parkway, Suite 500
Salt Lake City, UT 84101	Las Vegas, NV 89169

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rwilson@rideuta.com bids_contracts@infotech.com

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a. Either 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 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.

30. CLAIMS/DISPUTE RESOLUTION

a. "Claim" means any disputes between UTA and the Contractor arising out of or relating to the Contract Documents including any disputed claims for Contract adjustments that cannot be resolved in accordance with the Change Order negotiation process set forth in Article 20. Claims must be made by written notice. The responsibility to substantiate claims rests with the party making the claim.

b. Unless otherwise directed by UTA in writing, Contractor shall proceed diligently with performance of the Work pending final resolution of a Claim, including litigation. UTA shall continue to pay any undisputed payments related to such Claim.

c. 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.

d. 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: Katrina Valek, IT Management Analyst Contractor's Project Manager: Robert Webb, Senior Account Director	Five calendar days
UTA's Kyle Brimley, IT Director Contractor's Luke Kikot, Senior Sales Director	Five calendar days
UTA's Alisha Garrett, Chief Enterprise Strategy Officer Contractor's James Alexander, Regional Vice President	Five calendar days

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

If the dispute cannot be resolved informally in accordance with the escalation procedures set forth above, then either party may commence formal mediation under the Juris Arbitration and Mediation (JAMS) process using a mutually agreed upon JAMS mediator. If resolution does not occur through Mediation, then legal action may be commenced in accordance the venue and governing law provisions of this contract.

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31. GOVERNING LAW

The validity, interpretation and performance of the Contract shall be governed by the laws of the State of Utah, without regard to its law on the conflict of laws. Any dispute arising out of the Contract that cannot be solved to the mutual agreement of the parties shall be brought in a court of competent jurisdiction in Salt Lake County, State of Utah. Contractor consents to the jurisdiction of such courts.

32. COSTS AND ATTORNEY FEES.

If any party to this Agreement brings an action to enforce or defend its rights or obligations hereunder, the prevailing party shall be entitled to recover its costs and expenses, including mediation, arbitration, litigation, court costs and attorneys' fees, if any, incurred in connection with such suit, including on appeal

33. UTAH ANTI-BOYCOTT OF ISRAEL ACT

Contractor agrees that will be not engage in any type of boycott against the State of Israel for the duration of this contract.

34. SEVERABILITY

Any provision of the 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 the Contract.

35. AMENDMENTS

Any amendment to the Contract must be in writing and executed by the authorized representatives of each party.

36. FORCE MAJEURE

Neither party to the Contract will be held responsible for delay or default caused by fire, riot, acts of God and/or war which are beyond that party's reasonable control. UTA may terminate the Contract after determining such delay or default will reasonably prevent successful performance of the Contract.

37. NO THIRD-PARTY BENEFICIARIES

The parties enter in to the 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 the Contract.

38. ENTIRE AGREEMENT

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.

39. COUNTERPARTS

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 the Contract may be detached from any counterpart and reattached to any other counterpart hereof.

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The electronic transmission of a signed original of the Contract or any counterpart hereof and the electronic retransmission of any signed copy hereof shall be the same as delivery of an original.

40. NONWAIVER

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

41. INFORMATION, RECORDS and REPORTS; AUDIT RIGHTS

Contractor 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. Contractor shall also retain other books and records related to the performance, quality or management of this Contract and/or Contractor's compliance with this Contract. Records shall be retained by Contractor for a period of at least six (6) years after completion 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. Contractor 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.

42. SALES TAX EXEMPT

Purchases of certain materials are exempt from Utah sales tax. UTA will provide a sales tax exemption certificate to Contractor upon request. UTA will not pay Contractor for sales taxes for exempt purchases, and such taxes should not be included in Contractor's Application for Payment.

43. REVOLVING DOOR RESTRICTIONS

UTA Ethics Policy requires Board approval for the award or amendment of a contract with a contractor that has hired a former UTA employee or who are represented by a former employee where the former employee left UTA employment within the 12 months prior to the contract award of amendment. Approval will not be given if there is a strong appearance of an unfair competitive advantage.

44. SURVIVAL

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 7, 9, 10, 11, 12, 13, 15, 17, 18, 19 ,21, 23, 24,25, 30, 31, 32, and 40.

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IN WITNESS WHEREOF, the parties hereto have caused the Contract to be executed by authorized representatives as of the date of last signature below

UTAH TRANSIT AUTHORITY:

By_____

Jay Fox

Executive Director

Date

INFO-TECH RESEARCH GROUP INC.

By DocuSigned by: Liam Ledgerwood _____
6155B949C2E3444...

Liam Ledgerwood

Legal Counsel

Date 8/26/2024

By_____

Alisha Garrett

Chief Enterprise Strategy Officer

Date

By_____

Kyle Brimley

IT Director

Date

By DocuSigned by: Mike Bell _____
70E33A415BA44F6...

Mike Bell

UTA Legal Counsel

Date 8/26/2024

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EXHIBIT A

STATEMENT OF SERVICES (SCOPE OF SERVICES: From RFP Part 1 Section 4.0)

The selected Firm must provide, at a minimum, the following consultation, research, and support services.

Account Manager:

The awarding firm will provide a dedicated Account Manager who will serve as the main point of contact for IT Leadership. This will include a point of contact to coordinate workshops, arrange meetings with the firm's subject matter experts and coordinate other services as needed.

Personalized Consulting Services:

- A minimum of two (2) face-to-face (in person or virtual) 3-5 day consulting workshops per calendar year should be included in the cost of this RFP (Request for Proposals), with the option of purchasing additional sessions if needed. Face to face consulting engagements will be used to solve UTA's most pressing problems and initiatives. Examples of this include:
    - Planning and Executing Digital Transformation Strategies
    - Implementing AI (Artificial Intelligence)
    - IT Innovation and Leadership
    - Establish Data Governance and assist in requirement gathering for data governance program
    - Data Governance, Data Culture, Data Operations
    - Data Architecture Roadmap, Data Integration Strategy, etc.
    - IT Security Governance and other Information Security Initiatives, including assisting UTA in developing a security plan to align IT Governance to NIST 800-53
    - Create and improve security compliance program through tabletop exercises
    - Utilize Azure Security Cloud and maintain proper security procedures & requirements
    - Enterprise Software Implementation Governance
    - Software Asset Management

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- Business Applications
- Stakeholder Relations & Business Relationship Management
- IT Service Management
- IT Operations Management
- Incident and Problem Management

- Analyst calls that can be used by IT Leadership to execute key initiatives and guided implementation advisory calls and touch points to facilitate projects from kick-off to completion.

- IT subject matter expert Advisory support and/or a Dedicated IT Leader (Counselor) support to help navigate the immense undertaking of planning and executing the environmental technology change.

Online Tools / Research Publications:

- Prebuilt Publications that can be customized by the user for new and existing I.T. Projects.

- Framework Driven content that is visual but customizable by the user.

- Benchmarking Services that are supported by data/research.

- Toolset to develop strong relationships with business partners while improving efficiency and customer satisfaction.

- Provide research and advice on best practices for Organizational Change Management.

- Technology Leadership

- Emerging Technologies and Tech Trends

- Access to Diagnostic programs to assess various aspects of IT Security performance.

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EXHIBIT B – ATTACHED

Price Proposal-24-03559RW-Info-Tech Response_BAFO-July3 2024

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EXHBIT C

SECURITY REQUIREMENTS FOR SaaS/Custom Developed Systems

1 Requirements: General

The following requirements are a guideline for the security requirements of any Software as a Service (SaaS) cloud solution, or custom developed system(s) requested by the Utah Transit Authority "UTA" for use within its corporate or OT/ICS networks. Any proposal submitted should be compliant with industry and/or government standards that govern cybersecurity processes and controls based, at a minimum, on NIST 800-53 current revisions.

1.1 Disaster Recovery and Data

The following requirements apply to the Contract:

1.1.1 Redundancy, Data Backup and Disaster Recovery

A) Unless specified otherwise in the RFP, Contractor/Supplier/Supplier shall maintain or cause to be maintained disaster avoidance procedures designed to safeguard Agency data and other confidential information, Contractor/Supplier/Supplier's processing capability and the availability of hosted services, in each case throughout the Contract term. Any force majeure provisions of the Contract do not limit the Contractor/Supplier's obligations under this provision.

B. The Contractor/Supplier shall have robust contingency and disaster recovery (DR) plans in place to ensure that the services provided under the Contract will be maintained in the event of disruption to the Contractor/Supplier/sub-Contractor/Supplier's operations (including, but not limited to, disruption to information technology systems), however caused.

C. The contingency and DR plans must be designed to ensure that services under the Contract are restored in compliance with the DR plan instructions.

D. The Contractor/Supplier shall test the contingency/DR plans at least annually to identify any changes that need to be made to the plan(s) to ensure a minimum interruption of service. Coordination shall be made with the Agency to ensure limited system downtime when testing is conducted. At least one (1) annual test shall include backup media restoration and failover/fallback operations at the DR location.

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The Contractor/Supplier shall send the Contract Monitor a notice of completion following completion of DR testing, upon request.

E. Such contingency and DR plans shall be available for the UTA to inspect at any reasonable time, and subject to regular updating, revising, and testing throughout the term of the Contract.

1.1.2 Data Export/Import

A. The Contractor/Supplier shall, at no additional cost or charge to the Agency, in an industry standard/non- proprietary format:

1) perform a full or partial import/export of Agency data within 24 hours without undue delay of a request; or

2) provide to the Agency the ability to import/export data at will and provide the Agency with any access and instructions which are needed for the Agency to import or export data.

B. Any import or export shall be in a secure format per the Security Requirements.

1.1.3 Data Ownership and Access

A. Data, databases, and derived data products created, collected, manipulated, or directly purchased as part of an RFP are the property of the Agency. The purchasing Agency department is considered the custodian of the data and shall determine the use, access, distribution, and other conditions based on appropriate Agency statutes and regulations.

B. Public jurisdiction user accounts and public jurisdiction data shall not be accessed, except (1) in the course of data center

operations, (2) in response to service or technical issues, (3) as required by the express terms of the Contract, including as necessary to perform the services hereunder or (4) at the Agency's written request.

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C. The Contractor/Supplier shall limit access to and possession of Agency data to only Contractor/Supplier Personnel whose responsibilities reasonably require such access or possession and shall train such Contractor/Supplier Personnel on the confidentiality obligations set forth herein.

D. At no time shall any data or processes – that either belong to or are intended for the use of the Agency or its officers, agents, or employees – be copied, disclosed, or retained by the Contractor/Supplier or any party related to the Contractor/Supplier for subsequent use in any transaction that does not include the Agency.

E. The Contractor/Supplier shall not use any information collected in connection with the services furnished under the Contract for any purpose other than fulfilling such service.

1.1.4 Provisions in Sections 1.1.1 – 1.1.3 shall survive expiration or termination of the Contract. Additionally, the Contractor/Supplier shall flow down the provisions of Sections 1.1.1-1.1.3 (or the substance thereof) in all subcontracts.

2 Security Requirements

2.1.1 Information Technology

A. Contractor/Supplier shall comply with and adhere to the Relevant Agency IT Security policies and/or procedures and Standards. These policies may be revised from time to time and the Contractor/Supplier shall comply with all such revisions. Updated and revised versions of the Agency IT Policy and Standards are available upon request after appropriate Non-disclosure Agreement (NDA) has been filed.

B. The Contractor/Supplier shall not connect any of its own equipment to an Agency LAN/WAN without prior written approval by the Agency. The Contractor/Supplier shall complete any necessary paperwork as directed and coordinated with the Contract Monitor to obtain approval by the Agency to connect Contractor/Supplier-owned equipment to an Agency LAN/WAN.

The Contractor/Supplier shall:

1) Implement administrative, physical, and technical safeguards to protect Agency data that are no less rigorous than accepted industry best practices for information security such as those listed below (see Section 2.1.2).

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2) Ensure that all such safeguards, including the way Agency data is collected, accessed, used, stored, processed, disposed of and disclosed, comply with applicable data protection and privacy laws as well as the terms and conditions of the Contract; and

3) The Contractor/Supplier, and Contractor/Supplier Personnel, shall (i) abide by all applicable federal, Agency and local laws, rules and regulations concerning security of Information Systems and Information Technology and (ii) comply with and adhere to the Relevant Agency IT Security policies and/or procedures and Standards as each may be amended or revised from time to time.

2.1.2 Data Protection and Controls

A. Contractor/Supplier shall ensure a secure environment for all Agency data and any hardware and software (including but not limited to servers, network and data components) provided or used in connection with the performance of the Contract and shall apply or cause application of appropriate controls so as to maintain such a secure environment ("Security Best Practices"). Such Security Best Practices shall comply with an accepted industry standard, such as the National Institute of Standards and Technology (NIST) cybersecurity framework.

B. To ensure appropriate data protection safeguards are in place, the Contractor/Supplier shall always implement and maintain the following controls throughout the Term of the Contract (the Contractor/Supplier may augment this list with additional controls):

1) Establish separate production, test, and training environments for systems supporting the services provided under the Contract and ensure that production data is not replicated in test or training environment(s) unless it has been previously anonymized or other wise modified to protect the confidentiality of Sensitive Data elements. The Contractor/Supplier shall ensure the appropriate separation of production and non-production environments by applying the data protection and control requirements listed inSection2.1.2.

2) Apply hardware and software hardening procedures as recommended by Center forInternetSecurity(CIS)guideshttps://www.cisecurity.org/,SecurityTechnicalImplementationGuides(STIG) http://iase.disa.mil/Pages/index.aspx,orsimilarindustrybestpracticestoreduce the systems' surface of vulnerability, eliminating as many security risks as possible and documenting what is not feasible or not performed according to best practices. Any hardening practices not implemented shall be documented with a plan of action and milestones including

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any compensating control. These procedures may include but are not limited to removal of unnecessary software, disabling or removing unnecessary services, removal of unnecessary usernames or logins, and the deactivation of unneeded features in the Contractor/Supplier's system configuration files.

3) Ensure that Agency data is not comingled with non-Agency data through the proper application of compartmentalization Security Measures.

4) Apply data encryption to protect Sensitive Data at all times, including in transit, at rest, and also when archived for backup purposes. Unless otherwise directed, the Contractor/Supplier is responsible for the encryption of all Sensitive Data.

5) For all Agency data the Contractor/Supplier manages or controls, data encryption shall be applied to such data in transit over untrusted networks.

6)Encryption algorithms which are utilized for encrypting data shall comply with current Federal Information Processing Standards (FIPS), "Security Requirements for Cryptographic Modules", FIPS PUB 140-2:

http://csrc.nist.gov/publications/fips/fips140-2/fips1402.pdf

http://csrc.nist.gov/groups/STM/cmvp/documents/140/1401vend.htm

7) Enable appropriate logging parameters to monitor user access activities, authorized and failed access attempts, system exceptions, and critical information security events as recommended by the operating system and application manufacturers and information security standards.

8) Retain the aforementioned logs and review them at least daily to identify suspicious or questionable activity for investigation and documentation as to their cause and remediation, if required. The UTA shall have the right to request independently audited attestations (i.e SOC2 Type 2) pertaining to these policies and procedures and the Contractor/Supplier or Subcontractor/Supplier's performance to confirm the effectiveness of these measures for the services being provided under the Contract.

9) Ensure system and network environments are separated by properly configured and updated firewalls.

10) Restrict network connections between trusted and untrusted networks by physically or logically isolating systems from unsolicited and unauthenticated network traffic.

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11) By default, “deny all” and only allow access by exception.

12) Review, at least annually, the aforementioned network connections, documenting and confirming the business justification for the use of all service, protocols, and ports allowed, including the rationale, or compensating controls implemented for those protocols considered insecure but necessary.

13) Perform regular vulnerability testing of operating system, application, and network devices. Such testing is expected to identify outdated software versions; missing software patches; device or software misconfigurations; and to validate compliance with or deviations from the security policies applicable to the Contract. Contractor/Supplier shall evaluate all identified vulnerabilities for potential adverse effect on security and integrity and remediate the vulnerability without undue delay based on the severity of the finding, following the earlier of vulnerability’s identification or public disclosure, or document why remediation action is unnecessary or unsuitable. The UTA -shall have the right to inspect the Contractor/Supplier’s policies and procedures and the results of vulnerability testing to confirm the effectiveness of these measures for the services being provided under the Contract.

14) Enforce strong user authentication and password control measures to minimize the opportunity for unauthorized access through compromise of the user access controls. At a minimum, the implemented measures should be consistent with the most current PCI-DSS or similar standard including specific requirements for password length, complexity, history, and account lockout.

15) Ensure Agency data is not processed, transferred, or stored outside of the United States (“U.S.”), Canada or Ireland. The Contractor/Supplier shall provide its services to the Agency and the Agency’s end users solely from datacenters in the U.S., Canada or Ireland, unless granted an exception inwriting by the Agency, the Contractor/Supplier shall not allow Contractor/Supplier Personnel to store Agency data on portable devices, including personal computers, except for devices that are used and kept only at its U.S., Canada or Ireland data centers. The Contractor/Supplier shall permit its Contractor/Supplier Personnel to access Agency data remotely only as required to provide technical support.

16) Ensure Contractor/Supplier’s Personnel shall not connect any of its own equipment to an Agency LAN/WAN without prior written approval by the Agency, which may be revoked at any time for any reason. The Contractor/Supplier shall complete any necessary paperwork as directed and coordinated with the Contract Monitor to obtain approval by the Agency to connect Contractor/Supplier-owned equipment to a Agency LAN/WAN.

17) Ensure that anti-virus and anti-malware software is installed and maintained on all systems supporting the services provided under the Contract; that the anti-virus and anti-malware software is automatically updated; and that the software is configured to actively scan and

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detect threats to the system for remediation. The Contractor/Supplier shall perform routine vulnerability scans and take corrective actions for any findings.

18) Conduct regular external vulnerability testing designed to examine the service provider's security profile from the Internet without benefit of access to internal systems and networks behind the external security perimeter. Evaluate all identified vulnerabilities on Internet-facing devices for potential adverse effect on the service's security and integrity and remediate the vulnerability promptly or document why remediation action is unnecessary or unsuitable. The UTA shall have the right to request independently audited attestations (I.e SOC 2 Type 2) of these policies and procedures and the performance of vulnerability testing to confirm the effectiveness of these measures for the services being provided under the Contract.

2.1.3 PCI Compliance

A. Contractor/Supplier shall at all times comply, and ensure compliance with, all applicable Payment Card Industry ("PCI") Data Security Standards ("DSS"), including any and all changes thereto. Contractor/Supplier shall provide UTA with documented evidence of current compliance to PCI DSS within 30 days of an UTA request.

B. The Contractor/Supplier shall annually furnish to the Agency evidence of the PCI Security Standards Council's (SSC)acceptance or attestation of the Contractor/Supplier's conformance to the relevant PCI DSS requirements by a third party certified to perform compliance assessments.

C. The Contractor/Supplier shall ensure that the scope of the annual SOC 2 Type 2 Report specified under Section 2.2includes testing to confirm the PCI assessment results.

2.1.4 Security Incident Response

A. The Contractor/Supplier shall notify the UTA in accordance with Section 2.1.4A-D when any Contractor/Supplier system that may access, process, or store Agency data or Agency systems experiences a Security Incident, or a Data Breach as follows:

1) notify the UTA without undue delay, of the discovery of a Security Incident by providing notice via written or electronic correspondence to the Contract Monitor, UTA chief information officer and UTA chief information security officer;

2) notify the UTA without undue delay if there is a threat to Contractor/Supplier's Solution as it pertains to the use, disclosure, and security of Agency data; and

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3) provide written notice to the UTA without undue delay, after Contractor/Supplier's discovery of unauthorized use or disclosure of Agency data and thereafter all information the Agency or UTA requests concerning such unauthorized use or disclosure.

B. Contractor/Supplier's notice shall identify:

1) the nature of the unauthorized use or disclosure;

2) the Agency data used or disclosed,

3) who made the unauthorized use or received the unauthorized disclosure;

4) what the Contractor/Supplier has done or shall do to mitigate any deleterious effect of the unauthorized use or disclosure; and

5) what corrective action the Contractor/Supplier has taken or shall take to prevent future similar unauthorized use or disclosure.

6) The Contractor/Supplier shall provide such other information, including a written report, as reasonably requested by the Agency.

C. The Contractor/Supplier may need to communicate with outside parties regarding a Security Incident, which may include contacting law enforcement, fielding media inquiries and seeking external expertise as mutually agreed upon, defined bylaw or contained in the Contract. Discussing Security Incidents with the Agency should be handled on an urgent as-needed basis, as part of Contractor/Supplier communication and mitigation processes as mutually agreed upon, defined by law, or contained in the Contract.

D. The Contractor/Supplier shall comply with all applicable laws that require the notification of individuals in the event of unauthorized release of Agency data or other event requiring notification, and, where notification is required, assume responsibility for informing all such individuals in accordance with applicable law and to indemnify and hold harmless the UTA and its officials and employees from and against any claims, damages, and actions related to the event requiring notification.

2.1.5 Data Breach Responsibilities

A. If the Contractor/Supplier reasonably believes or has actual knowledge of a Data Breach, the Contractor/Supplier shall, unless otherwise directed:

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1) Notify the appropriate Agency-identified contact without undue delay in accordance with the agreed upon security plan or security procedures unless a shorter time is required by applicable law;

2) Cooperate with the Agency to investigate and resolve the data breach;

3) Promptly implement commercially reasonable remedial measures to remedy the Data Breach; and

4) Document responsive actions taken related to the Data Breach, including any post- incident review of events and actions taken to make changes in business practices in providing the services.

B. If a Data Breach is a direct result of the Contractor/Supplier's breach of its Contract obligation to encrypt Agency data or otherwise prevent its release, the Contractor/Supplier shall bear the costs associated with (1) the investigation and resolution of the data breach; (2) notifications to individuals, regulators or others required by Agency law; (3) a credit monitoring service required by Agency or federal law; (4) a website or a toll-free number and call center for affected individuals required by Agency law; and (5) complete all corrective actions as reasonably determined by Contractor/Supplier based on root cause; all [(1) through (5)] subject to the Contract's limitation of liability.

2.1.6 The Agency shall, at its discretion, have the right to review and assess the Contractor/Supplier's compliance to the security requirements and standards defined in the Contract.

2.1.7 Provisions in Sections 2.1.1 – 2.1.6 shall survive expiration or termination of the Contract. Additionally, the Contractor/Supplier shall flow down the provisions of Sections 2.1.1-2.1.6 (or the substance thereof) in all subcontracts.

2.2 SOC 2 Type 2 Audit Report

2.2.1 A SOC 2 Type 2 Audit applies to the Contract. The applicable trust principles are: Security, Availability, Processing Integrity, Confidentiality, and Privacy.

2.2.2 In the event the Contractor/Supplier provides services for identified critical functions, handles Sensitive Data, or hosts any related implemented system for the Agency under the Contract, the

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Contractor/Supplier shall have an annual audit performed by an independent audit firm of the Contractor/Supplier's handling of Sensitive Data or the UTA's critical functions. Critical functions are identified as all aspects and functionality of the Solution including any add-on modules and shall address all areas relating to Information Technology security and operational processes. These services provided by the Contractor/Supplier that shall be covered by the audit will collectively be referred to as the "Information Functions and Processes." Such audits shall be performed in accordance with audit guidance: Reporting on Controls at a Service Organization Relevant to Security, Availability, Processing Integrity, Confidentiality, or Privacy (SOC 2) as published by the American Institute of Certified Public Accountants (AICPA) and as updated from time to time, or according to the most current audit guidance promulgated by the AICPA or similarly-recognized professional organization, as agreed to by the UTA, to assess the security of outsourced client functions or data (collectively, the "Guidance") as follows:

A. The type of audit to be performed in accordance with the Guidance is a SOC 2 Type 2 Audit (referred to as the "SOC 2 Audit" or "SOC 2 Report"). All SOC2 Audit Reports shall be submitted to the Contract Monitor as specified in Section F below. The initial SOC 2 Audit shall be completed within a timeframe to be specified by the Agency. The audit period covered by the initial SOC 2 Audit shall start with the Contract Effective Date unless otherwise agreed to in writing by the Contract Monitor. All subsequent SOC 2 Audits after this initial audit shall be performed at a minimum on an annual basis throughout the Term of Contract and shall cover a 12-month audit period or such portion of the year that the Contractor/Supplier furnished services.

B. The SOC 2 Audit shall report on the suitability of the design and operating effectiveness of controls over the Information Functions and Processes to meet the requirements of the Contract, including the Security Requirements identified in Section 2, relevant to the trust principles identified in 3.9.1: as defined in the aforementioned Guidance.

C. The audit scope of each year's SOC 2 Report may need to be adjusted (including the inclusion or omission of the relevant trust services principles of Security, Availability, Processing Integrity, Confidentiality, and Privacy) to accommodate any changes to the environment since the last SOC 2 Report. Such changes may include but are not limited to the addition of Information Functions and Processes through modifications to the Contract or due to changes in Information Technology or the operational infrastructure. The Contractor/Supplier shall ensure that the audit scope of each year's SOC 2 Report engagement shall accommodate these changes by including in the SOC 2 Report all appropriate controls related to the current environment supporting the Information Functions and/or Processes, including those controls required by the Contract.

D. The scope of the SOC 2 Report shall include work performed by any sub-Contractor/Suppliers that provide essential support to the Contractor/Supplier or essential support to the Information Functions and Processes provided to the UTA under the Contract. The Contractor/Supplier shall ensure the audit includes all such sub-Contractor/Suppliers operating in performance of the Contract.

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E. All SOC 2 Audits, including those of the Contractor/Supplier, shall be performed at no additional expense to the UTA.

F. The Contractor/Supplier shall provide to the Contract Monitor, upon request, a complete copy of the final SOC 2 Report(s) and a documented corrective action plan addressing each audit finding or exception contained in the SOC 2 Report. The corrective action plan shall identify in detail the remedial action to be taken by the Contractor/Supplier along with the date(s) when each remedial action is to be implemented.

G. If the Contractor/Supplier currently has an annual, independent information security assessment performed that includes the operations, systems, and repositories of the Information Functions and Processes being provided to the UTA under the Contract, and if that assessment generally conforms to the content and objective of the Guidance, the UTA will determine in consultation with appropriate Agency government technology and audit authorities whether the Contractor/Supplier's current information security assessments are acceptable in lieu of the SOC 2 Report(s).

H. If the Contractor/Supplier fails during the Contract term to obtain an annual SOC 2 Report by the date specified in Section2.2.2F, the UTA shall have the right to retain an independent audit firm to perform an audit engagement of a SOC 2 Report of the Information Functions and Processes utilized or provided by the Contractor/Supplier and under the Contract. The Contractor/Supplier agrees to allow the independent audit firm to access its facility/ies for purposes of conducting this audit engagement(s) and will provide the necessary support and cooperation to the independent audit firm that is required to perform the audit engagement of the SOC 2 Report. The UTA will invoice the Contractor/Supplier for the expense of the SOC 2 Report(s) or deduct the cost from future payments to the Contractor/Supplier.

I. Provisions in Section 2.2.1A-H shall survive expiration or termination of the Contract. Additionally, the Contractor/Supplier and shall flow down the provisions of Section 2.2.1A-H (or the substance thereof) in all subcontract

INFO~TECH
RESEARCH GROUP

Exhibit B to Contract 24-03859

Info-Tech Research Group Inc.

Utah Transit Authority

Request for Proposal – Information Technology Research and Advisory Services

24-03559RW

July 3rd, 2024.

Price Proposal - BAFO

Point of Contact:
Robyn Kukoly
Bids & Contracts Specialist
bids_contracts@infotech.com
1-888-670-8889

Info-Tech Research Group Inc.
3960 Howard Hughes Parkway, Suite 500
Las Vegas, NV
89169

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PRICE PROPOSAL
PART 6 – PRICING / COST

Info-Tech understands that UTA desires Ten (10) to Thirteen (13) seats with Info-Tech licenses. The terms for this contract will be a 3-year base with two (1)-year options for extension.

Info-Tech's pricing proposal provides and fulfills UTA with all the requirements listed in 4.0 Scope of Services: Personalized Consulting Services, and Online Tools/Research Publications.

Info-Tech would like to honor UTA as long-standing members of Info-Tech, and to continue the partnership with UTA, Info-Tech is offering two (2) additional transition discounts of $48,078.97 in year one, and a $26,443.97 transition discount in year two. This is to assist with UTA's budget for Info-Tech services through this future agreement.

Info-Tech's proposal is good and firm for a period of ninety (90) days after the Deadline to Submit Proposals. Further, UTA can procure more licenses or services as required at any time.

Info-Tech Membership Proposal

Year 1:

1 x CIO Counselor Membership: $101, 030.93 discounted = **$50,656.01**
1 x Concierge Services: Included
1 x Industry Access: Included
1 x Onsite 5-day Workshop: Included
1 x Online 5-day Workshop: Included

1 x Counselor Membership: $51,546.93 discounted = **$22,578.46**
2 x Leadership Summit Tickets: Included
2 x Team Membership: $8, 864.00 discounted = **$6,137.80 for 2**
1 x Advisory Membership: $28,350.52 discounted = **$20,573.73**
15 x Reference Membership: $0.00

Total Discounts: $89,845.84.
Total: **$99,946.00**

Year	Invoice Date	Invoice Amount	Term Start Date	Term End Date	Notes
1	July 31, 2024	$99,946.00	July 31, 2024	July 31, 2025	**Transition pricing discount provided of $48,078.97**
2	May 31, 2025	$121,581.00	July 31, 2025	July 31, 2026	**Transition pricing discount provided of $26,443.97**
3	May 31, 2026	$148,024.97	July 31, 2026	July 31, 2027	
4	May 31, 2027	$155,426.22	July 31, 2027	July 31, 2028	Option to exercise for year 4.
5	May 31, 2028	$163,197.53	July 31, 2028	July 31, 2029	Option to exercise for year 5.

4.0 SCOPE OF SERVICES
ACCOUNT MANAGER:

Your Dedicated Account Manager: Robert Webb

Robert Webb, Sr. Member Services Director, will be the main point of contact for UTA. Robert Webb brings 15+ years of experience in account management, client services, and business development. At Info-Tech, Robert Webb has had the opportunity to work with various client organizations, including both public and private financial organizations, as well as various government and transportation sectors. Robert's approach focuses on learning about the client's IT goals and ensuring that Info-Tech's service delivery is aligned to the client's vision and expectation.

Robert's experience in servicing IT organizations includes creating strategic roadmaps, defining the current and desired states of the client organization, determining required outcomes, and developing a plan of how Info-Tech will help the client achieve said outcomes. An important aspect of that work is collaborating with the client to understand what Info-Tech solution will address their needs in the most effective manner. Robert's main priorities in servicing UTA is to proactively engage with UTA members to forecast and identify future needs. As shown below, this is achieved through scheduling calls in advance, creating Customized Key Initiative Plan ("CKIP"), and being agile to the changing needs of UTA.

Robert's role will be focused on ensuring UTA receives the service required, while ensuring there is strategic alignment with UTA and the Info-Tech resource pool, including software, analytics, advisory, and tools and research. Robert will work to proactively engage UTA to forecast and identify future needs and liaise with other departments and internal teams at Info-Tech as necessary.

You learn more about Robert Webb's experience in her LinkedIn profile here.

The Role of the Dedicated Account Manager

Robert will create a roadmap with you upon onboarding, setting standards for both parties as to the goals that UTA would like to achieve and challenges you'd like to manage throughout the membership term. Mark will work to continually increase business satisfaction with step-by-step roadmaps catering to core areas of IG, with timelines, and key stakeholders.

Robert's responsibility includes:

- Provide portal training to all Info-Tech users at the start of the membership, and regularly throughout the membership term.
- Assist you in navigating your membership and accessing membership services.
- Address any questions, requests, or concerns related to the membership, on-demand.
- Provide proactive support by conducting regular service calls, ensuring alignment and usage of the Info-Tech membership.
- Keep you updated on new materials, resources and services that become available, as well as upcoming events.

- Support cross-functional communication and collaboration between Info-Tech's Research and Delivery Teams.
- Continuously identify your service needs and ensure the membership is supporting them effectively.
- Solicit feedback to evaluate the success of our partnership and service delivery.
- Manage project documentation, scheduling, and continuity of service.

It is an Account Manager's responsibility to coordinate and steer external and internal stakeholders to project completion while adhering to the CKIP plan deadlines.

The process is outlined below:

Within first 30 days of membership activation:

1. **Onboard all seat holders:**
    a. Provide email to active membership and update password.
    b. Reach out to set up a 1:1, to review website and membership details.

2. **Onboard Leadership and/or Counsellor seat holders:**
    a. Coordinate introductory call with Leadership holder and your dedicated Info-Tech Executive Counselor.
    b. Facilitate introduction and book follow up call from first meeting.
    c. Coordinate call for development of CKIP – Custom Key Initiative Plan.
    d. Book Advisory calls as per Custom Key Initiative Plan.
    e. Ensure case notes are complete as per CKIP requirements to ensure call accuracy.

Month over month:

3. **Monthly touchpoints with members:**
    a. Overview of the membership & usage.
    b. Overview of current projects and current state.
    c. Providing usage report for members.
    d. Account Admin as required.
    e. 30/60/90-day account health touchpoints to ensure customer satisfaction.
    f. Gathering needs and scheduling any additional meetings as required.
    g. Provide any relevant or timely information like research and tools that will aid in UTA's current situation.

Year over Year:

4. **Contract renewal:**
    a. Updating Contracts.
    b. Coordinating Custom Key Initiative Plans discussions are booked with the Executive Counselor.
    c. Responsible for ensuring entitlements are booked and utilized.
    d. Responsible for overall account health.

e. Responsible for ensuring concerns/complaints are handled in an efficient and timely manner.

We differentiate ourselves from other competitors in the marketplace in that Info-Tech takes our research and distills it down into actionable step-by-step blueprints to help organizations like UTA start and finish HR initiatives. Robert's responsibilities as your account manager are to keep the goals and needs of UTA as top priority; this includes sending and updating any information that is new or relevant to UTA members to aid in their current projects and challenges, as well as proactively forecast what is upcoming. This is done in an ongoing and consistent manner throughout UTA membership.

With our curated approach, we are the only vendor in the marketplace that offers tools and templates that focus on the practical application for IT research and actively customize them for your organization. We don't just provide the research; we give you a roadmap on how to do the work suggested in the research, thereby freeing up the time and effort it takes to do an implementation on your own.

In addition, Robert will actively schedule calls with subject matter experts to ensure they understand each step of the process and have the necessary tools and advice to successfully implement the changes. There is no more hunting for research and tools, Rober is there to guide, support, and facilitate the ease of managing through projects and challenges, as well as milestones and success.

Please see below for Info-Tech's membership and value-added services descriptions.

SUBSCRIPTION TYPES

Membership Features	CIO Counselor Membership	Counselor Membership	Advisory Membership	Team Membership	Reference Membership
SERVICE DELIVERY					
Dedicated Executive Counselor	✓	✓			
Onsite or Virtual Counselor Working Sessions	4/year	1/year			
Custom Key Initiative Plan	✓	✓	✓		
ADVISORY SERVICES					
IT Cost Analysis & Optimization	✓**				
IT Spend & Staffing Benchmarking – Online*	✓**				
Expanded Industry Advisory Access	✓				
Concierge Services	✓	✓			
Software Selection as a Service	Unlimited	Unlimited	1/year		
Contract Review Service	Unlimited	Unlimited			
IT Vendor Price Benchmarking & Negotiations	4	2			
Analyst Calls	Unlimited	Unlimited	Unlimited		
Info-Tech LIVE Conference Ticket	2 Tickets	1 Ticket	1 Ticket		
RESEARCH CONTENT					
Industry Research	✓				
Technology Project Research	✓	✓	✓	✓	✓
IT Process Research	✓	✓	✓	✓	✓
People & Leadership Research	✓	✓	✓	✓	✓
Tools & Templates Library	✓	✓	✓	✓	✓
Software Selection Content	✓	✓	✓	✓	✓
DIGITAL EXPERIENCES					
Info-Tech Academy Training Platform	✓	✓	✓	✓	✓
Leadership Development Program	✓	✓	✓	✓	
IT Diagnostic & Benchmarking Programs	✓	✓	✓		
IT Metrics Dashboard	✓	✓	✓		
Industry Roundtable – Virtual	✓	✓	✓		
360 Feedback Tool	✓				

** These offerings can be substituted individually for 1 standard workshop each OR together for 1 enterprise workshop.

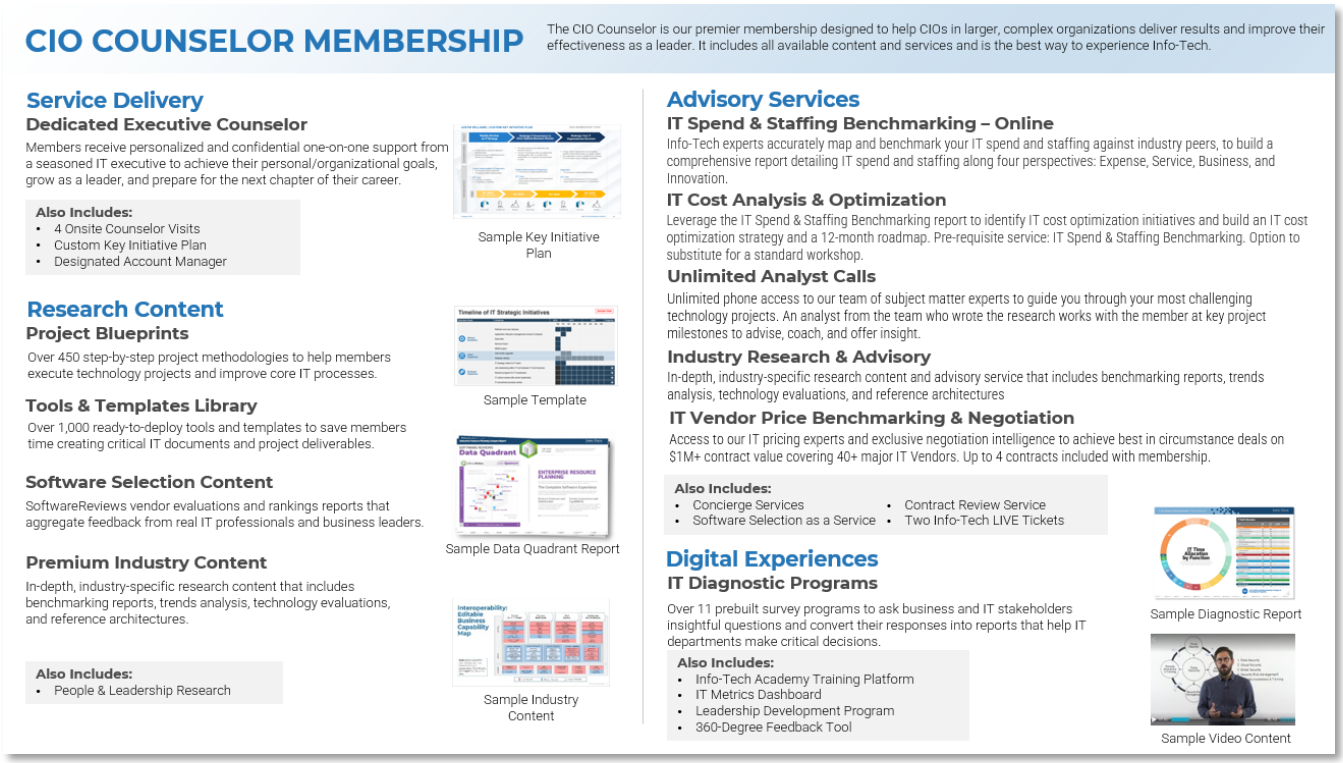
SERVICE DELIVERY	
Dedicated Executive Counselor	Members receive personalized and confidential one-on-one support from a seasoned IT executive to achieve their personal/organizational goals, grow as a leader, and prepare for the next chapter of their career.
Onsite Counselor Visits	The Executive Counselor will travel to the member's location throughout the year to spend the day working through the member's agenda. The Counselor will address the member's top personal and organizational challenges, presenting relevant research and conducting working sessions.
Executive Advisor	Executive Advisors provide quarterly strategy planning support calls to members to help curate membership content and ensure they succeed on their initiatives.
Custom Key Initiative Plan	A fully customized plan of the member's top three to five initiatives mapped to all relevant Info-Tech content and experiences to assist with execution and ensure success.
ADVISORY SERVICES	
IT Cost Analysis & Optimization or Onsite Workshop	The IT Spend & Staffing Benchmarking report is used to further investigate potential areas of spend and staffing optimization and form a roadmap to optimize IT spend and staffing within the organization. Option to substitute for a standard onsite workshop.
IT Spend & Staffing Benchmarking – Online	Info-Tech experts accurately map the member's IT spend and staffing and benchmark against industry peers to build a comprehensive report detailing IT spend and staffing along four perspectives: Expense, Service, Business, and Innovation. Option to substitute for a standard online workshop.
Industry Advisory Access	Unlimited phone access to our team of industry experts to guide the member through our industry research and provide insights into the specific trends and challenges of our members' industries.
Concierge Services	A powerful set of over 20 high-impact single-day consulting engagements designed to be delivered online or onsite.
Software Selection as a Service	Five advisory calls over a five-week period to accelerate and improve the member's software selection process.
Contract Review Service	Access to our IT contract experts, who will conduct a business review of the Terms & Conditions and provide a comprehensive written summary of feedback.
IT Vendor Price Benchmarking & Negotiation	Access to our IT pricing experts and exclusive negotiation intelligence to achieve best-in-circumstance deals on contracts valued over $1 million, covering over 40 major IT vendors.
Analyst Calls	Unlimited phone access to our team of subject matter experts to guide the member through their most challenging technology projects. An analyst from the team who wrote the research works with the member at key project milestones to advise, coach, and offer insights.
Info-Tech LIVE Conference Ticket	Access to Info-Tech's premier conference experience with insightful keynotes, practical breakout sessions, and one-on-one analyst experiences.
RESEARCH CONTENT	
Industry Research & Benchmarking	In-depth industry-specific research content that includes benchmarking reports, trends analysis, technology evaluations, and reference architectures.
Technology Project Research	Over 700 do-it-yourself project blueprints to help our members save time and money when executing their most critical IT initiatives.
IT Process Research	A comprehensive and connected set of 45 project methodologies and best practices for improving and optimizing core IT processes.
People & Leadership Research	Strategies on how to lead teams effectively and resources proven to help you become a better manager.
Tools & Templates Library	Members save time creating critical IT documents and project deliverables with our massive, ready-to-deploy library of over 1,000 tools and templates.
Software Selection Content	SoftwareReviews provides vendor evaluations and rankings reports that aggregate feedback from real IT professionals and business leaders.
DIGITAL EXPERIENCES	
Info-Tech Academy Training Platform	An online learning management platform with 100+ hours of video content, 50+ quizzes, and 9 certification programs.
Leadership Development Program	An online or in-person leadership program focused on improving decision making and people-management skills for high-potential staff.
IT Diagnostic & Benchmarking Programs	Over 20 prebuilt survey programs to ask business and IT stakeholders insightful questions and convert their responses into reports that help IT departments make critical decisions.
IT Metrics Dashboard	An online portal for collaboratively collecting, managing, and communicating success on key IT metrics and projects.
Industry Roundtable – Virtual	Access to regular virtual industry roundtable discussions and peer networking to explore common challenges, share best practices, and help shape our industry research agenda.
360 Feedback Tool	An easy-to-use, customizable employee feedback tool to give IT leaders a multifaceted evaluation across their key competencies.

CIO COUNSELOR MEMBERSHIP

The CIO Counselor Membership is our premier membership designed to help CIOs deliver results and improve their effectiveness as a leader. It includes all available content and access to services at Info-Tech. A table of membership features is provided on page 7.

We collaborate with clients through our Counselor Services to gain consensus on their priorities and develop and execute personalized plans for success. Leveraging Info-Tech's research and best practices, we provide consultative advisory services and executive coaching.

Info-Tech Research Group's CIO Counselor membership provides privileged access to an executive partner ("Counselor") who has deep domain knowledge and focuses 100% of their time on ensuring client value throughout the term of the subscription. Your Counselor will schedule monthly advisory sessions and be available on demand when you and your delegate need advice and counsel. Four one-day onsite strategy meetings are included. Typically, these full-day sessions are delivered on a quarterly basis.



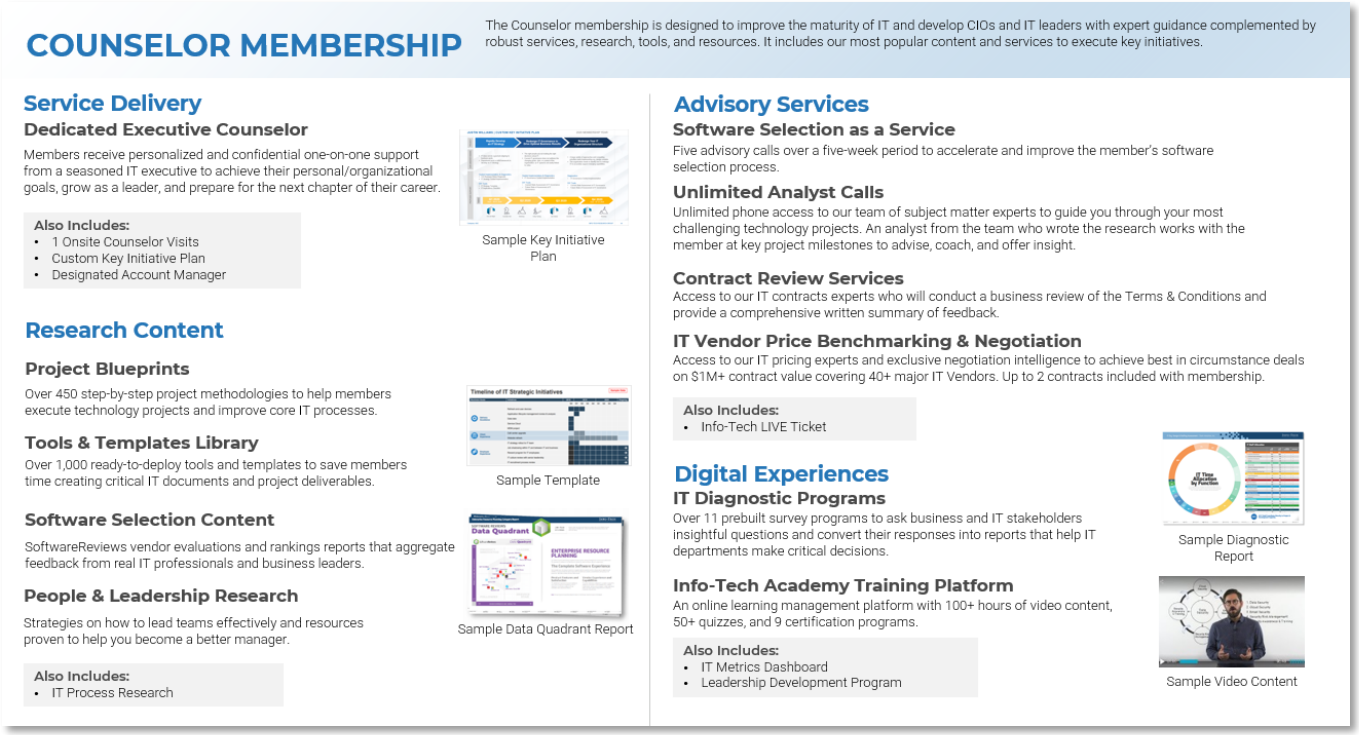
COUNSELOR MEMBERSHIP

Info-Tech Research Group will provide access to Counselor memberships to the CTO-level executives and those of similar duties at UTA. The deliverables for a Counselor membership are noted within the chart on page 7.

The Counselor membership will receive unlimited access to core research (both tactical and strategic). Our analysts publish content on project-based initiatives but also write trend reports, industry coverage, and software reviews that tackle emerging technologies and innovative practices that CIOs and IT executives are most interested in and need to understand to do their jobs effectively.

Your Counselor will schedule monthly advisory sessions and be available on demand for when you and your delegate need advice and counsel. One full-day onsite strategy meeting is included at your location.

Please see the graphic below for a full description of all services included within Info-Tech's Counselor membership.

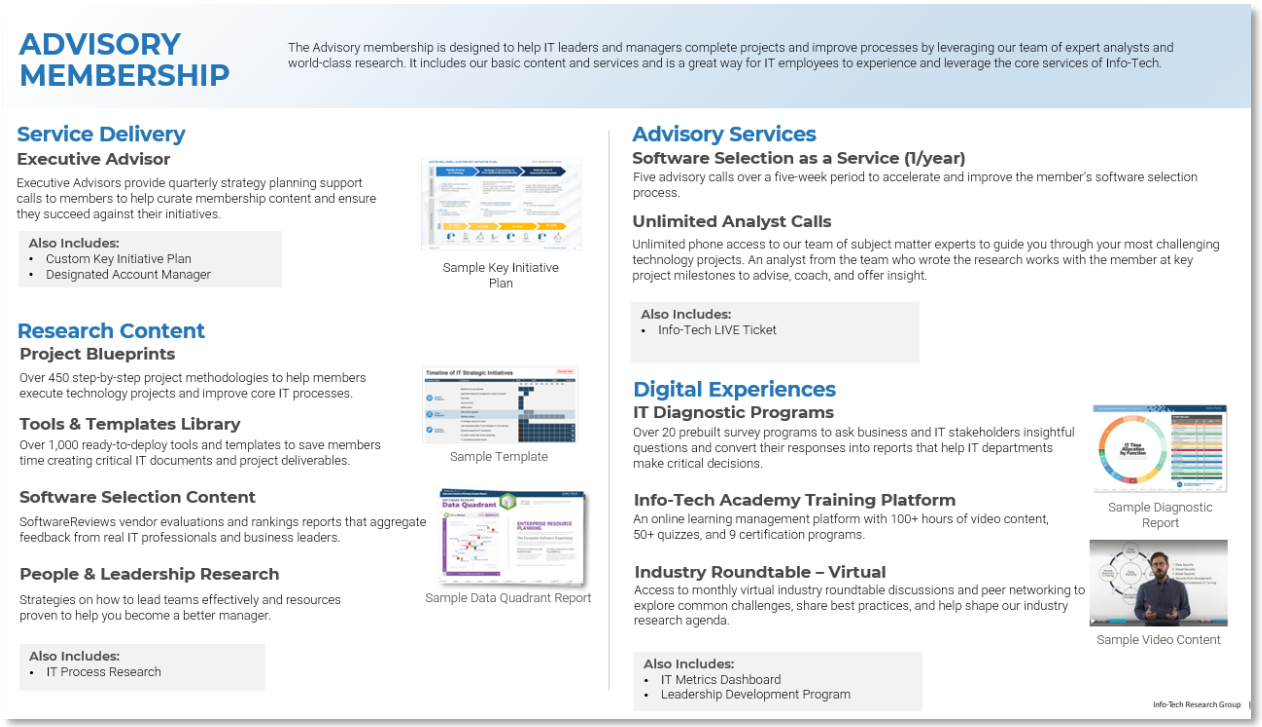


ADVISORY MEMBERSHIP

The Advisory membership is designed to help IT leaders and managers complete projects and improve processes by leveraging our team of expert analysts and world-class research. It includes our basic content and services and is a great way for IT employees to experience and leverage the core services of Info-Tech.

Info-Tech Research Group has proposed an Advisory membership to address the requirements of the next tier of IT leaders within UTA. Please see table on page 7 for an overview of deliverables available.

As part of the Advisory membership, we will help build a Key Initiative Plan. The Key Initiative Plan helps focus attention on projects that matter most. All plans are customizable to the needs of UTA. Each role will receive a dedicated Executive Advisor to go through each major project or process with a step-by-step methodology.



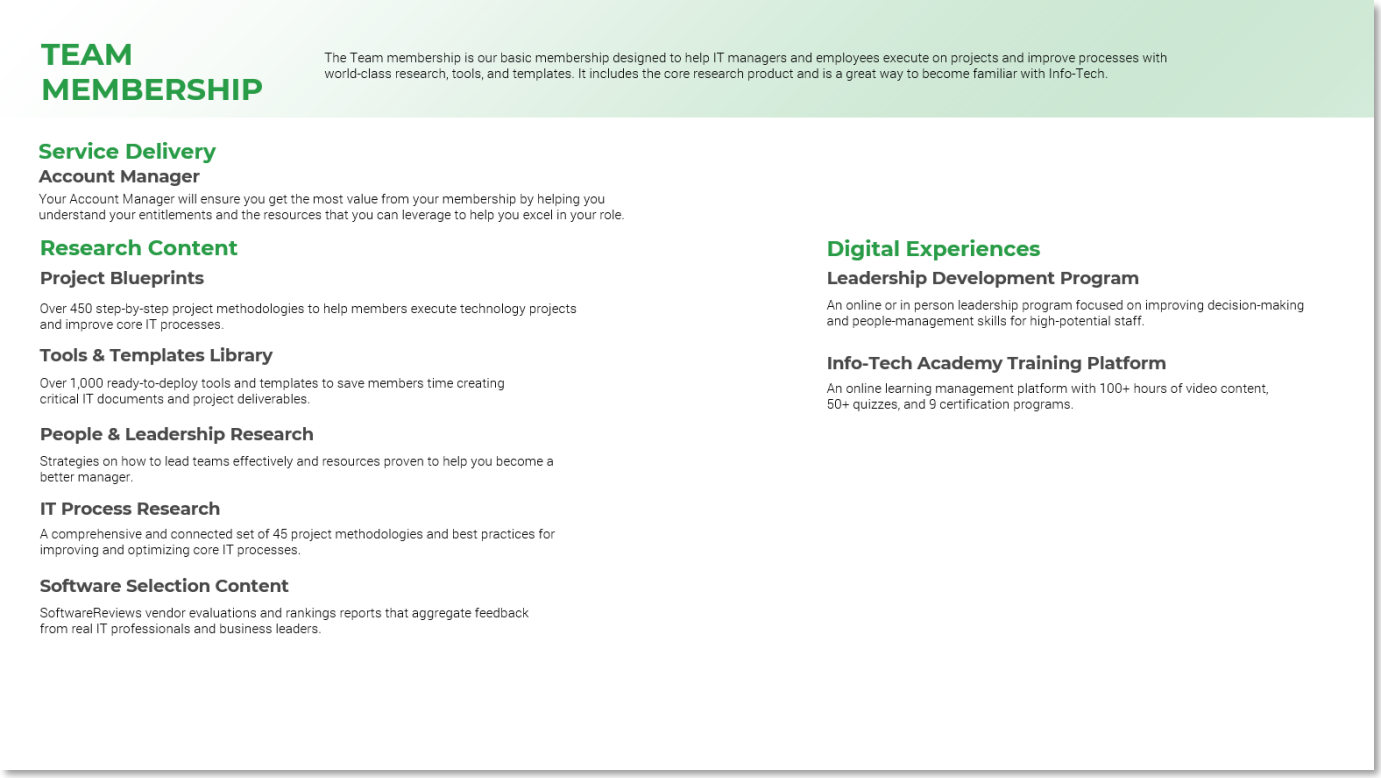
TEAM MEMBERSHIP

Please see table on page 7 for an overview of deliverables available.

The Team membership includes the following:

- Individual role-based access to all research and project methodologies.
- Access to Info-Tech Academy online platform.

Team membership is not sold separately and may only be purchased as part of a Bundle of Products (a Bundle of Products is defined as the purchase of two or more products). It must be purchased within a bundle or combination of products that, at a minimum, includes at least one Advisory membership or any one of the Counselor-level memberships.

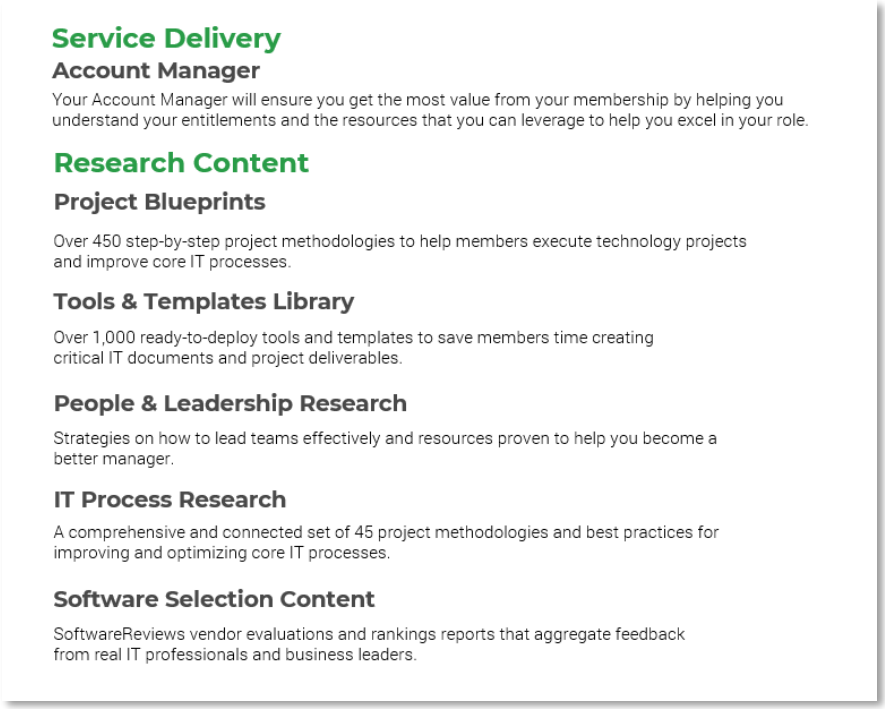


REFERENCE MEMBERSHIP

The Reference membership includes the following:

- Individual role-based access to all research and project methodologies.
- Access to Info-Tech Academy online platform.

Reference membership is not sold separately and may only be purchased as part of a Bundle of Products (a Bundle of Products is defined as the purchase of two or more products). It must be purchased within a bundle or combination of products that, at a minimum, includes at least one Advisory membership or any one of the Counselor-level memberships.



Service Delivery

Account Manager

Your Account Manager will ensure you get the most value from your membership by helping you understand your entitlements and the resources that you can leverage to help you excel in your role.

Research Content

Project Blueprints

Over 450 step-by-step project methodologies to help members execute technology projects and improve core IT processes.

Tools & Templates Library

Over 1,000 ready-to-deploy tools and templates to save members time creating critical IT documents and project deliverables.

People & Leadership Research

Strategies on how to lead teams effectively and resources proven to help you become a better manager.

IT Process Research

A comprehensive and connected set of 45 project methodologies and best practices for improving and optimizing core IT processes.

Software Selection Content

SoftwareReviews vendor evaluations and rankings reports that aggregate feedback from real IT professionals and business leaders.

See the following pages for descriptions of our value-added services.

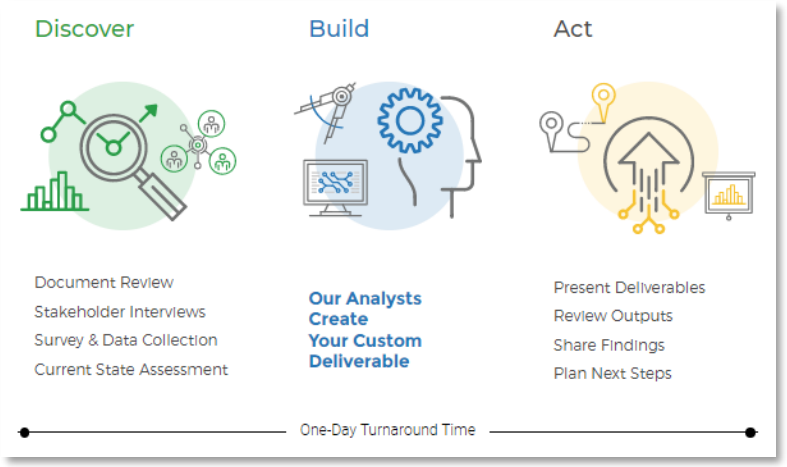
VALUE-ADDED SERVICES

In this section, Info-Tech will describe the different types of value-added services we provide our members that will be available within certain memberships or can be purchased as add-ons:

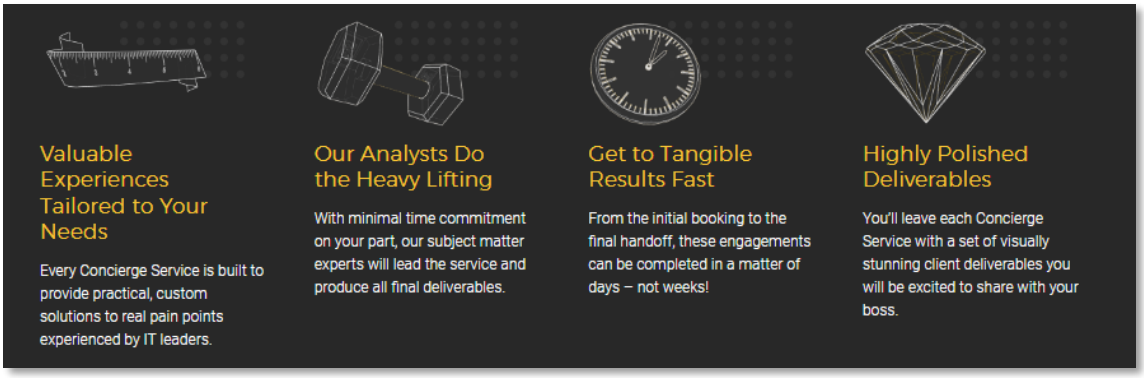
- Research analyst onsite to provide presentations and facilitated sessions.
- Pre-recorded media or presentations.
- Webinar briefings and presentations.
- Executive support – access for UTA executives to national-level governmental IT executive forums and peer groups to promote understanding of IT-related issues.
- Shared resources across the enterprise.
- Analyst or subject matter expert presentations via conferences, workshops, seminars, etc., with corresponding documentation made available after completion of session.
- Research analyst online briefings, podcasts, and webinars.

Concierge Services

UTA's CIO, Executive, and Technical Counselor members will receive access to our Concierge Services: a powerful set of over 20 high-impact, single-day consulting engagements designed to be delivered online or onsite.



Our Concierge Services are designed with the client's needs in mind first, and we provide valuable experiences tailored to those specific needs. Every Concierge Service is built to provide practical, custom solutions to real pain points experienced by IT leaders. Our analysts will do all the heavy lifting with minimal time commitment on your part. Our subject matter experts will lead the service and produce all final deliverables; we ensure that you will get tangible results fast. From the initial booking to the final handoff, these engagements can be completed in a matter of days. Finally, we provide highly polished deliverables that are ready to use. You will leave each Concierge Service with a set of visually stunning deliverables you will be excited to share and present across the company.



Contract Reviews

Info-Tech knows that ill-defined terms and weak vendor relationships lead to overspending on contracts. To avoid that, an IT organization needs proven processes to get the right contracts for the organization while building better vendor relationships. Info-Tech equips our clients with the expert advice and tools required to accomplish this goal by:

- Knowing the market competitive price for software that is being purchased.
- Managing annual maintenance costs.
- Improving organizations' contract negotiation skills.
- Optimizing contract language to meet specific organizational requirements.
- Developing a clear understanding of contract terms and conditions.

Info-Tech has helped thousands of members negotiate contracts with their vendors. What we have learned along the way provides significant advantages to our clients, enabling them to:

- Pay less than other purchasers by understanding the competitive price landscape.
- Realize significant savings by optimizing contract terms.
- Right-size contracts to purchase only what is needed, which helps avoid penalties and unforeseen costs.
- Future-proof the organization by building protections into contract terms to avoid price increases.
- Maintain a competitive edge by learning how to regularly review and update contracts.

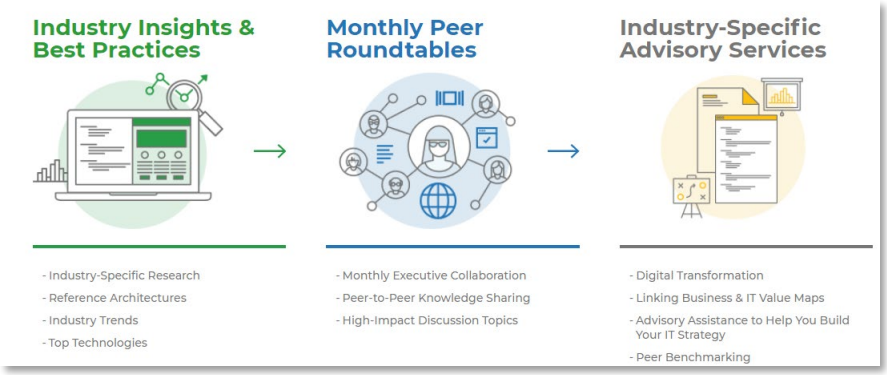
SoftwareReviews

Info-Tech provides a best-in-class SoftwareReviews program where real end users provide their feedback on their software experiences. Info-Tech creates a report on solutions within a particular software category (e.g. CRM). Our process eliminates any bias toward vendors and provides real-time data to allow our clients to make informed business decisions based on peer reviews.

Industry Research

Explore deep vertical research to gain tailored insights into your industry. New Info-Tech Industry Benchmarking and Roundtables will be available to UTA per the membership levels

proposed. For a deeper dive into industry strategies, trends, technologies, and benchmarking, UTA will have access to the industry-specific content offered by our government and transportation research and advisory services, as well as access to the full library of industry research, which covers fifty-six industry categories. Connect with industry IT leaders and peers in regular collaboration sessions to tackle pressing industry issues.



Diagnostic Tools

Info-Tech's Diagnostic & Benchmarking programs enable our members to collect the data they need to make key IT decisions. Info-Tech's services include these programs throughout the term of the contract, targeted toward the IT business heads and senior leaders.

With data from over 40,000 business leaders, we understand what activities correlate with high IT performance and can help you successfully complete these activities in your own organization.

Unlimited access to Diagnostic & Benchmarking programs is available with advisory and above Info-Tech memberships. This is a key differentiator of our service offering and a value-added service for UTA.

Info-Tech has 11 diagnostic tools that are available for UTA. See the graphic below for the diagnostics we offer.

CIO Business Vision

Stakeholder management is a critical aspect of running a successful IT department. Info-Tech's CIO Business Vision program is a low-effort, high-impact program that will give you detailed report cards on the organization's satisfaction with IT's core services.

Use these insights to understand your key business stakeholders, find out what is important to them, and improve your interactions. The CIO Business Vision survey is administered by our research team upon request. The valuable statistics you will receive from this survey include stakeholder satisfaction metrics, IT capacity metrics, and departmental metrics including stakeholder feedback reports. This survey creates value by enabling you to:

1. Plan your stakeholder strategy with Info-Tech.
2. Build consensus and accountability within IT.
3. Brief critical stakeholders within COMPANY NAME's members.
4. Build relationships with key decision makers.
5. Create company and business unit action plans.

Please review the following sample report: Sample Report – CIO Business Vision.pdf

CEO-CIO Alignment Program

Info-Tech encourages IT leaders to take advantage of this program at the beginning of the membership so we can effectively set up an engagement plan over the course of the year that will provide the most value to your department and the organization. For decades, IT-business alignment has been recognized as a critical factor for effective IT. Yet many IT leaders are still without the tools they need to understand and support business priorities.

Decipher business needs by understanding the perspective of the CEO or head of the business. Automate IT-business alignment so IT can operate effectively and generate tangible value for your business.

As leader of an IT department, you recognize that your ideas, priorities, and perspectives differ from those of other business leaders. This program eliminates the guesswork and starts closing the gaps between these perspectives.

The CEO-CIO Alignment program is the first step to building IT-business alignment that optimizes IT and drives business value. You will receive a report with insights from the survey that will help your IT division achieve the following:

- Understand the business head's perception of and vision for IT in your business.
- Identify and build core IT processes that automate IT-business alignment.
- Create a plan to address alignment gaps impeding business growth.
- Deliver your plan to demonstrate IT value and progress.

Please review the following sample report: CEO-CIO Alignment Report

IT Management & Governance Diagnostic

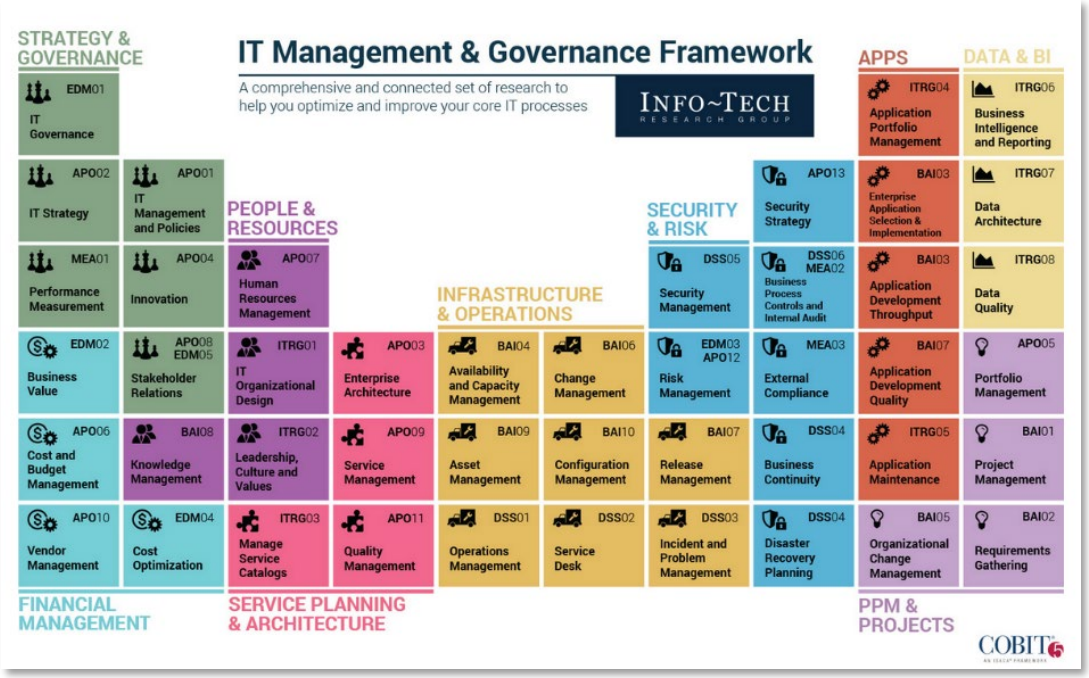
Info-Tech's IT Management & Governance Diagnostic is an innovative program available to UTA's members. This diagnostic allows IT executives to understand their team's perception of the importance and effectiveness of their technology processes. It will aid in building consensus around which processes are important or ineffective by conducting an IT team alignment exercise.

This program enables the IT team to create a customized process improvement roadmap to maximize impact and focus time and resources more efficiently and accurately.

There are four key steps that will guide you through the program to optimize your IT processes:

1. **Map Your Process Landscape:** Determine which processes your team believes need more attention so that you can effectively allocate your time and resources across all process initiatives. Understand what your next steps should be for each of the processes in your organization based on the feedback received from your entire team.
2. **Process Spotlight:** Dive deeper into each process and its performance. Highlight contentious areas and understand how aligned your team is for each process.
3. **Team Alignment:** Use the results to facilitate a team alignment exercise with your team. Prioritize your team's process improvement efforts by getting opposing views on the table and reconciling the differences to build consensus.
4. **Ownership & Accountability:** Assign process ownership and hold team members accountable for process improvement initiatives to ensure successful implementation and to realize the benefits from more effective processes.

Info-Tech uses a heatmap-style graphic to identify the effectiveness and relative importance of each IT process. The processes below align with the COBIT 5 framework of IT processes:



The above executive benchmarking and diagnostic programs are typically run on an annual basis to measure performance year over year. Our clients regularly improve scores and make measurable action plans. We suggest running these diagnostic and benchmarking programs toward the beginning of the membership to strategically align our services to meet the needs of your key business stakeholders.

Additional IT function diagnostic programs that can be used by UTA's Advisory and Team members include:

- IT Security Diagnostic: The IT Security Diagnostic program is a low-effort, high-impact program designed to help IT security leaders assess and improve their security practices. Gather data and report on IT security governance, business satisfaction, and effectiveness to understand where you stand and how you can improve.
- Application Portfolio Assessment: Application portfolio management requires an in-depth understanding of how end users feel about IT software. Develop data-driven insights to help you decide which applications to retire, upgrade, retrain on, or maintain to meet the demands of the business.
- End User Satisfaction: Service optimization is nearly impossible to perform without an honest and thorough understanding of end-user sentiment toward IT services and software.
- Data Quality Scorecard: Our comprehensive report shows you how the business feels about data quality and what the most pressing issues are. Use the feedback to guide improvement efforts and develop a focused action plan.
- Project Portfolio Management Diagnostic Program: The Project Portfolio Management Diagnostic program is a low-effort, high-impact program designed to help project owners assess and improve their PPM practices. Gather and report on all aspects of your PPM environment to understand where you stand and how you can improve.

Tools, Toolkits, and Templates

Info-Tech will provide UTA's members with unlimited access to core research and downloadable resources, many of which are fully customizable, via our online research portal. Resources include (but are not limited to) the following formats:

- Microsoft Word documents.
- Microsoft PowerPoint documents.
- Microsoft Excel documents.
- Infographics.
- Videos.
- Recorded webinars.
- SoftwareReviews Data Quadrant and Emotional Footprint reports.
- Other SoftwareReviews resources and graphs.
- Customizable benchmarking tools.
- Online portal certification programs.

- Policy Template Access.
- Final PDF reports in a boardroom-ready format, customized specifically to UTA's requirements.

Talent Leadership Research and Learning Academy

UTA's members will have full access to all programs (events, leadership development programs, and webinars) and best-practice content to not only complete projects but also develop as IT professionals. One of the main benefits of using IT research and advisory services is understanding how industry peers are addressing their initiatives and having the resources to tackle new challenges.

Info-Tech provides an entire research silo related to Talent Leadership & Management research specifically targeted to improve your organization's strategies for leading your IT team effectively. We provide proven resources that will help your team become better managers.

In addition, Info-Tech Academy enables your staff to receive training in the 45 core IT processes (based on COBIT). Nine certificates are available and can be achieved by completing the outlined solution sets for each process. We understand that IT departments struggle to develop their staff. This is a unique opportunity to increase the use and value of our IT research service. Each topic is accompanied by webinars and videos with our subject matter experts and IT members.

For example, the Data & BI Certificate includes the following courses:

- Business Intelligence & Reporting
- Data Architecture
- Data Quality

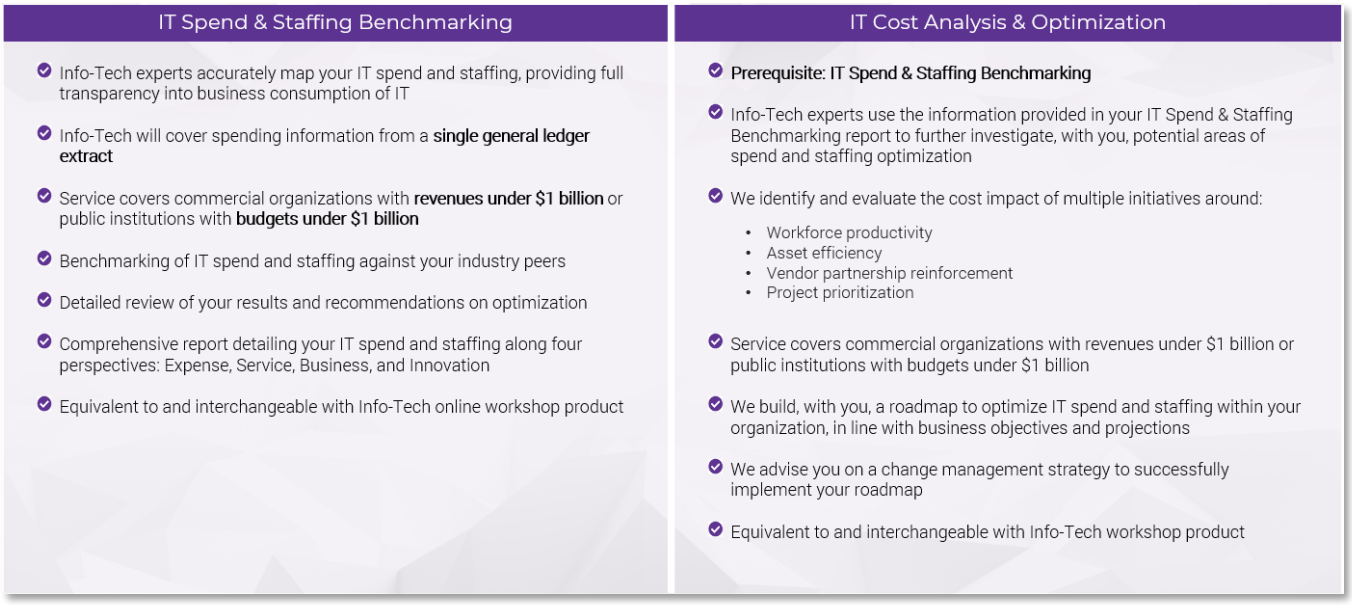
The courses include a combination of videos, research, and activities. This is a great opportunity for your members to learn and develop as well as train direct reports and colleagues more effectively in these areas. Access to the program and related online research is unlimited for all IT staff at UTA. Each of the designated members can assign courses from the 45 core IT processes to their staff at any level.

Info-Tech LIVE

Info-Tech LIVE 2023, the three-day hands-on conference, has wrapped/is available to register for online. The authoritative voice for IT executives making technology decisions and influencing IT innovation, LIVE is your front-row seat to the future of IT with a focus on real, everyday challenges, ensuring that all attendees are engaged, productive, and challenged throughout each session. We've given our members access to all last year's keynotes so you can relive the excitement and revisit the content at your convenience.

IT Spend & Staffing Benchmarking Service

Info-Tech helps members optimize IT spend and staffing through mapping your IT spend and staffing data to a best-practice model, benchmarking against industry peers, and building a roadmap of next steps.



Info-Tech Workshops

Info-Tech's workshops are proven and road-tested methodologies to accelerate timelines and make major project decisions, facilitate productive conversations with key stakeholders, and leverage Info-Tech's experience and expertise as well as client examples to ensure project success and sustained organizational support.

Each Info-Tech workshop is accompanied by supporting deliverables to help you accomplish your goals. After every workshop, Info-Tech will provide the leadership team with a final report and associated tools and templates and will work with you to identify next steps and supporting research and advisory services available to you through your membership.

Over the course of five days, our expert facilitators help you complete a key initiative, work through critical project deliverables, and train your team. We use a learning-based approach to implement Info-Tech methodologies tailored to your unique situation.

Why Workshops?

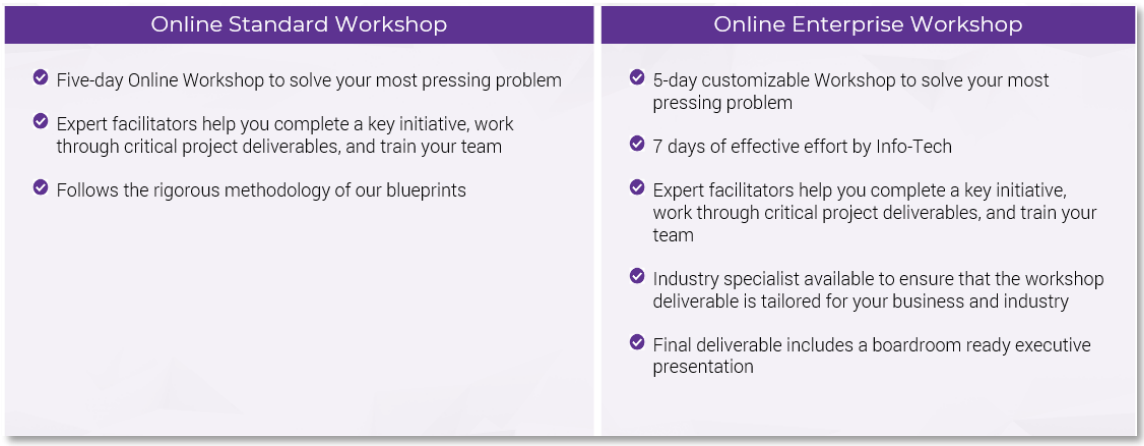
- Get 90% of any project done in five days of intense and focused work designed to collapse project timelines and make project decisions.
- Use our proven methodologies to get your project done quickly and effectively.

Proven Results:

- Since launching the product, Info-Tech has delivered over 4292 workshops (onsite and online) with an overall satisfaction rating of 9.4/10.

- 96% of workshop participants rate the effectiveness of the expert facilitators at an 8 out of 10 or higher.
- On average, workshops save our members **$132, 882** per five-day engagement.

Info-Tech offers our members standalone workshops and subscription-level workshops, which can be delivered onsite or online.



License Model, Sharing, and Usage Rights

The following usage rights are permitted:

- Licenses can be reassigned at any time during the term of the subscription.
- Research can be shared internally with both members and non-members.
- The senior IT leaders with analyst access can include other staff members on phone calls as needed throughout the term of the subscription.
- Downloaded research can be used perpetually even if the contract term expires.
- There are no limits on the number of phone consultations with a subject matter on one topic.
- Calls are one hour versus the traditional 30 minutes with other vendors.
- There is no maximum on the number of concurrent users or number of downloads.

Scheduling a all with an Analyst, Advisor, or Account Manager.

There are 3 distinct options for scheduling a call/video chat with our team members:

1. Via call or email to member's account manager.
2. Via "Book Analyst Call" within a blueprint.
3. Via "Schedule your Call" within a blueprint's guided implementation section.

Option 1:

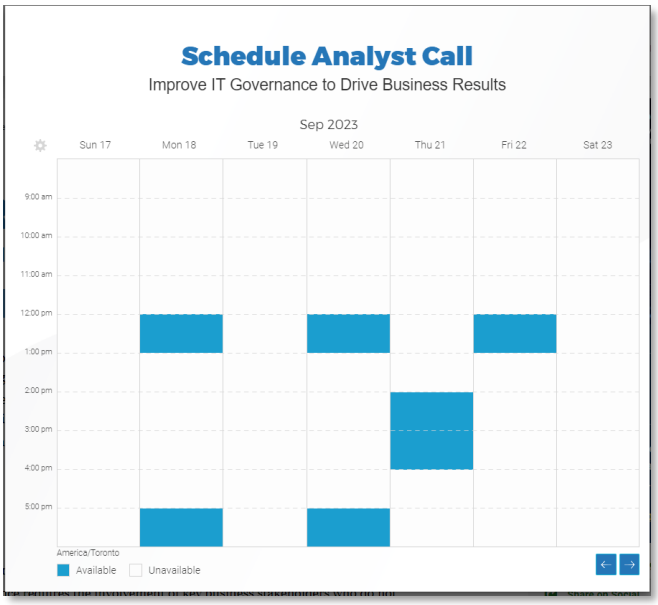
Account Manager: to schedule a call with your account manager, a phone call to their extension, or an email is the simplest and easy way to book time via phone, or MS Teams.

Analyst, Advisor, or Counselor: Members can schedule calls with Analysts, Advisors, or Counselors by booking through their account manager, either via email or phone.

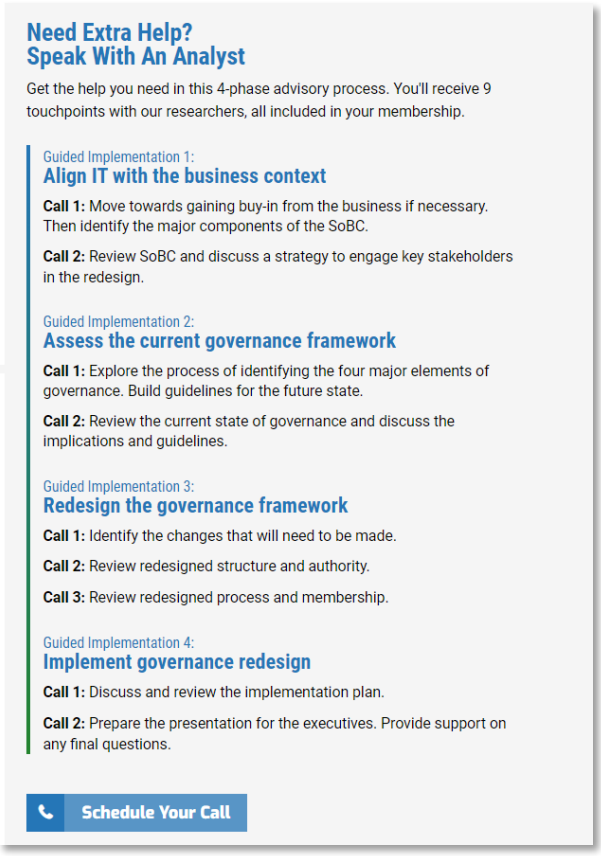
Option 2:

Within every blueprint, members will find a "Book Analyst Call" green button to schedule a call.

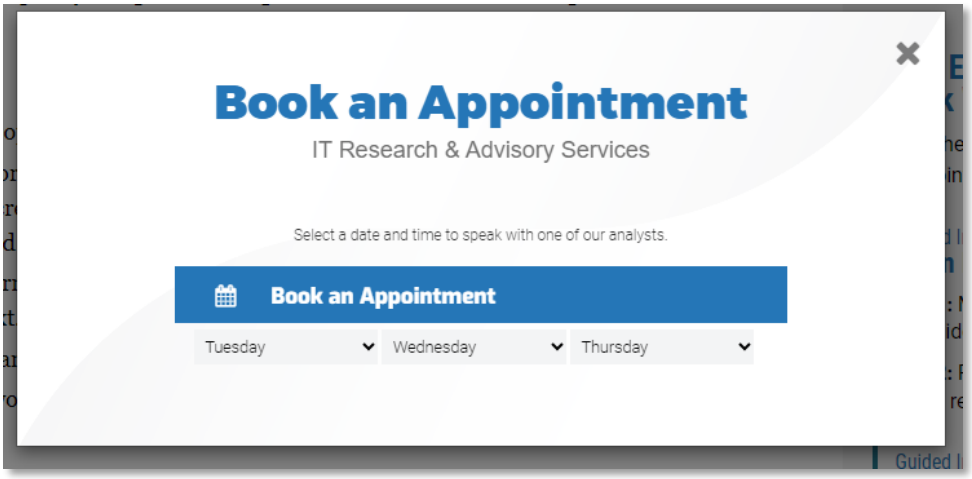
Upon clicking the green "Book Analyst Call" button, a calendar will appear allowing the member to book a time that is available and most convenient for them.



Option 3: On that same page as shown above, members can also schedule a call through the blue "Schedule your Call" button in the Guided Implementation section.



Upon clicking the blue "Schedule Your call" button, a prompt will appear allowing you to select your time and date that works for you.



Step 3: An alert will be triggered internally and the meeting via MS Teams will be scheduled. Confirmation will be sent to your email from one of our subject matter experts.

The Research Methodology

The research methodology at Info-Tech has a single, overarching goal: *Provide practical deliverables that save the client effort and deliver extraordinary value.* To accomplish this goal, we segment our research methodology into three phases: **Agenda Planning** (topic selection), **the Research Process** (research creation), and **Measuring Research Usage and Value**.

Agenda Planning

Info-Tech has a quarterly and annual research agenda to enable our team to focus on top-priority projects and address the topics that surface from our members throughout the year.

We start with an agenda planning process, a three-month full-time continuous process that helps select projects that real clients need to execute as part of their daily jobs. Selecting these projects involves soliciting and incorporating client feedback, crowdsourced topics from analysts and salespeople, competitive intelligence, and practical value-driven analysis. As the fastest growing and most innovative research firm in the world, it is our cultural mandate to continually build new products into the research portfolio. Reference architectures, industry notes, future technology articles, Software Selection as a Service, Concierge Services, SoftwareReviews, keynotes, and playbooks are all examples of recent product additions to the research portfolio. Each new product provides unique value to our customers.

As the pace of technology changes continues to increase, we leverage our agile agenda planning process to rapidly accommodate the requests and needs of our clients. We regularly solicit feedback from our clients and conduct interviews with IT leaders, practitioners, and experts to better understand the challenges facing our member community. This helps to ensure the research and resources match the needs of our clients and deliver extraordinary value.

Industry Focus: An important aspect of the agenda process is to ensure we have industry specialization and depth embedded into the process. We have dedicated industry analysts who build on our expert methodologies and deliverables and layer in industry expertise, tactics, vendor information, and most importantly, industry insight. This industry focus gives our already best-in-class research products an edge in the IT research market.

The Research Process

Info-Tech uses a quarterly research production process; most of our research is written over three months, focused entirely on building best-in-class, practical project-based deliverables, tools, templates, and methodologies. From scoping and problem definition early in the cycle to in-depth secondary and primary research in the latter part of the cycle, our process is designed from the ground up to ease the effort of executing IT projects for our members. Our analysts read hundreds of secondary sources each year and interview as many as 100 IT practitioners, industry experts, keynote speakers, members, and other IT professionals to ensure our research is accurate, practical, and valuable.

We package our research in several ways: blueprints (project methodologies and deliverables), diagnostics, reference architectures, concierge services, vendor evaluations, software selection methodologies, industry reports, and research centers make up the bulk of our hundreds of practical toolkits.

Measuring Research Usage and Value

Once our research is written, it is distributed to our members so clients can book calls with our analysts, who will guide them through their projects. We actively measure downloads, calls, workshops, and other web analytics to ensure we inform our agenda and research processes by identifying where to focus more research, where gaps exist in the research, and what future topics will help our clients. We also solicit client feedback in the form of satisfaction surveys we call “Measured Value”. These satisfaction scores help us determine which areas of our research need updates and improvements, which industries we need to focus on, and where our key strengths and best research areas are.

Putting It All Together

The strong agenda setting process focused on industry, role, and technology topics; the research process designed to build practical deliverables with key insights; and the usage measurement process that informs our research library all add up to provide our clients with better research than anyone else in the market.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Patrick Preusser, Chief Operating Officer
PRESENTER(S):	Kevin Anderson, Director of Maintenance Support Guy Miner, Facilities Maintenance Manager

TITLE:

Contract: Timpanogos Bus Facility Used Oil and Coolant Tanks (Spackman Enterprises, L.C.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize Executive Director to execute purchase order 17358, and associated disbursements, utilizing the State of Utah contract #MA3225 in the amount of $258,400.00 with Spackman Enterprises, L.C. to remove, dispose, and replace two (2) Fuel Oil tanks and replace with a new UL3025 double-wall single (1) tank for Timpanogos bus facility.

BACKGROUND:
The current used oil and used coolant AST tanks at Timpanogos bus facility are 35-years old and have met their life expectancy, requiring replacement to current code. Spackman Enterprises, L.C. a State Contract holder, has been selected to perform the work.

DISCUSSION:
UTA Staff is requesting approval of purchase order 17358 to satisfactorily complete requirements of the RFQ Scope of Work for demolition and removal of the two old Used oil (8K gal) and Used coolant (6K gal) AST tanks and containment area and replace them with one (1) new UL 2085 listed AST dual-wall tank (6K gal) with dual compartments (4K gal) for Oil & (2K gal) for coolant and install new containment area. Work will be done by Spackman Enterprises, L.C for $258,400.00 though State of Utah Contact No #MA3225 (expires October 31, 2024).

CONTRACT SUMMARY:

Contractor Name:	Spackman Enterprises, L.C.
Contract Number:	17358
Base Contract Effective Dates:	10/25/24 - 10/31/24
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	$258,400.00
Procurement Method:	RFQ - State Contract MA3225
Budget Authority:	Approved 2024 Capital Budget

ALTERNATIVES:

There are no suitable alternatives. The old tanks have reached their life expectancy and are beyond repair and must be replaced with a new UL 2085 rated tank that is compliant with regulatory requirements

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FISCAL IMPACT:

FMA652 Facilities Rehab Capital Budget 2024: $851,970.

Funds are budgeted into the 2024 Facilities Capital budget at $258,400.00 will be charged against Cost Acct 40 -1652.67000.7005 Subledger FMA652

ATTACHMENTS:

1) Purchase Order
2) State Contract MA3225
3) Scope of Work
4) Estimate

Docusign Envelope ID: 4332E32A-11A6-4393-B885-6DB1CCC05BA0

Spackman Enterprises L.C.
Po Box 1276
1125W 650N #6
Centerville UT 84014-5276

Utah Transit Authority

An Equal Opportunity Employer

PURCHASE ORDER NUMBER	
OG	17358

PO Number Must Appear On All Invoices And Shipments

VENDOR NUMBER	PO DATE
1518058	8/29/2024

SEND INVOICE TO:	SHIP TO:		ORDER TAKEN BY	FOB
AP@RIDEUTA.COM	ATTENTION: RECEIVING		AARON S	*
669 W 200 S	1110 South Geneva Road	801-287-3008	BUYER	PAGE NUMBER
SLC, UT 84101	Orem, UT 84058	www.rideuta.com	Miller, Brent	1 of 1

Confirmation: Do not Duplicate
Utah Transit Authority Is Tax Exempt Total PO Value: 258,400.00 Ship as soon as possible. Early Shipments Allowed

LINE #	REQ #	CONFIRMED DELIVERY DATE	QUANTITY	PART NUMBER ACCOUNT CODE	DESCRIPTION	UNIT PRICE	TOTAL PRICE
1	00014008	10/31/24	1 EA	40-1652.67000.7005	Remove old Above ground Tanks Timp/Orem Loc for Johnny J	258400.0000	258,400.00

TAX EXEMPT SERVICE ORDER - UTA TAX EXEMPT CERT# 11991324-200-STC

*** Reference attached (3 docs) Utah State Contract MA3225, Spackman Enterprises Estimate 1024 dated 07/19/2024 and UTA Scope of Work ***
Utah State Contract MA3225 Terms and Conditions referenced in this P.O. take precedence over the Spackman Enterprises' terms and conditions.
Reference Utah State Contract MA3225 Expires October 31, 2024

PO subject to Terms and Conditions of Utah State Contract MA3225
Total Order Price $258,400.00 based on MA3225 price rates and Estimate 1024 for On-Site Service to include Material and Labor to remove, dispose, and replace two (2) Fuel Oil tanks and replace with a new UL3025 double-wall single (1) tank for Timpanogos bus facility, in accordance with attached Estimate 1024 and UTA's Scope of Work.

Spackman Enterprises to provide Certificate of Insurance (COI) prior to On-Site Services

SEE ATTACHED SCOPE OF WORK FOR SERVICE REQUIREMENTS

Service Delivery Dates/Time
Start on or before October 25, 2024 with an estimated completion date of October 31. 2024 or sooner. Standard Service Hours are M-F 8:00am – 5:00pm MDT. Contract Project Manager to schedule onsite services.

Project Manager Contact: Johnny Johnson o 801-287-5031 / c 801-557-7637 jjohnson@rideuta.com to schedule onsite service
RSS: 14008-OU-00001 for 3800 Facilities – Timp Used Oil/Coolant Tank R/R

Ship Method: Ground / Supplier Truck (Prepay and Add (PPA) to Invoice
FOB: Destination UTA – SLC, UT
Payment Terms: Net30
Requestor: Johnny Johnson o 801-287-5031 / c 801-557-7637 jjohnson@rideuta.com
Supplier POC: Aaron Spackman 801-598-7928 aspackman@spackmanenterprises.com / Diana Hawes 801-294-9180 dhawes@spackmanenterprises.com
Ref Estimate: 1024 dated 07/19/2024
Contract Buyer: Brent Miller wk 801-287-3009 brmiller@rideuta.com

UTA SIGNATURE APPROVAL:
Mike Bell
(Utah Attorney General)
DocuSigned by: Mike Bell 70E33A415BA44F6...
Date: 8/29/2024

Unless otherwise expressly agreed in a written document executed by Utah Transit Authority ("UTA"), this Purchase Order is subject to UTA's standard terms and conditions revision date: September 2020, effective as of the date of this Purchase Order. UTA's standard terms and conditions are found at https://rideuta.com/-/media/Files/Home/Terms_Conditions_UTAGeneralStandard7821.ashx. Vendor's acceptance of this Purchase Order is limited to the express terms of UTA's standard terms and conditions, without modification. Vendor's delivery of the Goods or commencement of performance of Services identified in this Purchase Order are effective modes of acceptance. Any proposal for additional or different terms or any attempt by Vendor to vary in any degree any of the terms of the Contract, are hereby objected to and rejected (and this Purchase Oder shall be deemed accepted by Vendor without the additional or different terms).

If this Purchase order is purchased using a State Contract, then terms and conditions are pursuant to that State Contract.

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STATE OF UTAH COOPERATIVE CONTRACT AMENDMENT

AMENDMENT #: 1

CONTRACT #: MA3225

Starting Date: 8/1/2019

Expiration Date: 7/31/2024

New Expiration Date: 10/31/2024

TO BE ATTACHED AND MADE PART OF the specified contract by and between the State of Utah Division of Purchasing and Spackman Enterprises, L.C. (Referred to as CONTRACTOR).

BOTH PARTIES AGREE TO AMEND THE CONTRACT AS FOLLOWS:

To extend the contract 90 days, making the expiration date 10/31/2024.

Effective Date of Amendment: Upon both parties' signature

All other terms and conditions of the contract, including those previously modified, shall remain in full force and effect.

IN WITNESS WHEREOF, the parties sign and cause this contract to be executed.

CONTRACTOR

DocuSigned by:
Aaron Spackman
070AF549B351468...

6/7/2024

Contractor's Signature — Date

Aaron Spackman

Contractor's Name (Print)

P.M.

Title (Print)

STATE OF UTAH

DocuSigned by:
C38BE9DAC528424...

6/10/2024

Director, State of Utah Division of Purchasing — Date

For Division of Purchasing Internal Use			
Purchasing Agent	Phone #	E-mail Address	**Contract #**
Cherilyn Hess	801-957-7133	chess@utah.gov	MA3225

DocuSign Envelope ID: FB60680C-98BB-461F-BE16-6870D3BA1DD0

Contract #: MA3225

STATE OF UTAH COOPERATIVE CONTRACT

1. CONTRACTING PARTIES: This contract is between the Utah Division of Purchasing and the following Contractor:

Spackman Enterprises, L.C.
Name

1125 W 650 N #6
Street Address

Centerville	UT	84014
City	*State*	*Zip*

Vendor # 78881I Commodity Code #: 92844 Legal Status of Contractor: For-Profit Corporation

Contact *Name:* Aaron Spackman *Phone Number:* +1 801-598-7928 *Email:* aspackman@spackmanenterprises.com

2. CONTRACT PORTFOLIO NAME: State Fuel Sites.

3. GENERAL PURPOSE OF CONTRACT: Provide construction, installation, repair, parts, maintenance and services for public fuel sites..

4. PROCUREMENT: This contract is entered into as a result of the procurement process on 2019, Solicitation# BP19074

5. CONTRACT PERIOD: Effective Date: Thursday, August 01, 2019. Termination Date: Wednesday, July 31, 2024 unless terminated early or extended in accordance with the terms and conditions of this contract.

6. Administrative Fee (if any): 0.1%.

7. Prompt Payment Discount Details (if any): N/A.

8. ATTACHMENT A: Standard Terms and Conditions for Goods and Services
ATTACHMENT B: Scope of Work
ATTACHMENT C: Price List
ATTACHMENT D: State of Utah Fuel Network Sites

Any conflicts between Attachment A and the other Attachments will be resolved in favor of Attachment A.

9. DOCUMENTS INCORPORATED INTO THIS CONTRACT BY REFERENCE BUT NOT ATTACHED:
   a. All other governmental laws, regulations, or actions applicable to the goods and/or services authorized by this contract.
   b. Utah Procurement Code, Procurement Rules, and Contractor's response to solicitation #BP19074.

10. Each signatory below represents that he or she has the requisite authority to enter into this contract.

IN WITNESS WHEREOF, the parties sign and cause this contract to be executed. Notwithstanding verbal or other representations by the parties, the "Effective Date" of this Contract shall be the date provided within Section 5 above.

CONTRACTOR

Aaron Spackman
Aaron Spackman (Aug 1, 2019)

Aug 1, 2019

Contractor's signature — Date

Aaron Spackman — Project Manager

Type or Print Name and Title

DIVISION OF PURCHASING

Aug 1, 2019

Director, Division of Purchasing — Date

DocuSign Envelope ID: FB60680C-98BB-461F-BE16-6870D3BA1DD0

ATTACHMENT A: STATE OF UTAH STANDARD TERMS AND CONDITIONS FOR GOODS AND SERVICES

1. **DEFINITIONS:** The following terms shall have the meanings set forth below:
   a) "**Confidential Information**" means information that is deemed as confidential under applicable state and federal laws, including personal information. The Eligible User reserves the right to identify, during and after this Contract, additional reasonable types of categories of information that must be kept confidential under federal and state laws.
   b) "**Contract**" means the Contract Signature Page(s), including all referenced attachments and documents incorporated by reference. The term "Contract" shall include any purchase orders that result from this Contract.
   c) "**Contract Signature Page(s)**" means the State of Utah cover page(s) that the Division and Contractor signed.
   d) "**Contractor**" means the individual or entity delivering the Procurement Item identified in this Contract. The term "Contractor" shall include Contractor's agents, officers, employees, and partners.
   e) "**Custom Deliverable**" means the Work Product that Contractor is required to deliver to the Eligible User under this Contract.
   f) "**Division**" means the Division of Purchasing and General Services.
   g) "**Eligible User(s)**" means those authorized to use State Cooperative Contracts and includes the State of Utah's government departments, institutions, agencies, political subdivisions (e.g., colleges, school districts, counties, cities, etc.), and, as applicable, nonprofit organizations, agencies of the federal government, or any other entity authorized by the laws of the State of Utah to participate in State Cooperative Contracts.
   h) "**End User Agreement**" means any agreement that Eligible Users are required to sign in order to participate in this Contract, including an end user agreement, customer agreement, memorandum of understanding, statement of work, lease agreement, service level agreement, or any other named separate agreement.
   i) **"Procurement Item"** means a supply, a service, Custom Deliverable, construction, or technology that Contractor is required to deliver to the Eligible User under this Contract.
   j) "**Response**" means the Contractor's bid, proposals, quote, or any other document used by the Contractor to respond to the Solicitation.
   k) "**Solicitation**" means an invitation for bids, request for proposals, notice of a sole source procurement, request for statement of qualifications, request for information, or any document used to obtain bids, proposals, pricing, qualifications, or information for the purpose of entering into this Contract.
   l) "**State of Utah**" means the State of Utah, in its entirety, including its institutions, agencies, departments, divisions, authorities, instrumentalities, boards, commissions, elected or appointed officers, employees, agents, and authorized volunteers.
   m) "**Subcontractors**" means a person under contract with a contractor or another subcontractor to provide services or labor for design or construction, including a trade contractor or specialty contractor.
   n) "**Work Product**" means every invention, modification, discovery, design, development, customization, configuration, improvement, process, software program, work of authorship, documentation, formula, datum, technique, know how, secret, or intellectual property right whatsoever or any interest therein (whether patentable or not patentable or registerable under copyright or similar statutes or subject to analogous protection) that is specifically made, conceived, discovered, or reduced to practice by Contractor or Contractor's Subcontractors (either alone or with others) pursuant to this Contract. Work Product shall be considered a work made for hire under federal, state, and local laws; and all interest and title shall be transferred to and owned by the Eligible User. Notwithstanding anything in the immediately preceding sentence to the contrary, Work Product does not include any Eligible User intellectual property, Contractor's intellectual property (that it owned or licensed prior to this Contract) or Third Party intellectual property.
2. **GOVERNING LAW AND VENUE:** This Contract shall be governed by the laws, rules, and regulations of the State of Utah. Any action or proceeding arising from this Contract shall be brought in a court of competent jurisdiction in the State of Utah. Venue shall be in Salt Lake City, in the Third Judicial District Court for Salt Lake County.
3. **LAWS AND REGULATIONS:** At all times during this Contract, Contractor and all Procurement Items delivered and/or performed under this Contract will comply with all applicable federal and state constitutions, laws, rules, codes, orders, and regulations, including applicable licensure and certification requirements. If this Contract is funded by federal funds, either in whole or in part, then any federal regulation related to the federal funding, including CFR Appendix II to Part 200, will supersede this Attachment A.
4. **RECORDS ADMINISTRATION:** Contractor shall maintain or supervise the maintenance of all records necessary to properly account for Contractor's performance and the payments made by Eligible Users to Contractor under this Contract. These records shall be retained by Contractor for at least six (6) years after final payment, or until all audits initiated within the six (6) years have been completed, whichever is later. Contractor agrees to allow, at no additional cost, State of Utah auditors, federal auditors, Eligible Users or any firm identified by the Division, access to all such records. Contractor must refund to the Division any overcharges brought to Contractor's attention by the Division or the Division's auditor and Contractor is not permitted to offset identified overcharges by alleged undercharges to Eligible Users.
5. **PERMITS:** If necessary Contractor shall procure and pay for all permits, licenses, and approvals necessary for the execution of this Contract.
6. **CERTIFY REGISTRATION AND USE OF EMPLOYMENT "STATUS VERIFICATION SYSTEM":** The Status Verification System, also referred to as "E-verify", only applies to contracts issued through a Request for Proposal process, to sole sources that are included within a Request for Proposal, and when Contractor employs any personnel in Utah.
   a. Contractor certifies as to its own entity, under penalty of perjury, that Contractor has registered and is participating in the Status Verification System to verify the work eligibility status of Contractor's new employees that are employed in the State of Utah in accordance with applicable immigration laws.

b. Contractor shall require that each of its Subcontractors certify by affidavit, as to their own entity, under penalty of perjury, that each Subcontractor has registered and is participating in the Status Verification System to verify the work eligibility status of Subcontractor's new employees that are employed in the State of Utah in accordance with applicable immigration laws.

c. Contractor's failure to comply with this section will be considered a material breach of this Contract.

7. **CONFLICT OF INTEREST:** Contractor represents that none of its officers or employees are officers or employees of the Division or the State of Utah, unless disclosure has been made to the Division.

8. **INDEPENDENT CONTRACTOR:** Contractor and Subcontractors, in the performance of this Contract, shall act in an independent capacity and not as officers or employees or agents of the Division or the State of Utah.

9. **CONTRACTOR RESPONSIBILITY:** Contractor is solely responsible for fulfilling the contract, with responsibility for all Procurement Items delivered and/or performed as stated in this Contract. Contractor shall be the sole point of contact regarding all contractual matters. Contractor must incorporate Contractor's responsibilities under this Contract into every subcontract with its Subcontractors that will provide the Procurement Item(s) to the Eligible Users under this Contract. Moreover, Contractor is responsible for its Subcontractors compliance under this Contract.

10. **INDEMNITY:** Contractor shall be fully liable for the actions of its agents, employees, officers, partners, and Subcontractors, and shall fully indemnify, defend, and save harmless the Division, the Eligible Users and the State of Utah from all claims, losses, suits, actions, damages, and costs of every name and description arising out of Contractor's performance of this Contract to the extent caused by any intentional wrongful act or negligence of Contractor, its agents, employees, officers, partners, or Subcontractors, without limitation; provided, however, that the Contractor shall not indemnify for that portion of any claim, loss, or damage arising hereunder due to the sole fault of an Eligible User. The parties agree that if there are any limitations of the Contractor's liability, including a limitation of liability clause for anyone for whom the Contractor is responsible, such limitations of liability will not apply to injuries to persons, including death, or to damages to property.

11. **EMPLOYMENT PRACTICES:** Contractor agrees to abide by any other laws, regulations, or orders that prohibit the discrimination of any kind by any of Contractor's employees.

12. **AMENDMENTS:** This Contract may only be amended by the mutual written agreement by the Division and Contractor, which amendment will be attached to this Contract. Automatic renewals will not apply to this Contract, even if identified elsewhere in this Contract.

13. **DEBARMENT:** Contractor certifies that it is not presently nor has ever been debarred, suspended, proposed for debarment, or declared ineligible by any governmental department or agency, whether international, national, state, or local. Contractor must notify the Division within thirty (30) days if debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in any contract by any governmental entity during this Contract.

14. **TERMINATION:** This Contract may be terminated, with cause by either party, in advance of the specified expiration date, upon written notice given by the other party. The party in violation will be given ten (10) days after written notification to correct and cease the violations, after which this Contract may be terminated for cause immediately and subject to the remedies below. This Contract may also be terminated without cause (for convenience), in advance of the specified expiration date, by the Division, upon thirty (30) days written termination notice being given to the Contractor. The Division and the Contractor may terminate this Contract, in whole or in part, at any time, by mutual agreement in writing.

    On termination of this Contract, all accounts and payments will be processed according to the financial arrangements set forth herein for approved and conforming Procurement Items ordered prior to date of termination. In no event shall the Eligible Users be liable to the Contractor for compensation for any Procurement Item neither requested nor accepted by an Eligible User. In no event shall the Division's exercise of its right to terminate this Contract for convenience relieve the Contractor of any liability to the Eligible Users for any damages or claims arising under this Contract.

15. **NONAPPROPRIATION OF FUNDS, REDUCTION OF FUNDS, OR CHANGES IN LAW:** Upon thirty (30) days written notice delivered to the Contractor, a purchase order that results from this Contract may be terminated in whole or in part at the sole discretion of an Eligible User, if an Eligible User reasonably determines that: (i) a change in Federal or State legislation or applicable laws materially affects the ability of either party to perform under the terms of this Contract; or (ii) that a change in available funds affects an Eligible User's ability to pay under this Contract. A change of available funds as used in this paragraph includes, but is not limited to a change in Federal or State funding, whether as a result of a legislative act or by order of the President or the Governor.

    If a written notice is delivered under this section, an Eligible User will reimburse Contractor for the Procurement Item(s) properly ordered and/or properly performed until the effective date of said notice. An Eligible User will not be liable for any performance, commitments, penalties, or liquidated damages that accrue after the effective date of said written notice.

16. **SALES TAX EXEMPTION:** The Procurement Item(s) under this Contract will be paid for from an Eligible User's funds and used in the exercise of an Eligible Users essential functions. Upon request, an Eligible User will provide Contractor with its sales tax exemption number. It is Contractor's responsibility to request an Eligible User's sales tax exemption number. It also is Contractor's sole responsibility to ascertain whether any tax deduction or benefits apply to any aspect of this Contract.

17. **WARRANTY OF PROCUREMENT ITEM(S):** Contractor warrants, represents and conveys full ownership and clear title, free of all liens and encumbrances, to the Procurement Item(s) delivered to an Eligible User under this Contract. Contractor warrants for a period of one (1) year that: (i) the Procurement Item(s) perform according to all specific claims that Contractor made in its Response; (ii) the Procurement Item(s) are suitable for the ordinary purposes for which such Procurement Item(s) are used; (iii) the Procurement Item(s) are suitable for any special purposes identified in the Contractor's Response; (iv) the Procurement Item(s) are designed and manufactured in a commercially reasonable manner; (v) the Procurement Item(s) are manufactured and in all other respects create no harm to persons or property; and (vi) the Procurement Item(s) are free of

defects. Unless otherwise specified, all Procurement Item(s) provided shall be new and unused of the latest model or design.

Remedies available to an Eligible User under this section include, but are not limited to, the following: Contractor will repair or replace Procurement Item(s) at no charge to the Eligible User within ten (10) days of any written notification informing Contractor of the Procurement Items not performing as required under this Contract. If the repaired and/or replaced Procurement Item(s) prove to be inadequate, or fail its essential purpose, Contractor will refund the full amount of any payments that have been made. Nothing in this warranty will be construed to limit any rights or remedies an Eligible User may otherwise have under this Contract.

18. **CONTRACTOR'S INSURANCE RESPONSIBILITY**. The Contractor shall maintain the following insurance coverage:
    a. Workers' compensation insurance during the term of this Contract for all its employees and any Subcontractor employees related to this Contract. Workers' compensation insurance shall cover full liability under the workers' compensation laws of the jurisdiction in which the work is performed at the statutory limits required by said jurisdiction.
    b. Commercial general liability [CGL] insurance from an insurance company authorized to do business in the State of Utah. The limits of the CGL insurance policy will be no less than one million dollars ($1,000,000.00) per person per occurrence and three million dollars ($3,000,000.00) aggregate.
    c. Commercial automobile liability [CAL] insurance from an insurance company authorized to do business in the State of Utah. The CAL insurance policy must cover bodily injury and property damage liability and be applicable to all vehicles used in your performance of Services under this Agreement whether owned, non-owned, leased, or hired. The minimum liability limit must be $1 million per occurrence, combined single limit. The CAL insurance policy is required if Contractor will use a vehicle in the performance of this Contract.
    d. Other insurance policies required in the Solicitation.

    Certificate of Insurance, showing up-to-date coverage, shall be on file with the State before the Contract may commence.

    The State reserves the right to require higher or lower insurance limits where warranted. Failure to provide proof of insurance as required will be deemed a material breach of this Contract. Contractor's failure to maintain this insurance requirement for the term of this Contract will be grounds for immediate termination of this Contract.

19. **RESERVED**.

20. **PUBLIC INFORMATION:** Contractor agrees that this Contract, related purchase orders, related pricing documents, and invoices will be public documents and may be available for public and private distribution in accordance with the State of Utah's Government Records Access and Management Act (GRAMA). Contractor gives the Division, the Eligible Users, and the State of Utah express permission to make copies of this Contract, related sales orders, related pricing documents, and invoices in accordance with GRAMA. Except for sections identified in writing by Contractor and expressly approved by the Division, Contractor also agrees that the Contractor's Response will be a public document, and copies may be given to the public as permitted under GRAMA. The Division, the Eligible Users, and the State of Utah are not obligated to inform Contractor of any GRAMA requests for disclosure of this Contract, related purchase orders, related pricing documents, or invoices.

21. **DELIVERY:** All deliveries under this Contract will be F.O.B. destination with all transportation and handling charges paid for by Contractor. Responsibility and liability for loss or damage will remain with Contractor until final inspection and acceptance when responsibility will pass to an Eligible User, except as to latent defects or fraud. Contractor shall strictly adhere to the delivery and completion schedules specified in this Contract.

22. **ACCEPTANCE AND REJECTION:** An Eligible User shall have thirty (30) days after delivery of the Procurement Item(s) to perform an inspection of the Procurement Item(s) to determine whether the Procurement Item(s) conform to the standards specified in the Solicitation and this Contract prior to acceptance of the Procurement Item(s) by the Eligible User.

    If Contractor delivers nonconforming Procurement Item(s), an Eligible User may, at its option and at Contractor's expense: (i) return the Procurement Item(s) for a full refund; (ii) require Contractor to promptly correct or replace the nonconforming Procurement Item(s); or (iii) obtain replacement Procurement Item(s) from another source, subject to Contractor being responsible for any cover costs. Contractor shall not redeliver corrected or rejected Procurement Item(s) without: first, disclosing the former rejection or requirement for correction; and second, obtaining written consent of the Eligible User to redeliver the corrected Procurement Item(s). Repair, replacement, and other correction and redelivery shall be subject to the terms of this Contract.

23. **INVOICING:** Contractor will submit invoices within thirty (30) days after the delivery date of the Procurement Item(s) to the Eligible User. The contract number shall be listed on all invoices, freight tickets, and correspondence relating to this Contract. The prices paid by the Eligible User will be those prices listed in this Contract, unless Contractor offers a discount at the time of the invoice. It is Contractor's obligation to provide correct and accurate invoicing. The Eligible User has the right to adjust or return any invoice reflecting incorrect pricing.

24. **PAYMENT:** Payments are to be made within thirty (30) days after a correct invoice is received. All payments to Contractor will be remitted by mail, electronic funds transfer, or the State of Utah's Purchasing Card (major credit card). If payment has not been made after sixty (60) days from the date a correct invoice is received by an Eligible User, then interest may be added by Contractor as prescribed in the Utah Prompt Payment Act. The acceptance by Contractor of final payment, without a written protest filed with the Eligible User within ten (10) business days of receipt of final payment, shall release the Eligible User from all claims and all liability to the Contractor. An Eligible User's payment for the Procurement Item(s) and/or Services

shall not be deemed an acceptance of the Procurement Item(s) and is without prejudice to any and all claims that the Eligible User may have against Contractor. Contractor shall not charge Eligible Users electronic payment fees of any kind.

25. **INDEMNIFICATION RELATING TO INTELLECTUAL PROPERTY:** Contractor will indemnify and hold the Division, the Eligible Users, and the State of Utah harmless from and against any and all damages, expenses (including reasonable attorneys' fees), claims, judgments, liabilities, and costs in any action or claim brought against the Division, the Eligible User, or the State of Utah for infringement of a third party's copyright, trademark, trade secret, or other proprietary right. The parties agree that if there are any limitations of Contractor's liability, such limitations of liability will not apply to this section.

26. **OWNERSHIP IN INTELLECTUAL PROPERTY:** The Division, the Eligible User, and Contractor each recognizes that each has no right, title, or interest, proprietary or otherwise, in the intellectual property owned or licensed by the other, unless otherwise agreed upon by the parties in writing. All Procurement Item(s), documents, records, programs, data, articles, memoranda, and other materials not developed or licensed by Contractor prior to the execution of this Contract, but specifically manufactured under this Contract shall be considered work made for hire, and Contractor shall transfer any ownership claim to the Eligible User.

27. **OWNERSHIP IN CUSTOM DELIVERABLES**: In the event that Contractor provides Custom Deliverables to the Eligible User, pursuant to this Contract, Contractor grants the ownership in Custom Deliverables, which have been developed and delivered by Contractor exclusively for the Eligible User and are specifically within the framework of fulfilling Contractor's contractual obligations under this contract. Custom Deliverables shall be deemed work made for hire, such that all intellectual property rights, title and interest in the Custom Deliverables shall pass to the Eligible User, to the extent that the Custom Deliverables are not recognized as work made for hire, Contractor hereby assigns to the Eligible User any and all copyrights in and to the Custom Deliverables, subject to the following:

    1. Contractor has received payment for the Custom Deliverables,

    2. Each party will retain all rights to patents, utility models, mask works, copyrights, trademarks, trade secrets, and any other form of protection afforded by law to inventions, models, designs, technical information, and applications ("Intellectual Property Rights") that it owned or controlled prior to the effective date of this contract or that it develops or acquires from activities independent of the services performed under this contract ("Background IP"), and

    3. Contractor will retain all right, title, and interest in and to all Intellectual Property Rights in or related to the services, or tangible components thereof, including but not limited to (a) all know-how, intellectual property, methodologies, processes, technologies, algorithms, software, or development tools used in performing the Services (collectively, the "Utilities"), and (b) such ideas, concepts, know-how, processes and reusable reports, designs, charts, plans, specifications, documentation, forms, templates, or output which are supplied or otherwise used by or on behalf of Contractor in the course of performing the Services or creating the Custom Deliverables, other than portions that specifically incorporate proprietary or Confidential Information or Custom Deliverables of the Eligible User (collectively, the "Residual IP"), even if embedded in the Custom Deliverables.

    4. Custom Deliverables, not including Contractor's Intellectual Property Rights, Background IP, and Residual IP, may not be marketed or distributed without written approval by the Eligible User.

    Contractor agrees to grant to the Eligible User a perpetual, irrevocable, royalty-free license to use Contractor's Background IP, Utilities, and Residual IP, as defined above, solely for the Eligible User and the State of Utah to use the Custom Deliverables. The Eligible User reserves a royalty-free, nonexclusive, and irrevocable license to reproduce, publish, or otherwise use and to authorize others to use, for the Eligible User's and the State of Utah's internal purposes, such Custom Deliverables. For the Goods delivered that consist of Contractor's scripts and code and are not considered Custom Deliverables or Work Product, for any reason whatsoever, Contractor grants the Eligible User a non-exclusive, non-transferable, irrevocable, perpetual right to use, copy, and create derivative works from such, without the right to sublicense, for the Eligible User's and the State of Utah's internal business operation under this Contract. The Eligible User and the State of Utah may not participate in the transfer or sale of, create derivative works from, or in any way exploit Contractor's Intellectual Property Rights, in whole or in part.

28. **ASSIGNMENT:** Contractor may not assign, sell, transfer, subcontract or sublet rights, or delegate any right or obligation under this Contract, in whole or in part, without the prior written approval of the Division.

29. **REMEDIES:** Any of the following events will constitute cause for an Eligible User to declare Contractor in default of this Contract: (i) Contractor's non-performance of its contractual requirements and obligations under this Contract; or (ii) Contractor's material breach of any term or condition of this Contract. An Eligible User may issue a written notice of default providing a ten (10) day period in which Contractor will have an opportunity to cure. Time allowed for cure will not diminish or eliminate Contractor's liability for damages. If the default remains after Contractor has been provided the opportunity to cure, an Eligible User may do one or more of the following: (i) exercise any remedy provided by law or equity; (ii) terminate this Contract; (iii) impose liquidated damages, if liquidated damages are listed in this Contract; (iv) debar/suspend Contractor from receiving future contracts from the Division; or (v) demand a full refund of any payment that the Eligible User has made to Contractor under this Contract for Procurement Item(s) that do not conform to this Contract.

30. **FORCE MAJEURE:** Neither an Eligible User nor Contractor will be held responsible for delay or default caused by fire, riot, act of God, and/or war which is beyond that party's reasonable control. An Eligible User may terminate a purchase order resulting from this Contract after determining such delay will prevent Contractor's successful performance of this Contract.

31. **CONFIDENTIALITY:** If Confidential Information is disclosed to Contractor, Contractor shall: (i) advise its agents, officers, employees, partners, and Subcontractors of the obligations set forth in this Contract; (ii) keep all Confidential Information strictly confidential; and (iii) not disclose any Confidential Information received by it to any third parties. Contractor will promptly notify an Eligible User of any potential or actual misuse or misappropriation of Confidential Information.

Contractor shall be responsible for any breach of this duty of confidentiality, including any required remedies and/or notifications under applicable law. Contractor shall indemnify, hold harmless, and defend the Eligible User, including anyone for whom the Eligible User is liable, from claims related to a breach of this duty of confidentiality, including any notification requirements, by Contractor or anyone for whom the Contractor is liable.

Upon termination or expiration of this Contract, Contractor will return all copies of Confidential Information to the Eligible User or certify, in writing, that the Confidential Information has been destroyed. This duty of confidentiality shall be ongoing and survive the termination or expiration of this Contract.

32. **LARGE VOLUME DISCOUNT PRICING:** Eligible Users may seek to obtain additional volume discount pricing for large orders provided Contractor is willing to offer additional discounts for large volume orders. No amendment to this Contract is necessary for Contractor to offer discount pricing to an Eligible User for large volume purchases.

33. **ELIGIBLE USER PARTICIPATION:** Participation under this Contract by Eligible Users is voluntarily determined by each Eligible User. Contractor agrees to supply each Eligible User with Procurement Items based upon the same terms, conditions, and prices of this Contract.

34. **INDIVIDUAL CUSTOMERS:** Each Eligible User that purchases Procurement Items from this Contract will be treated as individual customers. Each Eligible User will be responsible to follow the terms and conditions of this Contract. Contractor agrees that each Eligible User will be responsible for their own charges, fees, and liabilities. Contractor shall apply the charges to each Eligible User individually. The Division is not responsible for any unpaid invoice.

35. **REPORTS AND FEES:**
    a. Administrative Fee: Contractor agrees to provide a quarterly administrative fee to the State in the form of a check,EFT or online payment through the Division's Automated Vendor Usage Management System. Checks will be payable to the "State of Utah Division of Purchasing" and will be sent to State of Utah, Division of Purchasing, 3150 State Office Building, Capitol Hill, PO Box 141061, Salt Lake City, UT 84114. The Administrative Fee will be the amount listed in the Solicitation and will apply to all purchases (net of any returns, credits, or adjustments) made under this Contract.

    b. Quarterly Reports**:** Contractor agrees to provide a quarterly utilization report, reflecting net sales to the State during the associated fee period. The report will show the dollar volume of purchases by each Eligible User. The quarterly report will be provided in secure electronic format through the Division's Automated Vendor Usage Management System found at: https://statecontracts.utah.gov/Vendor**.**.

    c. Report Schedule: Quarterly utilization reports shall be made in accordance with the following schedule:

Period End	Reports Due
March 31	April 30
June 30	July 31
September 30	October 31
December 31	January 31

    d. Fee Payment: After the Division receives the quarterly utilization report, it will send Contractor an invoice for the total quarterly administrative fee owed to the Division. Contractor shall pay the quarterly administrative fee within thirty (30) days from receipt of invoice.

    e. Timely Reports and Fees: If the quarterly administrative fee is not paid by thirty (30) days of receipt of invoice or quarterly utilization reports are not received by the report due date, then Contractor will be in material breach of this Contract.

36. **ORDERING**: Orders will be placed by the using Eligible User directly with Contractor. All orders will be shipped promptly in accordance with the terms of this Contract.

37. **END USER AGREEMENTS**: If Eligible Users are required by Contractor to sign an End User Agreement before participating in this Contract, then a copy of the End User Agreement must be attached to this Contract as an attachment. The term of the End User Agreement shall not exceed the term of this Contract, and the End User Agreement will automatically terminate upon the completion of termination of this Contract. An End User Agreement must reference this Contract, and may not be amended or changed unless approved in writing by the Division. Eligible Users will not be responsible or obligated for any early termination fees if the End User Agreement terminates as a result of completion or termination of this Contract.

38. **PUBLICITY:** Contractor shall submit to the Division for written approval all advertising and publicity matters relating to this Contract. It is within the Division's sole discretion whether to provide approval, which approval must be in writing.

39. **WORK ON STATE OF UTAH OR ELIGIBLE USER PREMISES**: Contractor shall ensure that personnel working on the premises of an Eligible User shall: (i) abide by all of the rules, regulations, and policies of the premises; (ii) remain in authorized areas; (iii) follow all instructions; and (iv) be subject to a background check, prior to entering the premises. The Eligible User may remove any individual for a violation hereunder.

40. **CONTRACT INFORMATION:** During the duration of this Contract the State of Utah Division of Purchasing is required to make available contact information of Contractor to the State of Utah Department of Workforce Services. The State of Utah Department of Workforce Services may contact Contractor during the duration of this Contract to inquire about Contractor's job vacancies within the State of Utah.

41. **WAIVER:** A waiver of any right, power, or privilege shall not be construed as a waiver of any subsequent right, power, or privilege.
42. **SUSPENSION OF WORK:** Should circumstances arise which would cause an Eligible User to suspend Contractor's responsibilities under this Contract, but not terminate this Contract, this will be done by formal written notice pursuant to the terms of this Contract. Contractor's responsibilities may be reinstated upon advance formal written notice from the Eligible User.
43. **PROCUREMENT ETHICS:** Contractor understands that a person who is interested in any way in the sale of any supplies, services, construction, or insurance to the State of Utah is violating the law if the person gives or offers to give any compensation, gratuity, contribution, loan, reward, or any promise thereof to any person acting as a procurement officer on behalf of the State of Utah, or to any person in any official capacity who participates in the procurement of such supplies, services, construction, or insurance, whether it is given for their own use or for the use or benefit of any other person or organization.
44. **CHANGES IN SCOPE**: Any changes in the scope of the services to be performed under this Contract shall be in the form of a written amendment to this Contract, mutually agreed to and signed by both parties, specifying any such changes, fee adjustments, any adjustment in time of performance, or any other significant factors arising from the changes in the scope of services.
45. **ATTORNEY'S FEES:** In the event of any judicial action to enforce rights under this Contract, the prevailing party shall be entitled its costs and expenses, including reasonable attorney's fees incurred in connection with such action.
46. **TRAVEL COSTS:** If travel expenses are permitted by the Solicitation All travel costs associated with the delivery of Services under this Contract will be paid according to the rules and per diem rates found in the Utah Administrative Code R25-7. Invoices containing travel costs outside of these rates will be returned to the vendor for correction.
47. **PERFORMANCE EVALUATION**: The Division may conduct a performance evaluation of Contractor, including Contractor's Subcontractors. Results of any evaluation may be made available to Contractor upon request.
48. **STANDARD OF CARE**: The services performed by Contractor and its Subcontractors shall be performed in accordance with the standard of care exercised by licensed members of their respective professions having substantial experience providing similar services which similarities include the type, magnitude, and complexity of the services that are the subject of this Contract. Contractor shall be liable to the Eligible User for claims, liabilities, additional burdens, penalties, damages, or third party claims (e.g., another Contractor's claim against the State of Utah), to the extent caused by wrongful acts, errors, or omissions that do not meet this standard of care.
49. **REVIEWS:** The Division reserves the right to perform plan checks, plan reviews, other reviews, and/or comment upon the services of Contractor. Such reviews do not waive the requirement of Contractor to meet all of the terms and conditions of this Contract.
50. **DISPUTE RESOLUTION:** Prior to either party filing a judicial proceeding, the parties agree to participate in the mediation of any dispute. The Division or an Eligible User, after consultation with Contractor, may appoint an expert or panel of experts to assist in the resolution of a dispute. If the Division or an Eligible User appoints such an expert or panel, the Division or the Eligible User and Contractor agree to cooperate in good faith in providing information and documents to the expert or panel in an effort to resolve the dispute.
51. **ORDER OF PRECEDENCE:** In the event of any conflict in the terms and conditions in this Contract, the order of precedence shall be: (i) this Attachment A; (ii) Contract Signature Page(s); (iii) the State of Utah's additional terms and conditions, if any; (iv) any other attachment listed on the Contract Signature Page(s); and (v) Contractor's terms and conditions that are attached to this Contract, if any. Any provision attempting to limit the liability of Contractor or limit the rights of an Eligible User, the Division, or the State of Utah must be in writing and attached to this Contract or it is rendered null and void.
52. **SURVIVAL OF TERMS:** Termination or expiration of this Contract shall not extinguish or prejudice Eligible Users' right to enforce this Contract with respect to any default of this Contract or defect in the Procurement Item(s) that has not been cured, or of any of the following clauses, including: Governing Law and Venue, Laws and Regulations, Records Administration, Remedies, Dispute Resolution, Indemnity, Newly Manufactured, Indemnification Relating to Intellectual Property, Warranty of Procurement Item(s), Insurance.
53. **SEVERABILITY:** The invalidity or unenforceability of any provision, term, or condition of this Contract shall not affect the validity or enforceability of any other provision, term, or condition of this Contract, which shall remain in full force and effect.
54. **ERRORS AND OMISSIONS:** Contractor shall not take advantage of any errors and/or omissions in this Contract. The Contractor must promptly notify the Division of any errors and/or omissions that are discovered.
55. **ENTIRE AGREEMENT:** This Contract constitutes the entire agreement between the parties and supersedes any and all other prior and contemporaneous agreements and understandings between the parties, whether oral or written.

(Revised February 28, 2019)

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Attachment B: Scope of Work

State Fuel Sites Parts and Services

1. Contractor will be used on an as needed basis to provide and/or assist Eligible Users in the construction, installation, rebuilding, retrofitting, upgrading, repairing, parts, service, maintenance, replacement and emergency backup/assistance services and provide these services as or when needed, at any and all State Fuel Network Fuel Sites as well as any other publicly owned and operated fuel sites in the State of Utah.

2. The specific scope of work for each fuel site project will be determined on a Site-by-Site (Project-by-Project) basis prior to any work beginning. A list of fuel sites where the contractor may be required to provide services is attached as Attachment D: State of Utah Fuel Network Sites. The Eligible User may include any/and all necessary items in the approved work plan, and compensation shall be at the pre-approved rate as set forth in the approved/signed contract (goods and services submitted approved rates).

3. Contractor shall perform quality service and repairs in accordance with proscribed laws set forth by any and all regulatory agencies. All equipment shall be maintained in accordance with the US EPA, State of Utah DEQ, State, County, City and local Fire Codes (NFPA) (SAE) (UL) and (UFC) standards, and all State, and local Uniform Building Codes.

4. Any and all repair results will be accompanied by a detailed report including pictures and an invoice, per project/site, to be sent to the Eligible User.

5. Said work cannot be sub-contracted to others. If the original awarded contractor is unable or cannot accomplish the detailed scope of work, said work order will be considered void and the work shall be given to another contractor that is able to accomplish the proposed work.

6. The scope of work covers all concrete, asphalt, bollards, the fuel equipment control shed, electrical power from the maintenance facility to the shed (with disconnect in the shed), all phone and data conduits from the maintenance facility to the shed, etc.

7. This contract covers the following types of equipment including the construction, installation, rebuilding, retrofitting, upgrading, repair, parts, service, maintenance, replacement, and emergency backup/assistance services of said equipment located at any and all State of Utah Fuel Network Sites. **This list is for reference purposes only and should not be construed as a comprehensive and complete parts list.**

   1 - Fuel Dispensing Equipment (Gasoline, Diesel, and CNG)

   a. Fuel Dispenser

   b. Power Resets

   c. Meters, Non-Computing Computers / Computers

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d. Hydraulic Valves

e. Safety Impact Valves

f. Meters, Pulsars

g. Hoses, Hose hangers, Fuel Couplers, Nozzles and Filters

2 - Tank Systems (Underground and/or Aboveground)

a. Tank Monitors (ATG's)

b. Tank Monitor Communication Equipment

c. Submersible Pumps

d. Line leak Detectors

e. Tank Openings, Tank Covers, Spill and Overfill Protection Equipment

f. Interstitial Protection Equipment, and Check/Refill Interstitial Fluids

3 - Fuel Site Automation Equipment

a. Card Reader, DOSC Units and any and all other POS Equipment

b. Computer Printers

c. Communication (Modem) Equipment, to include but not limited to Phone, Internet Cabling and Wireless.

4 - Fuel Site Preventive Maintenance

a. Filter Changes

b. Fuel Island Area Cleaning

c. Overfill and Spill Containment Cleaning and Repair

d. Paint and Inspect Fill, Overfill and Spill Equipment

e. Inspect any and all Hoses, Nozzles, Swivels, and Breakaways

f. Vacuum Fill/Replace/Repair Paper and Clean Printers

g. Clean, install, Repair and/or Replace Card Readers

h. Site and System Inspections and Reporting

5 - Compressed Natural Gas (CNG) Equipment

a. Compressor and Engine

b. Control Panels

c. Storage Vessels

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d. Dispensers, Hoses, Nozzles and Vents

e. Electrical

This is a general list of the most common and standardized parts and equipment used at any and all State of Utah Fuel Network Facilities. The contractor must be able to supply and install all common and standard parts utilized by the State Fuel Network Facilities. **This list is for reference only and should not be construed as a comprehensive and/or complete parts list.**

General Fuel Dispensing Equipment

Gilbarco Fuel Dispensers
Gas Boy Fuel Dispensers
Wayne Fuel Dispensers
Bennett Fuel Dispensers
Tolkeim Fuel Dispensers
Fill-Rite Fuel Handling Equipment
Trillium CNG Equipment
Sulzer CNG Equipment
Morrison Bros Co Equipment
Red Jacket Submersible Pumps and Controls
FE Petro Submersible Pumps and Controls
Red Jacket Line Leak Detectors
Vaporless Line Leak Detectors
Steel and FRP Underground Fuel Storage Tanks
Vaulted Aboveground Fuel Storage Tanks
OPW Fuel Handling Equipment
EBW Fuel Handling Equipment
Steel, FRP and Continuous Piping (Environ, Total Containment, Pisces, etc)

Petro Vend System II and KBOO with System II FSC Card Readers

1. PCT Card - PV 268
2. FIT Card- PV 269
3. Mag Reader Assembly
4. LED Readout Assembly
5. Heater
6. Transformer
7. Pulsar Relay Board PV 270
8. Keypad Assembly
9. Any and all other Petro Vent System II and K800 parts

Petro Vend Petrosonic Ill Tank Monitor

1 . Controller Board PV 192
2. Power Supply
3. Printer and Printer Paper
4. Display Screen
5. Probes
6. Any and all Petro Vend Petrosonic Ill parts

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Petro Vend Site Sentinel Tank Monitor

1 . Controller
2. Printer
3. Keypad
4. Display Screen
5. Smart Module
6. 1/0 Module
7. Probes
8. Sensors
9. Any and all other Petro Vend Site Sentinel Tank Monitor parts

Red Jacket Submersible Pumps

1. Red Jacket Pump
2. Leak Detector
3. Functional Element
4. Capacitor
5. Any and all other Red Jacket Pump parts

CNG Equipment

1. US Electrical Motors
2. Gas Compressor
3. Storage Vessels
4. Controls and Control Panels
5. CNG Dispensers

Veeder Root TLS-250 I 300 I 350 I 450 I 4c and 4i Tank Monitors

1. Keypad
2. LCD Display Probes
3. HVD Module
4. Printer
5. Line Leak Sensor Module
6. Vapor Module
7. Alarm Module
8. Any and all other Veeder Root Tank Monitor parts

Gilbarco Ill Tank Monitor

1. Key pad
2. LCD Display
3. Probes
4. HVD Module
5. Printer
6. Line Leak Sensor Module
7. Vapor Module
8. Alarm Module
9. Any and all other Gilbarco Tank Monitor parts

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Attachment C: Price List

Labor Rates (labor prices include 12% discount)

General Mechanic Labor Rate - $58.00 / hr
General Construction Labor Rate - $50.00 / hr
Construction Superintendent Labor Rate - $65.00 / hr
General Electrical Labor Rate - $65.00 / hr
General Electronic, Communication & Automation Labor Rate - $75.00 / hr

Parts Pricing (please see attached pricing for parts below, the parts pricing shown includes a 7% discount).

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C/OPT FIT (Fuel Island Terminal)

FMS Part #	Part Description	List Price
COPT	Commercial/Outdoor Payment Terminal (includes Graphics LCD Display with 4 Function Buttons, Choice of Single Magnetic Stripe Card or ChipKey Readers (Must Specify Reader When Ordered), Numeric Keypad, Thermostatically-controlled Heater, Integral Weathershield, and Fiber Optic Illumination.	$ 9,310

C/OPT Options

FMS Part #	Part Description	List Price
20-4283-02	Second Reader Option - Magnetic Stripe Reader "In Addition To Standard Reader"	$ 816
20-4283-08	Second Reader Option - ChipKey Reader "In Addition To Standard Magnetic Card Reader"	$ 816
20-4283-13	C/OPT Proximity Reader / Chip Key Reader Option	$ 3,905
20-4283-15	C/OPT Proximity Reader /Mag Option	$ 3,905
20-4283-14	C/OPT Proximity Reader Option (c/w cable for 343 board)	$ 3,138
20-4227-01	Alpha Keyboard (available for use with certain software versions only)	$ 552
20-4339	C/OPT Receipt Printer	$ 2,334

K800 Hybrid Terminal

FMS Part #	Part Description	List Price
K800-HFIT-0	Hybrid Fuel Island Terminal (HFIT) - includes, 2X16 LCD display, heater, pedestal and choice of ChipKey or 20-4139-01 magnetic stripe card reader (Must Specify Reader When Ordered)	$ 3,700
K800-HFIT-2	Hybrid Fuel Island Terminal (HFIT) 2-Hose - includes 2-Hose Pump Control, 2X16 LCD display, heater, pedestal and choice of ChipKey or 20-4139-01 magnetic stripe card readers (Must Specify Reader When Ordered)	$ 4,600
K800-HFIT-4	Hybrid Fuel Island Terminal (HFIT) 4-Hose - includes 4-Hose Pump Control, 2X16 LCD display, heater, pedestal and choice of ChipKey or 20-4139-01 magnetic stripe card readers	$ 5,300

K800 FIT Options

FMS Part #	Part Description	List Price
20-4124	Pocket Weathershield	$ 106
20-4282	Proximity Reader Option for K800 FIT - (HYBRID ONLY)	$ 2,762
20-4268	Voltage-to-Current Sense Converter Module (required for dispensers with little or no current draw)	$ 60
20-4192	Alpha Shift Key Option	$ 290
S08521	Hybrid Fit Software (Network Number Required)	$ 217
20-4139-01	K800 Hybrid Mag Reader Option Conversion Kit	$ 730

FIT500 (Fuel Island Terminal)

FMS Part #	Part Description	List Price
FIT500	The FIT500 features a Stainless Steel Cabinet and Pedestal, 10" Full Color Graphics Display with User Programmable Images, Four Stainless Steel Function Buttons, Stainless Stell Alpha & Numeric Keypads, Dual-head Card Reader, Thermostatically-Controlled Heater and Illuminated Front Panel.	$ 9,867

FIT500 Options

FMS Part #	Part Description	List Price
20-8230	FIT500 Dual Card Reader and Function Keypad Pedestal Option (American Disability Act (ADA) compliant) - available for FIT500 without receipt printer only	$ 1,089

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Petro Vend C/OPT Replacement Parts

Part Number	Description	List Price
07-0046	Modem - Model 1023 Power Pack (33.6k and network)	$ 40
07-3004	Power Supply - Indoor Wireless Modem	$ 83
09-6000	Thermostat - C/OPT	$ 37
12-1029	Wire - Petro-Net Wire (2-Conductor, 18AWG TFFN Twisted) - 1500 ft. (457 m) roll	$ 1,088
12-1036	Wire - 3- Conductor 14ga/2- Conductor-18ga UPS Wire	$ 9
12-3038	Cable - Wireless Modem Antenna Cable Assembly - 20 foot antenna with bulkhead connector for 6 inch antenna	$ 200
12-3039	Cable - Wireless Modem Antenna - 20 foot antenna for 15 inch antenna (Omni)	$ 200
12-3040	Cable - Wireless Modem Antenna Cable Assembly - 1 foot antenna with bulkhead connector for 6 inch antenna	$ 137
13-0017-R	Key - Replacement (2 key minimum; allow 2 weeks for delivery)	$ 41
13-0017-C	Key - Emergency Duplicate (Specify 3-letter prefix and number)	$ 70
13-0034	Lock - Ace Stud with Two Keys	$ 59
20-0364	Power Supply - C/OPT Power Supply Adapter	$ 290
20-0374	Assembly - RS485 Surge Surppressor Assembly	$ 71
20-0612	Assembly - Direct Pump Control (DPC)/Handle Monitor Board	$ 1,006
20-1453	Cable - PV268 to PV270 Board	$ 50
20-1477	Cable - Alpha Keypad	$ 90
20-1540	Cable - Manual Magnetic Reader (Position 1)	$ 70
20-1541	Cable - Manual Magnetic Reader (Position 2)	$ 70
20-1542	Cable - C/OPT KR16 Reader Cable POS1 (PV330 Board)	$ 144
20-1543	Cable - C/OPT Chipkey Reader Cable POS1 (PV330 Board)	$ 53
20-1547	Cable - C/OPT Printer Head Cable Assy (PV296 Board)	$ 46
20-1549	Cable - Buzzer Cable Assembly	$ 35
20-1550	Cable - Display Cable	$ 36
20-1551	Cable - C/OPT Chute Sensor Cable	$ 40
20-1553	Cable - Graphics Display Thermister Assembly	$ 45
20-1555	Cable - C/OPT Text Display Cable	$ 76
20-1574	Cable - Hybrid 2000 Reader Cable	$ 262
20-1579	Cable - Hybrid 2000 Reader Cable POS2	$ 168
20-1593	Cable - PCM 4 Hose LV C/OPT	$ 76
20-1594	Cable - PCT 4 Hose Slave Ribbon	$ 39
20-1608	Cable - Wireless Modem PetroNET Connector Assembly	$ 68
20-1620	Cable - C/OPT single proximity reader (original C/OPT main boards)	$ 90

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20-1621	Cable - C/OPT Printer Data (343 Board)	$ 51
20-1622	Cable - Elk Mag Reader Cable	$ 65
20-1623	Cable - KR16 Optical Reader Cable	$ 65
20-1624	Cable - Hopt & Schuler Mag Reader Cable (343 Board)	$ 70
20-1625	Cable - ChipKey Reader	$ 63
20-1626-120	120V Heater Voltage Selector	$ 88
20-1626-240	240V Heater Voltage Selector	$ 88
20-1627	Cable - C/OPT single proximity reader (for use with 20-0343 main board)	$ 90
20-1628	Cable - Power Supply Wire Harness	$ 151
20-1629	Cable - C/OPT Main Wire Harness (343 Board)	$ 55
20-1636	Cable - C/OPT power to main cable (343 - 364)	$ 70
20-1677	Cable - C/OPT Printer Power Cable Assembly	$ 76
20-1679	Cable - C/OPT Printer Data Cable Assembly	$ 37
20-2128	Assembly - C/OPT Replacement Door Sub Assembly	$ 749
20-2131	Assembly - C/OPT Door Sub-assembly (343 Board)	$ 784
20-4015	Keypad (4 x 4)	$ 296
20-4022	Keypad - Alpha (4 x 7)	$ 319
20-4023	English/French Keypad Replacement Kit	$ 296
20-4117	ChipKey Reader Assembly	$ 359
20-4177	System2 Pacific Pride AmeriNet Label Kit	$ 76
20-4178	System2 Pacific Pride PrideNet Label Kit	$ 71
20-4179	Label - Pacific Pride Label Kit	$ 120
20-4221	Display Fan Assembly	$ 98
20-4223	Display - COPT/OPT Graphics Display Replacement	$ 665
20-4224	Assembly - Heater	$ 353
20-4225-02	Reader - Second Magnetic Stripe Reader (in addition to standard reader)	$ 777
20-4225-04	Hopt Single Mag Reader Option	$ 602
20-4225-05	Elk to Hopt & Schuler Single Mag Reader Option complete with Mag Optic Plate	$ 602
20-4225-07	ChipKey Option	$ 720
20-4225-08	Mag/Chip Key Reader Option	$ 1,259
20-4225-13	Reader - C/OPT Proximity Reader / Chip Key Reader Option	$ 3,380
20-4225-14	Reader - C/OPT Proximity (with cable for 330 board)	$ 3,380
20-4226-02	Keypad - C/OPT Numeric Keypad Option w/Plate	$ 433
20-4227-00	Keypad - C/OPT No Alpha Option (Plate)	$ 45
20-4228	Printer - Chute/Sensor/Bracket Assembly	$ 352

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20-4229-01	Printer - C/OPT No Receipt Printer Option (Plate)	$ 42
20-4230-01	Display - C/OPT 320x240 Graphics Display Option	$ 1,512
20-4231	Assembly - Weather Shield	$ 76
20-4233	Assembly - C/OPT Door Electro-Magnetic	$ 140
20-4234	Assembly - Fiber Optic Light Assembly	$ 165
20-4237-01	Reader - Manual Magnetic with Bezel	$ 551
20-4258	Keypad - C/OPT Function Button	$ 118
20-4261	Power Adapter - Internal PCT for C/OPT	$ 142
20-4284	Power Supply Assembly (343 Board)	$ 699
20-4286-1	C/OPT 343 Upgrade Kit (Standard)	$ 2,371
20-4286-2	C/OPT 343 Upgrade Kit (Imperial Oil)	$ 2,371
20-4286-5	C/OPT 343 Upgrade Kit (Shell Canada)	$ 2,371
20-4286-7	C/OPT 343 Upgrade Kit (Flying J)	$ 2,371
20-4339	Printer - C/OPT Receipt	$ 2,334
20-4404-03	PCM - COPT/FIT500 MASTER KIT	$ 972
20-4416-2	Printer - C/OPT Receipt Printer/343 Board Upgrade Option for C/OPT equipped with the 343 Board prior to May 1, 2(	$ 2,944
20-4417-1	Printer - C/OPT Receipt Printer/343 Board Upgrade Option for C/OPT equipped with 330/296 Board	$ 2,944
20-5051	Door Microswitch Assembly	$ 53
20-6203-R	Printer - C/OPT Receipt Printer - 12VDC Hengstler	$ 863
20-7053	Magnetic Card Encoder	$ 1,650
20-7074	Modem - Wireless Petro-Net Modem Assembly (Indoor)	$ 1,355
20-7075	Modem - Wireless Petro-Net Modem Assembly (Outdoor)	$ 1,420
20-7079	Wireless PetroNet Kit	$ 1,690
20-8039	ChipKey Encoder	$ 1,045
20-8225	Remote PCM cabinet with power supply - Holds one master/slave PCM pair	$ 796
50-2015	Fuel Island Terminal Pocket Gasket Tape (1/16" x 3/4") - Price Per Foot	$ 8
50-2110	Gasket - C/OPT Door Seal (per foot)	$ 8
50-2118	Gasket - Function Keypad Gasket	$ 8
50-2128	Gasket - C/OPT Keypad Gasket	$ 8
50-3086	Printer - Receipt Printer Paper Spindle	$ 33
50-3096	Display - C/OPT Display Mounting Bezel	$ 70
50-3097	Display - Graphics Display Filter	$ 67
50-3098	Enclosure - C/OPT Pocket Door	$ 41
50-3101	Display - C/OPT Text Display Filter (2X20 Characters)	$ 29
50-3203	Printer - C/OPT Printer Adapter Block	$ 37

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51-0225	Bracket - C/OPT Manual Reader Bracket (Silver Plate)	$ 38
51-0227	Plate - C/OPT Mag/Optic Reader Mounting	$ 41
51-0232	Plate - C/OPT Single Mag Reader Mounting	$ 60
51-0255	Bracket - Mag Reader Brackets	$ 8
51-0294	Plate - Pocket adapter C/OPT single Prox	$ 54
51-0295	Plate - Pocket adapter C/OPT Prox/ChipKey	$ 54
52-0068	Enclosure - C/OPT	$ 482
52-1083	Enclosure - C/OPT Blank Door Frame	$ 352
52-1084	Enclosure - C/OPT Reader Pocket	$ 104
54-0234	Label - System2 Optical Card Label	$ 17
54-0404	Label - "Place Card" for proximity readers	$ 9
54-1106	Printer - Thermal Receipt Printer Paper	$ 25
54-1107	Printer - Thermal Receipt Printer Paper - 12VDC Hengstler	$ 11
56-0018	Chip Extraction Tool	$ 75
75-1018	Reader - Hopt/ Schuler Mag Reader Head	$ 178
75-2037	Modem - FSC3000 Internal	$ 671
75-2039	Wireless Modem Antenna - 15" High Gain (Omni)	$ 596
75-2043	Wiegand to Strobed Converter (For Proximity Reader)	$ 2,439
75-2044	Wireless Antenna - High Gain Antenna Kit for SiteSentinel iSite Wireless Option	$ 250
75-2047	Modem - Wireless Replacement Modem (specify indoor or outdoor)	$ 885
75-3023	Reader - Replacement Proximity Only	$ 692
20-4404-05	PCM - COPT 2400B Master Kit	$ 993

Petro Vend C/OPT Remanufactured Parts

Part Number	Description	List Price	Core Value
R20-0340-01	PCM2 - Hose Master (Core Rev.C)	$ 900	$ 200
R20-0340-02	PCM2 - Hose Slave (Core Rev.C)	$ 725	$ 150
R20-0343-01	OPT & C/OPT PV343 Main Board	$ 1,650	$ 350
R20-0612	Direct Terminal Control (DTC) Board	$ 1,200	$ 250

Petro Vend FIT500™ Replacement Parts

Part Number	Description	List Price
07-0046	Power Supply - Modem Model 1023 Power Pack (33.6k and network)	$ 40
07-3004	Power Supply - Indoor Wireless Modem	$ 83

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09-4031	Keypad - Metal Numeric 20 Keys	$ 200
13-0036	Lock - FIT500 Door	$ 55
13-0037	Lock - FIT500 Receipt Printer Door	$ 55
20-0371	Board - FIT500 CPU Board	$ 1,725
20-0374	Assembly - RS485 Surge Surppressor	$ 71
20-0386	Board - FIT500 Display Converter Board	$ 183
20-0612	Assembly- Direct Pump Control (DPC)/Handle Monitor Board Assembly	$ 1,006
20-1602	Cable - FIT500 Mag Card Reader Cable	$ 60
20-1603	Cable - Keyboard	$ 54
20-1617	Cable - Main Wiring Harness	$ 113
20-1618	Cable - FIT500 PCM Master LV	$ 67
20-4275	Assembly - Power Supply Assembly	$ 716
20-4276	Assembly - Heater	$ 369
20-4280	Printer - FIT500 Receipt Printer Option	$ 2,065
20-4404-03	PCM - COPT/FIT500 MASTER KIT	$ 972
20-4408	Keypad - FIT500 Metal Keypad Upgrade Kit	$ 865
20-4426	Disaply - FIT500 LED Display Installation Kit	$ 1,418
20-7075	Modem - Wireless Petro-Net Modem Assembly (Outdoor)	$ 1,420
20-8225	Remote PCM cabinet with power supply - Holds one master/slave PCM pair	$ 796
20-8233	Pedestal - FIT500	$ 1,815
50-3141	Filter - FIT500 Display Filter	$ 70
52-1093	Bezel - Keypad	$ 245
54-1106	Printer - Thermal Receipt Printer Paper	$ 25
75-0098	Printer - Receipt Printer Mechanism	$ 812
75-2037	Modem - FSC3000 Internal	$ 671
75-3022	Reader - PV100/FIT500 Dual Head Magnetic Card Reader	$ 602
S03100	Software - FIT500 Software Package	$ 185

Petro Vend FIT500™ Remanufactured Parts

Part Number	Description	List Price	Core Value
R20-0371	FIT 500 CPU Board	$ 2,000	$ 500
R20-0340-01	PCM2 - Hose Master (Core Rev.C)	$ 900	$ 200
R20-0340-02	PCM2 - Hose Slave (Core Rev.C)	$ 725	$ 150

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Petro Vend K800™ Hybrid Replacement Parts

Part Number	Description	List Price
02-4002	Noise Suppressor	$ 24
06-0015	Heater Relay	$ 29
07-0046	Modem Model 1023 Power Pack (33.6k and network)	$ 40
07-0056	Indoor Wireless Modem Power Supply	$ 44
07-3004	Indoor Wireless Modem Power Supply	$ 83
09-0007	Fuel Island Terminal Power Switch	$ 38
09-4007-R	Keypad Rubber Contact Pad for 20-4136 Keypad	$ 113
12-1029	Petro-Net Wire (2-Conductor, 18AWG TFFN Twisted) - 1500 ft. (457 m) roll	$ 1,088
12-3038	Wireless Modem Antenna Cable Assembly - 20 foot antenna with bulkhead connector for 6 inch antenna	$ 200
12-3039	Wireless Modem Antenna Cable - 20 foot antenna for 15 inch antenna (Omni)	$ 200
12-3040	Wireless Modem Antenna Cable Assembly - 1 foot antenna with bulkhead connector for 6 inch antenna	$ 137
13-0017-R	Replacement Key (2 key minimum; allow 2 weeks for delivery)	$ 41
13-0017-C	Emergency Duplicate Key (Specify 3-letter prefix and number)	$ 70
20-0219	PV241 K800 Display Assembly	$ 330
20-0612	Direct Pump Control (DPC)/Handle Monitor Board Assembly	$ 1,006
20-1441	Fuel Island Terminal Main Cable	$ 155
20-1442	PV247 to PV240 Cable (FIT board to relay board)	$ 83
20-1443	Petro-Net Cable (connects FSC or Model 3 to Petro-Net Communications Junction Box Cover)	$ 155
20-1444	External Office Journal Printer Cable (Sys2)	$ 151
20-1446	Power Wire Harness	$ 73
20-1447	PV247 to Heater Relay Cable	$ 40
20-1456	Modem/Pass-through Port Cable	$ 140
20-1520-01	PC-CRT Cable for FSC3000	$ 68
20-1535	K800 PDI 211 Reverse Read Cable	$ 131
20-1608	Wireless Modem PetroNET Connector Assembly	$ 68
20-1619	Cable K800 Hybrid Proximity Reader	$ 90
20-2123-P	Replacement Fuel Island Terminal Door Assembly	$ 699
20-4007	Enclosure Lock with Lock Bar	$ 48
20-4089	External FSC3000 Display Assembly	$ 161
20-4089-01	Internal FSC3000 Display Assembly for C/OPT, FIT500 and K800 Hybrid Integrated Systems	$ 161
20-4117	ChipKey Reader Assembly	$ 359
20-4124	Pocket Weathershield	$ 106

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Petro Vend K800™ Hybrid Replacement Parts

Part Number	Description	List Price
20-4136	Keypad Assembly	$ 328
20-4137	Pedestal	$ 700
20-4138	115V Heater Assembly	$ 210
20-4138-230	230V Heater Assembly	$ 210
20-4139-01	K800 Hybrid Mag Reader Option Conversion Kit	$ 730
20-4141	ChipKey Reader Option Conversion Kit	$ 730
20-4192	System 2 Alpha Shift Key Option	$ 290
20-4270-01	Internal Dial-in Modem with phone line cable	$ 650
20-4282	Proximity Reader Option for K800 FIT - (HYBRID ONLY)	$ 2,762
20-4404-04	PCM - Remote Master Kit	$ 890
20-5017	Emergency Stop Button Assembly	$ 77
20-5023	110V Fuel Island Terminal Transformer Assembly	$ 188
20-7050	Office Journal Printer	$ 999
20-7074	Wireless Petro-Net Modem Assembly (Indoor)	$ 1,355
20-7075	Wireless Petro-Net Modem Assembly (Outdoor)	$ 1,420
20-7078	Dial-out Modem for Network Authorization (includes 20-1517-01 cable)	$ 750
20-7079	Wireless PetroNet Kit	$ 1,690
20-7083	Compact Flash Transaction Recorder	$ 1,640
50-0137	Chip Key Reader Clip	$ 12
52-0045	K800 Enclosure Cabinet	$ 494
75-0150	USB Key for FSC3000 (Require Serial Number of SIMM Card)	$ 62
75-1016	Replacement Mag Reader Head	$ 135
75-2037	FSC3000 Internal Modem	$ 671
75-2039	Wireless Modem Antenna - 15" High Gain (Omni)	$ 596
75-2044	High Gain Antenna Kit for SiteSentinel iSite Wireless Option	$ 250
75-2047	Wireless Replacement Modem (specify indoor or outdoor)	$ 885
75-3012	K800 Hybrid Mag Reader	$ 643
75-3023	Replacement Proximity Reader Only	$ 692
S08521	Hybrid Fit Software (Network Number Required)	$ 217

Petro Vend K800™ Hybrid Remanufactured Parts

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Part Number	Description	List Price	Core Value
R20-0218	PV240 Pump Relay Board (Core Rev.C)	$ 1,025	$ 150
R20-0222	PV247 Fuel Island Terminal Board (Core Rev.E)	$ 3,100	$ 1,200
R20-0340-01	PCM2 - Hose Master (Core Rev.C)	$ 900	$ 200
R20-0340-02	PCM2 - Hose Slave (Core Rev.C)	$ 725	$ 150
R20-0380	FSC3000 Fuel Site Controller main board (Core Rev.C)	$ 1,500	$ 250

Petro Vend K800™ Replacement Parts

Part Number	Description	List Price
02-4002	Noise Suppressor	$ 24
06-0015	Heater Relay	$ 29
07-0035	120V A.C. Fuel Site Controller Transformer (12 Volt DC)	$ 109
07-0036	240V A.C. Fuel Site Controller Transformer (12 Volt DC)	$ 114
07-0046	Modem Model 1023 Power Pack (33.6k and network)	$ 40
07-0056	Indoor Wireless Modem Power Supply	$ 44
09-0007	Fuel Island Terminal Power Switch	$ 38
09-4007-R	Keypad Rubber Contact Pad for 20-4136 Keypad	$ 113
12-1029	Petro-Net Wire (2-Conductor, 18AWG TFFN Twisted) - 1500 ft. (457 m) roll	$ 1,088
12-3038	Wireless Modem Antenna Cable Assembly - 20 foot antenna with bulkhead connector for 6 inch antenna	$ 200
12-3039	Wireless Modem Antenna Cable - 20 foot antenna for 15 inch antenna (Omni)	$ 200
12-3040	Wireless Modem Antenna Cable Assembly - 1 foot antenna with bulkhead connector for 6 inch antenna	$ 137
13-0017-R	Replacement Key (2 key minimum; allow 2 weeks for delivery)	$ 41
13-0017-C	Emergency Duplicate Key (Specify 3-letter prefix and number)	$ 70
20-0219	PV241 K800 Display Assembly	$ 330
20-0223	KR10 Adapter Board	$ 217
20-1441	Fuel Island Terminal Main Cable	$ 155
20-1441-FJ	K800 FIT Flying J Main Cable	$ 155
20-1442	PV247 to PV240 Cable (FIT board to relay board)	$ 83
20-1443	Petro-Net Cable (connects FSC or Model 3 to Petro-Net Communications Junction Box Cover)	$ 155
20-1445	Modem Cable	$ 150
20-1446	Power Wire Harness	$ 73
20-1447	PV247 to Heater Relay Cable	$ 40
20-1449	Modem Eliminator Cable	$ 150
20-1478	PC/CRT Cable	$ 160
20-1512	Printer Cable (for systems with PV249 Fuel Site Controller Boards)	$ 147

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20-1608	Wireless Modem PetroNET Connector Assembly	$ 68
20-1619	Cable K800 Hybrid Proximity Reader	$ 90
20-1651	Compact Flash Transaction Recorder Cable	$ 155
20-2123-P	Replacement Fuel Island Terminal Door Assembly	$ 699
20-4007	Enclosure Lock with Lock Bar	$ 48
20-4117	ChipKey Reader Assembly	$ 359
20-4124	Pocket Weathershield	$ 106
20-4136	Keypad Assembly	$ 328
20-4137	Pedestal	$ 700
20-4138	115V Heater Assembly	$ 210
20-4138-230	230V Heater Assembly	$ 210
20-4139	Magnetic Card Reader Conversion Kit	$ 730
20-4141	ChipKey Reader Option Conversion Kit	$ 730
20-4144	K800 2-Hose Expansion Kit	$ 851
20-4268	Voltage-to-Current Sense Converter Module (required for dispensers with little or no current draw)	$ 60
20-5017	Emergency Stop Button Assembly	$ 77
20-5023	110V Fuel Island Terminal Transformer Assembly	$ 188
20-5023-230	230V Fuel Island Terminal Transformer Assembly	$ 188
20-5025	Fuel Site Controller (FSC) Battery	$ 62
20-7048	Office Journal Printer (specify Interface for PV249 Fuel Site Controller Boards)	$ 1,053
20-7053	Magnetic Card Encoder	$ 1,650
20-7074	Wireless Petro-Net Modem Assembly (Indoor)	$ 1,355
20-7075	Wireless Petro-Net Modem Assembly (Outdoor)	$ 1,420
20-7079	Wireless PetroNet Kit	$ 1,690
20-7081	Lantronix UDS-10 Serial-to-Ethernet Connectivity for K800 (includes 20-1445 Cable)	$ 1,033
20-7083	Compact Flash Transaction Recorder	$ 1,640
20-8035	RS-422 PetroNet Junction Box Cover	$ 155
20-8039	ChipKey Encoder	$ 1,045
20-8047	Replacement K800 FSC C/W-FSC Software (Network Number required)	$ 3,600
20-8048	K800 External Dial-in Modem (includes 20-1445 cable)	$ 675
50-0137	Chip Key Reader Clip	$ 12
50-2015	Fuel Island Terminal Pocket Gasket Tape (1/16" x 3/4") - Price Per Foot	$ 8
50-2096	Fuel Island Terminal Door Weather-stripping - Price Per Foot	$ 8
50-2097	Fuel Island Terminal Door Weather-stripping - Price Per Foot	$ 8
50-3064	Lexan Display Filter	$ 47
50-3152	Mounting Track for Converter	$ 24

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52-0045	K800 Enclosure Cabinet	$ 494
52-0047	Fuel Site Controller Cover	$ 57
52-1071	K800 Door Overlay	$ 237
52-1072	Fuel Island Terminal Card/ChipKey Pocket	$ 137
52-1072-1	ChipKey Adapter Plate	$ 47
52-1072-2	Magnetic Card Reader Adapter Plate (for systems with PDI 213 Magnetic Card Readers)	$ 70
52-1072-3	Optical Card Reader Adapter Plate	$ 55
52-1072-5	Magnetic Card Reader Adapter Plate (for systems with PDI 211 Magnetic Card Readers)	$ 35
52-1072-6	Pocket adapter plate K800 Hybrid	$ 53
54-0404	"Place Card" Label for proximity readers	$ 9
75-1011	Epson External Printer Ribbon	$ 26
75-2039	Wireless Modem Antenna - 15" High Gain (Omni)	$ 596
75-2044	High Gain Antenna Kit for SiteSentinel iSite Wireless Option	$ 250
75-2047	Wireless Replacement Modem (specify indoor or outdoor)	$ 885
75-2051	Compact Flash Transaction Recorder	$ 1,358
75-2051-01	Compact Flash Transaction Recorder Power Supply	$ 163
75-3006	Magnetic Card Reader	$ 551
S08101	K800 Std FSC Software (Network # Required)	$ 217
S08104	K800 Std FSC Spanish Software (Network # Required)	$ 217
S08501	K800 Std FIT Software (Dual Cardless/Keyless)	$ 217
S08504	K800 Std FIT Spanish Software (Dual Cardless/Keyless)	$ 217

Petro Vend K800™Remanufactured Parts

Part Number	Description	List Price	Core Value
R20-0218	PV240 Pump Relay Board (Core Rev.C)	$ 1,025	$ 150
R20-0222	PV247 Fuel Island Terminal Board (Core Rev.E)	$ 3,100	$ 1,200
R20-0249	PV249 FSC Board (Core Rev. A1)	$ 1,625	$ 1,100

System2 Replacement Parts

Part Number	Description	List Price
02-4002	Noise Suppressor	$ 24
07-0041	120/18VAC External Transformer Assembly (Sys2 FSC & Model 3)	$ 279
07-0042	240/18VAC External Transformer Assembly (Sys2 FSC & Model 3)	$ 279
07-0046	Modem Model 1023 Power Pack (33.6k and network)	$ 40
07-0056	Indoor Wireless Modem Power Supply	$ 44

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12-1029	Petro-Net Wire (2-Conductor, 18AWG TFFN Twisted) - 1500 ft. (457 m) roll	$ 1,088
12-3038	Wireless Modem Antenna Cable Assembly - 20 foot antenna with bulkhead connector for 6 inch antenna	$ 200
12-3039	Wireless Modem Antenna Cable - 20 foot antenna for 15 inch antenna (Omni)	$ 200
12-3040	Wireless Modem Antenna Cable Assembly - 1 foot antenna with bulkhead connector for 6 inch antenna	$ 137
20-1436	UPC/Console Cable	$ 125
20-1436-GIL2	Gilbarco TS-1000 Personality Cable	$ 125
20-1436-TOK	Tokheim Personality Cable	$ 125
20-1443	Petro-Net Cable (connects FSC or Model 3 to Petro-Net Communications Junction Box Cover)	$ 155
20-1444	External Office Journal Printer Cable (Sys2)	$ 151
20-1453	PV268 to PV270 Board Cable	$ 50
20-1456	Modem/Pass-through Port Cable	$ 140
20-1464	System2 FSC to UPC Cable	$ 140
20-1478	PC/CRT Cable	$ 160
20-1577	Network Interface Cable (required for 75-2027 10 Base-T Network Interface)	$ 192
20-1608	Wireless Modem PetroNET Connector Assembly	$ 68
20-1608	Wireless Modem PetroNET Connector Assembly	$ 68
20-4132-BNT	Bennett External UPC Interface Kit	$ 487
20-4132-GIL	Gilbarco External UPC Interface Kit (T12G and TCRG2)	$ 487
20-4132-GIL2	Gilbarco External TS-1000 UPC Interface Kit (includes 9-pin personality cable)	$ 487
20-4132-SPC	Southwest Pump External UPC Interface Kit	$ 487
20-4132-TOK	Tokheim UPC External Interface Kit	$ 487
20-4132-WYN	Wayne UPC External Interface Kit	$ 487
20-4261	Internal PCT Power Adapter for C/OPT	$ 142
20-4268	Voltage-to-Current Sense Converter Module (required for dispensers with little or no current draw)	$ 60
20-6126-ML1	Memory Level 1	$ 1,188
20-6126-ML2	Memory Level 2	$ 1,458
20-6126-ML3	Memory Level 3	$ 3,321
20-6126-ML4	Memory Level 4	$ 5,238
20-7050	Office Journal Printer	$ 999
20-7052	External Dial-in Modem (includes 20-1456 cable)	$ 756
20-7074	Wireless Petro-Net Modem Assembly (Indoor)	$ 1,355
20-7075	Wireless Petro-Net Modem Assembly (Outdoor)	$ 1,420
20-7079	Wireless PetroNet Kit	$ 1,690
20-7080	10 Base-T Network Interface for System2 (includes 20-1577 cable)	$ 1,033
20-7083	Compact Flash Transaction Recorder	$ 1,640

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20-8035	RS-422 PetroNet Junction Box Cover	$ 155
20-8038	External UPC for FSC3000/System2 FSC (Requires a 20-4132 interface kit)	$ 2,328
20-8042	System2 Fuel Site Controller	$ 6,200
48-0204	System2 FSC Battery	$ 60
52-0052	Chassis	$ 168
52-0053	FSC Cover	$ 62
75-1011	Epson External Printer Ribbon	$ 26
75-1027	Citizen External Printer Ribbon	$ 42
75-2039	Wireless Modem Antenna - 15" High Gain (Omni)	$ 596
75-2044	High Gain Antenna Kit for SiteSentinel iSite Wireless Option	$ 250
75-2047	Wireless Replacement Modem (specify indoor or outdoor)	$ 885
S04121.0	Card Record Software	$ 460
S04122.0	Structured Memory Software	$ 5,104
S04125	Ultramar Software	$ 5,725
S04126.7	Petro Canada Software	$ 5,104
S04133	Multi Trucking Software (Replacement Only For Existing Systems)	$ 2,400
S04801	External UPC Software - Tokheim	$ 235
S04804.0	External UPC Software - Southwest	$ 244
S04805.0	External UPC Software - T12 Gilbarco	$ 244
S04806.2	External UPC Software - TS-1000 Gilbarco	$ 244
S04807.0	External UPC Software - Wayne	$ 244
S04808.0	External UPC Software - Bennett	$ 244

System2 Remanufactured Parts

Part Number	Description	List Price	Core Value
R20-0271	PV271 System 2/SiteSentinel 3 Controller Board (Core Rev. D)	$ 1,925	$ 200
R20-8038	Universal Pump Controller	$ 2,100	$ 350

Petro Vend AFC Replacement Parts

Part Number	Description	List Price
340261	Petro Vend AFC Service Manual	
340266	Administrator Software Manual	
9000308	Card Reader Cover	$ 82
9000403	Pedestal Base w/Backplate	$ 727
01-03057	CPU RAM, Base (RAM 2 only)	$ 290

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01-03060	CPU RAM, Base (0 RAM)	$ 381
01-10057	Cover Plate for AFC Card Reader	$ 27
01-10058	Cabinet Chassis, AFC	$ 565
01-10058A	Cabinet Cover	$ 432
01-10059	LCD Window	$ 33
01-16001	Printer Parallel Cable for AFC1010	$ 24
01-16002	PC/CRT Serial Cable (DB9F-DB9M) for AFC1010	$ 26
01-22022	Display Panel Overlay	$ 24
01-22023	Keypad Panel Overlay	$ 38
01-22025	Overlay for Card Reader Cover	$ 24
02-01050	9 Volt Ni-MH Battery for AFC Power Supply	$ 80
025-113	AFC Durakey Encoder Software	$ 194
025-131	AFC Printer/PC Adapter Firmware	$ 188
025-132-3.7.2	AFC CPU Firmware	$ 500
025-139	AFC Modem Firmware	$ 188
20-5055	12V Power Supply for AFC 1010	$ 113
230-003	Replacement Lock (with 2 keys)	$ 31
5000DR1	Time Relay	$ 201
54-1021	Card Reader Cleaning Card	$ 8
5500MRS	Switch Kit	$ 244
7500SNB-1	Noise Snubber	$ 42
AFC1015	AFC Data line Connector - for PPC	$ 234
AFC1016	AFC Network Connection Cable (Dial-In Modems)	$ 33
AFC2005-2.1	AFC Administrator Software	$ 352
AFC2005-2.1	AFC Administrator Software	$ 352
AFC2005-2.7	AFC Administrator Software	$ 352
AFC2010-3.2	AFC CPU Firmware/Administrator Upgrade	$ 477
AFC2010-3.6	AFC CPU Firmware/Administrator Upgrade	$ 477
AFC2010-3.7	AFC CPU Firmware/Administrator Upgrade	$ 477
AFC2030	DuraKey Encoder - Model AFC	$ 1,504
AFC2040	Local Access Kit	$ 194
AFC2050	System Programming DuraKey - Network Number Required (Red Key)	$ 67
AFC2061	AFC Receipt Printer Paper	$ 24
AFC3005	Assembly Display Heater PCB	$ 124

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AFC3006	Assembly DuraKey Reader w/Cable	$ 352
AFC3007	Assembly 20 Pin Card Reader Cable - 3 inch	$ 21
AFC3008	Assembly AFC Keypad w/Cable	$ 100
AFC3009	Assembly AFC Display w/Cable	$ 374
AFC2043	RCA Power Cable	$ 20
9000901	Encoded Vehicle DuraKey (Programmed)	$ 17
12-1029	Petro-Net Wire (2-Conductor, 18AWG TFFN Twisted) - 1500 ft. (457 m) roll	$ 1,088
5525ESS	Terminator Emergency Stop Switch	$ 256
AFC2020	Remote Communication Adapter (External Modem)	$ 671
AFC2021	Remote Communications Adapter (Internal Modem)	$ 671
AFC2044	RCA Communication Cable	$ 14

Petro Vend AFC Remanufactured Parts

Part Number	Description	List Price	Core Value
RAFC1010	Printer/PC Adapter (Core Rev.B)	$ 900	$ 210
RAFC3001	Assembly CPU PCB w/o RAMS (Core Rev.F)	$ 900	$ 280
R20-0600	Assembly Power Supply (old style not applicable)	$ 925	$ 250
R20-0601	Assembly ICB w/Relays (old style not applicable)	$ 925	$ 250

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Attachment D

State of Utah Fuel Network Sites

Site Name	Tanks	2018 Test Month	Comments
American Fork Public Works Shop	2-UST	May	
American Fork Developmental Center Service Station	2-UST & 1-AST	July	
American Fork UNG Armory	1-AST		
Antelope Island State Park	1 Dual-AST	Sept	
Bear Lake State Park	2-AST	July	
Beaver UNG Armory	1-AST		
Beaver UDOT # 537	1-AST	Feb	Used Oil Tank
Beryl Junction UDOT # 523	2-UST	Feb	Used Oil Tank
Billies Mt UDOT # XXXX (Spanish Fork Station)	1-AST		
Blanding UDOT # 422	Nothing	Nothing	
Bluff UDOT # 421	2-UST	Feb	Used Oil Tank
Bluffdale / Camp Williams Fuel Facility (8-10,000 Vaults) 2 to Island, 6 to Bulk	8-AST	April	
Bluffdale / Camp Williams (Vehicle Maintenance Shop)	2-AST		
Bluffdale/State Prison Generators			
* North Gate	1-UST	Sept	
* Oquirh Bldg	1-UST	Sept	
* Training Center (Fred House)	1-UST	Sept	
* Women's Facility (Olympus Facility)	1-UST	Sept	
* Maximum Security (Uintah Facility) (EXEMPT Heating Oil)	1-UST	Sept	
* Young Adult Facility / Warehouse #7	1-UST	Sept	
Bluffdale / State Prison Motor Pool	3-UST	Sept	
Bothwell UDOT # 132	Nothing	Nothing	Used Oil Tank ?
Boulder UDOT # 324B / Farm Tank	AST	Farm Tank	
Book Cliffs / DNR Pine Springs Cabin / Farm Tank	AST	Farm Tank	
Brigham UDOT # 123	2-UST	July	Used Oil Tank ?
Brown's Park State Park / DNR	2-AST		
Cedar Breaks UDOT # 540S (Cedar Mt)	1 Dual-AST	May	Used Oil Tank ?
Cedar City / Southern Utah University (SUU) / Motor Pool	2-AST	Feb	
Cedar City / Southern Utah University (SUU) / Boiler Plant	2-UST	Aug	
Cedar City UDOT # 524 (UDOT Cedar City District HQ)	3-UST	Feb	
Cedar City UNG Armory	1-AST		
Centerville UDOT #226	Nothing	Nothing	Used Oil Tank ?
Clearfield City Shop	2-AST		
Clearfield UDOT # 124	1-AST	April	Used Oil Tank ?
Clinton UDOT # 121	2-UST		Used Oil Tank ?
Colton UDOT # 435 (and Scofield UDOT #435A)	2-UST	May	Used Oil Tank ?

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Coral Pink Sand Dunes State Park	2-AST	May	
Cove Fort UDOT # 532	2-UST	Feb	Used Oil Tank ?
Dead Horse Point State Park (1 AST Fuel + 1 UST Water Tank)	1-AST	March	
Deer Creek State Park	2-AST		
Draper Utah National Guard HQ Fuel Facility	2-UST	Sept	
Draper UNG Headquarters	2-AST		
Duchesne UDOT # 634	2-AST	Aug	Used Oil Tank ?
Echo UDOT # 238 (and Wasatch UDOT #238A)	2-UST	Sept	Used Oil Tank ?
East Canyon State Park / DNR	1-AST		
Elmo / DNR / Farm Tank	1-AST	Farm Tank	
Emery UDOT # 436	2-AST	March	Used Oil Tank ?
Ephraim USU Farm	1-AST	Nothing	
Escalante UDOT # 324 (New Site)	1-AST		Used Oil Tank ?
Eureka UDOT # 621	2-UST	Feb	Used Oil Tank ?
Fairview Canyon UDOT # 334A (Sub-Station of Mt Pleasant UDOT)	1-AST	May	Used Oil Tank ?
Filmore UNG Armory	1-AST		
Freeport West / Davis School Dist	2-UST	Aug	
Garden City / USU Farm	Nothing	Nothing	
Garrison UDOT # 533	2-UST	Feb	Used Oil Tank ?
Gobblin Valley State Park	1-AST	March	
Granite School Dist #1 (Gregson)	5-UST	March	
Granite School Dist #2 (Parkway) + CNG Equipment	2-UST	Aug	
Granite Education Center	2-UST	April	
Grantsville UDOT # 222 (and Grassy Mt UDOT #222A)	2-UST	April	Used Oil Tank ?
Great Salt Lake State Park Marina	1-AST	June	
Green River State Park	1-AST	March	
Green River UDOT # 432	Nothing	Nothing	Used Oil Tank ?
Greendale Junction UDOT # 637A (Dutch John)	2-AST	Aug	Used Oil Tank ?
Greenville / USU Farm	AST	Nothing	
Gunnison UDOT # 328	1-AST	May	Used Oil Tank ?
Gunnison Prison Generator / 1 inside	1-UST	May	
Gunnison Prison Motor Pool	2-UST	May	Used Oil Tank ?
Hanksville UDOT # 332	2-UST	March	Used Oil Tank ?
Hardware Ranch - DNR - State Parks / Maintenance Bldg.	1-AST	Feb	
Hardware Ranch - DNR - Wildfile / Visitors Center	1-AST	Feb	
Heber UDOT # 631	2-AST		Used Oil Tank ?
Hinckley UDOT # 535 (Delta)	2-UST	Feb	Used Oil Tank ?
Hoytsville / Summit County	4-UST	Sept	
Huntington UDOT #433	1-AST	March	Used Oil Tank ?
Huntsville UDOT # 125	2-UST	July	Used Oil Tank ?
Hyrum Lake State Park / DNR	2-AST		
Iron County Jail & DFCM (Cedar City) Joint Ownership	1-UST	Nothing	

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Jordan River State Park	1 Dual-AST	April	
Jordan Valley Water	2-UST	March	
Jordanell State Park Maintenance / 1-UST & 1-AST	1-UST&1 Dual-AST	May	
Jordanell State Park Store Marina	2-UST	May	
Juab County Office Tank	2-AST		
Juab County Maintenance Shop	1-AST		Used Oil Tank ?
Junction UDOT # 326	2-UST	May	Used Oil Tank ?
Kamas UDOT # 237	2-UST	Sept	Used Oil Tank ?
Kanab UDOT # 321	2-UST	Feb	Used Oil Tank ?
Kaysville / Davis ATC	3-UST		
Kodachrome State Park	Nothing	Nothing	
Koosharem UDOT # 331A	2-AST	March	
Kimball's Junction UDOT #235	Nothing	Nothing	Used Oil Tank ?
Laketown UDOT #137	Nothing	Nothing	Used Oil Tank ?
La Sal UDOT # 423A (Sub-Station of Monticello UDOT)	2-AST	March	Used Oil Tank ?
Layton City / Main Shop #2	1 Dual-AST		
Layton City / Parks Dept #1	1-UST& 1-AST	April	
Layton City Fire Station # 51 (Fort Lane)	1 Dual-AST	April	
Layton City Fire Station # 53 (2200 West)	1 Dual-AST	April	
Lehi UDOT # 623 (Moving in 2013)	2-UST	July	Used Oil Tank ?
Levan UDOT # 628 (Nephi #622))	2-UST	Feb	Used Oil Tank ?
Lindon / Alpine School Dist + CNG Equipment	2-UST	July	
Loa UDOT # 331	2-UST	March	Used Oil Tank ?
Logan - Bridgerlant ATC	1 Dual-AST	April	
Logan / USU Animal Science Farm	1-AST		
Logan / USU Water Research Lab	1-AST	July	
Logan / USU Caine Dairy	1 Dual-AST	Feb	
Logan / USU Generators			
* Vet Bldg # 33	1-UST	June	
* Field House # 23	1-UST	June	
* HPER Bldg # 15	1-UST	June	
* NR Bldg # 58 and BNR Bldg # 58A	2-UST	June	
* Animal Science Bldg # 19	1-UST	June	
* CPD Bldg # 39	1-UST	June	
* Food Bldg # 52	1-UST	June	
* SER Bldg # 62	1-UST	June	
* USAC Bldg # 37	1-UST	June	
* Bio-Tech Bldg # 54	1-UST	June	
* Business Bldg # 56 (To Be Removed 2013)	1-UST	Jume	
* Fine Arts Bldg # 73	1-UST	Jumne	
* Grounds Bldg # 49 / Fuel Site	2-UST	June	Used Oil Tank ?
* Spectrum Bldg # 14	1-UST	June	
* Widsoe Hall Bldg # 21	1-UST	June	
* New Bolier Plant Back-up Tanks / North of the Spectrum (Heating Oil)	1-UST	Sept	
Logan / USU Motor Pool + CNG Equipment	2-UST& 2-AST	April	
Logan UNG Armorry	1-AST		

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Logan Summit UDOT # 145	2-UST	July	Used Oil Tank ?
Logan UDOT # 136	2-UST	June	Used Oil Tank ?
Long Valley UDOT # 322 (Glendale and/or Todds Junction)	2-UST	May	Used Oil Tank ?
Magna Water	2-UST	July	Used Oil Tank ?
Manila UDOT #636	Nothing	Nothing	Used Oil Tank ?
Manti, Snow College Motor Pool	1 Dual-AST	May	
Manti / Snow College "Richfield Campus"	1-AST		
Manti UNG Armory	1-AST		
Mantua DNR	1-AST	Jan	
Meadow UDOT # 534	2-UST	Feb	Used Oil Tank ?
Midvale City Public Works	3-UST	March	
Milford UDOT #531	Nothing	N/A	Used Oil Tank ?
Moab UDOT # 424	2-UST	March	Used Oil Tank ?
Monticello UDOT # 423	2-UST	March	Used Oil Tank ?
Morgan UDOT # 126	1-AST	April	Used Oil Tank ?
Mt Carmel UDOT # 322A (Sub-Station of Longvalley UDOT)	2-UST	May	Used Oil Tank ?
Mt Crest / Cache School Dist	2-UST	June	
Mt Pleasant UDOT # 334	2-UST	May	Used Oil Tank ?
Murray City Shop	1-UST&1-AST	March	Used Oil Tank ?
Murray Consolidated	2-UST	Feb	
Murray UDOT #232	Nothing	Nothing	Used Oil Tank ?
Nephi UDOT #622	Nothing	Nothing	Used Oil Tank ?
Ogden / Weber County #2 / Edan	2-UST	Oct	Used Oil Tank ?
Ogden / Weber County #1 (Ogden)	2-UST	Oct	Used Oil Tank ?
Ogden / Weber ATC	2-AST	April	
Ogden / Weber State University (WSU) Generator Tanks / UST's			
* Allied Health Bldg # 7 / Emergency Generator Tank	1-UST	Nov	
* Dee Events Center Bldg # 9 / Emergency Generator Tank	1-UST	Sept	
* Swenson Gym Bldg # 11 / Emergency Generator Tank	1-UST	Sept	
* Science Lab Bldg # 4 / Emergency Generator Tank	1-UST	Sept	
* Heating Plant Bldg # 10 / Emer Gen Tank	1-UST	Sept	
Ogden / WSU / AST Emergency Generator Tanks (Part of Generator Set)	Gen Set	Gen Set	
* Wasatch Hall / Emergency Generator Tank (AST Part of Gen Set)	Gen Set	Gen Set	
* Social Science Bldg / Emergency Generator Tank (AST Part of Gen Set)	Gen Set	Gen Set	
* Administration Bldg / Emergency Generator Tank (AST Part of Gen Set)	Gen Set	Gen Set	
* Student Center Bldg / Emergency Generator (AST Part of Gen Set)	Gen Set	Gen Set	
* Campus Bldg # 3 / Emergency Generator (AST Part of Gen Set)	Gen Set	Gen Set	

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* Technical Education Bldg / Emergency Generator (AST Part of Gen Set)	Gen Set	Gen Set	
* Engineering Tech Bldg / Emmergency Generator (AST Part of Gen Set)	Gen Set	Gen Set	
* Wildcat Stadium / Emergency Generator (AST Part of Gen Set)	Gen Set	Gen Set	
* Library Bldg / Emergency Generator (AST Part of Gen Set)	Gen Set	Gen Set	
* Lampros Hall / Emergency Generator (AST Part of Gen Set)	Gen Set	Gen Set	
* Browning Center / Emergency Generator (AST Part of Gen Set)	Gen Set	Gen Set	
Ogden / WSU Heating Oil Tanks			
* Heating Plant Bldg Tank # 12 (Heating Oil Tank)	1-UST		
* Heating Plant Bldg Tank # 13 (Heating Oil Tank)	1-UST		
* Heating Plant Bldg Tank # 14 (Heating Oil Tank)	1-UST		
* Heating Plant Bldg Tank # 15 (Heating Oil Tank)	1-UST		
Ogden / Weber State University (WSU) Motor Pool	2-UST	May	
Ogden Youth Corrections Admin Bldg	1-AST	April	
Ogden Youth Corrections Millcreek Facility	1-AST	April	
Ogden Bay / DNR	Nothing	Nothing	
Ogden Regional Center	1-UST	June	
Ogden UDOT # 122	1-AST	April	Used Oil Tank ?
Ogden UDOT Region # 1 HQ (Station # 142)	1 Dual-AST	April	Used Oil Tank ?
Ogden UNG Armory	1-AST		
Orem UDOT #625 (Region 3 HQ)	Nothing	Nothing	Used Oil Tank ?
Orem / UVSC Campus Tanks			
* UVSC @ Maintenance Bldg	2-AST	July	Used Oil Tank ?
* UVSC @ Computer Science Bldg	1-UST	July	
* UVSC @ Auto/Diesel Shop	1-AST		Used Oil Tank ?
* UVSC @ Provo Airport	1-AST	July	
Palsisade State Park	2-AST	May	
Panguitch City Shop (Old UDOT # 325)	2-UST	May	Used Oil Tank ?
Panguitch UDOT # 325 (New UDOT Site)	1-AST		Used Oil Tank ?
Park Valley UDOT # 131A	1 Dual-AST	June	Used Oil Tank ?
Parley's Canyon UDOT # 234	2-AST	Feb	Used Oil Tank ?
Parowan UDOT # 526	2-UST	Feb	Used Oil Tank ?
Price CEU	1-AST	March	
Price CEU Heating Plant	1-UST	April	
Price UDOT - Price District HQ (Station # 442) Used Oil Tank	1-UST in Vault	March	
Provo Canyon UDOT #625 @ Vivian Park	2-AST		Used Oil Tank ?
Provo City Shop	2-AST		
Provo Regional Center	2-UST		
Provo UDOT #627	Nothing	Nothing	Used Oil Tank ?
Provo Utah State Hospitol Campus Generator Tanks			
* Utah State Hospitol Administration Bldg Generator	1-AST		
* Utah State Hospitol Forensic Bldg Generator	1-AST		
* Utah State Hospitol MS Bldg Generator (Part of Gen Set)	Gen Set	Gen Set	
* Utah State Hospitol Beesley Bldg Generator (Part of Gen Set)	Gen Set	Gen Set	

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* Utah State Hospitol Hyde Bldg Generator	1-UST& 1-AST		
* Utah State Hospitol Rampton I / Heating Plant / Cafetria Generator	1-UST& 1-AST		
* Utah State Hospitol Rampton II Heating Plant (Backup / Standby)	1-UST& 1-AST		
* Utah State Hospitol Heating Plant / Rampton (Backup)	1-UST& 1-AST		
Provo / Utah State Hospitol Motor Pool	1 Dual-AST		Used Oil Tank ?
Provo / Utah County Maintenance Shop	1-AST	Nothing	
Provo / Utah County Landfill	1-AST	Nothing	
Purgatory Jail in Washingtonton County	1-AST	Feb	
Randolph UDOT # 137A	2-UST	July	Used Oil Tank ?
Richfield DTS	1-UST	May	
Richfield UDOT / Richfield District HQ (# 327)	1-AST	May	Used Oil Tank ?
Richfield UNG Armory	1-AST		
Riverside UDOT # 133	3-UST	July	
Riverton / DPS Driver Trainning Range	1-AST	April	
Riverton City Main Shop	1 Dual-AST		
Riverton City Water Shop	1Dual-AST		
Rock Port, North Fork Sno-Shed (11 Miles East of Kamas on Mirror Lake Hwy)	1-AST		
Roosevelt UDOT # 635	1-AST	Aug	Used Oil Tank ?
Rose Park OHV Training Center	1-AST	Jan	
Roy City	3-UST	May	
Salt Lake City School Dist BusGarage	1-UST		Used Oil Tank ?
Salina UDOT #333	2-UST	Feb	Used Oil Tank ?
San Juan County School Dist / Blanding Bus Garage	1-UST& 1-AST	Feb	Used Oil Tank ?
San Juan County School Dist / Monument Valley High School	1-UST & 1-AST	Feb	
San Juan County School Dist / Montezuma Creek Elementry School	2-UST	Feb	
San Juan County School Dist / Navajo Mt	2-AST	Feb	
San Juan County Shop / Blanding	2-AST	Feb	Used Oil Tank ?
Sandy / Canyon's (Jordan) School Dist #1 (East of I-15) + CNG Equipment	2-UST	Aug	
Sandy / Canyon's (Jordan) School Dist #2 (West of I-15)	2-UST	Aug	
Sandy City Public Works	2-UST	Aug	
Santaquin UDOT # 624	2-AST	Feb	Used Oil Tank ?
Sardine Summit UDOT # 148	1-AST	Feb	Used Oil Tank ?
Scipio UDOT #536	1-AST		Used Oil Tank ?
Secret Mesa UDOT # 436A (Sub-Station of Emery UDOT)	1-AST	March	Used Oil Tank ?
Sevier UDOT # 327A	2-UST	Feb	Used Oil Tank ?
SL County / 4500 South (Parks & Rec # 2)	2-UST	May	
SL County / Kearns Fire Station	2-UST	July	
SLC / Capitol DTS Gen Tank	1-UST	April	
SLC / Capitol Complex New Senate & House Bldg's	2-UST	April	
SLC / State Courts Complex	1-UST	April	
SLC / DNR HQ	1-UST	March	
SLC, Fair Park (Vendor)	1-AST		

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SLC / Salt Lake UDOT #230 @ Region 2 HQ	AST	Nothing	Used Oil Tank ?
SLC / Salt Lake East UDOT #225 (I-15 & 2100 So)	1 Dual - AST	Jan	Used Oil Tank ?
SLC / Salt Lake West UDOT #224 (5600 W 2100 S)	Nothing	Nothing	Used Oil Tank ?
SLC, SLCC - Redwood Road Campus Motor Pool + CNG Equipment	3-AST	July	Used Oil Tank ?
SLC, SLCC Redwood Road Campus Tanks			
SLCC - Redwood Road Campus / Administration Bldg (NW Corner)	Gen Set	Gen Set	
SLCC - Redwood Road Campus / Advanced Technology Center (South)	Gen Set	Gen Set	
SLCC - Redwood Road Campus / Library (NE)	Gen Set	Gen Set	
SLCC - Redwood Road Campus / Science & Industry Bldg (South)	Gen Set	Gen Set	
SLCC - Redwood Road Campus / Lifetime Activity Center (Room 149)	Gen Set	Gen Set	
SLCC - Redwood Road Campus / Student Center (SW Corner)	Gen Set	Gen Set	
SLCC - Redwood Road Campus / Student Center (East)	Gen Set	Gen Set	
SLCC - Redwood Road Campus - Heating/Boiler	1-UST	April	
SLC, SLCC - Jordan Campus Tanks			
SLCC - Jordan Campus / Heat Plant (North)	1-UST	April	
SLCC - Jordan Campus / High Tech Bldg (North)	Gen Set	Gen Set	
SLCC - Jordan Campus / Heat Plant (NE)	Gen Set	Gen Set	
SLCC - Jordan Campus / Education Center (South)	Gen Set	Gen Set	
SLC-SLCC / South (High) Campus	1-UST	April	
SLC, SLCC - Meadowbrook Campus / Diesel Shop	1-AST		
SLC, SLCC - Miller Campus / Auto Shop	1-AST		
SLC, Traffic Control Center, UDOT Region 2 HQ	1 Dual - AST	April	
SLC , Cottonwood UDOT # 233 (and Alta UDOT #249A, Brighton UDOT #249B)	2-AST	Aug	Used Oil Tank ?
SLC / UDOT Rampton Complex / UDOT HQ (# 000) + CNG Equipment	3-UST	Jan	Used Oil Tank ?
SLC, UofU Advanced Med Center (Research Park)	1-AST	April	
SLC / UofU Bio Bldg (Presedents Circle)	1 Dual-AST	April	
SLC / UofU Bldg 533 (UofU Hosp East Side)	1-UST	March	
SLC / UofU Heartport Center (Research Park)	1-UST	April	
SLC / UofU Hospitol			
* Heliport Jet A Tank	1-UST	May	
* Med Center East Side 1-Tank	1-UST	April	
* Med Center West Side 2-Tanks	2-UST	April	
* Med Center Heating Oil tank - Boiler Plant	1-UST	March	
* Motor Pool - HTM Tank	1-AST		
SLC / UofU Health Sciences, Redwood Road Clinic	1-AST		
SLC / UofU Med Center / Tank @ Payson Hosp (old Temp Heliport tank)	1-AST		
SLC - UofU Med Center / Tank @ Ogden Regional Hosp	1-AST		
SLC - UofU Med Center / Tank in Park City	1-AST		
SLC, UofU Motor Pool 2-Tanks in a Underground Vault + (CNG equipment)	2-UST & 1-AST	April	
SLC, UofU Neuro Phy Center (Research Park)	1-AST	Nothing	
SLC, UofU Children Special Needs Clinic (UofU Hosp West Side)	1-UST	April	
SLC - UofU / Tank in Research Park @ Williams Bldg	1-AST		
SLC / Youth Det Center / Wasatch Bldg. (3700 So 700 West)	1-UST	To Be Removed	
South Valley UDOT (By the Draper Complex)	1-AST		Used Oil Tank ?
Snowville UDOT # 131	2-UST	June	Used Oil

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			Tank ?
Soldier Hollow (DNR) in Midway (Part of Wasatch Mt State Park)			
* Golf Course - Maintenance Bldg	3-AST		Used Oil Tanl ?
* Cross Country Ski - Maintenance Bldg	2-AST		Used Oil Tank ?
South Ogden City	3-UST	July	Used Oil Tank ?
Spanish Fork UDOT #626	Nothing	Nothing	Used Oil Tank ?
Spanish Fork UNG Armory	1-AST		
Sryacuse City Maintenance Shop	1 Dual-AST		
St George / DPS Port of Entry	Gen Set	Gen Set	
St George / Dixie H-Oil	1-UST	Feb	
* Avenna Center Bldg (To Be Removed)	1-UST	Feb	
* Central Heating Plant Bldg	1-UST	Feb	
St George Dixie College Motor Pool (+1 Used Oil AST)	3-AST	Feb	
St George UDOT # 521	2-UST	Feb	Used Oil Tank ?
St George UNG Armory	1-AST		
Strawberry UDOT # 645	1 Dual-AST	May	Used Oil Tank ?
Tabiona UDOT # 633	2ST	May	Used Oil Tank ?
Thompson UDOT # 431	2-UST	March	Used Oil Tank ?
Tooele Consolidated	2-UST	Nov	
Tooele UDOT # 223	Nothing	Nothing	Used Oil Tank ?
Tooele UNG Armory	1-AST		
Tropic UDOT #324A	Nothing	Nothing	Used Oil Tank ?
Vernal UDOT #637	Nothing	Nothing	Used Oil Tank ?
Vernal / Uintah School Dist	2-UST	Aug	Used Oil Tank ?
Vernal UNG Armory	1-AST		
West Valley / Youth Corrections, Decker Lake	1-AST		
Wanship UDOT # 236	2-UST	April	Used Oil Tank ?
Wasatch Mt State Park Golf Shop	1-AST		
Wasatch Mt State Park Maintenance Shop	2-AST		Used Oil Tank ?
Washington County 5th Dist Court House (St George/DFCM)	1-AST		
Wellington UDOT # 434	2-UST	March	Used Oil Tank ?
Wellsville UDOT # 135	2-UST	July	Used Oil Tank ?
Wendover UDOT #221	Nothing	Nothing	Used Oil Tank ?
West Jordan UNG @ Airport #2 (Fuel Facility)	5-UST	May	
West Jordan UNG @ Airport #2 (Maintenance Shop)	1-AST		
West Jordan UNG @ Airport #2 (Gas ConVault Site)	1-AST		
West Jordan UDOT #231	Nothing	Nothing	Used Oil Tank ?
West Valley City Shop	2-UST	July	Used Oil Tank ?
WJ / Jordan School Dist #3 (4000 West)	2-UST	Aug	Used Oil Tank ?
Yuba State Park	1 Dual - AST	Aug	

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SCOPE OF WORK

Project: UTA Timpanogos Used oil and Used coolant tank replacement. 2024

Onsite Service Location:
Utah Transit Authority – Timpanogos Bus Facility
1110 South Geneva Road
Orem, UT 84058

Project Manager: Johnny Johnson o 801-287-5031 / c 801-557-7637 jjohnson@rideuta.com

Estimated Service Dates / Times: Start on or before October 25, 2024 with an estimated completion date of October 31. 2024 or sooner. Standard Service Hours are M-F 8:00am – 5:00pm MDT. Contract Project Manager to schedule onsite services.

A. Contractor to provide a copy of its Certificate of Insurance (COI) prior to start of onsite services.

B. OVERVIEW:

UTA's Used oil and Used coolant tanks at its Timpanogos/Orem bus facility are 25 years old and require replacement to current code. They are carbon steel single wall tanks; they are sitting on concrete, and we are not able to do ultrasonic monitoring on the part were the tank meets the concrete. These tanks have met life expectancy. Also, these tanks need to be relocated to make way for bus to enter new bus building #6. The oil tank is 8K gallons and the coolant is 6K gallons.

We are looking at replacing two tanks, one is a single wall 8000-gallon used oil tank and the other is a 6000-gallon single wall tank. The location of the new tanks will not be in the same place as the old tanks. This will allow us to install one (1) new tank before we pull the old tanks out of service.

Contractor will be required to provide all service as defined in this Scope of Work and in compliance with the Terms and Conditions under Utah State Contract MA3225.
All pricing, invoicing, and payments, will be in accordance with price rates and terms as stated in Utah State Contract MA3225.

C. Contractor is required to provide all services as listed below, to be performed in phases or in tandem when applicable:

Phase 1 (New UL 2085 AST Tank 1ea)

1) Build a concrete containment to hold a single tank with two compartments for the used oil and coolant both in one tank. Construct 12.5'x 23' concrete containment with 4' high walls 8" thick (only three sides), 2' in ground/2' above grade. Two (2)-6x10x18" thick footings for tank, sloped floor inside containment with a 18"x18" Catch basin to pump out of and water stop/caulked joints. Also include 8"thick concrete 4' around outside walls to patch back into parking lot.

2) Design, Procure, Build, and Install one (1) Fireguard U.L. 2085 Listed AST 6000 Gallons split 2k/4k, on two saddles, interior bare, exterior white polyurethane. The AST single tank must have two inner compartments. One compartment will be for oil 4000-gallons and the other compartment will be for coolant 2000-gallons. The tank will need to sit in the concrete containment. The AST tank (UL 2085) will need to be one tank (dual-wall) with two compartments in it.

3) Provide the following on the new UL 2085 tank.

1. Oil side, 2ea interstitial monitor port, 1 ½”
2. Oil side, 2ea product port 4”
3. Oil side, 2ea product port 2”
4. Coolant side, 2ea interstitial monitor port, 1 ½”
5. Coolant side, 2ea product port 4”
6. Coolant side, 2ea product port 2”

4) This project will be design-build. Contractor to develop and submit design drawings to UTA’s Project Manager, Johnny Johnson o 801-287-5031 / c 801-557-7637 jjohnson@rideuta.com for drawing approval
prior to builds.

5) Provide and pre-pay all freight service for delivery of all goods to FOB: Destination UTA – Timp/Orem Utah. Freight Cost to be prepaid and added (PPA) to invoice.

6) Provide all heavy equipment / crane and labor necessary to offload and install new tank. Cost for this service shall be prepaid and added (PPA) to invoice.

Phase 2 (Old AST Tanks 2ea)

1) Dismantle, remove, cleanout, and dipso of the two old tanks.

2) Remove/demo and dispose of old concrete for the containment/trench area. Includes demo, disposal, transportation, of concrete in old AST area as well as trench, to include disposal of piping inside trench up to building foundation.

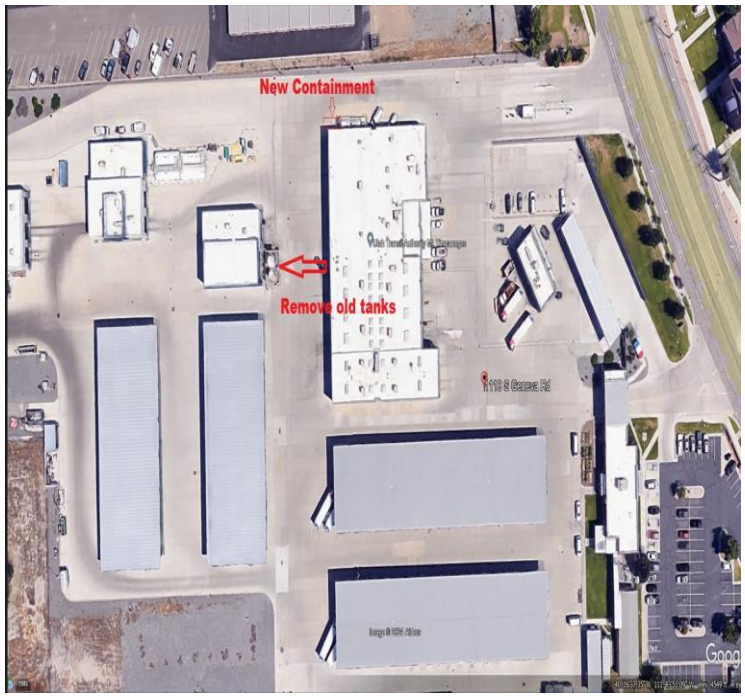
3) Backfill containment and trench areas with road base and compact ground. Includes backfill up to 550 tons of state spec road base and compaction in 12" lifts of excavated containment area as well as trench,

4) Install new concrete pavement over the excavated containment area. Concrete pavement of up to an area 30'x40' and an area 6'x120' x 8" thick with #4 bar 18"o.c. and a 4500 psi mix.

Exclusions
Other then what is required as stated in the Scope of Work above, Any tank fittings accessories / piping / electrical work, Catwalks on new tank/ incorporation/fabrication/relocation of stairs on existing tank. Any bollards, repair of any unidentified utilities. Any treatment of contaminated ground water/soil. Any engineered plans or permits if required.

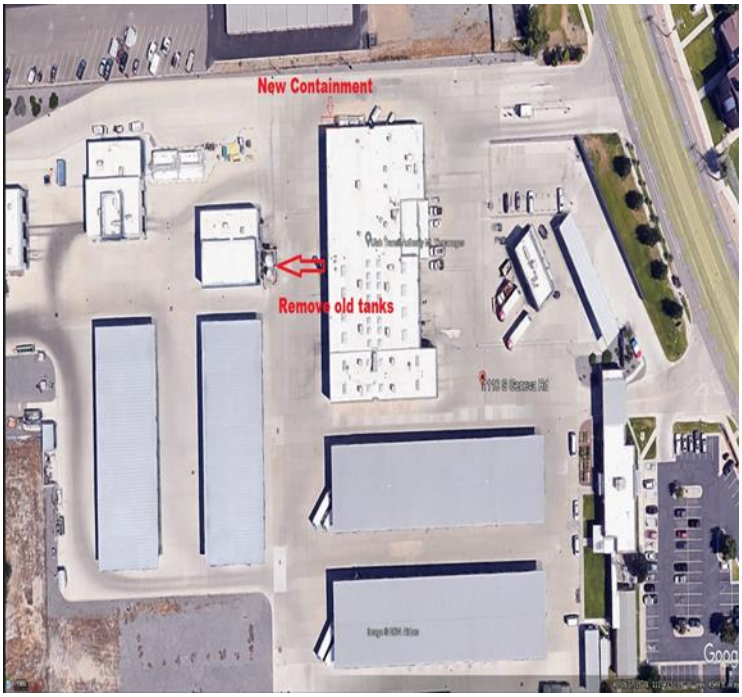
Site Location Images

Phase 1 (for New UL 2085 AST Tank Location)



Site Location Images

Phase 2 (for Demolition of Old AST Tanks (2ea) Location)



P.O. BOX 1276
CENTERVILLE, UT 84014
801-294-9180

Estimate

ADDRESS

Johnny Johnson
Utah Transit Authority
669 W 200 S
SLC, UT 84101 USA

ESTIMATE # 1024
DATE 07/19/2024
EXPIRATION DATE 09/30/2024

P.O. NUMBER

MA3225

JOB SITE

1110 S Geneva Rd Orem, UT 84059

DESCRIPTION	QTY	RATE	AMOUNT
Fireguard U.L. 2085 Listed AST 6K Gallons split 2k/4k, on two saddles, interior bare, exterior white polyurethane. Includes freight from California as well as a crane and labor to offload and set in place.	1	72,660.00	72,660.00
12.5'x 23' concrete containment with 4' high walls 8" thick (only three sides) , 2' in ground/2'above grade. (2)-6x10x18" thick footings for tank, sloped floor inside containment with a 18"x18" Catch basin to pump out of and water stop/caulked joints. Also includes 8"thick concrete 4' around outside walls to patch back into parking lot.	1	80,690.00	80,690.00
Dismantle/Cleaning and Disposal of old tanks. (excludes piping in trench)	1	11,300.00	11,300.00
Concrete containment/trench demo. Includes demo, disposal, transportation, of concrete in old AST area as well as trench. Includes disposal of piping inside trench up to building foundation. Work stops at building penetration. (Assumes nothing thicker than 12") Includes backfill up to 550 tons of state spec road base and compaction in 12" lifts of excavated containment area as well as trench. Also includes concrete pavement of up to an area 30'x40' and an area 6'x120' x 8" thick with #4 bar 18"o.c. and a 4500 psi mix.	1	93,750.00	93,750.00
Exclusions Any and all tank fittings/accessories/piping/electrical work, Catwalks on new tank/ incorporation/fabrication/relocation of stairs on existing tank. Any and all bollards, repair of any unidentified utilities. Any treatment of			

DESCRIPTION	QTY	RATE	AMOUNT
contaminated ground water/soil. Any engineered plans or permits if required.			

TOTAL **$258,400.00**

Accepted By

Accepted Date

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	David Hancock, Chief Capital Services Officer
PRESENTER(S):	Pam Thrasher, Manager- State of Good Repair Daniel Hofer, Director- Capital Programming and Support

TITLE:

2024 Transit Asset Management Plan and Group Sponsor Transit Asset Management Plan

AGENDA ITEM TYPE:
Other Approval

RECOMMENDATION:
Recommendation is for the Board of Trustees to approve UTA's Transit Asset Management Plan and Group Sponsor Transit Asset Management Plan and authorize Executive Director to sign both as the Agency's Accountable Executive.

BACKGROUND:
UTA Policy 06.01 Transit Asset Management & State of Good Repair requires Board of Trustees approval of UTA's Transit Asset Management (TAM) Plan to occur every two years. The TAM Plan is required per federal regulation and outlines UTA's approach to how it will manage its assets specifically as it relates to capital maintenance and replacement efforts. The regulation requires the plan to be updated and approved every four years with the next required update occurring in 2026.

In addition to UTA's TAM Plan, UTA is required to administer a Group TAM Plan for a small number of service providers who are sub-recipients of federal funds who meet certain criteria. These agencies are required to have their own plan or follow a group plan administered by UTA. They have elected to follow UTA's group plan for the qualifying sub-recipients.

UTA staff presented on both plans at the September 11, 2024, Board Meeting and have returned seeking Board approval of the two plans.

DISCUSSION:

UTA's TAM Plan complies with 49 CFR Part 625 passed in 2016. This plan is required to be updated every 4 years. The federal regulation requires transit agencies receiving federal funding to develop a plan for the long-term management of their assets used in the provision of public transportation. UTA staff presented an overview of this plan at the Board's September 11, 2024, meeting for feedback.

The TAM Plan is also tied to UTA's Five Year Capital Plan. The funding levels that are provided in the Five-Year Capital Plan directly affect UTA's ability to execute on the TAM Plan initiatives.

UTA staff have incorporated feedback received by the Board from the previous Board meeting.

ALTERNATIVES:
The following are options that the Board could consider and the potential impacts of those decisions:

- The Board may request revisions to the proposed TAM Plans.
    - Impact would require staff to incorporate any feedback and return later date to request approval. There are no current critical or other deadlines for approval.

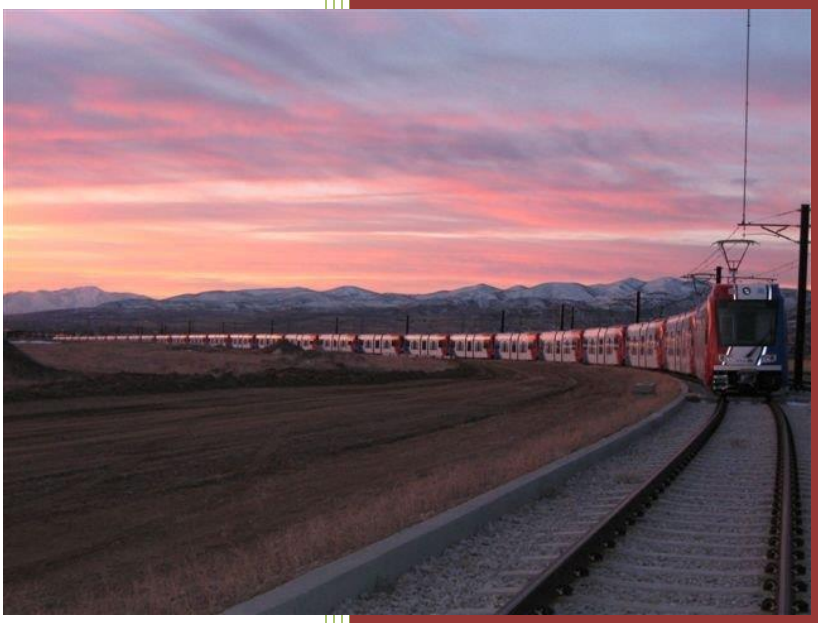
FISCAL IMPACT:
While the plans are heavily tied to UTA financials, they do not directly affect UTA financials by approval of the plans. The financial impacts are addressed with the approval of the current year budget and Five-Year Capital Plan.

ATTACHMENTS:

- 2024 UTA Transit Asset Management Plan
- 2024 Group Transit Asset Management Plan with Participant Signatures

2024

Utah Transit Authority Transit Asset Management Plan 2.2



State of Good Repair Department

Utah Transit Authority

9/1/2024

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Version Control Sheet

Date (MM/DD/YYYY)	Version Number	Changes Made Summary
9/10/2018	1.0	Initial Version
3/31/2021	1.1	Change in Accountable Executive Updated TAM Policy Introduction of Senior Asset Management Committee Updated Investment Prioritization Guidelines
02/16/2022	2.0	Change in Accountable Executive Update for 2022 Modification to Senior Asset Management Committee Updated Titles for Committee Members
11/17/2022	2.1	Update for SD (LRV) Fleet Replacement Include UTA Five-Year Capital Plan in Appendices Include SGR Project Risk Assessment Results in Appendices
09/01/2024	2.2	Update for biannual Board of Trustees approval Removal of Senior Asset Management Committee Include 10-Year Plans for Facilities, Revenue Vehicles, & Service Vehicles

Accountable Executive Approval Sheet

This document outlines the Utah Transit Authority's approach to Transit Asset Management in accordance with 49 CFR Part 625.

As the Accountable Executive, I acknowledge that I have reviewed this document and found it consistent with UTA's approach and commitment to keeping its overall operation in a State of Good Repair.

_____ _____

(Jay Fox - UTA Executive Director) **(Date)**

Introduction

The Federal Transit Administration delivered to Congress in April 2009 the Rail Modernization Study. The study focused on seven different legacy transit systems: Chicago Transit Authority (CTA), Massachusetts Bay Transportation Authority (MBTA), Metropolitan Transportation Authority of New York (MTA), New Jersey Transit Corporation (NJ Transit), San Francisco Bay Area Rapid Transit (BART), South Eastern Pennsylvania Transportation Authority (SEPTA), and Washington Metro Area Transit Authority (WMATA). This study found the amount of deferred maintenance costs in these transit systems was estimated to be $50 billion and nationwide at $80 billion. The findings of this study resulted in an emphasis on the State of Good Repair (SGR) of America's transit providers.

In October of 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP21) legislation outlining requirements agencies need to meet to start addressing SGR needs in their respective areas of service.

In October 2016, the FTA published the Final Rule as directed in MAP21. This rule requires agencies to certify the Federal investment in transit is in an SGR. This rule requires Utah Transit Authority (UTA) certify each year demonstrating our transit system is in an SGR. Certification UTA is in an SGR is a snapshot in time capturing the condition and function of the assets tracked by the Capital Programming & Support Department in the Transit Asset Management System (TAMS).

Part I: Asset Management and State of Good Repair (SGR) at UTA

Utah Transit Authority recognized early the need to maintain and operate all elements of the transit system in a safe and efficient manner. The importance and recognition of the correlation between Asset Management and the reliability of the system by UTA has allowed early development of a compliant Transit Asset Management System (TAMS) prior to FTA issuing the final rule.

For the purposes of the TAM Plan, the term Asset Management refers to the process UTA will follow to maintain a state of good repair. It refers to the high-level approach needed to align UTA's budget decisions with agency goals and objectives. The process is outlined in this document.

> **Asset Management is the key to identifying problems before failures occur that can cause unplanned outages and disruptions in service. An effective Asset Management program will maintain a safe, efficient, and reliable transit system for our customers and keep the public investment in a State of Good Repair.**

To deliver on this philosophy, UTA must maintain the infrastructure at a level meeting the demands of our customers in terms of safety, capacity, capability, reliability, accessibility, and cost. Successfully meeting this goal ensures the long-term viability and acceptance of a fully functional transit agency for current and future taxpayers.

To successfully manage UTA's assets, it is necessary to develop a clear management process facilitating effective and proactive maintenance of the infrastructure, revenue vehicles, facilities, and equipment over $50,000 (including all non-revenue support vehicles). To accomplish this, UTA has defined a path to achieve the end goal of accurate long-term budget projections showing the future funding needs of the agency. The elements currently contained and tracked within the TAM system are shown in Figure 1.

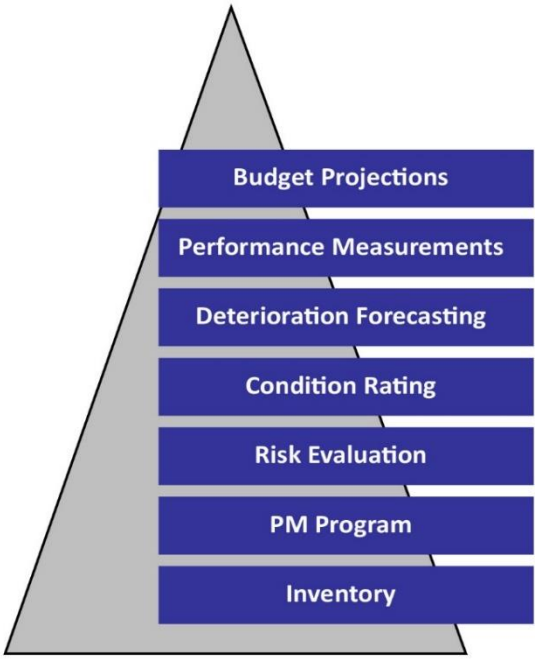


Figure 11- Elements of a Financial Output

As UTA continues to refine and develop a comprehensive TAM process, additional areas may be added based on need. It should be clearly understood with respect to rail service - UTA is a young transit agency. Development of a comprehensive TAM system will take many years. The SGR Team believe development of a comprehensive Asset Management System is a journey not a destination. They firmly consider this process will never be completely "finished". New and better methods will be found and implemented to improve the value of the end product.

Inventory

UTA has spent numerous hours working to verify its inventory information. As a result of these efforts, three major decisions were made early in 2020 which will streamline the inventory information gathering process:

- JD Edwards (JDE) will be considered the system of record for all asset information.
- Effort will be made to capture the necessary inventory information up front to address all the needs of UTA's service units prior to the actual creation of the asset.
- All assets will be created following the same process. Assets will be designated during the asset creation process as belonging to one or more of the groups listed below based on the asset's characteristics. Four groups were decided upon. These separate asset groupings include:
    - Accounting Asset
        - Any UTA-owned asset that meets the basic requirement of having an initial cost of $5,000 or more and having a useful life expectancy of one year or more.
    - Continuing Control Asset
        - Any asset, whether owned by UTA or by a grant sub-recipient, that meets the basic Accounting Asset requirements with the added consideration of having federal interest in the asset.

        - In other words, it is an asset that was purchased in part or fully using federal funds.
    - SGR Asset
        - An asset used in the provision of public transportation meeting the criteria outlined in the TAM Rule (49 CFR § 625).
        - Falls into four main categories:
            - Infrastructure
            - Revenue Vehicles
            - Facilities
            - Equipment
                - Equipment with a cost of $50,000 or more or is a non-revenue service vehicle, regardless of cost.
    - Zero-Cost Assets
        - Assets not meeting the threshold to be called an "asset" but tracked to help develop more comprehensive financial projections or requiring a PM the Responsible Service Unit (RSU) would like to track in JD Edwards.

This TAM Plan is intended to focus on assets that fall under the designation of an SGR asset.

Along with identifying an asset, other critical information has been captured to aid in the capital planning efforts. The information includes:

- age
- initial cost
- replacement cost
- design life (useful life)
- location
- and if applicable, GPS coordinates.

UTA, as part of each inventoried asset, is developing a performance metric defining the useful life of an asset. The useful life for each asset is unique to UTA and is influenced by how the system operates, the impact of the environment on the system, appropriate maintenance activities, and the quality of the item purchased. The useful life is defined as how long UTA believes an asset should last before it requires a total replacement. As a starting point, many of the useful life values were adopted from the FTA developed software program TERM-Lite. It is the intent of UTA to develop their own deterioration and performance curves for these assets specific to UTA's service areas. By understanding how long an asset should last, or should be expected to last, UTA can better plan for expected maintenance activities and replacements. Replacing or renewing the right asset at the right time in advance of failure provides the best use of the continued public investment.

The inventory hierarchies for the different inventory categories can be referred to in Appendix A of this document. Additionally, all infrastructure assets and facilities have been mapped in a GIS system to increase asset management practice options.

Preventive Maintenance (PM) Program

UTA has three elements to its PM program:

1) Inspection program
2) Tracking and analysis of maintenance efforts
3) Defined routine and capital maintenance programs

Inspections are the primary means by which UTA gathers the data necessary to determine the current condition of an asset. It is through these inspections that UTA will be able to determine when an asset is nearing the end of its useful life or if the asset is performing beyond previous estimates.

Inspection data is usually captured for different reasons:

1. Verification the inspections are taking place
2. Determination of the condition of the asset to produce an accurate lifecycle estimate for each critical asset
3. Comprehension by managers regarding PM activities needed to maximize the life of the asset

The final element in a robust PM program is to plan to pay for the required maintenance. In 2019, UTA adopted a budget philosophy commonly referred to as the "buckets". These buckets are programs in the five-year capital plan that are intended to address both the replacement activities and provide some capital funding to address more routine maintenance or rehabilitation. SGR assets have been assigned to these buckets as part of their inventory record creation. By using this assignment, the replacement cost data, and estimated rehabilitation data, UTA is able to spread the financial need more evenly across the years in the current capital plan. This also allows for a more streamlined and less error-prone approach for incorporating UTA's inventory data into the TERM-Lite tool and developing its long-term financial models as it relates to the SGR efforts.

Condition Ratings and Deterioration Curves

Condition ratings are numerical values which are used to depict the overall condition of an asset. UTA utilizes the TERM scale which is a 1-5 scale with 5 being excellent or like new and a 1 being a failed asset. In terms of SGR, any asset below a 2.5 would be considered not in a state of good repair. For reporting purposes, condition ratings are reported in terms of integers however, UTA does allow discretion in applying decimal values to the condition ratings and accounts for the rounding in its final reporting.

All SGR assets are assigned a Useful Life Benchmark (ULB) when they are created. This is the life expectancy value UTA assumes this asset will last. As assets reach 50% of their age relative to the assigned ULB, the SGR team will schedule visual condition assessments on a three-year minimum cycle. These condition assessments are for the sole purpose of determining whether further inspection by subject matter experts (SMEs) is required. Each asset's condition assessment results are calculated and stored as the Observed Condition Rating in JDE. Additionally, observed condition ratings are collected and stored in JDE as part of UTA's biannual inventory process.

These Observed Condition Ratings are considered when rehabilitation and replacement projects are being programmed. SMEs assist the SGR team with prioritizing asset rehabilitation and replacement schedules contained in the appropriate Ten-Year plan. UTA's budget determines the funding and execution for all Ten-Year plans.

For condition evaluations, the following applications are considered valid and acceptable means for determining the condition of an asset:

Age-

Age is the primary method by which a condition rating is preliminarily or ultimately determined. Age is used to determine the condition rating for vehicles, both non-revenue and revenue, equipment, and infrastructure (supplemented with visual inspections). It can be used as a preliminary indicator for facility assets like buildings, but the main consideration for building conditions, station conditions, and park and ride conditions, will be determined by physical observations on a rotating four-year cycle.

One primary item to note is for assets that are gauged primarily based on age, if a condition rating is determined to be inaccurate, the adjustment should be done in terms of either extending or contracting the useful life value of the asset. After the useful life value is adjusted, the condition rating should be recalculated to accommodate a straight-line deterioration approach.

Condition Assessment-

Maintenance and Administration Buildings, BRT and Rail Stations, and Park and Rides are all assets that are required to undergo a physical condition assessment at minimum once every four years.

UTA's Facilities group has agreed to take responsibility for these condition assessment efforts. Working in conjunction with the SGR group, a schedule is established at the beginning of the year and the items are inspected and assigned a physical condition assessment value. These values are consolidated into a master tracking sheet where the condition values for every aspect of the inspection are captured. This spreadsheet is then used to recommend targeted asset improvements for the coming year. Additionally, the SGR group audits condition assessments results on an annual basis. The audit covers a randomly selected 10% of completed condition assessments and is completed within six months of the year's last assessment being completed.

An example of the condition form is in Appendix J.

If UTA feels an independent third-party condition verification effort is warranted, this option may be pursued.

Scores have been collected and consolidated into a score tracking matrix. This matrix is included in Appendix K to help better support and show how decisions are being made regarding the Facility Asset Classes.

UTA's biannual inventory project requires each RSU to record updated Observed Condition Ratings for each asset, regardless of SGR designation. This satisfies condition ratings for both revenue vehicles, non-revenue vehicles, and equipment. More detailed condition assessments for infrastructure assets are conducted at least once every three years by the SGR team for assets reaching 50% of their ULB.

Deterioration Curves-

When UTA first started this effort, the concept of developing specific deterioration curves for asset classes was a goal UTA wanted to achieve. These curves are then used to better estimate future capital planning efforts.

Over the course of the years, it has been largely found that the values identified in the original TERM-Lite useful life table appear to be representative of UTA assets deteriorating under normal circumstances. There have been a few assets that have deteriorated in advance of their overall asset class useful life value; however, these appear to be the exceptions rather than the rules. Currently, the mitigation strategy for these early failure assets involves determining the reason for the accelerated deterioration and then making the necessary adjustments to help the asset reach the overall asset class useful life value. An example of this includes some early wear on some curved rail assets on UTA's rail systems. The appropriate mitigation strategy chosen included replacing these assets with head-hardened rail and adding rail lubers in strategic locations. After these mitigations were installed, the useful life value was set to the overall asset class useful life value.

In short, at least for the foreseeable future and with the addition of the yearly condition check, UTA will follow the approach of setting these asset class useful life values and managing the problem assets as they are identified.

Specific project development and budget plans will be developed with a five-year capital plan. The value of the long-term planning budget should not be underestimated. It provides a very real look of what anticipated costs will be in the future to maintain the system that has had inventory elements entered in the TAM system.

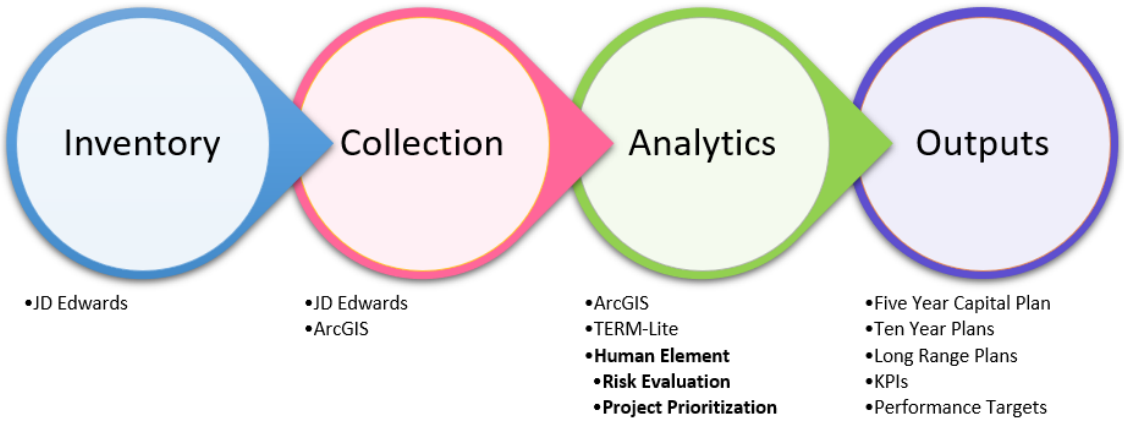
Budgeting

The UTA SGR team knows that the most critical element produced by an effective and fully functional TAM system is the development of both short- and long-term budget estimates. Most transit agencies today face increasing needs without increases in revenues. Without accurate budget projections it is not possible for transit agencies to plan for future needs. It provides critical input on decisions relating to expansion versus the need to maintain and operate what already is in place. We assert the expectation of the public is that expansion of an existing system should only occur when all maintenance and improvement needs are being met for what is already in place.

In the past, at agencies across the United States, oftentimes maintenance budgets were based on revenue projections and past budgets. Agencies gave funding to maintenance managers, who were expected to complete all required maintenance, both routine and capital, with their allotment. In many instances, the funding was not sufficient. While UTA recognizes funding is finite, it also recognizes there are other ways

to determine maintenance budgets and it will attempt to base these budget amounts on priority and risk. Figure 2 is an outline of a high-level process showing the components necessary to achieve this financial plan objectively.

Front End of the Planning Cycle



Back End of Planning Cycle

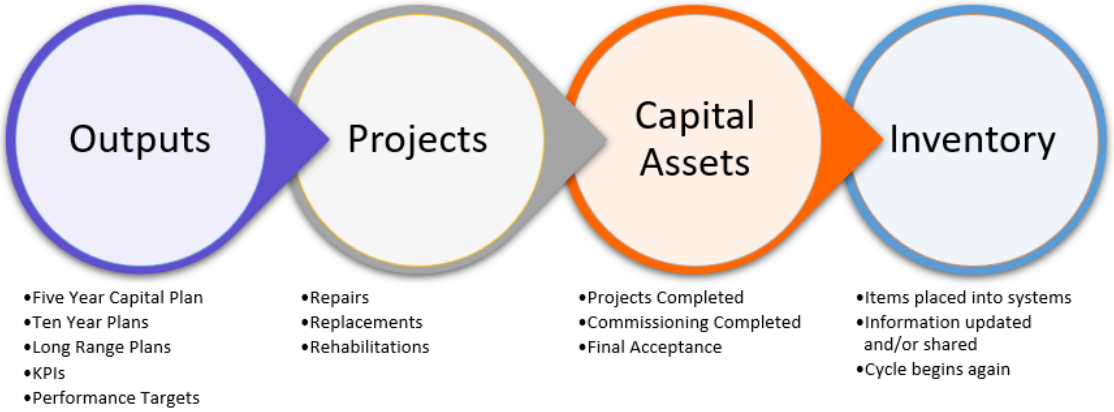


Figure 22- Asset Management Cycle Process

As the UTA TAM system evolves, improvements to the inventory can be made. Inspections will become more objective, and data produced by the remainder of the system will only get better as it matures.

UTA utilizes the TERM-Lite application for its long-term capital planning needs as it relates to SGR efforts. TERM-Lite is an FTA provided tool that can act as a decision support tool regarding funding allocation. One of the outputs from TERM-Lite is the SGR Backlog. The SGR Backlog not only refers to the dollar value of assets required to bring all assets into a state of good repair but also exists in its detailed form as a list

of assets out of a state of good repair. Using TERM-Lite also fulfills an FTA requirement to use a decision-support tool in the capital planning efforts. This will be further explained in the Part VI of this document.

To provide more reliable funding, more evenly distribute replacement efforts over the years, and provide more stability for UTA's project planning efforts, UTA has created several projects (buckets) that it uses to carry out its TAM efforts under. These projects include:

- FMA516- Corridor Fencing
- FMA543- Police Fleet Vehicles
- FMA652- Facilities, Equipment Managed Reserve
- FMA653- Facilities Rehab and Replacement
- FMA672- Park and Ride Rehab and Replacement
- FMA673- Stations and Platforms Rehab and Replacement
- FMA686- Warehouse Equipment Managed Reserve
- FMA692- Warm Springs / Commuter Rail Maintenances & Ops Facility
- ICI179- Network & Infrastructure Equipment
- ICI197- Bus Communications On-Board Technology
- ICI201- Server, Storage Infrastructure Equipment and Software
- ICI202- Radio Communication Infrastructure
- ICI217- Transit Management System
- ICI230- Operations Systems Enhancements and Replacement
- ICI230- HB433 Future Rail Car Purchase Payment
- MSP262- SLCentral HQ Office
- MSP270- Transit Signal Priority On Board Units (TOBU) Project
- MSP282- FrontRunner Platform Modification
- REV205- Non-Rev Service Vehicle Replacement
- REV209- Paratransit Replacements
- REV211- Bus Replacement
- REV232- Vanpool Van Replacements
- REV233- Commuter Rail Vehicle Replacement – Used
- REV234- Tooele County Microtransit & Vehicle Electrification
- REV236- VW Battery Buses
- REV238- SD100/SD160 Light Rail Vehicle Replacement
- REV241- NRV Ancillary Equipment (Trailers, etc.)
- REV242- Replacement Non-Rev Equipment/Special Vehicles
- SGR040- Light Rail Vehicle Rehab
- SGR047- Stray Current Mitigation
- SGR238- SD100/SD160- Light Rail Vehicle Replacement
- SGR353- Commuter Rail Engine Overhaul
- SGR359- Bridge Rehabilitation and Maintenance
- SGR370- Light Rail Red Signal Enforcement

- SGR385- Rail Rehab and Replacement
- SGR390- Jordan River Bldg 2 Remodel
- SGR391- Commuter Rail Vehicle Rehab and Replacement
- SGR393- Grade Crossings Rehab/Replacement
- SGR397- Traction Power Rehab and Replacement
- SGR398- OCS Rehab and Replacement
- SGR401- Ballast and Ties Rehab/Replacement
- SGR403- Train Control Rehab/Replacement
- SGR404- Rail Switches/Trackwork Controls
- SGR409- System Restrooms
- SGR410- Fiber Rehab and Replacement

There are also several smaller projects in UTA's IT group for critical infrastructure items.

Ten-Year Plans

To assist with SGR project management, the SGR team creates 10-Year Plans using the above project buckets for the following major asset types: infrastructure, facilities, revenue vehicles, and non-revenue vehicles. The plan assists the responsible service units by targeting the assets that may need to be rehabbed or replaced. Ten-Year Plans document assets that will exceed or have exceeded their useful life under the project bucket where they fall for rehab or replacement. Once an asset has exceeded its useful life, it will show up on the SGR backlog if it has not been replaced during the year in which it hits its useful life.

Ten-Year Plans are directly tied to the UTA 5-Year Capital Budget with estimates for years six – ten. The 10-Year plans provide asset lists of assets requiring rehab or replacements within a project bucket with detailed plans as to which assets are replaced by year for the ten-year period. Additionally, each project bucket has a target backlog percentage assigned to it. The target backlog percentage is the goal UTA will try to maintain during the 10-year plan, meaning the percentage of assets remaining in service that have exceeded their useful life but have not yet been rehabbed or replaced.

The Ten-Year Plan process is presented in Part VI with the 2025 – 2034 Ten-Year Plans for Infrastructure, Facilities, Revenue Vehicles, and Non-Revenue Vehicles available in Appendix I.

Goal

The goal of the Transit Asset Management efforts is to provide objective feedback to the FTA relating to the condition of UTA's assets and to base future asset planning on actual data gathered from the people who are most familiar with the assets. In turn, this feedback is captured, analyzed, and incorporated into the project planning efforts to get any issues addressed.

Part II- TAM and SGR Policy

See UTA Policy Number: 06.01 available in Appendix L

Part III- Capital Inventory List

UTA's SGR inventory will consist of items as defined by the FTA Final TAM Ruling. Items in the following categories and infrastructure will be defined by the SGR team. See Appendix A for an inventory hierarchy for these items.

This inventory will be based on the description outlined in the TAM Final Ruling which indicates an inventory must include all capital assets a provider owns, specifically all equipment, rolling stock, facilities, and infrastructure. The inventory does not need to include any equipment with acquisition values less than $50,000 unless that equipment is a service vehicle. The inventory must also include third-party owned or jointly procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, rolling stock and guideway infrastructure "***used by a provider in the provision of public transportation***." This inventory will be organized at a level commensurate with the level of detail in the provider's program of capital projects.

To maintain the inventory as described in the Rule, it will require assets be catalogued according to the inventory hierarchy. The inventory hierarchy can be adjusted over time, but to use the data input into the system, it must maintain the proper order so data can be used moving forward.

Key Inventory Information Elements

For information compiled into the asset management system, there are key items required to be registered. The most critical elements include: Description, Asset Number, Asset Code or Serial Number, Year Built (Date of Purchase), Unit Cost, Design Life, TERM Code.

To maintain an organized inventory, it is recommended assets be catalogued in a manner consistent with the inventory category hierarchy.

Asset Description

The Asset Description refers to the way an asset is known and tracked in UTA's asset master. There are varying levels of asset description (1, 2, 3) to further identify asset details. For equipment, it is recommended to use general description and a tag number to narrow down the specific asset.

Asset Code

The Asset Code is a very critical part of the inventory setup as it acts as the unique identifier for the asset. As the inventory grows to tens of thousands of assets, being able to understand to which specific asset the system points is critical to the long-term forecasting and replacement scheduling.

The Asset Code must be useful to the user. To accomplish this, each Asset Code must be unique and differentiate the asset without overcomplicating the structure. The system UTA chose to use is a "modular" structure where the Asset Code is built based on the inventory hierarchy structure and coupled with a piece of information separating that specific asset from others. This distinguishing information might be a vehicle number, a serial number or a milepost designation rounded to the nearest 100th of a mile.

Included on the hierarchy will be the abbreviation UTA will use to construct the asset code. Based on what the asset is, the inventory will be constructed using abbreviations from the hierarchy and the unique asset code designation.

Example of a Previous Asset Code:

CRS-GW-BT-TT-23.43-K (The asset is a piece of tangent (straight) track on the Commuter Rail South line at milepost 23.43)

- CRS = Commuter Rail South
- GW = Guideway
- BT = Ballasted Track
- TT = Tangent Track
- 23.43 = Milepost
- K= Drawing Set

As there are dozens of tangent track pieces on Commuter Rail South, the milepost designation makes the asset code unique. By inserting this, UTA can maintain an asset code structure applying to as many different assets as it needs. Adding the milepost number to a potential hundredth of a mile means this asset is unique as long as there is not another asset within a 50-foot radius of the asset. The K is a reference to the drawing set from which the inventory was built. It will apply in some cases like infrastructure inventory but beyond that, the main structure for the asset code will likely end with the unique identifier.

Asset Code Structure:

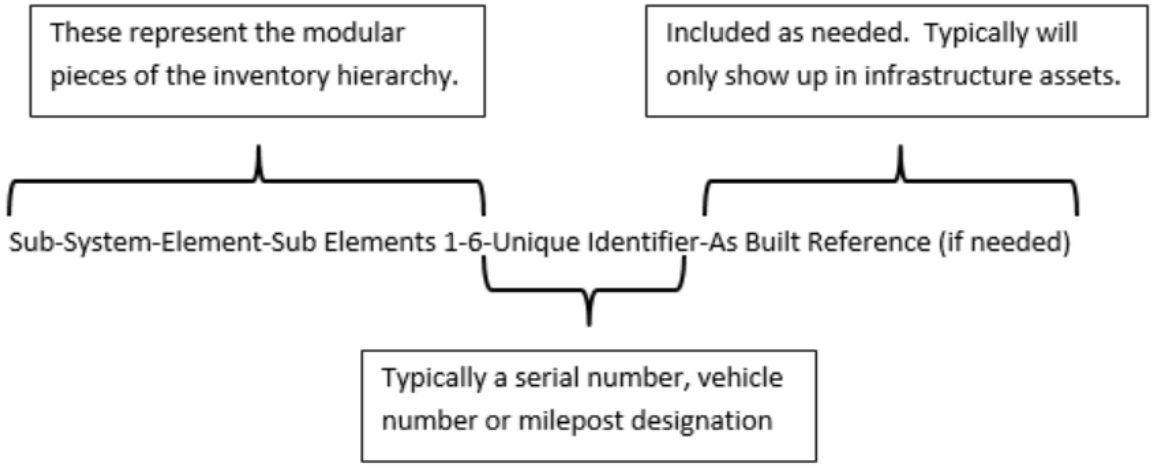


Figure 33- Asset Code Breakdown

Current asset codes will follow the following format. This new format will include the year built to help tell more of a story about the asset for the viewer. This will just be displayed with the year; it will not be displayed as an actual date. For example purposes, the asset code shown above would look like this under the new format:

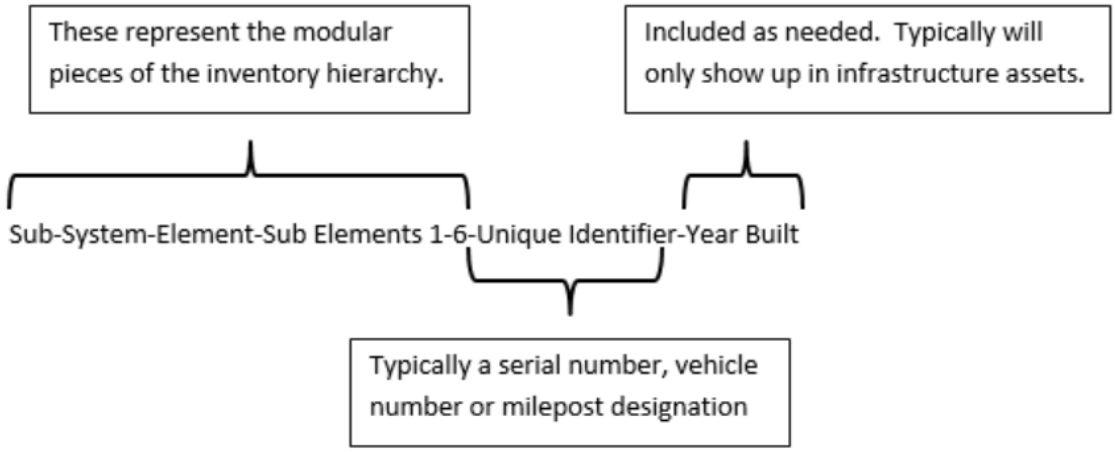


Figure 4- Asset Code Breakdown

Example of a Current Asset Code:

CRS-GW-BT-TT-23.43-2012 (The asset is a piece of tangent (straight) track on the Commuter Rail South line at milepost 23.43)

- CRS = Commuter Rail South
- GW = Guideway
- BT = Ballasted Track
- TT = Tangent Track
- 23.43 = Milepost
- 2012= Year the asset was built

Year Built

The Year Built category refers to when an asset was built, not when the asset was put into revenue service. Because the SGR Rule was published after the majority of UTA's rail infrastructure was added, in some cases the date an asset went into revenue service may be the best date. In the future, efforts can be made to work with contractors proactively to identify the date key assets are actually constructed and put into revenue service.

This element is critical since many assets involve an age-based condition rating system. To function in this system, UTA must be able to accurately determine the age of an asset. The Year Built date is extracted

from the Manufacture Date, for which the format is MM/DD/YYYY. The format for logging Year Built is YYYY.

Design Life

The design life refers to the expected life span (in years) of an asset when it is designed. In the context of the SGR Final Rule, the Design Life differs from a Useful Life Benchmark (ULB) in that a Design Life was the initial anticipation for how long an asset would last. A ULB is a more realistic life expectancy estimate, in years, attributed to an asset after UTA has had a chance to observe how the asset holds up under operational conditions over a few years.

UTA plans to use this ULB extensively in its long-term budget forecasting. ULB values are adjusted over time based on field evaluations or failure rates. To calculate replacement dates and create forecasts, the asset's age is deducted from the ULB value. That value represents how many years in the future UTA is currently planning on replacing a particular asset. See Appendix B for UTA useful life values for major assets.

This replacement planning is consistent regardless of the condition assessment approach. While some assets may only require tracking the age, those assets requiring actual condition inspections will also have a design life accurately reflecting the projected replacement year.

It should also be noted that there are some assets that UTA will likely not replace. These assets include items like major facilities or rail guideway assets like ballast and ties. Those items will rely instead on more increased capital maintenance funding to extend the life of those assets as long as possible until the only option is to replace them, if that ever comes.

Additional Inventory Categories

Table 1 lists all the inventory categories UTA uses to create its TAM inventory. It also contains a list of items UTA needs to track relative to the Continuing Control requirement needed for Grants Management. While not all Continuing Control categories are applicable to non-federally funded assets, UTA strives to capture as many of those categories as possible to capture as much data about an asset as possible. Not all fields are applicable to all asset types.

TAM Inventory Categories	Continuing Control Categories
Unit Number	Asset Description
TERM Code	Identification Number
Parent Asset Code	
Asset Code	Federal Award Identification Number (Grant Number / Name)
UTA Sub-System	Acquisition Date
Element	Cost
Asset Description 1	Percentage of Federal Participation
Asset Description 2	Responsible Service Unit
Asset Description 3	Location
Additional Remarks 1	Use and Condition

TAM Inventory Categories	Continuing Control Categories
Additional Remarks 2	Useful Life (Months)
Additional Remarks 3	Disposal Date
Milepost	Disposal Amount
Station Location (Begin)	Method Used to Determine Fair Market Value
Station Location (End)	Equipment Title Holder
Manufacture Date	
Quantity	
Quantity Unit	
Year Built	
Design Life	
Age	
Remaining Life (Calculated)	
TERM Condition Rating (Calculated)	
UTA Condition Rating (Observed)	
Unit Replacement Cost	
Replacement Cost	
Construction Drawing Reference	
X-Coordinate(s)	
Y Coordinate(s)	
Unit Cost Year	
Replacement Date	
Agency Project Category	
Agency Project Description	
In-Service Date	

Table 1- Inventory Elements

Part IV- Condition Assessments

Condition assessments relate directly to the performance measures required under the TAM Final Rule. The rule states this section of the TAM Plan is to be a condition assessment of those inventoried assets for which a provider has direct capital responsibility. A condition assessment must generate information with sufficient detail to monitor and predict the performance of the assets and to inform the investment prioritization.

Condition assessments for the facility assets are in Appendix M. They will be completed every four years and added to the plan in Appendix M upon completion. The rest of this section will describe how condition ratings and the methods will translate into the performance measures required by the FTA TAM Rule.

Performance measures are based on either age or condition combined with the performance of an asset. Based on the condition of its assets and the condition assessment method, Table 2 below outlines the categories on which UTA is required to report.

Asset Categories	Condition Assessment Method	Determining Factor
Revenue Service Vehicles	Age Based	Is vehicle older than its established ULB? Counted as a percentage per fleet of vehicles that exceed an established ULB.
Non-Revenue Service Vehicles	Age Based	Is vehicle older than its established ULB? Counted as a percentage per fleet of vehicles that exceed an established ULB.
Facilities (Administration, Maintenance, Passenger Stations, Parking Lots & Parking Structures)	Condition Based	Physical Inspection of these items.
Infrastructure	Performance Based	Relates to Rail Infrastructure. Calculated percentage of track segments with performance restrictions.

Table 2 - Condition Assessment Table

UTA will utilize the Ten-Year Plan to deliver the investment prioritization information. This plan allows stakeholders to provide information to the decision makers regarding risks that can be expected should the project not be funded. At UTA, the SGR Team has always believed in order to provide a benefit to the agency, a financial output is needed. This output needs to provide a brief but realistic portrayal of the risks decision makers need to weigh when they are allocating budgets. For the budget projections to be of value, it is critical that the highest level of decision makers believe and support the data provided. If there is a lack of trust and belief in the system outputs, asset management will become a box to check but the data will not add value or be used in making decisions.

Useful Life Benchmarks (ULBs)

A Useful Life Benchmark (ULB) refers to an expected life value for an asset. In the context of the Transit Asset Management Rule, it provides a benchmark indicating when an agency feels it should replace an asset. This should not be seen as a minimum value of the asset, rather it should be seen as a realistic value. In the most basic terms, assets with ages exceeding an established ULB value for that asset class would be considered out of a State of Good Repair, and conversely, in the agency's backlog.

The Capital Asset Controls team and Grants departments also use a similar term in their efforts as it relates to FTA circular material. In their world, ULB may refer to a minimum age value for an asset class for which an agency would not be required to repay the FTA should UTA choose to dispose of an asset early. In some instances, these values for Accounting and TAM may be identical. In other instances, they may vary. When setting the ULBs for assets, the SGR group should consult with the Capital Asset Controls team and Grants groups to ensure they are not setting a ULB conflicting with other governing documents. Conflicting ULB would be defined as a TAM ULB being set below that of what is defined in a grant agreement. It is ok to have a different useful life than what may have been in a grant vs what is identified

for TAM purposes, however, setting a TAM useful life below that which is existing in a grant agreement would present some issues and needs to be properly planned for when defining a capital project.

In a TAM context, agencies are allowed to shift the ULB if they so choose. Should UTA decide to do this, it will need to justify the reason behind the shift and be able to provide some level of confidence that the shift will not extend the ULB value beyond UTA's realistic expectations. This shift would be communicated in the NTD narrative document reported each year as part of the A90 form submission.

FTA Useful Life Benchmark Cheat Sheet

For vehicles, the FTA provides ULB values. The link is:

https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-11/TAM-ULB-CheatSheet.pdf

Table 3 is a list summarizing the UTA vehicle fleet.

NTD Code	Vehicle Type	FTA Default ULB (in years)	UTA Value (Can be a Range)
AB	Articulated Bus	14	14
AO	Automobile	8	8
BU	Bus	14	12 - 18
CU	Cutaway Bus	10	8
LR	Light Rail Vehicle	31	25 - 30
MV	Minivan	8	6 – 8 *
RL	Commuter Rail Locomotive	39	40
RP	Commuter Rail Passenger Coach	39	40
SR	Streetcar	31	30
SV	Sport Utility Vehicle	8	8
VN	Van	8	6 – 8 *

***Excessive/accelerated mileage may drive earlier replacement**

Table 3 - ULB Table for Vehicles

TERM Scale

The TAM Rule requires agencies to use the 1-5 TERM scale. Below (Table 4) is a description of the rating:

Rating Value	Description	Useful Life Used
5.0	Excellent	0% - 10 %
4.0	Good	11% - 50%
3.0	Adequate	50
2.5	----	100%
2.0	Marginal	> 100%
1.0	Poor	> 100%

Table 4- TERM Condition Rating Definitions

The FTA requests condition ratings as integer values. UTA will use decimal points up to the hundredth place to provide greater granularity and perspective to the true condition rating of an asset.

According to the rule, an asset is in an SGR if its value is 3 or greater. Values are allowed to be rounded to the nearest whole value for reporting purposes. By extension – the absolute lowest condition rating an asset may be rated at and still be considered in an SGR is 2.50. Anything below that would be considered out of an SGR.

Revenue Service Vehicles

The high-level description for what generates the performance measure target value reported annually to the FTA for rolling stock is the percentage of revenue vehicles within a particular asset class having either met or exceeded their ULB. In other words, the measure is the percentage of vehicles within a particular asset class that are as old or older than the ULB against which they are measured. Figure 5 below provides an example of a light rail vehicle. It shows an age range and what a decay curve could look like.

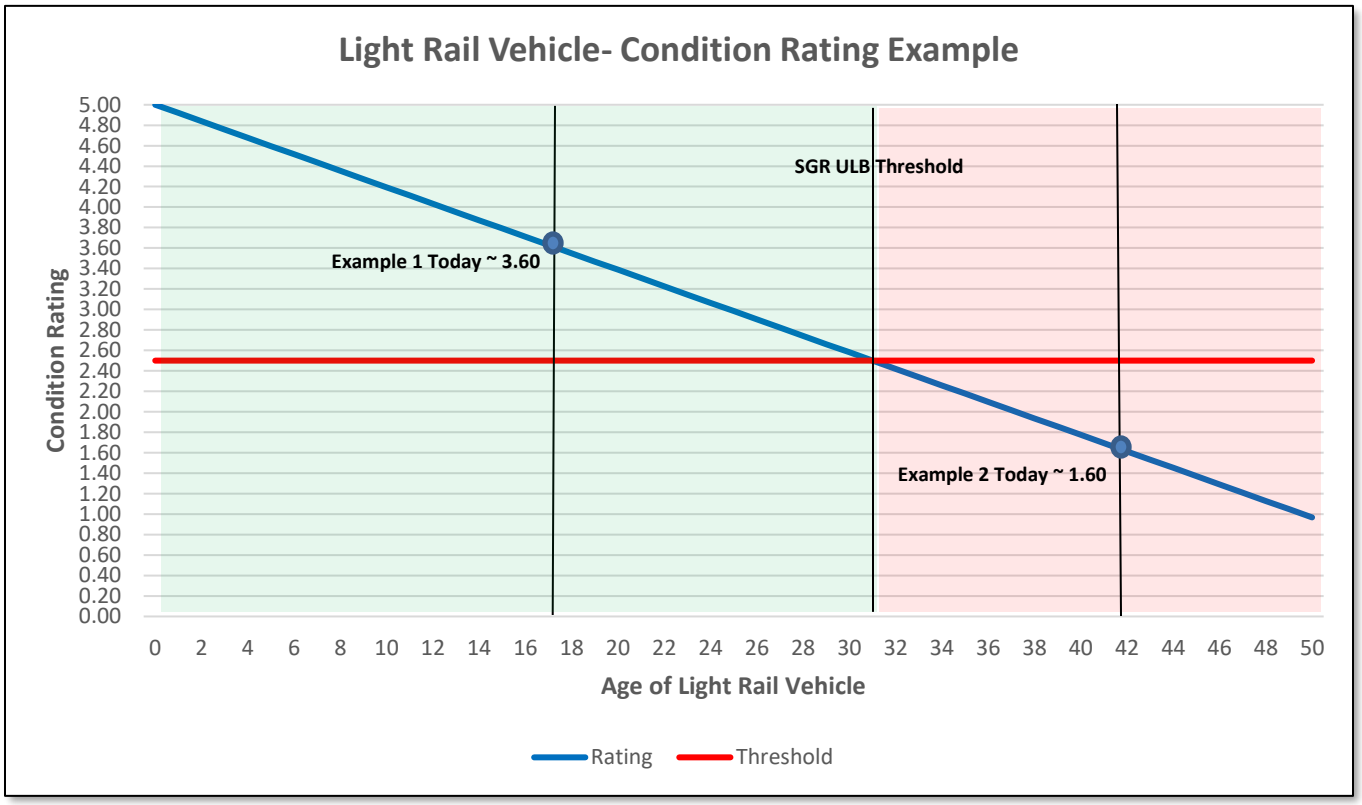


Figure 5- LRV Useful Life Example

The area in green reflects a period of time equal to the ULB for which an asset may be considered in an SGR. The area in red reflects the period of time for which an asset might be considered below an SGR. In this case, 31 years is the threshold level. In an age-based system, the asset, represented by the dot, tracks down the deterioration rating curve towards the ULB threshold. This timeframe is represented by the point where the blue and red lines intersect and where the green and red fields share a border.

According to Figure 5, because the asset in Example 1 is to the left of the ULB threshold and above the threshold, it would be counted as being in an SGR. In Example 2, because the asset is 42 years old and falls below the minimum threshold line, it would be considered out of a SGR and would be counted towards the percentage of assets in this asset class out of a SGR, or in the backlog.

This approach will be used for the calculation of performance measures for all revenue vehicle fleet types regardless of mode. A final list of performance measures exists in Appendix D and will be updated annually.

Non-Revenue Service Vehicles

The FTA Final TAM Rule also requires agencies provide feedback on non-revenue service vehicles, with all requirements pertaining to Revenue Service Vehicles applying as well. Vehicle fleets for this category would refer to the function of the vehicle.

These vehicles will be measured against an age-based condition rating scale based on the fleet/type of the vehicle. As is the case with Revenue Vehicles, UTA can modify the ULB of the vehicle type with justification. (Table 5)

NTD Code	Vehicle Type	FTA Default ULB (in years)	UTA Value (can be a range)
AO	Automobile	8	8
MV	Trucks & Other Rubber Tire Vehicles	14	14 - 20
N/A	Steel Wheel Vehicles	25	25 - 50

Table 5- NTD Category and Useful Life Values

Based on discussions with NTD Analysts, the Automobiles classification is meant to cover vehicles like sedans, two-door coupes, hatchbacks, or like vehicles. Vans, SUVs and trucks are meant to fall under the Trucks & Other Rubber Tire Vehicles classification.

Facilities

The items required by the FTA Final TAM Rule to undergo an actual physical condition assessment belong to the Facilities category. The Rule is specifically aimed at Administration and Maintenance buildings as well as Passenger Stations and Passenger Parking facilities.

The guidebook for facility condition assessments is provided in Appendix E. This document should be viewed as a help to produce the facility condition rating.

UTA facility condition assessments will be completed in-house by UTA employees every four years. These inspections will be housed on UTA's network with the overall observed condition rating being entered into JD Edwards.

Standardized facility assessments promote efficiency and consistency among the condition rating evaluations. The FTA allows agencies freedom to establish approaches for performing condition ratings. A sample of the forms being used is provided in Appendix J.

Condition assessments will allow UTA to plan its capital replacement budget for facilities based on these assessments.

The performance targets UTA will be reporting to the FTA regarding facility conditions are a percentage of a facility type that have an overall condition rating of 3 or less.

Infrastructure

The method required for reporting by the FTA relative to the calculation of the infrastructure performance measure is unique. Rather than considering actual rail condition as determined by rail geometry characteristics or some other physical observation, the performance measure is a calculation reflecting the number of slow orders in place and the effect those performance restrictions have on UTA's rail systems.

The calculation method will be based on the number of performance restrictions in place on the first Wednesday of each month at 9:00 am. Rail Operations Controllers supply the SGR group with a list of performance restrictions open at that time and the SGR group consolidates these restrictions into a single list. At the end of the year, the SGR team will calculate the overall value for the year reflecting the performance target for reporting to the FTA.

UTA has established Infrastructure Performance Targets for its different service lines. There are metrics in place for:

1) Commuter Rail
2) Red Line- Light Rail
3) Blue Line- Light Rail
4) Green Line- Light Rail
5) S-Line

To perform these calculations, the SGR team has broken up the alignment into sections called track segments. A track segment list is included in Appendix G. Light rail and streetcar track segments are from interlocking to interlocking. Commuter Rail is similar; however, a segment goes from station to station. The areas wrapping around a station are a segment and the area between the stations is a segment.

To generate the calculation, the total number of track miles being affected by the performance restrictions are tallied monthly and stored over the course of the year. At year end, those lengths will be averaged and a Year-to-Date measure determined.

In addition, the number of track segments affected by performance restrictions each month will be divided by the total number of track segments in UTA's system. At year end, this percentage will be averaged over the year and this value will be reported to the FTA.

Part V- Analytical Process for Estimating Needs over Time

General Approach

There are many tools available to UTA to aid in the estimation of capital needs over time for assets tracked under the TAM Rule. The performance measures outlined by the TAM Rule provide a starting point. These performance measures are determined by age, condition, and performance characteristics of UTA's assets.

Figure 6 illustrates the process assets should follow to develop these needs projections over time. Beneath the chart, there will be more in-depth explanations for asset categories dealing with specific performance measures required by the FTA.

All assets should be assigned a useful life value. In any effective asset management system, assets, regardless of the condition determination method, should have a baseline useful life value established. In UTA's system, the goal is for the condition rating of assets to deteriorate according to the useful life projection to which they are assigned. These condition ratings will be tied to the TERM 1-5 condition rating scale. As assets approach a value of 3, UTA will physically verify the actual condition of the asset. If UTA recognizes a pattern of premature failures, it may choose to update all the assets of a particular asset class.

At this point, UTA will determine whether the condition rating should be adjusted based on the physical condition at the time of verification. An adjustment in the condition rating also involves an adjustment to the useful life value for that asset. After the condition rating and useful life values have been adjusted, for the adjustment to be fully captured, the budget impacts should be addressed. If the adjustment modifies the SGR Five-Year Plan, adjustments should be made, and the proper individuals notified. For adjustments affecting budget numbers outside the SGR Five-Year Plan window, no action is required.

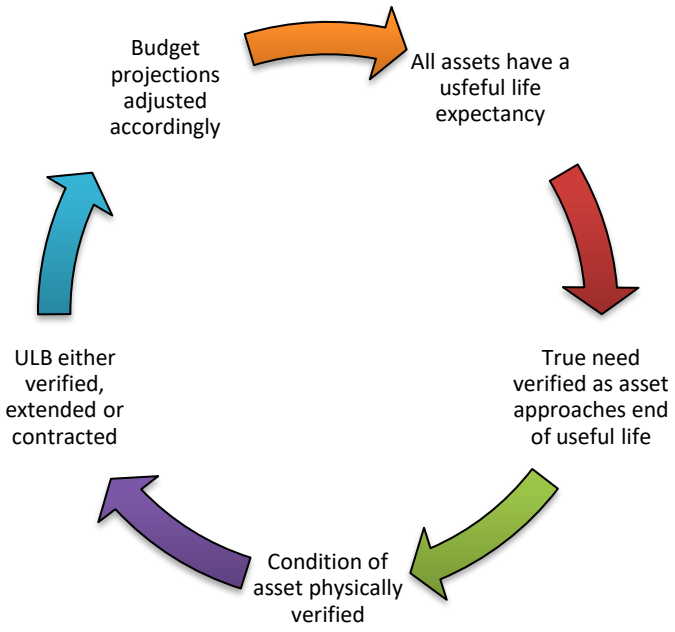


Figure 6- Condition Verification Approach

Data Consolidation

Figure 7 below outlines the data sources considered from the different asset categories and how they will be evaluated and processed into the SGR Five-Year Capital Plan:

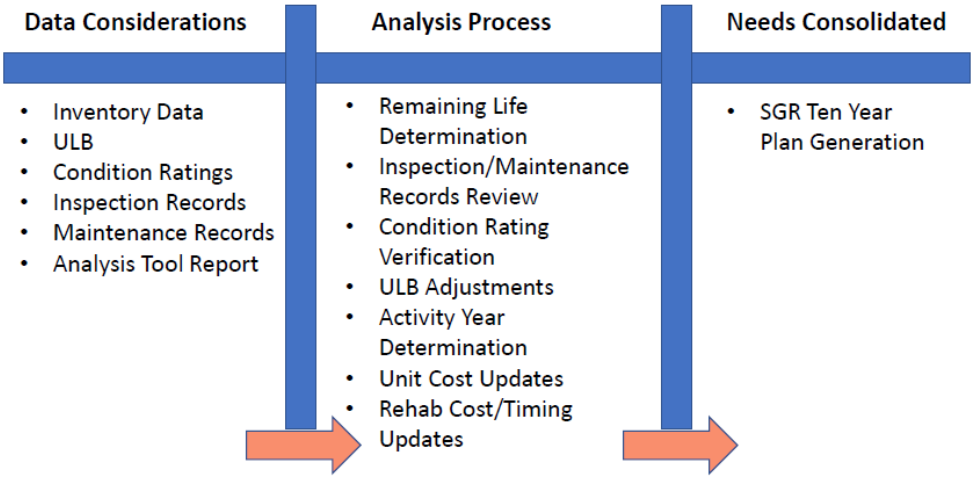


Figure 7- Asset Information Flow

Revenue Service Vehicles

The long-term maintenance of revenue vehicles involves designated overhaul intervals over the course of a vehicle's useful life and culminates in the replacement of the asset at the end of its useful life.

Since revenue vehicles are evaluated on a time-based schedule, determining the proper timing for these overhaul cycles can be more easily planned. These overhaul cycles can be more narrowly defined to specific projects. The intent of this section is to highlight which revenue vehicles are or should be included in a particular overhaul cycle.

Revenue vehicles and efforts programmed for their capital maintenance and replacement in the current 2024 SGR Five-Year Plan account for 68% of the forecasted need as seen in Figure 8. Fifteen percent of that figure is allocated to replacing and/or rehabbing rail vehicles. UTA's light rail fleet consists of SD100s, SD160s, and S70s acquired in 1999, 2001 / 2003, and 2011 / 2012 respectively. The light rail fleet overhaul projects are underway for the S70 vehicles with expenses allocated for the next several years. In addition, the SD1X0 light rail vehicle replacement project(s) are underway with expenses allocated for the next several years. A copy of the Five-Year Capital Plan for 2024 – 2028 can be referenced in Appendix O.

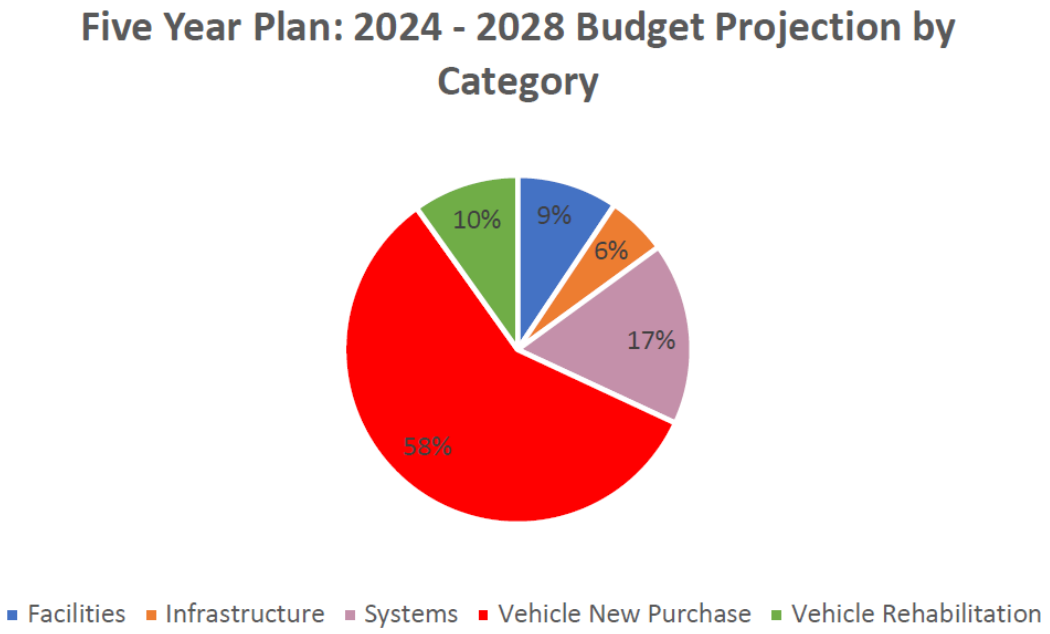


Figure 8- Current Five-Year Plan Budget Percentages

With the Bipartisan Infrastructure Law passed in 2021, UTA accessed and may have access to additional federal funds to replace rail vehicles. There is $300 million available every year for five years beginning in 2022 for SGR and rail vehicle replacement. See figure 9 for details.

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
5337 State of Good Repair	$4,411	$4,483	$4,575	$4,649	$4,743
High Intensity Fixed Guideway Tier	$3,994	$4,064	$4,153	$4,225	$4,316
High Intensity Motorbus Tier	$117	$119	$122	$124	$127
Competitive Grants for Rail Vehicle Replacement	$300	$300	$300	$300	$300

Note: The Bipartisan Infrastructure Law provides both authorized future funding from the Mass Transit Account of the Highway Trust Fund and advance annual appropriations, both of which are included in the table shown above.

Figure 9 – Bipartisan Infrastructure Bill and SGR Funding for Rail Car Replacements

Vehicle Program Approach

Programming for vehicle overhauls and replacements needs to account for UTA's capacity to get the work done: either completed in-house or contracted out, its production rate per year and the length of time needed to complete the overhaul cycle for an entire fleet. Vehicle overhaul managers will have the flexibility they need to establish this programmatic approach. Since overhauls are now considered to be a part of the lifecycle activities of the major revenue vehicle classes, they will be ongoing, and to be consistent with the programmatic budget approach, overhauls can better be accounted for in the five-year plan. This approach utilizes lessons learned based on past experience and allows UTA to better target a consistent annual funding amount that can be supported by data and is more in line with UTA's capacity to perform the work.

Rail vehicle overhauls are completed via a component overhaul program. There are certain components associated with different overhaul phases. Major components can be rebuilt and warehoused until they are needed. When components designated for replacement as part of a particular overhaul schedule come due for replacement, they will be pulled off the vehicle and replaced with a recently rebuilt component. At that point, the pulled item should be evaluated and either disposed or refurbished. In the event the item is disposed, the Overhaul Manager will determine if a replacement component is required to maintain the appropriate component float. This approach will help minimize downtime for required capital maintenance efforts.

Vehicle replacement activities will be programmed by the Vehicle Overhaul Manager. The Vehicle Overhaul Manager will work with the SGR Manager to program the replacements of these vehicles and reflect them in the SGR Five-Year Plan. UTA will set its ULB to reflect the beginning of the cycle for which it anticipates the rail vehicle replacement.

Light Rail Vehicle Replacement Strategy

UTA is pursuing a discretionary grant opportunity for the replacement of the current SD100 & SD160 fleets over the next several years, approximately (2023-2028). TAM priorities were updated based on the NOFO requirements released 12 October 2022, after the first TAM Plan update was required per the TAM CFR regulation. The ULB for the SD fleet vehicles has been updated to 25 years from the initial value of 30 years. There are three major justifications for this ULB update:

1) Expensive Future Overhaul Efforts – the older SD100 vehicles currently use a DC propulsion system. As part of any rehab program for extending the useful life value of these vehicles, it would require a costly update to convert this system to a more reliable and better performing AC propulsion system, similar to what is currently in use on the SD160 vehicles. In addition to this activity, other costly efforts will need to be performed to extend the useful life of these vehicles out for an additional 10 years. The estimated cost for these life-extending overhaul activities is above $100 million in the aggregate.

2) Accessibility – SD100 and SD160 vehicles require high-block boarding for ADA patrons. These high-block platforms add extra effort these riders need to perform to board the vehicles. This also requires operators to exit their cabin and lower a manual loading ramp so the rider can board the vehicle. This adds dwell-time at each station and provides an extra burden to these riders and UTA's operators. By providing a low-floor vehicle to replace these existing high-floor vehicles, UTA will provide level boarding options for all its patrons across the entire light rail system. This will provide additional rider accessibility benefits to UTA patrons, improve operational efficiencies, and provide consistency in how UTA's riders can access the Light Rail system.

3) Finally, Salt Lake City won the 2034 Winter Olympic Games bid. Replacing the SD fleet will ensure LRVs are reliable while providing enhanced accessibility in time for those Olympics.

The project prioritization for the LRV Replacement Project can be seen in the SGR Project Prioritization Matrix (Appendix N). Further rehabbing the SD fleet would provide a 10-year life extension with an estimated $100 M cost as compared to being able to purchase newer vehicles for $120M. UTA anticipates being able to get 2.5 to 3 times the life out of the new vehicles that it would expect to realize by spending twice the amount of money for the vehicle replacement as opposed to funding the life-extending overhaul project.

Non-Revenue Service Vehicles

Non-Revenue Service Vehicles performance measure is also age-based. For these vehicles, UTA should follow recommended maintenance guidelines for maintaining these vehicles, however, in most cases there will not be an overhaul effort for the vehicles.

The main capital effort relating to these vehicles will be vehicle replacement according to their ULB. Mileage accumulation will also be considered.

Some vehicles falling into this category could garner capital maintenance rehabilitation funding. These vehicles are generally related to the specialty vehicles like rail infrastructure maintenance equipment.

These assets typically have a longer useful life and are very expensive. As with revenue vehicles and to be consistent with the programmatic budget approach, rehabilitation can better be accounted for in the ten-year plan as an Annual Capital Maintenance (ACM) value.

Table 6 is a table of UTA's different Non-Revenue Service Vehicle types. This table also outlines if UTA anticipates significant ACM funding should be provided for these vehicles to meet the ULB. The Police Vehicle Replacement project will be discussed more fully later in this section.

Vehicle Type	Project Code	Capital Funding SGR Buckets
Non-Revenue Vehicles	REV205	Replacements
Specialty Vehicles	REV242	ACM/Replacements
Ancillary Equipment/Vehicles	REV241	Replacements
Police Vehicle Replacement	FMA543	Replacements

Table 6 – Non-Revenue Vehicle Capital Activity Chart

UTA has centralized all non-revenue vehicle responsibilities into one team, except for the Police vehicles, and adopted a centralized fleet management approach. This approach allows UTA not only consolidate non-revenue vehicle lifecycle responsibilities into one group, but to apply procedures correcting practices that might have increased the use of vehicles well past their useful life values. In addition, this approach has the following benefits, including many SGR activities such as vehicle maintenance schedules and replacement cycles:

- Total Cost of Ownership (TCO) Model:

  The TCO Model is utilized in conjunction with vehicle age and mileage guidelines to determine the optimal strategy for managing non-revenue vehicles. This includes decisions on downsizing, reassigning, or replacing vehicles.

- Vehicle Utilization and Pool Structure:

  Non-specialized non-revenue vehicles with lower utilization rates are transitioned to a vehicle pool structure. A minimum Vehicle Miles Traveled (VMT) threshold and a baseline of operations for each department have been defined to justify vehicle assignment versus inclusion in the pool.

- Fleet Replacement Cycle:

  A Fleet Replacement Cycle has been established based on age and mileage guidelines for vehicles.

- Ongoing Review and Coordination:

  Continuous review of departmental needs, vehicle utilization, and planned replacements is conducted in coordination with department managers to ensure alignment with operational requirements.

Replacements for non-revenue vehicles will continue following an evaluation process where multiple characteristics of the vehicle are considered relative to age, usage, etc. to determine where the greatest

need lies. If the vehicle still appears to be in good condition, the condition rating value will be adjusted to more accurately reflect the true condition of the vehicle and provide a more accurate replacement date projection. If the vehicle is deemed to need a replacement, the capital funding will be requested. Vehicle managers may use other tools they develop to help determine the priority of the replacements.

Police Vehicles

UTA operates its own Police Department. Due to the high usage and high mileage accumulation these vehicles endure, they are managed using a different ULB and mileage range. The Police Department manages their fleet. They receive capital funding on an annual basis to replace a certain number of their vehicles. Due to the high usage of the vehicles, their ULB range is more frequent than other non-revenue service vehicles at UTA. Their ULB range can be as low as every 5 years and would typically range from 5 – 8 years depending on performance and mileage accumulation.

Police vehicles are also a great candidate for the 5307 safety and security funding requirement. This requirement states UTA is to spend 1% of the funding it receives for the 5307 formula funds on safety and security projects. These vehicle replacements typically meet that requirement

Facilities

Overview

Facilities are the only asset class where the condition rating determination method is based solely on a physical inspection. The FTA requires condition rating inspections for maintenance, administration, passenger station and passenger parking facility assets minimally once every four years. Qualified Facilities Journeyist personnel having an adequate understanding of facility elements being inspected should conduct these condition inspections.

To maintain process integrity, SGR staff will annually audit 10% of submitted condition inspections and verify the supplied condition ratings. SGR staff will document their findings and return the previously submitted condition rating inspection report with their comments to the Facilities Manager to address comments and modify applicable condition ratings. Updates and condition ratings will be maintained in JD Edwards.

Condition Rating Table

Table 7 outlines the FTA TERM Condition Rating Scale and the description of the rating value to be used in the condition rating table.

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or

Rating	Condition	Description
		deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life

Table 7 - Condition Rating Descriptions

Quadrennial Condition Assessments

Currently, UTA has 268 facilities it believes qualify for these condition assessments. These assets are summarized in the Table 8:

FACILITIES	Number
Beck Yard	1
Bus Rapid Transit Station	71
Central	6
Commuter Rail Station	17
Depot District	6
Frontline Headquarters	1
Jordan River Service Center	3
Light Rail Station	60
Meadowbrook	12
Midvale	4
Mobility Center	1
Ogden	6
Park and Ride	47
Parking Structure	3
Police Station	3
Riverside	6
Roadhouse	1
Semi Service	1
SLC Intermodal Hub	4
Timpanogos	11
Tooele Bus Garage	1
Warm Springs (UP Diesel Shop)	1
7200 S Building	1
Provo CS	1

Grand Total	268

Table 8 - Facilities Condition Assessment Count

Inspection Points of Focus

Below (Figure 10) is an example form that UTA is currently using for its facilities condition inspections:

UTA

Date: **Inspected By:**

Campus: **Facility Name:**

Unit #: **Overall Average Condition** **2.93**

ID	Category	Sub-Category	Condition 1	2	3	4	5	Percentage Sum	Weighted Score	Average Condition
	Section 1: Applies to Admin/Maintenance Buildings Only									
1	Building Substructure	Foundation, Basement, Superstructure							0.00	0.00
2		Exterior Walls/Envelope							0.00	0.00
3		Exterior Windows							0.00	0.00
4		Exterior Doors							0.00	0.00
5		Roof(Surface,Drain System)							0.00	0.00
6		Skylights							0.00	0.00
7	Building Interior	Partition Walls							0.00	0.00
8		Flooring							0.00	0.00
9		Ceilings							0.00	0.00
10		Interior Doors							0.00	0.00
11		Furnishings							0.00	0.00
12	Conveyance	Elevators & Escalators							0.00	0.00
13		Interior Stairs							0.00	0.00
14		Exterior Stairs							0.00	0.00
15	Plumbing	Drains, Fixtures, Pipes/Valves							0.00	0.00
16	HVAC	Equipment (Heating, AC, Ventilation/Air Handling, & Controls)							0.00	0.00
17		Distribution System							0.00	0.00
18	Fire Protection System	Wet/Dry Systems, Controls, & Emergency Systems							0.00	0.00
19	Electrical	Service, Panels, Wiring, & Outlets/Switches							0.00	0.00
20		Security & Data/Comm							0.00	0.00
21		Emergency Systems (Generator, UPS)							0.00	0.00
22	Building Equipment	Air Compressors, Sump Pumps, & Ejectors							0.00	0.00
23	Maintenance Bays	Maintenance Bays (general)							0.00	0.00
24		Bay Doors							0.00	0.00

25	Shop Equipment	Wastewater Treatment (Sand, Interception, Oil/Water Separations, Water Treatment)							0.00	0.00
26		Paint Booth							0.00	0.00
27		Fuel Systems/Fluid Distribution							0.00	0.00
28		Cranes							0.00	0.00
29	Vehicle Wash	Floor / Substructure							0.00	0.00
30		Drainage							0.00	0.00
31		Building Structure							0.00	0.00
32		Arch/Frame/Gantry							0.00	0.00
33		Bay doors							0.00	0.00
34		Brushes							0.00	0.00
35		Tanks							0.00	0.00
36		Pump							0.00	0.00
37		Water Lines							0.00	0.00
38		High Pressure Nozzles							0.00	0.00
39		Underfloor/Blow-down Cleaning Equipment							0.00	0.00
40		Lighting							0.00	0.00
41		Blower (Veh Interior)							0.00	0.00
42		Dryer							0.00	0.00
43		Vehicle Conveyors							0.00	0.00
44	Fueling Station	Floor/Substructure							0.00	0.00
45		Drainage							0.00	0.00
46		Structure/Roof							0.00	0.00
47		Arch/Frame/Gantry							0.00	0.00
48		Bay doors							0.00	0.00
49		Bollards							0.00	0.00
50		Fuel Tanks							0.00	0.00
51		Fuel Pumps, Fuel Lines							0.00	0.00
52		Lighting/Electrical							0.00	0.00
53		Safety Systems							0.00	0.00
54		Securing Systems (Including "payment")							0.00	0.00
55		Fencing							0.00	0.00
56	Site	Storm Water System							0.00	0.00
57		Pavement (Roadways/Driveways, Transit Vehicular, Passenger Vehicle Parking)							0.00	0.00
58		Landscaping & Grounds							0.00	0.00
59		Fencing							0.00	0.00
60		Lighting							0.00	0.00
61		Parking Lot Surface							0.00	0.00
62		ADA Access & Equipment							0.00	0.00

63		Sidewalks							0.00	0.00
	Section 2: Applicable to Stations, Park and Rides / Structures only									
64	Stations/Canopies	Canopy Foundation			100			100	60.00	3.00
65		Station Deck			100			100	60.00	3.00
66		Station Tactile							0.00	0.00
67		Station Benches		30	70			100	54.00	2.70
68		Canopy Handrails							0.00	0.00
69		Canopy Glass		50	10	40		100	58.00	2.90
70		Canopy Roof			100			100	60.00	3.00
71		High Block/ADA access			100			100	60.00	3.00
72	Conveyance	Elevators & Escalators							0.00	0.00
73		Exterior Stairs							0.00	0.00
74	Plumbing	Drains, Fixtures, Pipes/Valves							0.00	0.00
75	HVAC	Equipment (Heating, AC, Ventilation/Air Handling, & Controls)							0.00	0.00
76	Fire Protection System	Wet/Dry Systems, Controls, Emergency Systems							0.00	0.00
77	Electrical	Service, Panels, Wiring, & Outlets/Switches							0.00	0.00
78		Security & Data/Comm							0.00	0.00
79		Emergency Systems (Generator, UPS)							0.00	0.00
80	Site	Sidewalks/Bus Dropoff/Concrete		30	70			100	54.00	2.70
81		Snow Melt (if equipped)							0.00	0.00
82		Lighting (Platform &Parking)			100			100	60.00	3.00
83		Parking Lot Surface: Striping							0.00	0.00
84		Parking Lot Surface: Asphalt							0.00	0.00
85		Drainage/Storm Drains			100			100	60.00	3.00
86		Fencing							0.00	0.00
87		Landscaping & Grounds			100			100	60.00	3.00
88		Plumbing (Irrigation)							0.00	0.00
89		Air Compressors, Sump Pumps, & Ejectors							0.00	0.00

Figure 10- Facilities Condition Assessment Example

The calculation works as follows:

1) The weighted score is a value that reflects the percentage of the item in a particular condition state. This condition score is equivalent to the TERM Scale. The percentage, expressed as a whole number on a scale from 1-100, is multiplied by the corresponding condition score.
2) The Average Condition for the individual elements is calculated by multiplying the weighted score by .01 and then multiplying that by 5.

3) The overall average condition score at the bottom of the page is than calculated by taking the average of all the elemental Average Condition scores.

Facility Planning

Future facilities SGR projects will be coordinated between the Facilities Manager, Manager SGR, and Facilities Development Supervisor. Additionally, UTA's Facilities Development group purchased and is installing/configuring a product from AECOM's Asset Management Division to use as a facility master planning tool. The majority of major facilities SGR work will be included in UTA's Strategic Facilities Master Plan.

Equipment Assets

The TAM effort focuses on equipment assets used in the provision of public transportation with a cost greater than $50,000. This includes all non-revenue vehicles regardless of cost. Non-Revenue vehicles are addressed in a separate section. This section refers to the other equipment assets.

Equipment assets typically include assets such as shop equipment. Due to the nature of the prioritization models, these items typically score low on the priority list, mostly due to the fact they are not customer facing. UTA, however, recognizes that these assets are important to the UTA operation so it allocates a block of funding dedicated to the rehab and replacement of these assets where the responsible project manager can use this dedicated funding to replace or rehabilitate as many assets as possible with that available funding.

To aid in the decision-making process as to what assets will be replaced, the SGR team provide the project manager with an updated list each year of the assets that are due for replacement.

Guideway

Overview

Calculating the needs for the Guideway Infrastructure will revolve around useful life values for infrastructure elements, geometry readings, maintenance records, and ride quality analysis. Each element will be considered individually and as a collective total.

Useful Life Values

UTA established useful life values for different infrastructure elements relating to rail corridor track, signaling systems, and electrification systems. Similar to the useful life method described earlier, as assets approach the condition rating of 3 in a time-based condition rating system, UTA will physically inspect the asset in question to determine the need. If the need is warranted, the condition rating will be validated, and the need will be documented. If the need is not warranted, the useful life will be extended, and the process repeated when the asset again approaches the condition rating of 3.

The SGR team will compile a report each year to identify which assets are approaching their projected replacement dates. This report will provide the basis for programming and verification efforts for that year.

There are some components, particularly electrical components and signaling components that can be inspected but may not show signs of imminent failure. There may be instances where UTA elects to extend a useful life value on those components. This should be done after sufficient due diligence occurs.

The SGR Team will group the assets deemed eligible for replacement or rehabilitation into projects and submission for budget consideration.

Geometry Records

UTA hires a third-party contractor periodically to fulfill its required FRA geometry tests. The SGR team will consult with the MOW Track group regarding those findings to track occurrences over time. These geometry tests tell UTA if the track is in a sufficient enough condition to operate the trains at the designed class speed.

After issues are reviewed and the correct fix determined, managers will decide whether the fix can be addressed through a routine maintenance practice or a capital project. If a capital project is required, the SGR team will work with the appropriate managers to develop and include it in the SGR Five-Year Plan.

Ride Quality Analysis

UTA has made purchases which will help in the gathering of track geometry data and in maximizing the tamper productivity. UTA has also acquired an accelerometer system on its locomotives as an added benefit of a recently installed health monitoring system, enhanced track tamping equipment, and a linear asset analytical tool to help monitor, maintain, and improve ride quality for its rail infrastructure. UTA purchased a separate accelerometer system that can be transferred between rail vehicles and can calculate the ride quality compared against the ISO ride quality standard.

The ride quality analysis will happen in a two-pronged approach:

Tamper Practices

UTA converted a hi-rail vehicle to a modified track geometry vehicle and upgraded the control system on its rail tamper. The tamper system can accept geometry data from the hi-rail vehicle and determine its tamping program based on that pre-run data. With the tamper equipment upgrade, UTA can gather geometry data more frequently and also maximize the tamper productivity. This will not include all the geometry data the 3rd party vendor gathers but it should provide enough data to assess the geometric condition is of its rail infrastructure.

In addition to being a benefit of the tamper system upgrade, UTA will be able to gather geometry data almost on demand at an increased frequency which expands UTA's ability to determine the effectiveness of its maintenance efforts in a particular area over time.

Accelerometer Efforts

UTA is also experimenting with accelerometer data to determine ride quality. The idea is to use these systems to ride the lines, determine locations with ride quality issues, and compare runs over time classifying ride quality issues as persistent or resolved through UTA's maintenance efforts.

These accelerometer readings are measured against established ride quality thresholds used by the FRA as well as ISO ride quality index standards (such as an ISO 2436) to determine problem areas. With problem identification, the tamper can be used to pinpoint the issue and develop a plan to smooth out the area. After the tamper finishes, UTA can conduct a ride quality run verifying problem mitigation. UTA's Maintenance of Way service unit uses the accelerometer at least twice per year.

Part VI - TAM Plan Implementation Strategy

To implement a strategy, there must be a defined outcome or goal the agency hopes to obtain through its coordinated efforts. The defined goal is an accurate budget projection for the SGR Five-Year Capital Plan.

For this to be effective, participants need to be identified, the consolidation point identified, the vetting process outlined, and the prioritization process established. Other key success requirements include finalized budgets as well as project managers who deliver their projects in accordance with their associated 10-year plan documents.

SGR Ten-Year Plan Generation Process

The SGR team takes budget numbers provided by Accounting to create the constrained TERM-Lite runs. Output from this system is used to update the SGR backlog and create Ten-Year plans for infrastructure, facilities, vehicles, and non-revenue vehicles. Once complete, these Ten-Year plans are then used as a source for the Five-Year capital plans, with specific projects addressing SGR needs designated as SGR projects.

The first step to creating the Ten-Year Plan is updating ULB and unit cost values for all assets. Every year, no later than September 15th, the SGR team will send out notifications to all managers responsible for asset replacements reminding them that they must review ULB and unit costs for all their assets. As a second step, no later than November 1st, the SGR team will coordinate reviews and updates to the asset rehabilitation variables. These variables drive rehab cost and timing and are the following: 1) cost – the percentage of the replacement cost required to rehab an asset, 2) quantity – the number of times an asset will be rehabbed before it is replaced, and 3) timing – the percentage of the useful life used at which point the asset is rehabbed. After these updates are complete, the values are updated in JDE and SGR staff runs a TERM Lite run with no budgetary constraints to create an updated SGR backlog. After the initial unconstrained model is complete, SGR staff acquires UTA budget numbers to include in the constrained TERM Lite run.

Output from the constrained TERM Lite run is separated into infrastructure, facilities, revenue, and non-revenue vehicle buckets. For each bucket, the assets are separated into asset types (i.e., grade crossings,

interlockings, curved rail, etc.) and scheduled across Ten-Years by condition rating with the poorest condition assets being replaced first. Assets are listed specifically with location and asset number to aid in asset disposal and replacement asset creation. SGR staff distributes the different Ten-Year plans to the affected groups as well as copies to the Director of Capital Programming & Support, Chief Financial Officer, Chief Capital Services Officer, and the Director of Safety & Security.

UTA's current best practice for implementing SGR projects is to maintain two years of scoped SGR projects. While it might not be advisable to attempt adding a project in less than the two-year standard, emergent issues may require additional SGR projects or reprioritization of upcoming projects.

The Infrastructure ten-year plans for 2025 – 2034 are in Appendix I, followed by the Facilities, Vehicles, and Non-Revenue ten-year plans (also 2025 – 2034).

Elements of an SGR Project

Definition of SGR

UTA has a definition of SGR that it has used for several years. With the publishing of the 2016 Final Rule, the FTA established a definition for SGR. These definitions overlap and are basically the same at the core of the principles.

UTA Definition: An asset is able to operate as intended without limitation or restriction.

FTA Definition: An asset is able to operate at a full level of performance.

To generate a project for inclusion in the overall SGR Five-Year Plan generation, the following elements must be present.

1) The project needs to be a repair, replacement, rehabilitation, or enhancement of an **EXISTING** asset.
    a. Main asset categories are rail infrastructure, revenue vehicles, non-revenue vehicles, facilities, and equipment with a unit cost greater than or equal to $50,000.
        i. Facility categories include the following types:
            1. Administrative Buildings
            2. Maintenance Buildings
            3. Passenger Stations
            4. Passenger Park & Rides
            5. Passenger Parking Structures
        ii. Non-Revenue Service Vehicles include:
            1. Self-propelled vehicles
            2. Specialty maintenance vehicles
            3. Ancillary non-revenue equipment/vehicles such as trailers

2) Project submissions must include sufficient information for readers to have a basic understanding of project goals.
3) Project submissions must also have an associated budget number. If projects are multi-year, the appropriate budget amount for the appropriate year should be given.

If the three criteria cannot be determined from the submission, the submission will be sent back and project proposers can choose to: edit their submission to address the criteria, pursue funding through other funding buckets, or pursue the item another year.

Project Prioritization Process

It should be noted that for SGR funding consideration, a project will compete against other projects designated as SGR projects. Projects not going through the SGR prioritization process will be eligible to compete for capital funds however they will not be able to compete for SGR funds.

After the SGR project list is created, the SGR Manager will meet with the Director of Safety & Security to review UTA's hazard log in an effort to ensure unacceptable safety risks are considered. The deadline for this meeting is January 15th of each year. The output from this meeting will be a list of safety risks, the SGR project to which the risk would be assigned for mediation, and an indicator proving the specific asset is contained in the appropriate 10-Year Plan.

The SGR manager will then ensure the SGR team meets and prioritizes the projects according to the following criteria. In this meeting, the SGR group will assign an initial risk score to the projects being considered and supply the scores to the voting members during the meeting. Each of the criteria below will be rated on a scale of 1-5 (1 being the lowest and 5 the highest) except for criteria five (length of time in backlog). The higher the score, the greater the risk value assigned to the project. Criteria five will be different because it will not be on a one to five scale. The value of this criteria will be equivalent to the number of years the asset is in excess of its established ULB value. This value will help to draw attention to projects that might linger in the backlog.

1) Public safety
    a. 1- No improvement
    b. 2- Minimal improvement
    c. 3- Marginal improvement
    d. 4- Moderate improvement
    e. 5- Significant improvement
2) Operational Schedule/Performance
    a. 1- No improvement
    b. 2- Minimal improvement
    c. 3- Marginal improvement
    d. 4- Moderate improvement
    e. 5- Significant improvement
3) Quality of Life
    a. 1- No improvement

b. 2- Minimal improvement
c. 3- Marginal improvement
d. 4- Moderate improvement
e. 5- Significant improvement

4) Customer Experience
    a. 1- No improvement
    b. 2- Minimal improvement
    c. 3- Marginal improvement
    d. 4- Moderate improvement
    e. 5- Significant improvement
5) Length of time in backlog
    a. The number of years an asset is beyond its useful life
    b. Contained in 10-Year Plans by asset type

These scores will be added to the project matrix and summed together to generate an overall risk score for the project. The SGR Team will then sort the list in order of greatest risk value.

Following the project prioritization, the prioritized list will be submitted to the Director of Capital Programming & Support, the Director of Design & Construction, the Director of Safety & Security, and the Chief Capital Services Officer. This must occur by March 1st with final list produced no later than March 15th based on feedback. The Directors and Chief can then review the prioritization process and make modifications as they see fit. This represents the completion of the SGR project list prioritization and the SGR Five-Year Plan generation. This prioritization effort will be used as an input to the overall project prioritization for the upcoming Five-Year Capital Plan.

This annual process should be completed in advance of capital request submissions. After that, the typical five-year budget process will occur to develop the upcoming Five-Year Capital Plan. That plan will then be submitted to the Executive Team for final selection. This involves ranking the new capital projects according to a prioritization method they determine for that meeting and then making recommendations on which projects to complete based on the available budget for the following year.

Part VII - Key TAM Activities over Upcoming Horizon Period (2025-2029)

Key TAM Activities UTA needs to complete over the upcoming horizon period to be compliant with the TAM Rule can be broken into the following activities:

1) Performance Target Setting
    a. This will be an annual activity relative to the four prescribed performance measures from the Final Rule.
    b. These Performance Targets will be funneled to the appropriate MPOs for their purposes via UTA's Planning Office.
2) NTD Reporting

a. UTA will participate in the annual NTD reporting exercises, including the optional reporting times.
b. Reporting details the progress UTA made over the course of the year tracking towards their previously set performance targets.

3) Five-Year Plan Completion
    a. This is prepared annually for the following five years.
    b. Prioritization should be completed by March 1st.
    c. Five-Year Plan development period between April and August.
    d. Formal Board of Trustees approvals in late quarter 3 / quarter 4.
    e. This should be completed by December 15th.
4) Facilities Condition Inspections
    a. These need to be completed at a pace of 25% per year.

Part VIII- Resources Needed to Carry Out TAM Plan

To carry out the elements of this TAM Plan, UTA needs-the following elements:

Necessary Personnel

1) Board of Trustees Chair
    a. Approval of TAM Policy
2) Executive Director- Accountable Executive
    a. Will approve the TAM Plan and be able to direct resources in a manner consistent with priorities through the asset management process.
    b. Approves annual performance targets.
    c. Approve group plan.
3) Chief Capital Services Officer
    a. Ensures process is fair and equitable and either presents plans to the Accountable Executive or is available to provide additional commentary for reasoning behind plan.
4) Director – Capital Programming & Support
    a. Conveys plan direction to UTA Executives and Regional General Managers, and
    b. Encourages their service unit's participation in SGR Five-Year Plan Generation.
    c. Facilitates data collection methods for departments needing to supply required information relative to condition and performance targets.
5) Director of Safety & Security
    a. Ensures safety risks are identified and considered in SGR projects.
6) Director of Capital Design & Construction
    a. Responsible for most SGR project execution and delivery.
7) Manager - SGR
    a. Develops and implements UTA's Asset Management Program.
    b. Coordinates plan information with UTA Management.
    c. Team responsible for collecting all relevant data needed for generating appropriate KPIs and reporting information.

d. Creates and updates UTA's TAM Plan.
e. Manages the creation and update of the SGR Ten-Year Plan.

8) Maintenance Departments/Responsible Service Units
    a. SGR Team will need access to their maintenance records and preferably any KPIs they may already be producing relative to asset condition, replacement activity, and cost history.
9) Facilities Maintenance Manager
    a. Helps facilitate the required Facility Condition Assessments out of their department.
10) Rail Operations Controllers
    a. Provide monthly performance restriction data to the SGR team.
11) Procurement
    a. It is much easier to get required inventory data from contractors and vendors when assets are purchased. Procurement will help to ensure certain inventory information is written into the contract as part of the final deliverables on capital assets. As a best practice, it may be wise for Procurement to reach out to all departments and see if there is other information that UTA should be gathering as part of its capital asset purchasing processes.
12) Accounting/Capital Asset Controls Personnel
    a. Role will be to inform the SGR team when assets over $50,000 are received.
    b. Also need to inform the SGR team when assets with a purchase cost over $50,000 are disposed.
    c. Responsible to ensure capital items are inventoried consistent with established procedures.

Necessary Systems

The following are computer systems currently at UTA that are necessary to carrying out the TAM Plan:

1) JD Edwards
2) GIS (ESRI)
3) TERM-Lite

Part IX- TAM Plan Monitoring, Updating & Evaluation

General Overview

The TAM Plan is meant to be a living document that evolves and changes over time as UTA's asset portfolio changes. The TAM Plan requires an update every four years consistent with the TAM Plan horizon period. UTA will update and recertify its plan every two years.

To monitor and update its TAM plan, UTA will need to track its progress against what has been identified in the SGR Five-Year Plan and monitor its annual NTD reporting data. This will be done by the following process:

1) Initial generation of the SGR Five-Year Plan in October of the preceding year.

2) Funding is allocated for the identified projects - typically beginning of following year.
3) Assets not replaced are maintained in the Backlog list of the appropriate Ten-Year Plan.
4) Projects are monitored for completion in accordance with Ten-Year Plan asset lists.
5) SGR Five-Year Plan is regenerated and updated for the next five-year horizon period with current and future needs data as well as identifying the backlog need.
    a. The backlog need will be tracked and updated every year so that the SGR team can monitor the management of UTA's backlog amount.
6) Every year, the SGR team will meet with the Director of Programming & Support to review and/or create the following:
    a. SGR Timeline / Project Plan creation
    b. SGR Backlog Comparison from prior years
    c. Is this SGR Five-Year Plan meeting the long-term needs of maintaining UTA's assets in an SGR?
    d. Does the TAM Plan provide sufficient direction to meet UTA's goals for its SGR program?
        i. If not, the plan will be updated with the recommended changes and recertified.
        ii. If so, the plan will be recertified with a new date and version to maintain correct version history.

Recertification Process

Every two years, the SGR team reviews the TAM Plan, Performance Target Submissions and SGR Five-Year Plan to identify potential modifications or recommend to the Chief Capital Services Officer, or appropriate designee, that the TAM Plan in its current form be submitted to the Accountable Executive and Board of Trustees for review and approval.

If updates to the TAM Plan are required, the SGR Manager will coordinate updates to the plan. The resubmission will be done in a timely fashion. The updated plan will be submitted to the Director of Programming & Support who, when satisfied with the revisions, will recommend to the Chief Capital Services Officer that the TAM Plan be reviewed and considered for approval by the Accountable Executive and Board of Trustees.

Part X: Conclusion

In summary, UTA is committed to maintaining its assets in an SGR. It believes adherence to this plan is in its best interest and in the best interest of its stakeholders and the taxpayers. UTA also understands that for this effort to be successful, it will involve input from all organizational levels as well as a robust and coordinated effort to ensure long term rehabilitation and replacement activities occur over time.

Appendix A- SGR Asset Hierarchies

UTA Sub-System	Element	Sub-Element 1	Sub-Element 2	Sub-Element 3	Sub-Element 4	Sub-Element 5	Sub-Element 6
RAIL LINE Airport- AP CommuterRail North- CRN CommuterRail South- CRS Intermodal Hub Extension- IM Mid Jordan- MJ North/South Trax- NS Mid Jordan- MJ Sugarhouse Streetcar - SH West Valley Trax- WV University - UN Track Designation (E, W, 1, 2)	**GUIDEWAY** (GW)	Ballasted Trackwork (BT)	Tangent Track (TT)				
			Curved Track (CT)	Curve Number	Left or Right Rail	Radius	Velocity (MPH)
			Guarded Track (GT)				
			Tangent Platform Track (TPT)				
			Curved Platform Track (CPT)				
			Guarded Platform Track (GPR)				
			Special Trackwork (ST)	Diamond crossover (DIXO)			
				Single crossover (SXO)			
				Restraining Rail (RR)			
				High Strength Rail (HSR)			
				Double Crossover (DOXO)			
				Pocket Track (PT)			
			Grade Crossing Panels (GCP)				
			Buffer Stops (BS)				
		Embedded Track (ET)	Tangent Track (TT)				
			Curved Track (CT)	Curve Number		Radius	Velocity (MPH)
			Guarded Track (GT)				
			Tangent Platform Track (TPT)				
			Curved Platform Track (CPT)				
			Guarded Platform Track (GPR)				
			Special Trackwork (ST)	Diamond crossover (DIXO)			
				Single crossover (SXO)			
				Restraining Rail (RR)			
				High Strength Rail (HSR)			
				Pocket Track (PT)			
		Direct Fixation Track (DF)	Tangent Track (TT)				
			Curved Track (CT)	Curve Number	Left or Right Rail	Radius	Velocity (MPH)
			Guarded Track (GT)				
			Tangent Platform Track (TPT)				
			Curved Platform Track (CPT)				
			Guarded Platform Track (GPR)				
			Special Trackwork (ST)	Diamond crossover (DIXO)			
				Single crossover (SXO)			
				Restraining Rail (RR)			
				High Strength Rail (HSR)			
		Guideway Drainage (GD)	Underdrain (UD)				
			Cleanouts (CL)				
			Inlet Box (IB)	Box Culvert (BC)			
			Flange Drain (FD)	RCP			
			Track Drain (TD)	HDPE			
			Curb Drain (CD)				
			Culvert (CU)				
		Fence (FE)	Fence Type				
	TRAIN CONTROL (TC)	Signals	Signal Equipment House (SEH)	Equipment House Name			
			Signal Equipment Enclosure (SEE)	Equipment Enclosure Name			
			Block Signal	Signal Head/Pole (SHP)	Block Signal Name		
		Interlockings (INT)	Signal Pole/Heads (SHP)	Signal Name			
			Signal Equipment House (SEH)	Equipment House Name			
			Signal Equipment Enclosure (SEE)	Equipment Enclosure Name			
		Control Points (CP)	Route Selector (RS)				
			Signal Pole/Heads (SHP)	Signal Name			
			Switch Heaters (SH)				
		Cut Section (CS)	Signal Pole/Heads (SHP)				
			Carborne Equipment (CE)				
		Grade Crossings (GC)					
			Grade Crossing Equipment House (GCEH)				
			Flashers (FL)				
			Gates Mechanism (GM)				

			Grade Crossing Indicator (GCI)				
		Traffic Signal (TS)	Traffic Signal Controller (TSC)				
		Coupler Case (CC)					
	ELECTRIFICATION SYSTEM (ES)	Traction Power Substation (TPSS)	TPSS Type Siemens (SI) OR Impulse (IM)	TPSS Type Configuration (.5M, 1.5M, OR 3M)			
					AC breakers (ACB)		
					DC breakers (DCB)		
					Impedance Bonds (IB)		
		Office System - SCADA					
		Overhead Catenary System (OCS)	Station Block (SB)	Wire Run (WR)	*	Full Depth OCS (FD)	
					Messenger Wire (MW)		
					Contact Wire (CW)		
				Crossover (XO)	*	Full Depth OCS (FD)	
					Messenger Wire (MW)		
					Contact Wire (CW)		
				Wire Run (WR)	*	Low Profile OCS	
					Messenger Wire (MW)		
					Contact Wire (CW)		
				Crossover (XO)	*	Low Profile OCS	
					Messenger Wire (MW)		
					Contact Wire (CW)		
					*	Trolley Wire OCS	
					Contact Wire (CW)		
			OCS Pole (PO)	Full Depth OCS (FD)	Pole Type (PT)		
				Low Profile OCS (LP)	Pole Type (PT)		
	STRUCTURES (ST)	Bridge (BR)	Steel Bridge (SB)				
			Concrete Bridge (CB)				
		Culvert (CU)	Box Culvert (BC)				
			Steel Culvert (SC)				
		Retaining Walls (RW)	MSE Wall (MSE)				
			CIP Cantilever (CIP)				
		Sound Wall (SW)					
		Under Crossing (UC)					
	SWITCH MACHINES (SW)	Ballasted Track (BT)	Power (PO)	Switch Name	No. and Direction of Switch		
			Hand Throw (HT)	Switch Name	No. and Direction of Switch		
			Electric Lock (EL)	Switch Name	No. and Direction of Switch		
			Derail (DR)	Switch Name	No. and Direction of Switch		
		Embedded Track (ET)	Power (PO)	Switch Name	No. and Direction of Switch		
			Hand Throw (HT)	Switch Name	No. and Direction of Switch		
			Electric Lock (EL)	Switch Name	No. and Direction of Switch		
			Derail (DR)	Switch Name	No. and Direction of Switch		
		Switch Heater (HTR)	Switch Name	No. and Direction of Switch			
Facilities (FAC)	**Location/Campus** (BCK, CEN, DPT, FLHQ, HUB, JRSC, MBTY, MDBK, MRSC, OGD, POL, PRV, RVR, SEMI, TIMP, TOO, WMSP)	Maintenance (MB)	Building Name				
		Administration (AD)	Building Name				
	BRT Stations (BRT)	Line (MAX, MVX, OGX, UVX)	Direction (SS, NS)	Street Location			
	Commuter Rail Stations (CRS)	Line (CRN or CRS)	Milepost				
	Light Rail Stations (LRS)	Line (AT, IH, MJT, NST, SHS, UT, WVT)	Milepost				
	Park and Ride (PR)	Mode/Line (BUS, CRN, CRS, HUB, MAX, MJT, NST, WVT)	Park and Ride Name				
	Parking Lots (PL)	Owner (UTA)	Facility or Campus Name				

	Parking Structure (PS)	Line (CRS, MJT)	Parking Structure Name				
Revenue Vehicles	**Commuter Rail**	MPI Locomotives 1-21 (LOCO)	Mode (CR)	Unit Number			
	(REV)						
		Bombardier Cab Cars 101-122 (CAB)	Mode (CR)	Unit Number			
		Bombardier Coaches 201-216 (COACH)	Mode (CR)	Unit Number			
		Comet Cars 301-325 (COMET)	Mode (CR)	Unit Number			
	Light Rail Vehicles	Siemens SD100 (LRV)	Unit Number				
	(REV)						
		Siemens SD160 (LRV)	Unit Number				
		Bombardier UTDC (LRV)	Unit Number				
		Siemens S70s (LRV)	Unit Number				
	Bus	Compressed Natural Gas Bus (CNGB)	Unit Number				
	(REV)	Diesel Bus 29' (DB29)	Unit Number				
		Diesel Bus 35' (DB35)	Unit Number				
		Diesel Bus 40' (DB40)	Unit Number				
		Diesel Bus 45' (DB45)	Unit Number				
		Diesel Bus 60' (DB60)	Unit Number				
		Diesel Ski Bus 35' (DSB35)	Unit Number				
		Electric Bus 40' (EB40)	Unit Number				
		Hybrid Diesel Bus 40' (HDB40)	Unit Number				
	Paratransit Bus	Diesel Hybrid Paratransit Bus (DHPB)	Unit Number				
	(REV)	Diesel Paratransit Bus (DPB)	Unit Number				
		Electric Paratransit Bue (EPB)	Unit Number				
		Gas Paratransit Bus (GPB)	Unit Number				
	Van Pool (REV)	Van Pool (VP)	Unit Number				
Equipment	**Equipment** (EQ)	Facility or Main Campus w/ Building	Conveyance (CNV)	Elevators (ELV)	Location	Number	
				Escalators (ESC)	Location	Number	
		Maintenance (MNT)	Vehicle Lifts (VL)	Unit Number			
			Overhead Cranes (OC)	Unit Number			
			Sanding Systems (SS)	Unit Number			
			Test Equipment (TE)	Unit Number			
			Maintenance Equipment (ME)	Unit Number			

			Forklift (FL)	Unit Number			
			Bus Wash (BW)	Unit Number			
			Generator (GN)	Unit Number			
			Cameras (CM)	Unit Number			
			Vertical Storage Lift (VLM)	Unit Number			
		Radio Infrastructure (RI)	Unit Number				
		IT (IT)	Unit Number				
			Onboard Train Control (PTC)	Unit Number			
UTA Non Revenue Vehicles	**Non-Revenue Vehicle** (NRV)	Specialty Vehicles (SPECV)	Unit Number				
		Staff Vehicles (STAFV)	Unit Number				
		Technician Support Vehicles (SRVCV)	Unit Number				

Appendix B- UTA Useful Life Chart for Major Assets

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
10000	10	25	All	Guideway & Trackwork	Guideway Elements	Guideway	-	-
10111	10	40	CR	At Grade Ballast Guideway	Guideway Elements	Guideway	At Grade Ballast	CR
10113	80	40	LR	At Grade Ballast Guideway	Guideway Elements	Guideway	At Grade Ballast	LR
10330	80	75	All	Bridge	Guideway Elements	Guideway	Elevated Structure	Bridge
10513	80	75	LR	Tunnel	Guideway Elements	Guideway	Underground	Tunnel
11000	50	25	All	Trackwork	Guideway Elements	-	-	-
11101	50	40	All	Tangent Direct Fixation Track	Guideway Elements	Trackwork	Direct Fixation	Tangent
11102	15	15/25	All	Curved Direct Fixation Track	Guideway Elements	Trackwork	Direct Fixation	Curve
11201	70	40	All	Tangent Ballasted Track	Guideway Elements	Trackwork	Ballasted	Tangent
11202	35	15/25	All	Curved Ballasted Track	Guideway Elements	Trackwork	Ballasted	Curve
11301	70	30	All	Tangent Embedded Track	Guideway Elements	Trackwork	Embedded	Tangent
11302	10	15/25	All	Curved Embedded Track	Guideway Elements	Trackwork	Embedded	Curve

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
11303	10	10/15/20	CR/LR	At-Grade Crossings	Guideway Elements	Trackwork	Embedded	At-Grade Crossings
11400	30	20	All	Special Trackwork	Guideway Elements	Trackwork	Special	-
11401	15	25	All	Special Trackwork - Diamond crossover	Guideway Elements	Trackwork	Special	Diamond Crossover
11403	30	25	All	Ballasted Diamond Crossover	Guideway Elements	Trackwork	Special	Ballasted Diamond Crossover
11404	15	20	All	Special Trackwork - Single crossover	Guideway Elements	Trackwork	Special	Single Crossover
11406	30	20	All	Ballasted Single Crossover	Guideway Elements	Trackwork	Special	Ballasted Single Crossover
11407	15	30	All	Special Trackwork - Turnout	Guideway Elements	Trackwork	Special	Turnout
11410	25	99	All	Turntable	Guideway Elements	Trackwork	Special	Turntable
11500	70	40	All	Yard Track	Guideway Elements	Trackwork	Yard	

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
11601	35	15	All	Rail Ties	Guideway Elements	Trackwork	Ties	Wood
11602	35	40	All	Rail Ties	Guideway Elements	Trackwork	Ties	Concrete
12100	40	40	All	Special Guideway Structures - Fencing	Guideway Elements	Special Structures	Fencing	-
12200	40	75	All	Retaining Wall	Guideway Elements	Special Structures	Retaining Walls	-
13000	30	20	BRT	Bus Guideway	Guideway Elements	Bus Guideway	-	-
21100	50	50	All	Administrative Buildings	Facilities	Buildings	Administration	-
21120	50	50	All	Administrative Buildings	Facilities	Buildings	Administration	Police
21210	50	50	Bus	Bus Maintenance Building	Facilities	Buildings	Maintenance	Bus
21221	50	50	CR	Rail Maintenance Building	Facilities	Buildings	Maintenance	Rail Commuter Rail

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
21223	50	50	LR	Rail Maintenance Building	Facilities	Buildings	Maintenance	Rail Light Rail
21510	25	30	All	Elevators	Facilities	Buildings	Building Components	Elevators and Conveying Systems
21512	15	20	All	Building Generators	Facilities	Buildings	Building Components	Generators
22300	20	50	All	Storage Yards	Facilities	Storage Yard	Bus	Bus Parking
23101	6	5/20	All	Software	Facilities	Equipment	MIS/IT/Network Systems	Software
23300	10	5/10/15/20/30	All	Maintenance Equipment	Facilities	Equipment	Maintenance	-
23301	10	5/20	Bus	Bus Maintenance Equipment	Facilities	Equipment	Maintenance	Bus
23311	10	15/20/40/60	CR	Rail Maintenance Equipment	Facilities	Equipment	Maintenance	CR
23313	10	15/20/40	LR	Rail Maintenance Equipment	Facilities	Equipment	Maintenance	LR
23402	20	15/40	Bus	Bus Washer	Facilities	Equipment	Maintenance	Bus Washer
23403	40	5/15/20/30	Rail	Train Washer	Facilities	Equipment	Maintenance	Train Washer
23404	20	20/30/40	All	Vehicle Paint booth	Facilities	Equipment	Maintenance	Vehicle Paint Booth
23405	20	50	Bus	Fuel Island	Facilities	Equipment	Maintenance	Fuel Island
23406	15	20	Bus	Dynamoneters	Facilities	Equipment	Maintenance	Dynamoneters

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
23407	15	20	Bus	Lifts – Portable	Facilities	Equipment	Maintenance	Lifts - Portable
23408	20	20	Bus	Lifts – Fixed	Facilities	Equipment	Maintenance	Lifts - Fixed
23409	25	25	All	Wheel Truing Machines	Facilities	Equipment	Maintenance	Wheel Truing Machines
23410	25	5	All	Brake Lathe	Facilities	Equipment	Maintenance	Brake Lathe
23411	25	20/55	All	Fuel Tank	Facilities	Equipment	Maintenance	Fuel Tank
23412	25	20	All	Lifts – Fixed: In Floor	Facilities	Equipment	Maintenance	Lifts – Fixed: In Floor
23413	25	20	All	Lifts – Fixed: Parallelogram	Facilities	Equipment	Maintenance	Lifts – Fixed: Parallelogram
23414	25	20	All	Wheel Presses	Facilities	Equipment	Maintenance	Wheel Presses
23430	25	50	All	CNG Refueling Station	Facilities	Equipment	Maintenance	CNG Refueling Station
31001	40	15/30	CR	Train Control	Systems	Train Control	CR	-
31003	40	30/44	LR	Train Control	Systems	Train Control	LR	-
31101	40	44	CR	Wayside Train Control	Systems	Train Control	Wayside Train Control	CR
31111	40	30	CR	Signals & Train Stops	Systems	Train Control	Wayside Train Control	Signals & Train Stops CR
31113	40	30	LR	Signals & Train Stops	Systems	Train Control	Wayside Train Control	Signals & Train Stops LR
31200	40	20	All	Onboard Train Control (cab signaling)	Systems	Train Control	Onboard Train Control (cab signaling)	-
31401	25	20/30/44	CR	Gates, Flashers, Crossings	Systems	Train Control	Roadway Crossings	CR

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
31403	25	25/30/44	LR	Gates, Flashers, Crossings	Systems	Train Control	Roadway Crossings	LR
31500	40	30/44	All	Interlockings	Systems	Train Control	Interlockings	-
31511	40	30	All	Switch Machine – Manual Ballasted	Systems	Train Control	Interlockings	Switch Machine – Manual Ballasted
31512	40	30	All	Switch Machine – Motorized Ballasted	Systems	Train Control	Interlockings	Switch Machine – Motorized Ballasted
31514	40	17	All	Switch Machine – Motorized Embedded	Systems	Train Control	Interlockings	Switch Machine – Motorized Embedded
31515	40	20	All	Switch Heaters	Systems	Train Control	Interlockings	Switch Heaters
32103	40	30	LR	Electrification Catenary	Systems	Electrification	Catenary	LR
32104	40	39	LR	Electrification Catenary Poles	Systems	Electrification	Catenary Poles	LR
32203	40	40	LR	Electrification Substations	Systems	Electrification	Substations	LR
32204	45	40	All	Electrification Substations	Systems	Electrification	Substations	AC Switchgear
32205	45	20	All	Electrification Substations	Systems	Electrification	Substations	DC Switchgear

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
33101	20	20	All	Fiber Optic Cable	Systems	Communications	CTS	FOCS
33401	12	25	All	Phone System	Systems	Communications	Phone System	Phone System
33500	12	15/40	All	Radio	Systems	Communications	Radio	-
35115	20	15	All	In – Station Revenue Collection	Systems	Revenue Collection	In – Station	TVMs
36200	50	41	All	Drainage	Systems	Utilities	Drainage	-
41001	40	40	CR	Rail Station	Stations	Complete Station	Commuter Rail	
41006	40	40	MB	Bus Shelters	Stations	Complete Station	Bus Stop Shelters	Bus
41203	40	40	LR	Station Building	Stations	Building	Light Rail	
41601	20	35	All	Station Parking Garage	Stations	Access	Parking	Garage
41603	20	35	All	Stations Park and Ride	Stations	Access	Parking	Park & Ride
51301	35	40	All	Commuter Rail Locomotive	Vehicles	Revenue Vehicles	Commuter Rail	Revenue Locomotive
51302	35	40	All	Commuter Rail Passenger Coach	Vehicles	Revenue Vehicles	Commuter Rail	Passenger Car
51303	35	40	All	Commuter Rail Self – Propelled Passenger Car	Vehicles	Revenue Vehicles	Commuter Rail	Self – Propelled Passenger Car

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
51906	7	6	All	Bus (<30 ft)	Vehicles	Revenue Vehicles	Bus	Bus (<30 ft)
51911	14	12	All	Motor Bus – Other	Vehicles	Revenue Vehicles	Bus	Motor Bus - Other
51912	14	18	BR	Over the Road Coach	Vehicles	Revenue Vehicles	Bus	Over the Road Coach
51923	14	14	All	Bus (40 ft) – Diesel	Vehicles	Revenue Vehicles	Bus	Bus (40 ft) - Diesel
51924	12	12	All	Bus (35 ft) – Diesel	Vehicles	Revenue Vehicles	Bus	Bus (35 ft) – Diesel
51926	7	6	All	Bus (<30 ft) – Diesel	Vehicles	Revenue Vehicles	Bus	Bus (<30 ft) – Diesel
51931	14	12	All	Articulated Bus (60 ft) – Hybrid	Vehicles	Revenue Vehicles	Bus	AB (60 ft) – Hybrid
51933	14	12	All	Bus (40 ft) – Hybrid	Vehicles	Revenue Vehicles	Bus	Bus (40 ft) – Hybrid
51943	14	12	All	Bus (40 ft) – CNG	Vehicles	Revenue Vehicles	Bus	Bus (40 ft) - CNG
52001	27	25/30	All	LRV	Vehicles	Revenue Vehicles	Light Rail	LRV
52101	14	14	All	Trolleybus	Vehicles	Revenue Vehicles	Trolleybus	Trolleybus
52525	6	8	All	Mini-Van	Vehicles	Revenue Vehicles	Vans, Cutaways and Autos	Mini - Van
53001	6	10	All	Non-Revenue Vehicles, Car	Vehicles	Non-Revenue Vehicles	Cars	-

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
53002	6	10/20/50	All	Non-Revenue Vehicles, Truck	Vehicles	Non-Revenue Service Vehicles	Truck	-
53003	15	15/50	All	Non-Revenue Vehicles, Special	Vehicles	Non-Revenue Service Vehicles	Special	-

Appendix C- FTA Useful Life Benchmark Cheatsheet

FTA
FEDERAL TRANSIT ADMINISTRATION

Default Useful Life Benchmark (ULB) Cheat Sheet

Sources: NTD Reporting Manual

Transit Agencies must report the age of all vehicles to the National Transit Database. FTA tracks the performance of revenue vehicles (Rolling Stock) and non-revenue service vehicles (Equipment), by asset class, by calculating the percentage of vehicles that have met or exceeded the useful life benchmark (ULB).

FTA has set a default ULB as the expected service years for each vehicle class in the table below. ULB is the average number of years at which a vehicle would reach a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale, assuming a standard maintenance schedule. When entering fleet data in the NTD, Transit Agencies have the option to either use the pre-populated default ULB or submit an adjusted ULB based on differences in operating environment and/or agency maintenance practices. In cases where the submitted ULB differs significantly from the default value, agencies may be prompted to submit justification.

Vehicle Type		Default ULB (in years)
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	14
BU	Bus	14
CC	Cable car	112
CU	Cutaway bus	10
DB	Double decked bus	14
FB	Ferryboat	42
HR	Heavy rail passenger car	31
IP	Inclined plane vehicle	56
LR	Light rail vehicle	31
MO	Monorail vehicle	31
MV	Minivan	8
RL	Commuter rail locomotive	39
RP	Commuter rail passenger coach	39
RS	Commuter rail self-propelled passenger car	39
SB	School bus	14
	Steel wheel vehicles	25
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
	Trucks and other rubber tire vehicles	14
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58

FTA

Appendix D- UTA Current Performance Target Document

Utah Transit Authority

2023 Performance Target Summary

2024 Performance Target Goals

Author: Transit Asset Administrator
Date: 4/22/2024

Introduction

The following pages contain summary views of the 2023 Performance Target Calculations. The FTA Transit Asset Management Rule requires agencies to report on these performance targets. Performance targets provide insight into the overall condition level of assets. The FTA defined these categories and published them in 2017. UTA patterned the summary page after the A90 form so that reporting is consistent and streamlined.

The SGR group would like to include these targets in the Transit Asset Management Plan on an annual basis. It will be included in the form of the following pages which displays the different performance measures requested on the new NTD A90 form. This document contains the A-90 Narrative required by the NTD. The narrative contains the summary data on the last page which has the agency target, the agency's performance percentage, the percentage difference between the target and actual and the following year's target.

The remaining documents include the backup data the summary figures are based on. Vehicles are based on an age-based calculation. Facilities are reported on physical inspection results. Infrastructure is based on performance restrictions. The SGR team has divided up the rail infrastructure into segments. Segments on Light Rail typically span from interlocking to interlocking or crossover to crossover. On commuter rail, they typically span from control point to control point (essentially station to station). If a performance restriction is in effect on the first Wednesday of the month at 9:00 am, it is counted in the overall calculation. The segment or segments to which it is assigned have pre-calculated lengths that are used to determine the overall affected length due to the performance restriction. This is reported as an overall percentage of track segments with a performance restriction over the year. An average length for the year is calculated as well. This was the approach described in the calculation guidebook. This does not appear to be required in the NTD however, UTA will produce this calculation in case it is requested.

Utah Transit Authority, NTD ID 80001
669 West 200 South
Salt Lake City, UT 84101

Prepared by Bryce James, Transit Asset Administrator for Reporting Year 2023

Useful Life Benchmark – Revenue Vehicles

High-Level Summary:

UTA has a fleet of 492 Motorbuses, 39 OTR Buses, 25 Articulated Buses, 148 Cutaway Buses, 117 Light Rail Vehicles, 18 Locomotives, 38 passenger coaches and 508 Vanpool Vans.

Performance Targets:

- Zero percent (0%) of AB - Articulated Buses exceeding their useful life benchmark of 14 years (FTA defined)
- Less than (0%) of BR - Over the road buses exceeding their useful life benchmark of 14 years (FTA defined)
- Less than (10%) of BU - Buses exceeding their useful life benchmark of 14 years (FTA defined)
- Zero percent (0%) of CU - Cutaway Buses exceeding their useful life benchmark of 10 years (FTA defined)
- Zero Percent (0%) of LR - Light Rail Vehicles exceeding their useful life benchmark of 31 years (FTA defined)
- Less than (20%) of MV - Mini Vans exceeding their useful life benchmark of 8 years (FTA defined)
- Zero Percent (0%) of RL - Commuter Rail Locomotives exceeding their useful life benchmark of 39 years (FTA defined)
- Less than (0%) of RP - Commuter Rail Passenger Coaches exceeding their useful life benchmark of 39 years (FTA defined)
- Less than (20%) of VN - Vans exceeding their useful life benchmark of 8 years (FTA defined)

How did UTA calculate these targets?

The targets were set using a calculation of the age values in the respective modes and incorporating feedback for physical condition assessments which may have taken place beyond the age calculation.

How has UTA made progress toward its targets?

UTA replaces buses and other revenue vehicles annually. Through the TERM Lite modeling runs, UTA forms their 5-year and 10-year Capital plans which helps forecast upcoming fleet purchases in the foreseeable future. In addition, UTA uses the 20- and 30-year projection capabilities of the TERM lite model to model future replacement strategies based on vehicle types to understand the potential funding implications of those decisions.

These forecasts allow UTA to plan for any major upcoming fleet purchases to maintain the desired performance targets.

What challenges face UTA in making progress toward the targets?

UTA continued to dispose many retired revenue vehicles with its updated disposal process. Additionally, UTA disposed many buses to mitigate spare ratio issues. Similar to other agencies, UTA has had to take some significant action to align its bus fleet numbers with spare ratio requirements in a post-pandemic environment. Additionally, some Vanpool vehicles were kept longer than expected in 2023 to accommodate additional ski service.

Over the last two years, likely due to effects of the pandemic, UTA has had significant issues with the delivery of its cutaway fleets. UTA will continue to find ways to procure these vehicles.

The only revenue vehicles being planned for replacement in 2024 are cutaways, vans, and minivans. UTA did receive 10 diesel buses in early 2024, but they were late arrivals from the 2023 delivery.

Useful Life Benchmark – Non-Revenue Vehicles

High-Level Summary:

Useful Life Benchmark – Non-Revenue Vehicles
UTA owns 34 service automobiles, 6 steel wheel vehicles, and 674 trucks or other rubber tire vehicles.

Performance Targets:

- Less than 20% of non-revenue vehicles exceeding their useful life benchmarks of: 8 years automobile, 14 years trucks & other rubber tire vehicles, and 25 years steel wheel vehicles, all FTA defined

How did UTA calculate these targets?

The targets were set using a calculation of the age values in the respective modes and incorporating feedback for physical condition assessments which may have taken place beyond the age calculation.

How has UTA made progress toward its targets?

UTA prioritizes the rehabilitation and replacement of vehicles providing transit service. This could potentially result in a higher percentage of non-revenue service vehicles exceeding their ULB. Most of the backlog in this category is due to vehicles acquired as part of UTA's 2015 Rail expansion program. UTA intends to continue using these vehicles until they are disposed. As these vehicles reach the end of their lifespan, UTA will balance the replacement of essential service vehicles with available funding.

Part of the UTA's improved utilization plan is standardizing the fleet so staff can swap vehicles, thus leveling mileage. This will prevent UTA from having older vehicles with lower mileage while also having newer vehicles with excessive mileage (e.g., 20-year-old vehicles with 70K miles versus 4-year-old vehicles with 350K miles). UTA makes an effort to assign vehicles based on job requirements to best fit the needs of individual work groups in an attempt to use the most efficient vehicle for each job function. All UTA vehicles are equipped with Geotab devices to monitor location and usage, which has increased the non-revenue team's ability to not only track mileage but also push more service units into using the newly established service vehicle pools.

UTA has made significant strides in 2023 to provide more adequate resources to its NRV fleet including the development of a Fleet Management Action Plan to help govern the management of these vehicles. In addition, UTA has dramatically increased the amount of funding going towards its NRV fleet in 2024 going from a little over $1.1 M in 2023 to over $6.7 M in 2024 and going from $3.65 M in its previous 5-year plan to over $20 million in its current 5-year plan. In addition, UTA increased its staffing levels to better meet the overall agency needs causing an increased need in vehicles to service staff increases.

What challenges face UTA in making progress toward the targets?

UTA continued disposing many retired service vehicles and have adopted a more proactive approach to disposing these in a timelier manner. Additionally, UTA is implementing its support fleet management plan better utilizing all non-revenue vehicles, including the creation of support fleet pools for each location as an effort to reduce the total number of support vehicles required. This should allow UTA to ensure each vehicle is being utilized to its fullest while still giving all business units access to the support vehicles they require. UTA has recently begun acquiring new support vehicles, which should allow additional disposals of older vehicles.

Useful Life Benchmark Adjustment Request

UTA would like to request an update on its Useful Life Benchmark for Trucks and Other Rubber Tire Vehicles from 14 years to 12 years. Staff are finding that this advanced replacement cycle is contributing to an overall lower reliability of the vehicle fleets and increased maintenance costs. By modernizing the fleet over the next few years, UTA expects to see an increase in the reliability and overall utilization of the non-revenue fleet vehicles.

Facilities – Condition

High-Level Summary:

UTA currently utilizes the following facility assets:

- Four major bus operation campuses comprising of dozens of buildings
- Two Light Rail Operation/Maintenance Campuses with Yard
- One Demand Response Operation/Maintenance Campus
- One Commuter Rail Operation/Maintenance Campus with Yard
- 59 Light Rail Stations
- 16 Commuter Rail Stations (17 if the station to which service was discontinued were to be counted)
- 71 BRT stations
- 83 Park and Ride/Parking locations
- Various Administrative Satellite Locations

Performance Targets:

- Less than 5% of Passenger Facilities under 3 on TERM scale
- Less than 5% of Passenger Parking Facilities under 3 on TERM scale
- Less than 5% of Maintenance Facilities under 3 on TERM scale
- Less than 5% of Administrative Facilities under 3 on TERM scale

How did UTA calculate these targets?

UTA picked the target knowing that the condition assessment efforts have shown the majority of our facilities are above rating 3 on TERM Scale. UTA has been able to reduce these targets due to the last couple years of evaluation and condition assessments on these facilities. UTA uses data derived from condition assessments to produce a target specific plan to preform maintenance and repairs on facilities assets that will enable UTA to maintain or improve our ratings.

How has UTA made progress toward its targets?

UTA inspects all facility assets requiring condition assessments on a 4-year rotation. These physical condition assessments allow UTA to continue to have a more calculated approach to facilities performance targets and maintenance plans. Additionally, detailed facilities component condition data supplements project budget data, thus enabling facilities managers to better prioritize maintenance and rehab work as well as maintain the SGR for each facility. Due to the assessment ratings, UTA expects to be able to maintain its target for 2024.

UTA currently has four Facility Assets falling below a 3 on the TERM scale since implementing the asset management program. Two of the assets are either being scheduled for demolition in 2024 or are currently under construction for capital projects with major rehab tasks. The other two assets are minimal risk: one is a parking area, and the other is a station that was damaged by a private passenger vehicle. UTA does not anticipate any of its Building Facilities to drop below a 3 next year.

In addition, UTA recently completed construction on a new bus maintenance campus that replaced its oldest bus campus. This new maintenance campus officially opened in June 2023.

What challenges face UTA in making progress toward the targets?

The major challenge with Facility assets is funding. Due to the risk/prioritization process, facilities tend to be pushed to the bottom of the funding list. While this is generally the case nationwide, UTA is no exception. UTA continues using the budget "buckets" established during 2020 that help target the major facility asset needs more systematically and programmatically.

Additionally, in 2023, UTA stood up an internal group called the Facility Development Group that has been tasked with developing actionable Facility related strategic projects for UTA's facility assets and their long term usage and replacement planning.

Infrastructure – Performance Restrictions

High-Level Summary:

UTA has 122.86 miles of commuter rail infrastructure and 112.83 of light rail infrastructure including yard and siding tracks.

Performance Targets:

- Less than 5% CR – Commuter Rail exceeding their useful life benchmark.
- Less than 10% LR – Light Rail exceeding their useful life benchmark.

- Less than 10% SR – Streetcar Rail exceeding their useful life benchmark if it is applicable. If it is not applicable, it will be reported under Light Rail.

How did UTA calculate these targets?

These targets were picked based on the performance restrictions reported on the alignments for 2023.

UTA has divided its track into segments. A segment typically goes from an interlocking or control point location to the next. When a performance restriction is noted, that location or track segment is identified and counted as a value of one (1) and summed for the month. In the final calculation, the total number of segments are averaged over the course of the year to generate the average track segments affected by a performance restriction.

How has UTA made progress toward its targets?

UTA has had a couple years where major rehabilitation projects have been performed. As a result of this, UTA expects its performance restrictions to remain low. The PTC system that had been installed received certification from the FRA in 2020. This implementation of PTC has not created an increase in speed restrictions thus far. UTA sees this as moving in the right direction to keep progress toward lower targets relative to speed restrictions. I

During 2023, UTA replaced ten (10) grade crossing panel sets on its light rail system. The University Line S-Curve project replaced one (1) lengthy up- and down-hill embedded curve track section with one (1) direct fixation curve track section.

UTA Capital and Maintenance of Way staff continue to collaborate on what each other is seeing in terms of data and field observations and continually work together to refine their replacement plans for the next 10 years.

What challenges face UTA in making progress toward the targets?

The commuter and light rail systems are still relatively new, so the infrastructure is still in relatively good repair. However, due to UTA's location in a mountainous area, sometimes erosion or other issues can damage tracks or other equipment along the right-of-way, resulting in speed restrictions. Targets over the year may see an increase to cover these extenuating circumstances, although staff expect the physical infrastructure to perform with very high reliability due to its relatively new condition. UTA does not face any major challenges in making progress toward this target and are on track to meet it next year.

Following is a snapshot of the 2023 A-90 Performance Measures and new 2024 Performance Targets:

Performance Measure	2023 Target (%)	2023 Performance (%)	2023 Difference	2024 Target (%)
AB - Articulated Bus	0.00	0.00	0.00	0.00
AO - Automobile				
BR - Over-the-road Bus	24.00	22.86	-1.14	0.00
BU - Bus	7.00	9.45	2.45	5.00
CU - Cutaway	0.00	14.71	14.71	0.00
DB - Double Decker Bus				0.00
LR - Light Rail Vehicle	0.00	0.00	0.00	0.00
MV - Minivan	13.00	44.49	31.49	17.00
OR - Other				
RL - Commuter Rail Locomotive	0.00	0.00	0.00	0.00
RP - Commuter Rail Passenger Coach	0.00	0.00	0.00	0.00
RS - Commuter Rail Self-Propelled Passenger Car				
SB - School Bus				
SV - Sports Utility Vehicle				
VN - Van	13.00	17.00	4.00	17.00
VT - Vintage Trolley				
Automobiles	94.00	89.19	-4.81	50.00
Trucks and other Rubber Tire Vehicles	30.20	34.96	4.76	19.00
Steel Wheel Vehicles	14.30	14.29	-0.01	17.00
Passenger / Parking Facilities	2.00	1.91	-0.09	2.00
Administrative / Maintenance Facilities	3.00	2.90	-0.10	3.00
CR - Commuter Rail	1.50	5.41	3.91	2.00
LR - Light Rail	3.00	0.54	-2.46	7.00

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Performance Target Calculation Backup

Revenue Vehicles:

Row Labels	Sum of 2024 Total Under ULB	Sum of 2024 Total Over ULB	Sum of Over / Under ULB
AB - Articulated Bus	25	0	0.00%
BR - Over-the road Bus	27	0	0.00%
BU - Bus	423	20	4.51%
CU - Cutaway	131	0	0.00%
LR - Light Rail Vehicle	117	0	0.00%
RL - Commuter Rail Locomotive	18	0	0.00%
RP - Commuter Rail Passenger Coach	38	0	0.00%
VP - Vanpool	454	77	14.50%
Grand Total	**1233**	**97**	**7.29%**

*Since Vanpool fleet is pretty evenly split between Vans and Minivans, both modes will be assigned a 15% target for 2024

Non-Revenue Vehicles:

Row Labels	Count of 2024 Over Existing ULB	2024 Scheduled Replacements	Estimated Targets Over/Under ULB
SAU	**34**		
No	4	0	50.00%
Yes	30	9	50.00%
SSW	**6**		
No	5	0	83.33%
Yes	1	0	16.67%
STR	**674**		
No	409	7	81.16%
Yes	265	94	18.84%
Grand Total	**714**		

2023 TAM Infrastructure Performance Restriction Data

Mode	Total Segments	Restrictions By Mode	Percentage Effected
Commuter Rail Track Segments	38	3	8%
Light Rail Track Segments	44	17	39%
Streetcar Track Segmetns	2	0	0%

Mode	Date	Month	Time Data Collected	From	To	Total Length (DRM)	# Tracks/Lanes Affected	Design or Posted Speed (MPH)	Performance Restriction in Effect (Y/N)	Performance Restriction Cause	Speed Restriction (MPH)	Contact Name	Comments	Segment ID	Restriction Type
CR	1/4/2023	January	9:00 AM	0	0	0			No			James Cragun	No Restrictions		
CR	2/1/2023	February	9:00 AM	0	0	0			No			James Cragun	No Restrictions		
CR	3/1/2023	March	9:00 AM	MP N 13.71	MP N 14.77	4.26	1	79	Yes	Track Settling	45	James Cragun		FN6	Construction
CR	4/5/2023	April	9:00 AM	0	0	0			No			James Cragun	No Restrictions		
CR	5/3/2023	May	9:00 AM	0	0	0			No			James Cragun	No Restrictions		
CR	6/7/2023	June	9:00 AM	0	0	0			No			James Cragun	No Restrictions		
CR	7/5/2023	July	9:00 AM	0	0	0.00			No			James Cragun	No Restrictions		
CR	8/2/2023	August	9:00 AM	MP S43.13	MP S43.2	0.67	1	45	Yes	Defect in Frog	15	James Cragun		FS18	Rail Defect
CR	9/6/2023	September	9:00 AM	0	0	0.00			No			James Cragun	No Restrictions		
CR	10/4/2023	October	9:00 AM	0	0	0.00			No			James Cragun	No Restrictions		
CR	11/1/2023	November	9:00 AM	MP N 8.69	MP N 9.13	0.88	2	79	Yes	Crossing Protection	15	James Cragun		FN3	Maintenance
CR	12/6/2023	December	9:00 AM	0	0	0			No			James Cragun	No Restrictions		
LR	1/4/2023	January	9:00 AM	Airport Interlocking	Airport Station	1.06	2	10	Yes	Malfunctioning gates	10	Spencer Firkins		AP1	Maintenance
LR	1/4/2023	January	9:00 AM	Ballpark Station	BI-6 Signal	2.42	2	25 - 55	Yes	Malfunctioning gates	15	Spencer Firkins	MOW inspecting gate at this time.	NS11	Maintenance
LR	2/1/2023	February	9:00 AM	0	0	0			No			Spencer Firkins	No Restrictions		
LR	3/1/2023	March	9:00 AM	E1101	Bingham Junction	2.50	1	50	Yes	Broken Rail	25	Spencer Firkins		MJ4	Rail Defect
LR	4/5/2023	April	9:00 AM	E1101	Bingham Junction	2.50	1	50	Yes	Broken Rail	25	Spencer Firkins		MJ4	Rail Defect
LR	4/5/2023	April	9:00 AM	Union Curves	Union Curves	0.20	2	10	Yes	Worn Rail	5	Spencer Firkins		WV6	Rail Defect
LR	4/5/2023	April	9:00 AM	Murray Central	Catenary Pole 2312	1.92	1	55	Yes	Arcing	10	Spencer Firkins	MOW INSTALLED CUT OUTS FOR 5300 S. SGR	NS7	Maintenance
LR	5/4/2023	May	12:54 PM	Union Curves	Union Curves	0.20	2	10	Yes	Worn Rail	5	Spencer Firkins		WV6	Rail Defect
LR	5/4/2023	May	12:54 PM	Meadowbrook	Murray Central	4.49	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		NS8	Construction
LR	5/4/2023	May	12:54 PM	Meadowbrook	Murray Central	3.84	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		NS7	Construction
LR	5/4/2023	May	12:54 PM	Fashion Place West	Midvale Fort Union	0.53	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		NS4	Construction
LR	5/4/2023	May	12:54 PM	Fashion Place West	Midvale Fort Union	3.14	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		NS3	Construction
LR	5/4/2023	May	12:54 PM	Fashion Place West	Bingham Junction	0.38	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		MJ6	Construction
LR	5/4/2023	May	12:54 PM	Fashion Place West	Bingham Junction	1.61	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		MJ5	Construction
LR	5/4/2023	May	12:54 PM	Fashion Place West	Bingham Junction	5	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		MJ4	Construction
LR	6/8/2023	June	1:18 PM	Union Curves	Union Curves	0.2	2	55	Yes	Worn Rail	5	Spencer Firkins		WV6	Rail Defect
LR	6/8/2023	June	1:18 PM	Murray Central	Catenary Pole 2312	1.92	1	55	Yes	Arcing	10	Spencer Firkins	MOW INSTALLED CUT OUTS FOR 5300 S. SGR	NS7	Maintenance
LR	6/8/2023	June	1:18 PM	LIBRARY	900 E	1.45	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM5	Construction
LR	6/8/2023	June	1:18 PM	LIBRARY	900 E	2.92	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM4	Construction
LR	6/8/2023	June	1:18 PM	Stadium	Medical	0.56	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM3	Construction
LR	6/8/2023	June	1:18 PM	Stadium	Medical	2.49	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM2	Construction
LR	6/8/2023	June	1:18 PM	Stadium	Medical	0.41	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM1	Construction
LR	7/6/2023	July	4:49 PM	Union Curves	Union Curves	0.2	2	10	Yes	Worn Rail	5	Spencer Firkins		WV6	Rail Defect
LR	7/6/2023	July	4:49 PM	LIBRARY	900 E	1.45	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM5	Construction

2023 TAM Infrastructure Performance Restriction Data

Mode	Total Segments	Restrictions By Mode	Percentage Effected
Commuter Rail Track Segments	38	3	8%
Light Rail Track Segments	44	17	39%
Streetcar Track Segmetns	2	0	0%

Mode	Date	Month	Time Data Collected	From	To	Total Length (DRM)	# Tracks/Lanes Affected	Design or Posted Speed (MPH)	Performance Restriction in Effect (Y/N)	Performance Restriction Cause	Speed Restriction (MPH)	Contact Name	Comments	Segment ID	Restriction Type
LR	7/6/2023	July	4:49 PM	LIBRARY	900 E	2.92	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM4	Construction
LR	7/6/2023	July	4:49 PM	Stadium	Medical	0.56	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM3	Construction
LR	7/6/2023	July	4:49 PM	Stadium	Medical	2.49	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM2	Construction
LR	7/6/2023	July	4:49 PM	Stadium	Medical	0.41	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM1	Construction
LR	8/2/2023	August	10:03 AM	55601	RESUME SPEED BOARD	4.13	1	35	Yes	Warped Rail	10	Spencer Firkins		MI2	Rail Defect
LR	8/2/2023	August	10:03 AM	Murray Central	Sampler Switch	1.92	1	55	Yes	Broken Rail	30	Spencer Firkins		NS7	Rail Defect
LR	8/2/2023	August	10:03 AM	Fashion Place West	Sugar Interlocking	0.27	1	55	Yes	Broken Rail	50	Spencer Firkins		NS4	Rail Defect
LR	9/7/2023	September	11:36 AM	Murray Central	Sampler Switch	1.92	1	55	Yes	Broken Rail	30	Spencer Firkins		NS7	Rail Defect
LR	9/7/2023	September	11:36 AM	Fashion Place West	Sugar Interlocking	0.27	1	55	Yes	Broken Rail	50	Spencer Firkins		NS4	Rail Defect
LR	9/7/2023	September	11:36 AM	55601	RESUME SPEED BOARD	4.13	1	35	Yes	Warped Rail	20	Spencer Firkins		MI2	Rail Defect
LR	10/5/2023	October	1:15 PM	Murray Central	Sampler Switch	1.92	1	55	Yes	Broken Rail	30	Spencer Firkins		NS7	Rail Defect
LR	10/5/2023	October	1:15 PM	Fashion Place West	Sugar Interlocking	0.27	1	55	Yes	Broken Rail	50	Spencer Firkins		NS4	Rail Defect
LR	10/5/2023	October	1:15 PM	55601	RESUME SPEED BOARD	4.13	1	35	Yes	Warped Rail	20	Spencer Firkins		MI2	Rail Defect
LR	10/5/2023	October	1:15 PM	Meadowbrook	Murray Central	4.49	2	55	Yes	SGR Replacement	35	Spencer Firkins		NS8	Construction
LR	10/5/2023	October	1:15 PM	Meadowbrook	Murray Central	3.84	2	55	Yes	SGR Replacement	35	Spencer Firkins		NS7	Construction
LR	11/3/2023	November	9:37 AM	Murray Central	Sampler Switch	1.92	1	55	Yes	Broken Rail	30	Spencer Firkins		NS7	Rail Defect
LR	12/7/2023	December	11:18 AM	Dry Creek 2	Sandy Civic Center	0.26	1	55	Yes	Warped Rail	35	Spencer Firkins		DN3	Rail Defect

Average Monthly Performance Restriction Calculation

Sum of Total Length (DRM)	Column Labels											
Row Labels	January	March	April	May	June	July	August	September	October	November	December	Grand Total
CR	**0**	**4.26**	**0**	**0**	**0**	**0**	**0.67**	**0**	**0**	**0.88**	**0**	**5.81**
Construction		4.26										4.26
Maintenance										0.88		0.88
Rail Defect							0.67					0.67
(blank)	0		0	0	0	0.00		0.00	0.00		0.00	0.00
LR	**3.48**	**2.5**	**4.62**	**19.19**	**9.95**	**8.03**	**6.32**	**6.32**	**14.65**	**1.92**	**0.26**	**77.24**
Construction				18.99	7.83	7.83			8.33			42.98
Maintenance	3.48		1.92		1.92							7.32
Rail Defect		2.5	2.7	0.2	0.2	0.20	6.32	6.32	6.32	1.92	0.26	26.94
Grand Total	**3.48**	**6.76**	**4.62**	**19.19**	**9.95**	**8.03**	**6.99**	**6.32**	**14.65**	**2.80**	**0.26**	**83.05**

The table above is calculated in a way consistent with the FTA Guidebook for calculating performance restrictions for an agency's infrastructure. This data is not required to be included on the A90 NTD reporting form that we can see. However, it is calculated and retained if it is requested. The intent of this table is to capture open performance restrictions on an agency's fixed guideway. The information above tells a reader that while UTA may have had occasional performance restrictions, they were able to remedy those restrictions in a reasonable amount of time. To be included on the list for consideration, a performance restriction must be in effect the first Wednesday of each month at 9:00 am. The units for these values are Direction Route Miles (DRM).

Appendix E- TAM Facility Performance Measure Reporting Guidebook

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/asset-management/60361/tam-facility-performance-measure-reporting-guidebook-v1-2.pdf

Appendix F- TAM Infrastructure Performance Measure Reporting Guidebook

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/asset-management/60356/tam-infrastructure-performance-measure-reporting-guidebook.pdf

Appendix G- Track Segment Master List

Row Labels	Count of TRACK SEGMENT NAME
BLUE	**22**
150 SOUTH INTERLOCKING TO DELTA INTERLOCKING	1
5200 SOUTH CROSSOVER TO CENTRAL INTERLOCKING	1
5500 SOUTH CROSSOVERS TO 5200 SOUTH CROSSOVER	1
700 SOUTH CROSSOVER TO MAIN STREET INTERLOCKING	1
BALLPARK INTERLOCKING TO 700 SOUTH CROSSOVER	1
BEETDIGGER INTERLOCKING TO PIONEER INTERLOCKING	1
CENTRAL INTERLOCKING TO I-80 INTERLOCKING	1
CUSHING INTERLOCKING TO SUGAR INTERLOCKING	1
DELTA INTERLOCKING TO GATEWAY INTERLOCKING	1
DELTA INTERLOCKING TO NORTH SOUTH INTERMODAL HUB TIE IN	1
DRAPER TERMINAL TO DRY CREEK	1
DRY CREEK TO BEETDIGGER	1
GATEWAY INTERLOCKING TO INTERMODAL INTERLOCKING	1
I-80 INTERLOCKING TO UNION INTERLOCKING	1
INTERMODAL INTERLOCKING TO NORTH SOUTH EOL	1
LOVENDAHL INTERLOCKING TO 5500 SOUTH CROSSOVER	1
MAIN STREET INTERLOCKING TO 150 SOUTH INTERLOCKING	1
NORTH SOUTH EOL TO DRAPER TERMINAL	1
NORTH SOUTH INTERMODAL HUB TIE IN TO GATEWAY INTERLOCKING	1
PIONEER INTERLOCKING TO CUSHING INTERLOCKING	1
SUGAR INTERLOCKING TO LOVENDAHL INTERLOCKING	1
UNION INTERLOCKING TO BALLPARK INTERLOCKING	1
COMMUTER RAIL	**38**
1300 SO TO 1700 SO SIDING	1
AMERICAN FORK SIDING	1
CENTERVILLE SIDING	1
CLEARFIELD SIDING	1
DRAPER SIDING	1
FARMINGTON SIDING	1
KAYSVILLE SIDING	1
LAYTON SIDING	1
LEHI SIDING	1
MURRAY SIDING	1
OGDEN SIDING	1
OREM SIDING	1
PROVO EOL TO	1
PROVO SIDING	1
ROY SIDING	1
SALT LAKE INTERMODAL NORTH TO END OF SLI	1
SALT LAKE INTERMODAL SIDING	1

Row Labels	Count of TRACK SEGMENT NAME
SINGLE LINE NORTH CENTERVILLE TO FARMINGTON	1
SINGLE LINE NORTH CLEARFIELD TO ROY	1
SINGLE LINE NORTH FARMINGTON TO KAYSVILLE	1
SINGLE LINE NORTH KAYSVILLE TO LAYTON	1
SINGLE LINE NORTH LAYTON TO CLEARFIELD	1
SINGLE LINE NORTH OGDEN TO PLEASANT VIEW EOL	1
SINGLE LINE NORTH ROY TO OGDEN	1
SINGLE LINE NORTH SALT LAKE INTERMODAL TO WOODS CROSS	1
SINGLE LINE NORTH WOODS CROSS TO CENTERVILLE	1
SINGLE LINE SOUTH	1
SINGLE LINE SOUTH 1300 SO SIDING TO SLI	1
SINGLE LINE SOUTH AMERICAN FORK TO LEHI	1
SINGLE LINE SOUTH DRAPER TO SOUTH JORDAN	1
SINGLE LINE SOUTH LEHI TO DRAPER	1
SINGLE LINE SOUTH MURRAY TO 1700 SO	1
SINGLE LINE SOUTH OREM TO AMERICAN FORK	1
SINGLE LINE SOUTH PROVO TO OREM	1
SINGLE LINE SOUTH JORDAN TO MURRAY	1
SOUTH JORDAN SIDING	1
VINEYARD SIDING	1
WOODS CROSS SIDING	1
GREEN	**11**
AIRPORT INTERLOCKING TO EOL	1
AIRPORT JUNCTION INTERLOCKING TO FREEWAY INTERLOCKING	1
EAST INTERLOCKING TO AIRPORT INTERLOCKING	1
FREEWAY INTERLOCKING TO RUNWAY INTERLOCKING	1
NORTH SOUTH TIE IN TO UNION A INTERLOCKING	1
REDWOOD CROSSOVER INTERLOCKING TO WEST VALLEY INTERLOCKING	1
RUNWAY INTERLOCKING TO EAST INTERLOCKING	1
UNION A INTERLOCKING TO ZCMI INTERLOCKING	1
WEST VALLEY INTERLOCKING TO EOL	1
X-OVER INTERLOCKING TO REDWOOD CROSSOVER	1
ZCMI INTERLOCKING TO X-OVER INTERLOCKING	1
RED	**11**
450 EAST INTERLOCKING TO RICE INTERLOCKING	1
FIELD HOUSE INTERLOCKING TO U HEALTH SCIENCES INTERLOCKING	1
HEALTH SCIENCES INTERLOCKING TO EOL	1
JUNCTION INTERLOCKING TO QUICK INTERLOCKING	1
KENNECOTT INTERLOCKING TO EOL	1
MAIN STREET INTERLOCKING TO 450 EAST INTERLOCKING	1
NORTH INTERLOCKING TO KENNECOTT INTERLOCKING	1

Row Labels	Count of TRACK SEGMENT NAME
NORTH SOUTH TIE IN TO TUNNEL INTERLOCKING	1
QUICK INTERLOCKING TO NORTH INTERLOCKING	1
RICE INTERLOCKING TO FIELD HOUSE INTERLOCKING	1
TUNNEL INTERLOCKING TO JUNCTION INTERLOCKING	1
STREETCAR	**2**
500 EAST STATION TO McCLELLAND ST STATION	1
NORTH SOUTH TIE IN TO 500 EAST STATION	1
Grand Total	**84**

Figure 18- Track Segment Master List

Appendix H- Capital Inventory Report

This report is a high-level summary count of assets being housed in UTA's Asset Management System

Includes UTA assets and Third Party Assets for UTA's Group Plan Participants

Asset Descriptions	Airport Trax	Commuter Rail North	Commuter Rail South	Equipment	Facilities	Intermodal Extension Trax	JRSC	MAX	Mid - Jordan Trax	Non - Revenue Vehicles	North/South Trax	OGX	Revenue Vehicles	Sugar House Streetcar	Ticket Vending Machine	University Trax	UVX	West Valley Trax	Grand Total
AC Switchgear	6					3			11		15			2		5		6	48
Administrative Buildings					38														38
Articulated Bus (60 ft) - Hybrid													25						25
At-Grade Crossings	5	27	35			1			15		38					6		7	134
Ballast CR		4																	4
Ballast LR	3								5		7			1				3	19
Ballasted Curve	44	232	292			12			120		208							122	1030
Ballasted Diamond Crossover	2	1				1			2		1					1		2	10
Ballasted Single Crossover	1	2	1						10		15			1				5	35
Ballasted Tangent	25	136	164			7			86		133			1				56	608
Bridge	5	5	36						19		11							8	84
BRT Station								27				21					22		70
Building Boiler												4							4
Building Elevators and Conveying Systems				28															28
Bumper Stop											2			3					5
Bus (<30 ft)													229						229
Bus (<30 ft) - Diesel													3						3
Bus (35 ft) - Diesel													36						36
Bus (40 ft) - CNG													47						47
Bus (40 ft) - Diesel													212						212
Bus (40 ft) - Electric													36						36
Bus (40 ft) - Hybrid													9						9
Bus Guideway																	1		1
Bus Maintenance Buildings					17														17
Bus Washer				4	1														5
Catenary Poles	263					147			523		935			106		211		353	2538
CNG Refueling Station					2														2
Commuter Rail Locomotive													18						18
Commuter Rail Passenger Coach													16						16
Commuter Rail Self-Propoelled Passenger Car													22						22
Concrete Ties	5	2	2						3		7			1				3	23
DC Switchgear	12					6			18		34			4		11		12	97
Direct Fixation Curve	4															10		8	22
Direct Fixation Tangent	5															5		1	11
Drainage	139	777	172			13			3		269			45		123		184	1725
Dynamometers				2															2
Electrification Catenary	71					31			122		183			34		69		70	580
Electrification Substations	6					3	2		11		15			2		5		6	50
Embedded Curve	48					43					27			21		49		14	202
Embedded Diamond Crossover																2			2
Embedded Single Crossover	2					5					2					1			10
Embedded Tangent	55	19	2			45			26		34			24		49		41	295
Fencing	19	82	145						52		152					1		26	477
Fiber Optic Cable	2	4	3	2					1		5			1		2		1	21
Fuel Island				1	7														8
Gates, Flashers, Crossings	26	116	168						122		304					39		46	821
Grade Crossing Panel		36	47						63		79							26	251
Grass Tangent	2										3								5

Asset Descriptions	Airport Trax	Commuter Rail North	Commuter Rail South	Equipment	Facilities	Intermodal Extension Trax	JRSC	MAX	Mid - Jordan Trax	Non - Revenue Vehicles	North/South Trax	OGX	Revenue Vehicles	Sugar House Streetcar	Ticket Vending Machine	University Trax	UVX	West Valley Trax	Grand Total
Half Grand	1															1			2
Impedance Bond	12					6			20		26			2		10		12	88
In-Station Revenue Collection															186				186
Interlocking	45	119	94			36			67		144			26		32		29	592
Lifts - Fixed				6															6
Lifts - Fixed: In Floor				75															75
Lifts - Fixed: Parallelogram				6															6
Lifts - Portable				12															12
LRV													117						117
Maintenance Equipment				175															175
Non-Revenue Vehicle: Car										23									23
Non-Revenue Vehicle: Special										233									233
Non-Revenue Vehicle: Truck										652									652
Onboard Train Control				41															41
Operational Simulator				2															2
Over-the-Road Coach													27						27
Phone System																		1	1
Radio		1		6															7
Rail Station - CR					17														17
Rail Station - LR					60														60
Retaining Walls	9	10	49		1				20		16			1		7		23	136
Signals & Train Stops - LR	38		1						8		38			16		56		12	169
Software				26															26
Station Parking Garage					4														4
Stations Park and Ride					47														47
Storage - Yards					9														9
Switch Heaters											14								14
Switch Machine	22	83	32			16			95		85			6		16		44	399
Train Control - CR		22	32																54
Train Control - LR	40		1			2			50		188			11		10		33	335
Train Washer				3															3
Trolleybus			4																4
Underground Guideway	1															1			2
Vanpool					106								402						508
Vehicle Paintbooth				1															1
Wayside Train Control			6																6
Wood Ties	2	2	2						5		6							3	20
Yard Track		39							24									74	137
Grand Total	920	1719	1288	390	309	377	2	27	1501	908	2996	25	1199	308	186	722	23	1231	14131

Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Non Revenue/Service Automobile	Vehicle Lift	Stertil Koni 4 Column	Vehicle Lift System	1	NA	United Way of Utah County	2018	NA	$44,255.83
Equipment	Trucks and other Rubber Tire Vehicles	Ford Service Truck	Ford	Ford F550	1	1FDUF5HT6LDA14151	United Way of Utah County	2021	3,189	$52,691.00
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	Ford	Econonline	1	1FDFE4FS2HDC06593	United Way of Utah County	2016	81,122	$92,795.89
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	Ford	Econonline	1	1FDFE4FS7HDC06587	United Way of Utah County	2016	97,302	$92,795.89
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	Ford	E450	1	1FDFE4FS7HDC57295	United Way of Utah County	2018	86,549	$88,696.07
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	Ford	E450	1	1FDFE4FSXHDC57307	United Way of Utah County	2018	90,750	$88,696.07
RevenueVehicles	MV - Mini-van	2022 Chrysler Voyager	Chrysler	Voyager	1	2C4RC1CG7NR203865	United Way of Utah County	2023	3,283	$54,715.00
RevenueVehicles	MV - Mini-van	2023 Chrysler Voyager	Chrysler	Voyager	1	2C4RC1CG4PR597960	Weber County Aging Services	2023	2,914	$65,585.00
RevenueVehicles	VN - Van	2018 Ford Norcal Transit U4X	Ford	Norcal	1	1FDVU4XM6JKA22079	United Way of Utah County	2018	47,723	$78,559.38
RevenueVehicles	VN - Van	2018 Ford NorCal Transit U4X	Ford	Norcal	1	1FDVU4XM5JKA90323	United Way of Utah County	2018	38,441	$78,559.38
RevenueVehicles	VN - Van	2022 Accessible (ADA) Ford	Ford	Transit Van	1	1FDVU4XG9NKA42372	United Way of Utah County	2023	2,809	$54,715.00
RevenueVehicles	VN - Van	T-350 HD WAGON DRW	Ford	Transit Van	1	1FDVU4X81MKA75762	United Way of Utah County	2023	20,624	$71,635.00

Asset Conditions (Revenue Vehicles)

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	1	1FDFE4FS2HDC06593	8	81,122	$92,795.89	4	Yes
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	1	1FDFE4FS7HDC06587	8	97,302	$92,795.89	4	Yes
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	1	1FDFE4FS7HDC57295	6	86,549	$88,696.07	4	Yes
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	1	1FDFE4FSXHDC57307	6	90,750	$88,696.07	4	Yes
RevenueVehicles	MV - Mini-van	2022 Chrysler Voyager	1	2C4RC1CG7NR203865	1	3,283	$54,715.00	4	No
RevenueVehicles	MV - Mini-van	2023 Chrysler Voyager	1	2C4RC1CG4PR597960	1	2,914	$65,585.00	4	No
RevenueVehicles	VN - Van	2018 Ford Norcal Transit U4X	1	1FDVU4XM6JKA22079	6	47,723	$78,559.38	4	Yes
RevenueVehicles	VN - Van	2018 Ford NorCal Transit U4X	1	1FDVU4XM5JKA90323	6	38,441	$78,559.38	4	Yes
RevenueVehicles	VN - Van	2022 Accessible (ADA) Ford	1	1FDVU4XG9NKA42372	1	2,809	$54,715.00	4	No
RevenueVehicles	VN - Van	T-350 HD WAGON DRW	1	1FDVU4X81MKA75762	1	20,624	$71,635.00	4	No

Asset Conditions (Equipment)

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Non Revenue/Service Automobile	Vehicle Lift	1	NA	6	NA	$44,255.83	10	No
Equipment	Trucks and other Rubber Tire Vehicles	Ford Service Truck	1	1FDUF5HT6LDA14151	3	3,189	$52,691.00	14	No

Appendix I- Ten-Year Plans

UTAH TRANSIT AUTHORITY

MOW 10-YEAR REPLACEMENT PLAN

Years 2025 -2034

Introduction

The Maintenance of Way (MOW) 10-Year Plan is developed to target the assets that may need to be rehabbed or replaced. This plan will show the assets that have exceeded their useful life. Once an asset has exceeded its useful life it will show up on the state of good repair (SGR) backlog. In this document, these assets are identified by their asset number or general description. The asset number is the identifying number that is used in UTA's inventory management system (JDE). The items that have a general description will not call out specific assets but will act as a placeholder for assets later identified.

At the beginning of each project there are labels connecting the project to the UTA 5-Year Capital Budget. The project code and project name are the identifiers that the MOW 10-Year Replacement plan uses to reference UTA's 5-Year Capital Plan. The target backlog percentage is the goal UTA will try to maintain during the 10-year plan; this means the percentage of assets remaining that have exceeded their useful life but have not yet been rehabbed or replaced. The total assets line represents the total amount of assets for that category or individual assets within that category.

To create a better understanding for the individual projects and their focus a high level overview will be given below for all proposed projects.

Grade Crossing Rehab/Replacement - Grade crossings are the place where a railroad and a road cross at the same level. This project will cover the grade crossing panels replacement only. The grade crossing panels are the set of panels or area that allows crossing vehicular traffic to travel over the UTA rail corridors.

Rail Rehab/Replacement - This project will take place in two types of territories on the rail alignment: embedded and ballasted. Embedded track, sometimes called street running areas, both supports the rail and automobile traffic. Ballasted track is on railroad ballast (rocks) that serves as a bed for railroad tracks to provide stability, drainage, and support for the significant loads that rail vehicles carry.

This Rail Rehab project also covers the replacement of crossovers which are a pair of switches connecting two parallel rail tracks, allowing a train on one track to cross over to the other. Three types of curved track will also be evaluated for replacement: embedded, ballasted, and direction fixation. The embedded and ballasted track have already been defined above. Direct fixation uses concrete pedestals to support the track leaving the rail fully exposed.

Rail Switches/Trackwork Controls - This project covers rail switches, which are a mechanical installation enabling railway trains to be guided from one track to another. UTA will address replacing three types of switches on the right of way and in the rail yards: hand throw, derail, and powered. Hand throw swithces have two parts linked together: the throw bar which extends to the lever on the near side of the track, which is activated using human strength to move from one position to the other. Derails are switches that direct errant rolling trains away from the mainline. Powered switches perform the same function as hand throw except that an electric motor is used to move the switch. This can be thrown remotely through our TDX software or physically at the switch by an authorized person.

Train Control Rehab/Replace - The train control systems are the hardware and software equipment that monitor the train locations and movements in order to ensure safety. During the MOW 10-year plan years, the gate mechanisms for grade crossings will be replaced. The gate mechanisms are the mechanical components

that help to raise and lower the automatic gates that are intended to keep vehicles and people from entering the grade crossing.

Traction Power Rehab/Replacement - Traction power substations (TPSS) are electrical substations that convert electric power from the form provided by the electric utility service to an appropriate voltage, current type, and frequency to supply UTA's light rail vehicles. TPSS will only have rehabs completed during this timeframe consisting of upgrading components and replacing any worn out parts.

Ballast and Ties Rehab/Replacement - Track ballast forms the trackbed upon which railroad ties are laid. It is packed between, below, and around the ties. It is used to bear the load from the railroad ties, to facilitate drainage of water, and keep down vegetation that might interfere with track structure. UTA's choice of ballast product is gravel or rocks. If the trackbed becomes uneven it will be necessary to pack ballast underneath sunken ties to level the track again. This is usually done by using a ballast tamping machine. The railroad tie is a rectangular support for the rail in railroad tracks. Ties transfer the loads to the track ballast, hold the rails upright, and keep the rails spaced to the correct gauge. The types of railroad ties that UTA currently uses are wood and concrete ties.

Rail Communication Fiber Rehab/Replace - Fiber-Optic communication is the method of transmitting information from one place to another by sending pulses of infrared light through fiber optic cable. Fiber is used throughout both Commuter and Light rail systems at UTA for railway signal controls, passenger information signs, and other communication devices.

Overhead Catenary System (OCS) Rehab/Replacement - The overhead catenary system acts as the contact line technique for transmission of electrical power. The substations supply the overhead catenary system which uses an electrical cable to transmit electrical energy to the light rail vehicles for their power and propulsion system.

Bridge Rehabilitation/Maintenance - Bridge inspection will be the catalyst for these projects. The inspections will help to identify small defects or potential problem areas in the bridges to help mitigate any major developing issues. UTA currently uses a third party vendor who completes these bridge inspections.

Condition Studies - The condition studies that UTA will perform are geometry car, OCS wire scans, fiber testing, and grade crossing baseline study. Geometry car testing will be used to test several parameters of the track geometry and rail profile. OCS wire scans will provide the current wear on the contact wire to help show potential weak spots on the alignment. Fiber testing will be used to measure the overall optic loss, measure performance, and prevent any avoidable issues. The grade crossing baseline study will cover the study of the AFTAC system and the train detection timing required for proper grade crossing safety. The frequency of these tests will help to create a baseline for how each respective areas assets are wearing and show trending as time passes. While OCS wire scans and fiber testing are performed under the OCS and Fiber projects, the geometry car and grade crossing baseline studies are conducted under this project.

This plan will provide an outline for specific assets that Project Managers can package into their projects. This plan is intended to be an outline in the sense that changes may need to be made by business units and as time progresses. Quantities and costs have the potential to change over time especially in a 10-year period. Periodically a review of this document will be required to evaluate its effectiveness.

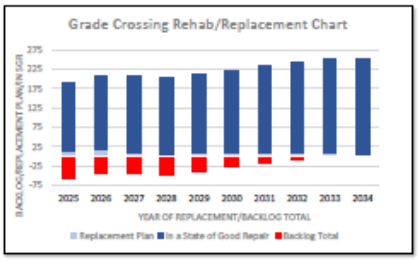
General Description

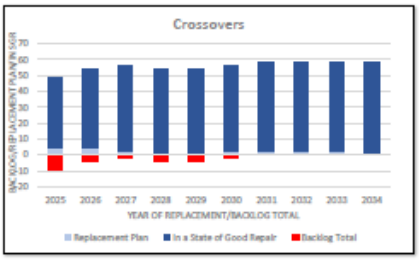
This is a high level overview of the budget for the 10-year MOW maintenance plan per individual projects. Each project shows the money that has been budgeted for individual years during the 10-Year plan. The sum of the individual projects budgeted money is shown in the total line. The budget numbers for the years 2025 - 2028 were derived from the UTA 5-Year Capital Plan. The budget numbers for years 2029 - 2034 were gathered using the 2024 TERM Lite projection numbers from the constrained raw data file.

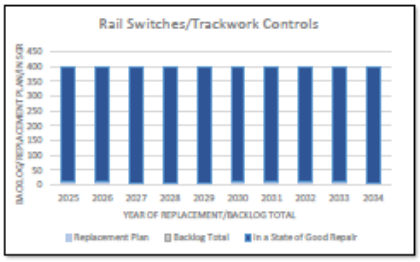
The charts on this page represent the projects that will have SGR backlog over the course of the 10 years. The charts represent the efforts that will need to take place in order to hit a certain backlog target percentage. Not all projects will have a chart due to no SGR backlog within that project. Some projects will have multiple charts due to different asset types within that project having SGR backlog. Information on each project will be given in greater detail per individual tabs in the Excel work book or shown individually in PDF form.

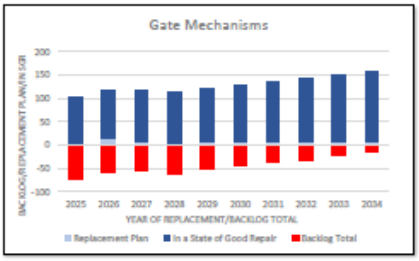
	Project Name								
Year	Grade Crossing Rehab/Replacement *SGR393*	Rail Rehab/Replacement *SGR385*	Rail Switches/ Trackwork Controls *SGR404*	Train Control Rehab/Replacement *SGR403*	Traction Power Rehab/Replacement *SGR397*	Ballast and Ties Rehab/Replacement *SGR401*	Fiber Replacement *SGR410*	OCS Rehab/Replacement *SGR398*	Bridge Rehab/Maintenance *SGR359*
2025	$4,500,000.00	$6,200,000.00	$500,000.00	$10,900,000.00	$4,300,000.00	$300,000.00	$1,519,000.00	$5,900,000.00	$420,000.00
2026	$2,200,000.00	$2,435,000.00	$4,500,000.00	$9,467,000.00	$0.00	$300,000.00	$679,000.00	$10,000,000.00	$440,000.00
2027	$2,200,000.00	$4,500,000.00	$1,600,000.00	$9,900,000.00	$0.00	$300,000.00	$682,000.00	$10,000,000.00	$460,000.00
2028	$4,000,000.00	$3,987,000.00	$1,400,000.00	$10,400,000.00	$0.00	$300,000.00	$686,000.00	$10,000,000.00	$500,000.00
2029	$4,000,000.00	$1,400,000.00	$800,000.00	$400,000.00	$15,000,000.00	$300,000.00	$0.00	$775,000.00	$300,000.00
2030	$3,000,000.00	$800,000.00	$800,000.00	$400,000.00	$15,000,000.00	$600,000.00	$0.00	$775,000.00	$300,000.00
2031	$3,000,000.00	$900,000.00	$800,000.00	$400,000.00	$15,000,000.00	$600,000.00	$0.00	$775,000.00	$300,000.00
2032	$3,000,000.00	$6,000,000.00	$800,000.00	$400,000.00	$15,000,000.00	$600,000.00	$0.00	$775,000.00	$300,000.00
2033	$3,000,000.00	$900,000.00	$800,000.00	$400,000.00	$0.00	$600,000.00	$0.00	$775,000.00	$300,000.00
2034	$3,000,000.00	$900,000.00	$800,000.00	$400,000.00	$0.00	$600,000.00	$0.00	$775,000.00	$300,000.00
Total	**$31,900,000.00**	**$28,022,000.00**	**$12,800,000.00**	**$43,067,000.00**	**$64,300,000.00**	**$4,500,000.00**	**$3,566,000.00**	**$40,550,000.00**	**$3,620,000.00**

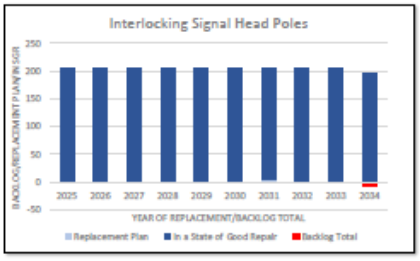
SGR Backlog Charts For Point Assets

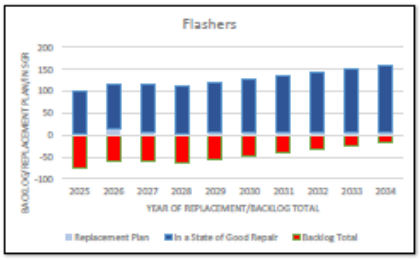


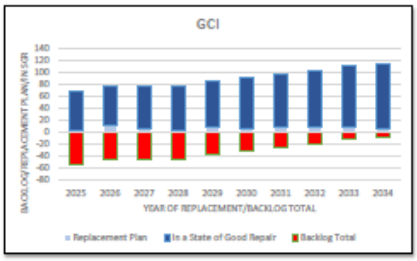




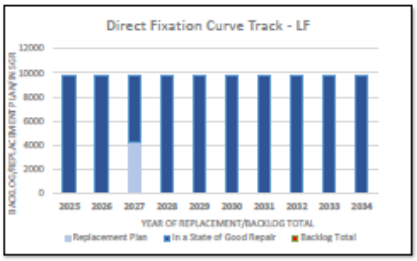


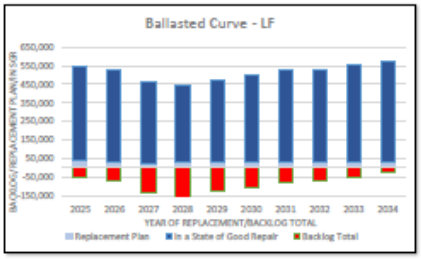


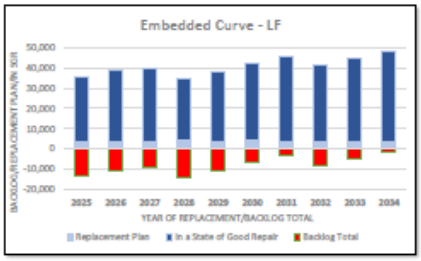


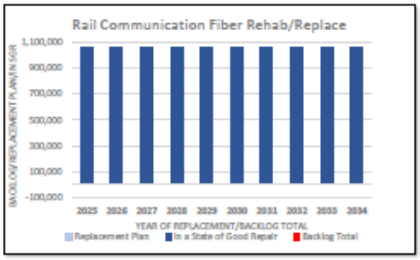


SGR Backlog Charts For Linear Assets









UTA MOW 10-YEAR REPLACEMENT PLAN

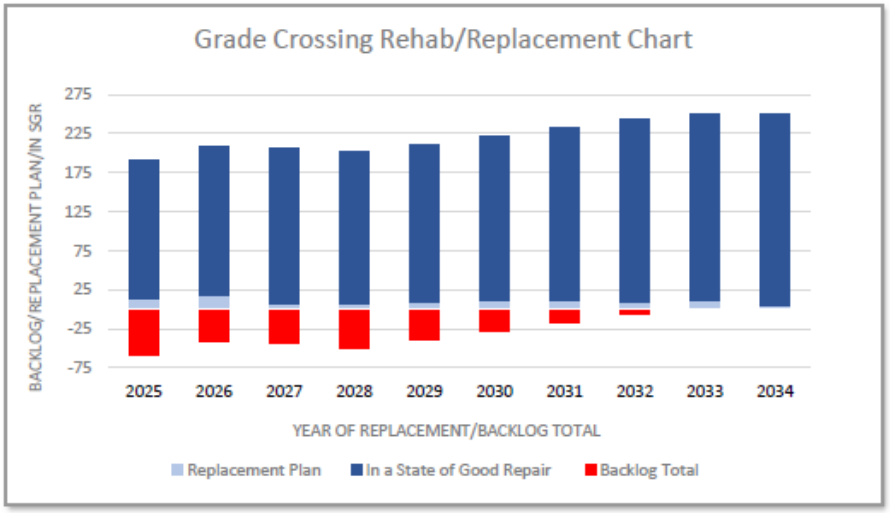
Project Code	SGR393	**Target Backlog %**	10%
Project Name	Grade Crossing Rehab/Replacement	**Total Assets**	250

Projected 10 Year Budget:

2025	$4,500,000
2026	$2,200,000
2027	$2,200,000
2028	$4,000,000
2029	$4,000,000
2030	$3,000,000
2031	$3,000,000
2032	$3,000,000
2033	$3,000,000
2034	$3,000,000
Total Budget	**$31,900,000**

General Project Description:

This project will cover the replacement of light rail and commuter rail grade crossing panel sets. The grade crossing panels are the set of panels or area that allows crossing vehicular traffic to travel over the UTA rail corridors. The majority of these panels will need to be replaced on the light rail right-of-way. The commuter rail will have 31 grade crossing panels reach their useful life in the year 2029. These commuter rail panels will start replacements in the year 2027 in order to spread the associated costs, with bulk being replaced during years 2027 - 2028. The light rail grade crossings will be listed with name of the grade crossing, each crossing consisting of 2 panels. In year 2025 there are 72 panels on the light rail line that will exceed their useful life. In order to reduce the light rail backlog, the first 2 years will consist of only replacing light rail panels. To maintain a 10% backlog by the end of the 10 year plan, UTA will need to replace/rehab at minimum 8 grade crossing panels per year.



UTA MOW 10-YEAR REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$4,500,000.00	$2,200,000.00	$2,200,000.00	$4,000,000.00	$4,000,000.00
3300 South (LR, N/S) Asset #'s: 34576, 35153	Jordan Valley Way (LR, MJ) Asset #'s: 33984, 34321	400 North (CRN) Asset #'s: 32306, 33005	Paxton Ave (LR, N/S) Asset # 34548	2950 South (LR, N/S) Asset #'s 34574, 35151
1070 West (LR, WV) Asset #'s: 35676, 35881	Wasatch Meadows (LR, MJ) Asset #'s: 33987, 34324	Pages Lane (CRN) Asset #: 32307	1300 North (CRN) Asset #: 32316	Split Rock (LR, MJ) Asset #'s: 34307, 33972
Chesterfield St (LR, WV) Asset #'s: 35679, 35884	South Jordan Pkwy (LR, MJ) Asset #'s: 33993, 34330	Old Mill Lane (CRN) Asset #: 32309	1000 East (CRN) Asset #: 32314	Lake Ave (LR, MJ) Asset #'s: 33974, 34309
Decker Lake (LR, WV) Asset #'s: 35682, 35887	7720 South (LR, N/S) Asset #'s: 34553, 35130	300 North (CRN) Asset #: 32305	1800 North (CRN) Asset #: 32317	Rain Lily Dr (LR, MJ) Asset #'s: 33971, 34306
E- Center (LR, WV) Asset #'s: 35683, 35888	8000 South (LR, N/S) Asset #'s: 34554, 35131	Gentile Street (CRN) Asset #: 32310	5813 South (LR, N/S) Asset #'s 34584, 35161	Mellow (LR, MJ) Asset #'s 33973, 34308
3360 South (LR, WV) Asset #'s: 35685, 35890	Duckhorn Dr (LR, MJ) Asset #'s: 34312, 34313	King Street (CRN) Asset #: 32311	2300 North (CRN) Asset #: 32318	
3500 South (LR, WV) Asset #'s: 35686, 35891	2100 South (LR, N/S) Asset #'s: 34571, 35148	Hill Field Road (CRN) Asset #: 32312		
	4800 South (LR, N/S) Asset #'s: 34582, 35158			
	Fireclay Ave (LR, N/S) Asset #'s: 34580, 35156			

2030	2031	2032	2033	2034
$3,000,000.00	$3,000,000.00	$3,000,000.00	$3,000,000.00	$3,000,000.00
Black Twig Dr (LR, MJ) Asset #'s 33975, 34310	2320 South (LR,WV) Asset #'s 35677, 35882	200 South (CRN) Asset #'s: 32304, 33004	4000 South (CRN) Asset #'s: 32322, 33009	1500 South (CRN) Asset #: 32330
Rambutan Way (LR, MJ) Asset #'s: 33976, 34311	6100 South (LR, N/S) Asset #'s: 34586, 35162	10000 South (LR, N/S) Asset #'s 34562, 35139	Kennecott Private (LR, MJ) Asset #'s 33977, 34314	500 South (CR) Asset #: 32331

UTA MOW 10-YEAR REPLACEMENT PLAN

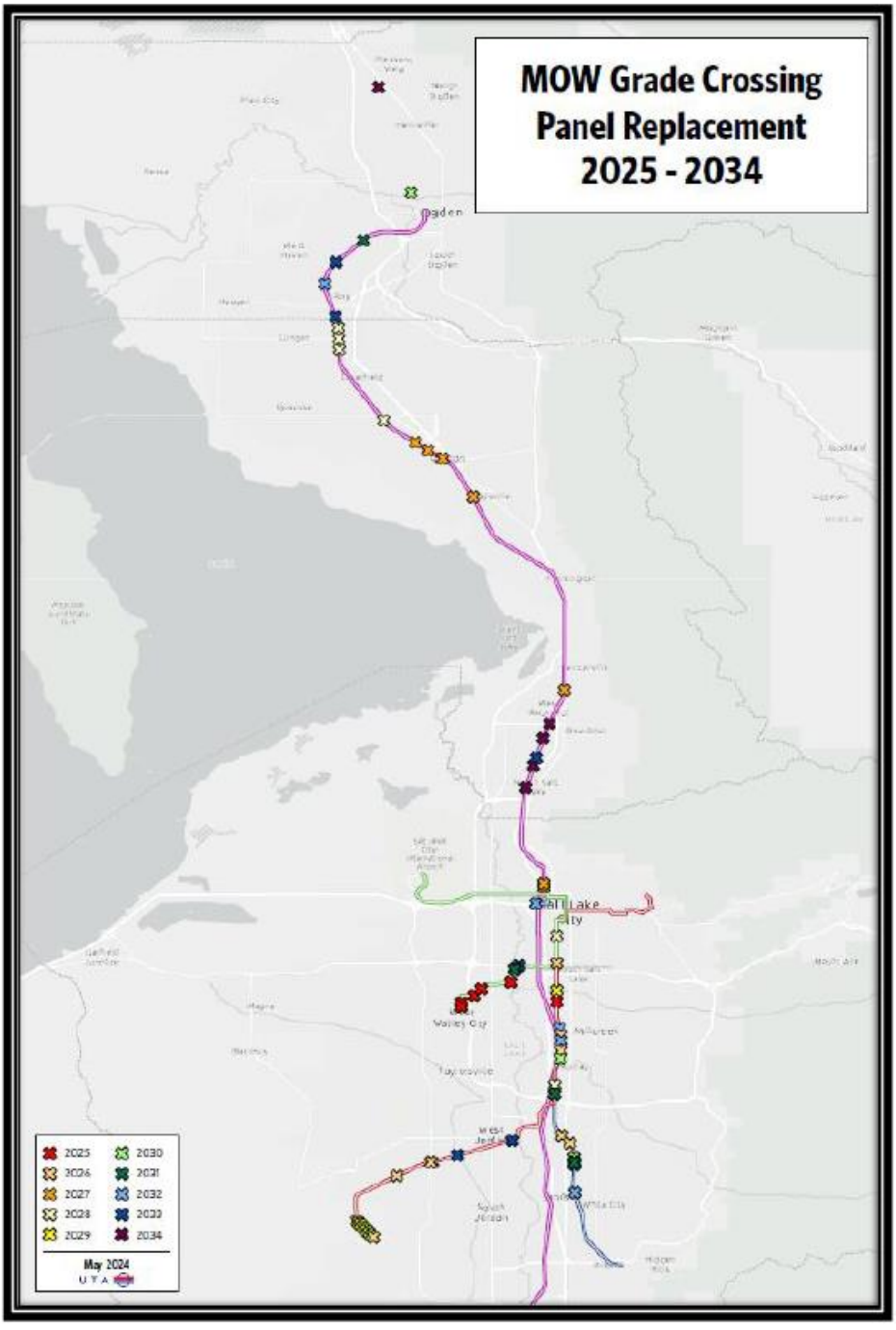
2030 (Cont'd)	2031 (Cont'd)	2032 (Cont'd)	2033 (Cont'd)	2034 (Cont'd)
Big Sur Dr (LR, MJ) Asset #'s: 34331, 33994	8680 South (LR, N/S) Asset #'s: 35134, 34559	4500 South (LR, N/S) Asset #'s 34581, 35157	6000 South (CRN) Asset #: 32320	Center Street (CRN) Asset #: 32327
8530 South (LR, N/S) Asset #'s: 34556, 35133	8720 South (LR, N/S) Asset #'s: 34558, 35135	200 South SLC (CRN) Asset #'s 32304, 33004	Private Road (LR, MJ) Asset #'s 33982, 34319	2700 North (CRN) Asset #: 32326
Vine Street (LR, N/S) Asset #'s: 34583, 35159	8800 South (LR, N/S) Asset #'s: 35136, 34559	Central Ave Siding (LR, N/S) Asset # 34578	JRSC Yard (LR, WV) Asset #'s 35675, 35880	Main Street (CRN) Asset #: 32328
17th Street (CRN) Asset #: 32325	3300 South (CRN) Asset #: 32323	4800 South (CRN) Asset #: 32321	1100 North (CRN) Asset #'s: 33010, 32329	

Anticipated Backlog Representation

Total Assets	250			
Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	14	58	192	178
2026	18	42	208	190
2027	8	44	206	198
2028	7	49	201	194
2029	10	39	211	201
2030	11	28	222	211
2031	11	17	233	222
2032	10	7	243	233
2033	11	0	250	239
2034	5	0	250	245

Grade Crossing Panels

Year	Projected Backlog
2025	72
2026	2
2027	10
2028	12
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0


MOW Grade Crossing
Panel Replacement
2025 - 2034
Ogden
Salt Lake City
West Valley City
West Jordan
South Jordan
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
May 2024
UTA

UTA MOW 10-YEAR REPLACEMENT PLAN

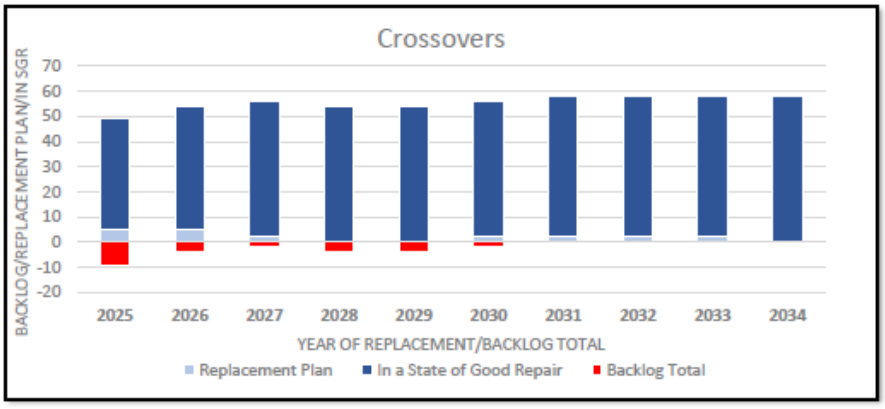
Project Code	SGR385
Project Name	Rail Rehab and Replacement
Projected 10 Year Budget:	
2025	$6,200,000.00
2026	$2,435,000.00
2027	$4,500,000.00
2028	$3,987,000.00
2029	$1,400,000.00
2030	$800,000.00
2031	$900,000.00
2032	$6,000,000.00
2033	$900,000.00
2034	$900,000.00
Total Budget	**$28,022,000.00**

Target Backlog %	10%
Total Crossovers (EA)	58
Direct Fixation (LF)	9,839
Ballasted Curve (LF)	600,337
Embedded Curve (LF)	49,076

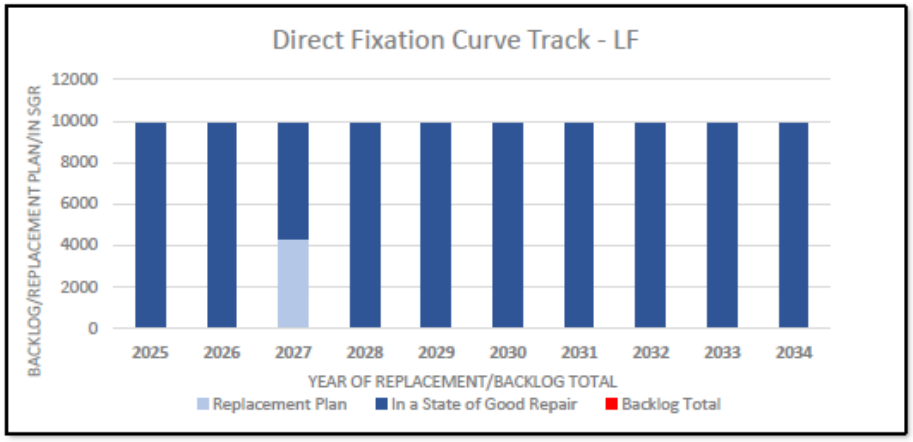
General Project Description:

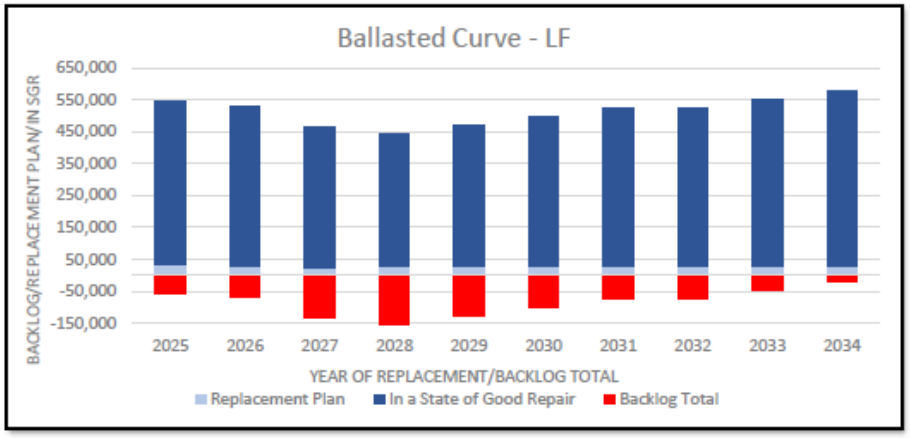
This project will cover the replacement of crossovers in both embedded and ballasted track areas on the light rail and commuter rail right-of-way. During the 10 year time period, two embedded diamond crossovers, two ballasted diamond crossover, thirteen ballasted single crossover, and four embedded single crossovers will reach their useful life. The 450 crossovers and Fieldhouse crossovers are currently not powered. During the replacements of crossovers that are not powered, UTA will need to evaluate options of creating powered crossovers in these locations. The replacement plan for the 10 years will show the amount of replacements planned for that year.

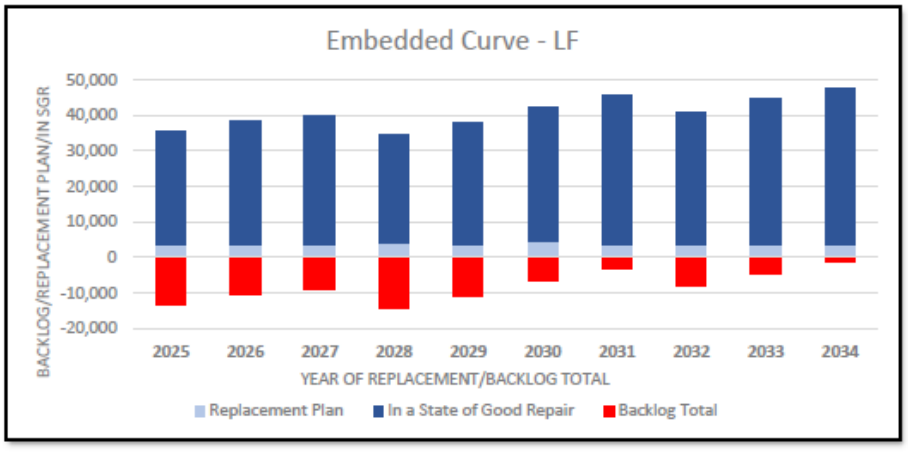
This project will also cover the replacement of three types of curved tracks: direction fixation, ballasted, and embedded. The amount will be based on linear feet from curves in the SGR backlog. Due to the radius of these curves, some of them may not require replacement upon inspection. As data is collected from inspections and analyzed, UTA could possibly extend the useful life on some of these curve track assets to mirror deterioration of tangent track pieces and update to 40 year useful life. For each type of curve, the replacement amount (in linear feet) per year is based on specific curves that are needing to be replaced. The appendix will call out the year, line, curve number, and linear feet.



UTA MOW 10-YEAR REPLACEMENT PLAN







UTA MOW 10-YEAR REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$6,200,000.00	$2,435,000.00	$4,500,000.00	$3,987,000.00	$1,400,000.00
450 East Crossovers (Non-Powered) Asset #: 35512	Beet digger Interlocking Asset #'s: 34862, 34863	Health Interlocking Asset #: 35511	Ballasted Curves 26,753 LF - See Appendix for details	Ballasted Curves 28,000 LF - See Appendix for details
Rice Interlocking Asset #: 35513	700 South SB to NB Asset # 41648	Lovendahl Interlocking Asset #: 34858	Embedded Curve 4,033 LF - See Appendix for details	Embedded Curve 3,357 LF - See Appendix for details
Yellowstone SB to NB Asset #: 34867	700 South NB to SB Asset # 41649	Ballasted Curves 24,425 LF - See Appendix for details		Fieldhouse Crossover (Non - Powered) Asset #: 35515
Yellowstone NB to SB Asset #: 34868	Ball Park SB to NB Asset #'s: 34865	Embedded Curve 3,340 LF - See Appendix for details		Gateway SB to NB Asset #: 33794
Cushing SB to NB Asset #: 34860	Ball Park NB to SB Asset #: 34866	Geometry Car		
Ballasted Curves 34,882 LF - See Appendix for details	Ballasted Curves 25,877 LF - See Appendix for details	Direct Fixation Curves 4,305 LF - See Appendix for details		
Embedded Curve 3,390 LF - See Appendix for details	Embedded Curve 3,420 LF - See Appendix for details			

2030	2031	2032	2033	2034
$800,000.00	$900,000.00	$6,000,000.00	$900,000.00	$900,000.00
Central SB to NB Asset #: 34869	Quick Interlocking Asset #: 34029	Intermodal Interlocking Asset #: 33789	200 South Interlocking Asset #: 32333	Ballasted Curves 26,104 - LF See Appendix for details
Central NB to SB Asset #: 34870	Ballasted Curves 27,072 LF - See Appendix for details	Ballasted Curves 27,064 LF - See Appendix for details	Tesoro Crossover Asset #: 32334	Embedded Curves 3,864 LF - See Appendix for details
Ballasted Curves 26,862 LF - See Appendix for details	Embedded Curve 3,472 LF - See Appendix for details	Embedded Curve 3,446 LF - See Appendix for details	Ballasted Curves 27,298 LF - See Appendix for details	
Embedded Curve 4,509 LF - See Appendix for details			Embedded Curve 3,422 LF - See Appendix for details	
Geometry Car			Geometry Car	

UTA MOW 10-YEAR REPLACEMENT PLAN

Anticipated Backlog Representation

Total Assets 58 Crossovers

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	5	9	49	44
2026	5	4	54	49
2027	2	2	56	54
2028	0	4	54	54
2029	0	4	54	54
2030	2	2	56	54
2031	2	0	58	56
2032	2	0	58	56
2033	2	0	58	56
2034	0	0	58	58

Crossovers

Year	Projected Backlog
2025	14
2026	0
2027	0
2028	2
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation

Total Assets 9,839 Direct Fixation Curve - LF

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	9,839	9,839
2026	0	0	9,839	9,839
2027	4,305	0	9,839	5,534
2028	0	0	9,839	9,839
2029	0	0	9,839	9,839
2030	0	0	9,839	9,839
2031	0	0	9,839	9,839
2032	0	0	9,839	9,839
2033	0	0	9,839	9,839
2034	0	0	9,839	9,839

UTA MOW 10-YEAR REPLACEMENT PLAN

Direction Fixation Curve - LF

Year	Projected Backlog
2025	0
2026	0
2027	4,305
2028	0
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation

Total Assets	600,337

Ballasted Curve - LF

Year	Replacement Plan	Backlog Total	In a State of Good Repair(Including Replacement Plan)	In a State of Good Repair
2025	34,882	55,894	544,443	509,561
2026	25,877	71,459	528,878	503,001
2027	24,425	135,808	464,529	440,104
2028	26,753	158,865	441,472	414,719
2029	28,000	130,865	469,472	441,472
2030	26,862	104,003	496,334	469,472
2031	27,072	76,931	523,406	496,334
2032	27,064	75,833	524,504	497,440
2033	27,298	48,535	551,802	524,504
2034	26,104	22,431	577,906	551,802

Ballasted Curve - LF

Year	Projected Backlog
2025	90,776
2026	41,442
2027	88,774
2028	49,810
2029	0
2030	0
2031	0
2032	25,966
2033	0
2034	0

Anticipated Backlog Representation

Total Assets	49,076

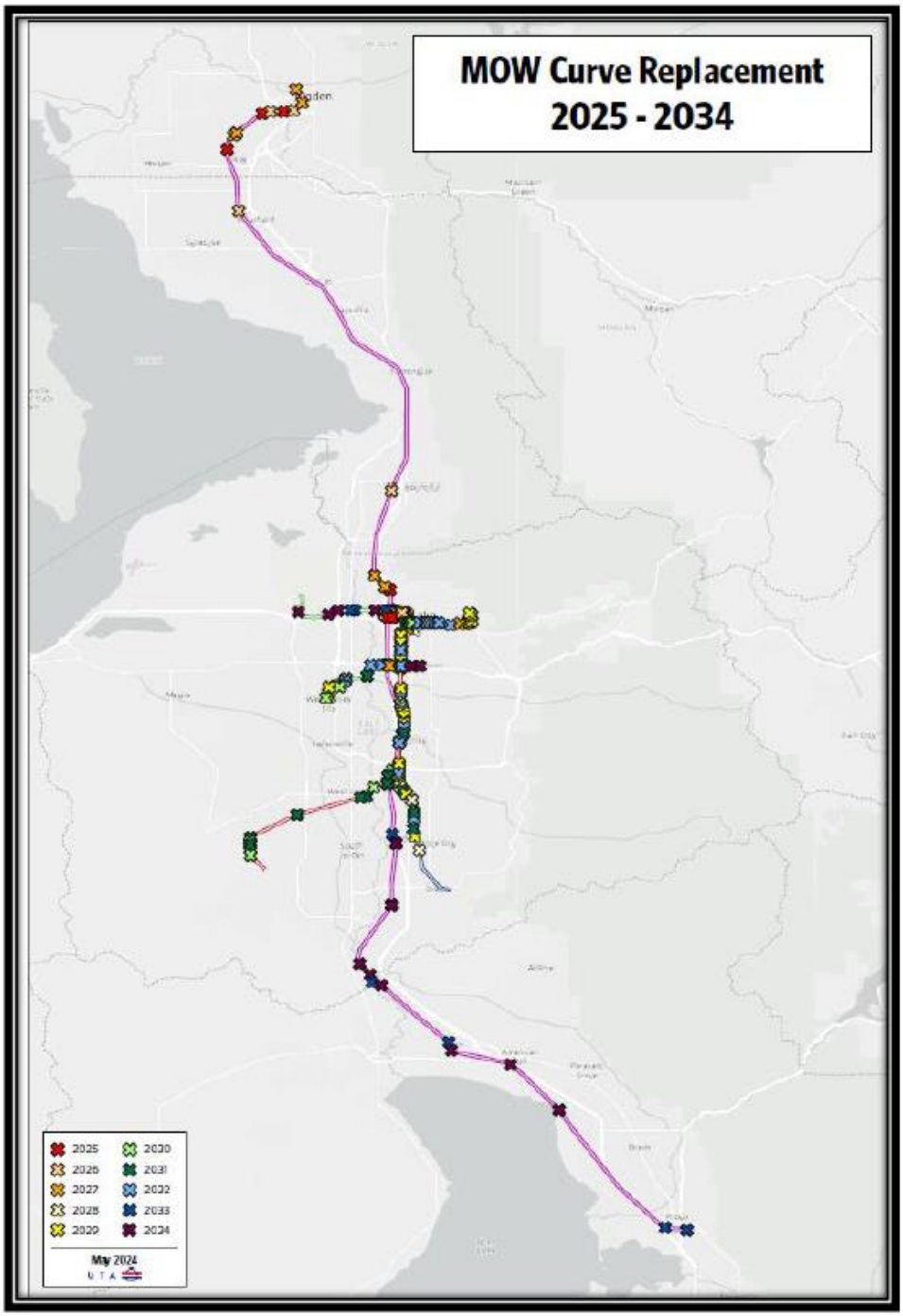
Embedded Curve - LF

Year	Replacement Plan	Backlog Total	In a State of Good Repair(Including Replacement Plan)	In a State of Good Repair
2025	3,390	13,468	35,608	32,218
2026	3,420	10,494	38,582	35,162
2027	3,340	9,044	40,032	36,692
2028	4,033	14,551	34,525	30,492
2029	3,357	11,194	37,882	34,525
2030	4,509	6,685	42,391	37,882
2031	3,472	3,213	45,863	42,391
2032	3,446	8,046	41,030	37,584
2033	3,422	4,624	44,452	41,030
2034	3,388	1,236	47,840	44,452

Embedded Curve - LF

Year	Projected Backlog
2025	16,858
2026	446
2027	1,890
2028	9,540
2029	0
2030	0
2031	0
2032	8,279
2033	0
2034	0

UTA MOW 10-YEAR REPLACEMENT PLAN



Appendix Sheet

Direction Fixation Curve

Replacement Plan Year	JDE Asset Number	Curve	Quantity (LF)	Line
2027	35738	N410	289.28	West Valley
2027	35739	N400	782.5	West Valley
2027	35740	N410	289.28	West Valley
2027	35741	N400	782.5	West Valley
2027	35910	S450	282.24	West Valley
2027	35911	S440	798.87	West Valley
2027	35912	S450	282.24	West Valley
2027	35913	S440	798.87	West Valley

Ballasted Curve

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2025	32246	150/160 (LR)	1,608.45	CRN
2025	32275	150/160 (RR)	1,608.45	CRN
2025	32247	170/173/175 (LR)	2,252.09	CRN
2025	32276	170/173/175 (RR)	2,252.09	CRN
2025	32254	195 (RR)	1,205.78	CRN
2025	32255	200/205 (LR)	1,762.54	CRN
2025	32284	200/205 (RR)	1,762.54	CRN
2025	32260	750 (LR)	2,423.14	CRN
2025	32289	750 (RR)	2,423.14	CRN
2025	32262	220 (LR)	2,398.33	CRN
2025	32291	220 (RR)	2,398.33	CRN
2025	32263	810/820 (LR)	6,393.97	CRN
2025	32292	810/820 (RR)	6,393.97	CRN
2026	32264	830/840 (LR)	2,241.82	CRN
2026	32293	830/840 (RR)	2,241.82	CRN
2026	32265	860/870 (LR)	2,841.32	CRN
2026	32294	860/870 (RR)	2,841.32	CRN
2026	32266	880 (LR)	1,194.03	CRN
2026	32295	880 (RR)	1,194.03	CRN
2026	32267	900 (LR)	636.94	CRN
2026	32296	900 (RR)	636.94	CRN
2026	32269	920 (LR)	1,375.95	CRN
2026	32298	920 (RR)	1,375.95	CRN
2026	32270	950 (LR)	801.21	CRN
2026	32299	950 (RR)	801.21	CRN
2026	32273	400 (LR)	707.46	CRN
2026	32302	400 (RR)	707.46	CRN
2026	32297	910 (RR)	3,109.29	CRN
2026	32978/32291	1150/1160 (LR)	1,585.45	CRN

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2026	32291	1150/1160 (RR)	1585.45	CRN
2027	32979	1170/1173/1175 (LR)	1,946.26	CRN
2027	32992	1170/1173/1175 (RR)	2,273.29	CRN
2027	32983	1195 (LR)	1,223.13	CRN
2027	32984	1200/1205 (LR)	1,754.17	CRN
2027	32997	1200/1205 (RR)	1,754.17	CRN
2027	32987	1220 (LR)	2,301.47	CRN
2027	33000	1220 (RR)	2,301.47	CRN
2027	32988	2600 (LR)	1,477.85	CRN
2027	33001	2600 (RR)	1,477.85	CRN
2027	32989	2610 (LR)	546.92	CRN
2027	33002	2610 (RR)	546.92	CRN
2027	33003	1920 (RR)	1,237.39	CRN
2027	34524	C120 (LR)	2,792.55	North/South
2027	34540	C120 (RR)	2,792.55	North/South
2028	35100	C111 (LR)	2,614.97	North/South
2028	35119	C111 (RR)	2,614.97	North/South
2028	51374	C128 (RR)	359.65	North/South
2028	51204	C128 (LR)	359.65	North/South
2028	34523	C124 (LR)	1,620.65	North/South
2028	34539	C124 (RR)	1,620.65	North/South
2028	34525	C114 (LR)	958.29	North/South
2028	34541	C114 (RR)	958.29	North/South
2028	34526	C104 (LR)	1,372.44	North/South
2028	34542	C104 (RR)	1,372.44	North/South
2028	34538	C150/C148 (LR)	2,149.08	North/South
2028	34547	C150/C148 (RR)	2,149.08	North/South
2028	34543	N150 (RR)	837.36	North/South
2028	35101	C109 (LR)	955.58	North/South
2028	35120	C109 (RR)	955.58	North/South
2028	35125	C133 (RR)	2,097.68	North/South
2028	35117	C133 (LR)	2,097.68	North/South
2028	48729	C187 (LR)	45.91	North/South
2028	48760	C187 (RR)	45.91	North/South
2028	48730	C185 (LR)	407.03	North/South
2028	48761	C185 (RR)	407.03	North/South
2028	48731	C183 (LR)	376.68	North/South
2029	48762	C183 (RR)	376.68	North/South
2029	48732	C121 (LR)	340.31	North/South
2029	48763	C121 (RR)	340.31	North/South
2029	48733	C119 (LR)	350.63	North/South
2029	48764	C119 (RR)	350.63	North/South
2029	48734	C117 (LR)	602.74	North/South
2029	48765	C117 (RR)	602.74	North/South

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2029	48735	C113 (LR)	288.16	North/South
2029	48766	C113 (RR)	288.16	North/South
2029	48736	C181 (LR)	178.67	North/South
2029	48778	C181 (RR)	178.67	North/South
2029	48737	C179 (LR)	172.52	North/South
2029	48779	C179 (RR)	172.52	North/South
2029	48738	C177 (LR)	163.44	North/South
2029	48780	C177 (RR)	163.44	North/South
2029	48739	C175 (LR)	163.45	North/South
2029	48781	C175 (RR)	163.45	North/South
2029	48740	C173 (LR)	37.06	North/South
2029	48782	C173 (RR)	37.06	North/South
2029	48741	C171 (LR)	28	North/South
2029	48783	C171 (RR)	28	North/South
2029	48742	C169 (LR)	44.94	North/South
2029	48784	C169 (RR)	44.94	North/South
2029	48743	C167 (LR)	35.9	North/South
2029	48785	C167 (RR)	35.9	North/South
2029	48744	C157 (LR)	252.06	North/South
2029	48786	C157 (RR)	252.06	North/South
2029	48745	C155 (LR)	252.35	North/South
2029	48787	C155 (RR)	252.35	North/South
2029	48746	C153 (LR)	252.06	North/South
2029	48788	C153 (RR)	252.06	North/South
2029	48747	C151 (LR)	252.06	North/South
2029	48789	C151 (RR)	252.06	North/South
2029	48748	C149 (LR)	433.3	North/South
2029	48749	C147 (LR)	314.25	North/South
2029	48790	C147 (RR)	314.25	North/South
2029	48750	C145 (LR)	325.16	North/South
2029	48791	C145 (RR)	325.16	North/South
2029	48751	C143 (LR)	314.74	North/South
2029	48792	C143 (RR)	314.74	North/South
2029	48752	C141 (LR)	566.37	North/South
2029	48793	C141 (RR)	566.37	North/South
2029	48753	C139 (LR)	166.98	North/South
2029	48794	C139 (RR)	166.98	North/South
2029	48754	C137 (LR)	210	North/South
2029	48795	C137 (RR)	210.00	North/South
2029	48755	C135 (LR)	470.3	North/South
2029	48796	C135 (RR)	470.30	North/South
2029	48757	C127 (LR)	569.91	North/South
2029	48798	C127 (RR)	569.91	North/South
2029	48759	C123 (LR)	344.25	North/South

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2029	48800	C123 (RR)	344.25	North/South
2029	48758	C125 (LR)	337.99	North/South
2029	48799	C125 (RR)	337.99	North/South
2029	51222	C166 (LR)	314.25	North/South
2029	51264	C166 (RR)	314.25	North/South
2029	51223	C164 (LR)	414.17	North/South
2029	51266	C164 (RR)	414.17	North/South
2029	51224	C162 (LR)	566.37	North/South
2029	51267	C162 (RR)	566.37	North/South
2029	51225	C158 (LR)	193.36	North/South
2029	51269	C158 (RR)	193.36	North/South
2029	51226	C156 (LR)	166.98	North/South
2029	51270	C156 (RR)	166.98	North/South
2029	51227	C154 (LR)	210.32	North/South
2029	51271	C154 (RR)	210.32	North/South
2029	51228	C152 (LR)	468.15	North/South
2029	51272	C152 (RR)	468.15	North/South
2029	51229	C146 (LR)	512.74	North/South
2029	51273	C146 (RR)	512.74	North/South
2029	51230	C144 (LR)	590.96	North/South
2029	51274	C144 (RR)	616.24	North/South
2029	51231	C142 (LR)	349.78	North/South
2029	51275	C142 (RR)	349.78	North/South
2029	51232	C140 (LR)	116.4	North/South
2029	51276	C140 (RR)	116.40	North/South
2029	51233	C138 (LR)	154.17	North/South
2029	51277	C138 (RR)	154.17	North/South
2029	51234	C136 (LR)	155.24	North/South
2029	51278	C136 (RR)	155.24	North/South
2029	51235	C134 (LR)	338.99	North/South
2029	51279	C134 (RR)	338.99	North/South
2029	51236	C132 (LR)	343.23	North/South
2029	51280	C132 (RR)	343.23	North/South
2029	51237	C130 (LR)	537.53	North/South
2029	51281	C130 (RR)	537.53	North/South
2029	51238	C190 (LR)	156.50	North/South
2029	51199	C190 (RR)	156.50	North/South
2029	51239	C186 (RR)	252.06	North/South
2029	51201	C186 (LR)	252.06	North/South
2029	51241	C182 (RR)	376.68	North/South
2029	51203	C182 (LR)	376.68	North/South
2029	51242	C126 (RR)	519.35	North/South
2029	51205	C126 (LR)	519.35	North/South
2030	51243	C122 (RR)	100.00	North/South

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2030	51206	C122 (LR)	100.00	North/South
2030	51244	C112 (RR)	252.06	North/South
2030	51207	C112 (LR)	252.06	North/South
2030	51245	C110 (RR)	252.05	North/South
2030	51208	C110 (LR)	252.05	North/South
2030	51246	C108 (RR)	251.68	North/South
2030	51209	C108 (LR)	251.68	North/South
2030	51247	C106 (RR)	251.67	North/South
2030	51210	C106 (LR)	251.67	North/South
2030	51248	C102 (RR)	232.12	North/South
2030	51212	C102 (LR)	232.12	North/South
2030	51249	C100 (RR)	232.13	North/South
2030	51213	C100 (LR)	232.13	North/South
2030	51258	C180 (RR)	178.66	North/South
2030	51215	C180 (LR)	178.66	North/South
2030	51259	C178 (RR)	172.52	North/South
2030	51216	C178 (LR)	172.52	North/South
2030	51260	C176 (RR)	37.06	North/South
2030	51217	C176 (LR)	37.06	North/South
2030	51261	C174 (RR)	28.01	North/South
2030	51218	C174 (LR)	28.01	North/South
2030	51262	C172 (RR)	44.95	North/South
2030	51219	C172 (LR)	44.95	North/South
2030	51263	C170 (RR)	35.89	North/South
2030	51220	C170 (LR)	35.89	North/South
2030	51265	C168 (RR)	433.30	North/South
2030	51221	C168 (LR)	433.30	North/South
2030	51268	C160 (RR)	193.35	North/South
2030	51194	C160 (LR)	193.35	North/South
2030	33943	E280 (LR)	617.73	Mid Jordan
2030	33955	E280 (RR)	617.73	Mid Jordan
2030	33944	E270 (LR)	560.05	Mid Jordan
2030	33956	E270 (RR)	560.05	Mid Jordan
2030	33945	E240/E230 (LR)	980.19	Mid Jordan
2030	33957	E240/E230 (RR)	980.19	Mid Jordan
2030	33946	E210 (LR)	2,298.55	Mid Jordan
2030	33958	E210 (RR)	2,298.55	Mid Jordan
2030	33948	E190 (LR)	634.13	Mid Jordan
2030	33960	E190 (RR)	634.13	Mid Jordan
2030	33949	E180 (LR)	756.26	Mid Jordan
2030	33961	E180 (RR)	756.26	Mid Jordan
2030	33950	E120 (LR)	1,371.67	Mid Jordan
2030	33962	E120 (RR)	1,371.67	Mid Jordan
2030	33951	E110 (LR)	951.64	Mid Jordan

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2030	33963	E110 (RR)	951.64	Mid Jordan
2030	33952	E108 (LR)	531.31	Mid Jordan
2030	33964	E108 (RR)	531.31	Mid Jordan
2030	33953	E106 (LR)	532.06	Mid Jordan
2030	33965	E106 (RR)	532.06	Mid Jordan
2030	33954	E104 (LR)	865.47	Mid Jordan
2030	33966	E104 (RR)	865.47	Mid Jordan
2030	34277	W430 (LR)	636.88	Mid Jordan
2030	34289	W430 (RR)	636.88	Mid Jordan
2031	34278	W420 (LR)	581.20	Mid Jordan
2031	34290	W420 (RR)	581.20	Mid Jordan
2031	34279	W410/W400 (LR)	1,130.45	Mid Jordan
2031	34291	W410/W400 (RR)	1,130.45	Mid Jordan
2031	34280	W380 (LR)	2,307.18	Mid Jordan
2031	34292	W380 (RR)	2,307.18	Mid Jordan
2031	34282	W360 (LR)	641.26	Mid Jordan
2031	34294	W360 (RR)	641.26	Mid Jordan
2031	34283	W350 (LR)	869.64	Mid Jordan
2031	34295	W350 (RR)	869.64	Mid Jordan
2031	34284	W220 (LR)	1,367.44	Mid Jordan
2031	34296	W220 (RR)	1,367.44	Mid Jordan
2031	34285	W170 (LR)	959.52	Mid Jordan
2031	34297	W170 (RR)	959.52	Mid Jordan
2031	34286	W160 (LR)	531.59	Mid Jordan
2031	34298	W160 (RR)	531.59	Mid Jordan
2031	34287	W150 (LR)	531.59	Mid Jordan
2031	34299	W150 (RR)	531.59	Mid Jordan
2031	34288	W120 (LR)	865.47	Mid Jordan
2031	34300	W120 (RR)	865.47	Mid Jordan
2031	35099	C115 (LR)	1,693.07	North/South
2031	35118	C115 (RR)	1,693.07	North/South
2031	35102	C107 (LR)	1,377.00	North/South
2031	35121	C107 (RR)	1,377.00	North/South
2031	35664	N390 (LR)	680.73	West Valley
2031	35669	N390 (RR)	680.73	West Valley
2032	35665	N360 (LR)	1,521.43	West Valley
2032	35670	N360 (RR)	1,521.43	West Valley
2032	35666	N310 (LR)	913.35	West Valley
2032	35671	N310 (RR)	913.35	West Valley
2032	35667	N240/N230 (LR)	1,112.55	West Valley
2032	35672	N240/N230 (RR)	1,112.55	West Valley
2032	35668	N170/N160/N150 (LR)	853.27	West Valley
2032	35673	N170/N160/N150 (RR)	853.27	West Valley
2032	35869	S430 (LR)	674.73	West Valley
2032	35874	S430 (RR)	674.73	West Valley

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2032	35870	S400 (LR)	1,567.71	West Valley
2032	35875	S400 (RR)	1,567.71	West Valley
2032	35871	S350 (LR)	893.54	West Valley
2032	35876	S350 (RR)	893.54	West Valley
2032	35872	S280/S270/S260 (LR)	1,292.12	West Valley
2032	35877	S280/S270/S260 (RR)	1,292.12	West Valley
2032	35873	S190/S180/S170 (LR)	1,042.61	West Valley
2032	35878	S190/S180/S170 (RR)	1,042.61	West Valley
2032	46213	E310 (LR)	259.59	Mid Jordan
2032	46226	E310 (RR)	259.59	Mid Jordan
2032	46915	W460 (RR)	319.56	Mid Jordan
2032	51197	W460 (LR)	319.56	Mid Jordan
2032	48756	C129 (LR)	512.74	North/South
2032	48797	C129 (RR)	512.74	North/South
2032	50034	N420 (LR)	154.43	West Valley
2032	50059	N420 (RR)	154.43	West Valley
2032	50035	N410 (LR)	270.67	West Valley
2032	50060	N410 (RR)	270.67	West Valley
2032	50050	N220 (LR)	172.10	West Valley
2032	50075	N220 (RR)	172.10	West Valley
2032	50054	N180 (LR)	73.28	West Valley
2032	50079	N180 (RR)	73.28	West Valley
2032	50676	S480 (LR)	129.16	West Valley
2032	50704	S480 (RR)	129.16	West Valley
2032	50679	S450 (LR)	265.47	West Valley
2032	50679	S450 (RR)	265.47	West Valley
2032	50694	S240 (LR)	150.80	West Valley
2032	50722	S240 (RR)	150.80	West Valley
2032	50698	S200 (LR)	60.73	West Valley
2032	50726	S200 (RR)	60.73	West Valley
2032	50707	S450 (RR)	265.47	West Valley
2032	51195	C188 (RR)	252.05	North/South
2032	51200	C188 (LR)	252.05	North/South
2032	51202	C184 (LR)	407.03	North/South
2032	51240	C184 (RR)	407.03	North/South
2032	33199	1480 (LR)	1,001.48	CRS
2033	33200	1470 (LR)	1,441.73	CRS
2033	33235	1470 (RR)	1,441.73	CRS
2033	33202	1390B/1390A (LR)	1,716.74	CRS
2033	33237	1390B/1390A (RR)	1,716.74	CRS
2033	33206	1320 (LR)	3,301.77	CRS
2033	33241	1320 (RR)	3,301.77	CRS
2033	33207	1310 (LR)	2,288.20	CRS
2033	33242	1310 (RR)	2,288.20	CRS

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2033	33208	1300 (LR)	2,194.28	CRS
2033	33212	1260 (LR)	1,310.50	CRS
2033	33215	1240 (LR)	3,148.94	CRS
2033	33250	1240 (RR)	3,148.94	CRS
2034	33216	1200 (LR)	1,163.16	CRS
2034	33251	1200 (RR)	1,163.16	CRS
2034	33222	1050 (LR)	2,241.72	CRS
2034	33257	1050 (RR)	2,241.72	CRS
2034	33223	1020 (LR)	1,327.27	CRS
2034	33258	1020 (RR)	1,327.27	CRS
2034	33226	1700 (LR)	542.30	CRS
2034	33261	1700 (RR)	542.30	CRS
2034	33244	1290 (RR)	1,737.75	CRS
2034	33248	1250 (RR)	2,125.78	CRS
2034	33414	2470 (LR)	1,306.77	CRS
2034	33423	2470 (RR)	1,306.77	CRS
2034	33415	2390 (LR)	1,621.32	CRS
2034	33424	2390 (RR)	1,621.32	CRS
2034	33421	2700 (LR)	620.55	CRS
2034	33430	2700 (RR)	620.55	CRS
2034	31959	1042 EB/1049 EB (LR)	4,595.15	Airport

Embedded Curve

Replacement Plan Year	JDE Asset Number	Curve	Quantity (LF)	Line
2025	33735	C224	111.74	Intermodal
2025	33736	C228/C226	111.74	Intermodal
2025	33738	C232	253.48	Intermodal
2025	33739	C234	253.48	Intermodal
2025	33742	C236	111.74	Intermodal
2025	33744	C240	111.74	Intermodal
2025	33745	C242	111.74	Intermodal
2025	33747	C244	131	Intermodal
2025	33748	N240/N230	131	Intermodal
2025	33749	N220/N210	120.99	Intermodal
2025	33752	N200	172.94	Intermodal
2025	33753	N190	173.09	Intermodal
2025	33755	N180	224.4	Intermodal
2025	33756	N170/N160	122.73	Intermodal
2025	33757	N150/N140	121.71	Intermodal
2025	33758	N130	238.1	Intermodal
2025	33759	C239	173.08	Intermodal

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve	Quantity (LF)	Line
2025	33761	C217	156.73	Intermodal
2025	33766	C219	111.74	Intermodal
2025	33815	C221	111.74	Intermodal
2025	33816	C223	111.74	Intermodal
2025	33817	C225	111.74	Intermodal
2025	33818	C227	111.74	Intermodal
2026	33819	C229	111.74	Intermodal
2026	33820	C233	111.76	Intermodal
2026	33821	C235	154.47	Intermodal
2026	33823	C237	111.74	Intermodal
2026	33824	C241	111.74	Intermodal
2026	33827	C243	111.74	Intermodal
2026	33829	C245	131	Intermodal
2026	33830	S200	131	Intermodal
2026	33831	S190	120.99	Intermodal
2026	33835	N240/N230	61.26	Intermodal
2026	33836	S180	211.79	Intermodal
2026	33837	S170	172.94	Intermodal
2026	33839	S160/S150	121.89	Intermodal
2026	33841	S140	122.52	Intermodal
2026	33843	C216	239.72	Intermodal
2026	33844	C214	156.19	Intermodal
2026	34645	C210	111.74	North/South
2026	34646	C208	111.74	North/South
2026	34648	C206	111.74	North/South
2026	34649	C200	111.74	North/South
2026	34650	C198	111.74	North/South
2026	34653	C196	118.18	North/South
2026	34654	C194	118.18	North/South
2026	34655	C192	142.71	North/South
2026	34656	C215	145.6	North/South
2026	34657	C213	154.93	North/South
2027	35215	C211	111.74	North/South
2027	35216	C209	111.74	North/South
2027	35217	C207	111.74	North/South
2027	35218	C205	111.74	North/South
2027	35219	C203	111.74	North/South
2027	35220	C197	111.74	North/South
2027	35221	C195	154.47	North/South
2027	35224	C189	118.18	North/South
2027	35225	125/126	118.18	North/South
2027	35228	149/150/151	141.27	North/South
2027	35443	152	238.39	University

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve	Quantity (LF)	Line
2027	35454	155	1,212.03	University
2027	35455	156	687.3	University
2028	35458	160	92.71	University
2028	35459	161	91.74	University
2028	35462	162	533.9	University
2028	35463	221/22/223/224	685.23	University
2028	35464	227/228/229	168.23	University
2028	35568	250/251/252	718.13	University
2028	35571	253/254/255	527.92	University
2028	35580	256	1215.71	University
2029	35581	257	892.36	University
2029	35582	258	104.72	University
2029	35583	259	103.98	University
2029	35584	262	90.59	University
2029	35585	263	93.88	University
2029	35588	264	548.9	University
2029	35589	C212	667.52	University
2029	35590	C193	171.84	University
2029	34647	C191	111.74	North/South
2029	35226	N240/N230	177.23	North/South
2029	35227	N180	157.65	North/South
2029	35742	N110	144.35	West Valley
2029	35743	N100	92.43	West Valley
2030	35744	S280/S270/S260/S250	211.43	West Valley
2030	35745	S240	223.4	West Valley
2030	35914	S230	147.48	West Valley
2030	35915	S200	106.55	West Valley
2030	35916	S110	131.97	West Valley
2030	35917	S100	106.81	West Valley
2030	35918	S110	220.08	West Valley
2030	35919	S100	210.65	West Valley
2030	50159	102	97.36	West Valley
2030	50160	103	197.92	West Valley
2030	35438	104/105/106/107	55.94	University
2030	35439	110/111/112/113/114	55.95	University
2030	35440	121/122/123/124	1089.34	University
2030	35441	127/128/129/130	1654.78	University
2031	35442	131/132/133/134	701.66	University
2031	35444	135	537.95	University
2031	35445	142	734.8	University
2031	35446	202	99.61	University
2031	35450	203	182.92	University
2031	35564	204/205/206/207	56.04	University

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve	Quantity (LF)	Line
2031	35565	210/211/212/213/214	55.95	University
2031	35566	225	1,103.85	University
2032	35567	226	1,654.74	University
2032	35569	230/231/232/233	50.12	University
2032	35570	236/237	100.25	University
2032	35572	238	884.41	University
2032	35573	243	245.86	University
2032	35574	1299 EB	93.87	University
2032	35577	1281 EB/1284 EB	182.92	University
2032	31974	1254 EB/1256 EB	234.11	Airport
2033	31975	1207 EB	614.89	Airport
2033	31979	1196 EB/1198 EB	309.29	Airport
2033	31987	1168 EB	96.04	Airport
2033	31988	2299 WB	495.65	Airport
2033	31991	2284 WB	1050.07	Airport
2033	32155	2288 WB	234.38	Airport
2033	32158	2281 WB	317.63	Airport
2033	32159	2254 WB/2256 WB	65.08	Airport
2033	32160	2196 WB/2198 WB	239.3	Airport
2034	32163	2168 WB	309.88	Airport
2034	32172	2141 WB	497.79	Airport
2034	32177	C100	921.56	Airport
2034	32178	C110	296.37	Airport
2034	35355	C120	125.51	Sugar House
2034	35356	C130	213.55	Sugar House
2034	35357	C140	170.06	Sugar House
2034	35358	C150	170.05	Sugar House
2034	35359	C160	163.61	Sugar House
2034	35360	C170	163.61	Sugar House
2034	35361	C180/C190	178.84	Sugar House
2034	35362	C200	177.58	Sugar House

UTA MOW 10-YEAR REPLACEMENT PLAN

Project Code	SGR404	**Target Backlog %**	10%
Project Name	Rail Switches/Trackwork Controls	**Total Assets**	399

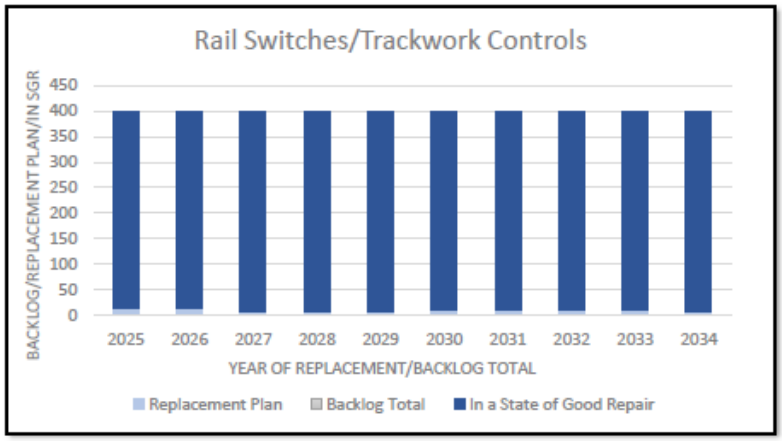
Projected 10 Year Budget:

2025	$500,000.00
2026	$4,500,000.00
2027	$1,600,000.00
2028	$1,400,000.00
2029	$800,000.00
2030	$800,000.00
2031	$800,000.00
2032	$800,000.00
2033	$800,000.00
2034	$800,000.00
Total Budget	**$12,800,000.00**

General Project Description:

This project will cover the replacement of switches on the light rail right-of-way and switches in our rail yards. The switch types that will need replacement are derails, hand throw, and powered switches. One item that will need to be considered while replacing powered switches is adding the replacement or rehab of the switch heaters. The first two years of this 10-year replacement plan is when the switches will reach their useful life. To maintain a target of 10% backlog total for all switches, an average of 9 switches will need to be replaced each year.

This project will also cover yard switches requiring replacement. Beginning in the year 2028, five yard switches will be added to the assets to rehab/replace. Years 2025 - 2028 switch replacements are based on rail replacement projects during those years



UTA MOW 10-YEAR REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$500,000.00	$4,500,000.00	$1,600,000.00	$1,400,000.00	$800,000.00
450 East S41A Asset # 49948	Beet Digger SB1A Asset #: 34756	Health HS1B Asset # 35618	Morgro (Derail) Asset #: 48956	Paxton Int Asset #: 35254
450 East S43A Asset # 49710	Beet Digger SB3B Asset #: 34757	Health HS3A Asset # 35502	2150 Haven RC Willey Spur (Hand Throw) Asset #: 48967	Fieldhouse Crossover FH1A Asset # 35501
450 East S43B Asset # 50900	Beet Digger SB1B Asset #: 35255	Health HS3B Asset # 35616	Midvale Yard HT15 Asset # 46746	Fieldhouse Crossover FH1B Asset # 35617
450 East S41B Asset # 49709	Beet Digger SB3A Asset #: 35256	Health HS1A Asset # 35500	Midvale Yard HT16 Asset # 46747	Gateway G1A Asset # 33787
Rice SR1B Asset # 35504	700 South 1A Asset # 41651	Lovendahl SL5B Asset # 35258	Midvale Yard HT17 Asset # 46748	Gateway G1B Asset # 33866
Rice SR3A Asset # 35505	700 South 1B Asset # 41646	Lovendahl SL5A Asset # 35259	Midvale Yard HT18 Asset # 46749	
Rice SR3B Asset # 35621	700 South 3A Asset # 41647		Midvale Yard HT19 Asset # 46750	
Rice SR1A Asset # 35620	700 South 3B Asset # 41652			
Yellowstone Y3B Asset # 35267	Ball Park 979 1B Asset # 34754			
Yellowstone Y3A Asset # 34766	Ball Park 979 1A Asset # 35253			
Yellowstone Y1B Asset # 34765	Ball Park 978 3A Asset # 34753			
Yellowstone Y1A Asset # 35266	Ball Park 978 3B Asset # 35252			
Cushing SC3B Asset # 34758				
Cushing SC3A Asset # 35257				

2030	2031	2032	2033	2034
$800,000.00	$800,000.00	$800,000.00	$800,000.00	$800,000.00
Murray Team South End (Derail) Asset #: 48390	BW Pallas Yard 5400 S (Hand Throw) Asset #: 48397	5375 S N/B Ash Grove Cement (Hand Throw) Asset #: 48399	3030 S N/B Millers Honey (Hand Throw) Asset #: 48403	Warm Springs T115 Asset # 45300
Murray Team North End (Derail) Asset #: 48391	AWL Pallas Yard 5400 S (Hand Throw) Asset #: 48398	4850 S NB Murray Team (Hand Throw) Asset #: 48401	2050 S N/B Intermountain (Hand Throw) Asset #: 48404	Warm Springs T116 Asset # 45301
Intermountain Lumber (Derail) Asset #: 48394	Georgia Pacific (Derail) Asset #: 48953	4800 S N/B Murray Team (Hand Throw) Asset #: 48402	2730 S S/B Standard Lumber (Hand Throw) Asset #: 48966	Warm Springs YT715 Asset # 45307
5150 S S/B Murray Central Storage Track (Hand Throw) Asset #: 48962	Murray Central (Derail) Asset #: 48955	Wasatch Metal (Derail) Asset #: 48954	5800 S. N/B Pallas Yard South (Hand Throw) Asset #: 48395	Warm Springs YT720 Asset # 45308

UTA MOW 10-YEAR REPLACEMENT PLAN

2030 (Cont'd)	2031 (Cont'd)	2032 (Cont'd)	2033 (Cont'd)	2034 (Cont'd)
Pallas Yard (Derail) Asset #: 48389	Jordan River Yard HT22 Asset # 50919	Warm Springs T113 Asset # 45298	Jordan River Yard HT28 Asset # 50924	Warm Springs YT725 Asset # 45309
Midvale Yard HT20 Asset # 46751	4100 S N/B Morgro (Hand Throw) Asset #: 48963	3500 S N/B Wasatch Metal (Hand Throw) Asset #: 48964	2850 S S/B Georgia Supply (Hand Throw) Asset #: 48965	
Midvale Yard HT21 Asset # 46752	Jordan River Yard HT23 Asset # 50920	Warm Springs Y1700 Asset # 45304	Jordan River Yard HT11 Asset # 50908	
Midvale Yard HT22 Asset # 46753	Jordan River Yard HT24 Asset # 50921	Warm Springs T114 Asset # 45299	Jordan River Yard HT12 Asset # 50909	
Midvale Yard HT23 Asset # 46754	Jordan River Yard HT25 Asset # 50922	Warm Springs Y1705 Asset # 45305	Jordan River Yard HT13 Asset # 50910	
Midvale Yard HT24 Asset # 46755	Jordan River Yard HT29 Asset # 50925	Warm Springs Y1710 Asset # 45306	Jordan River Yard HT14 Asset # 50911	

Anticipated Backlog Representation

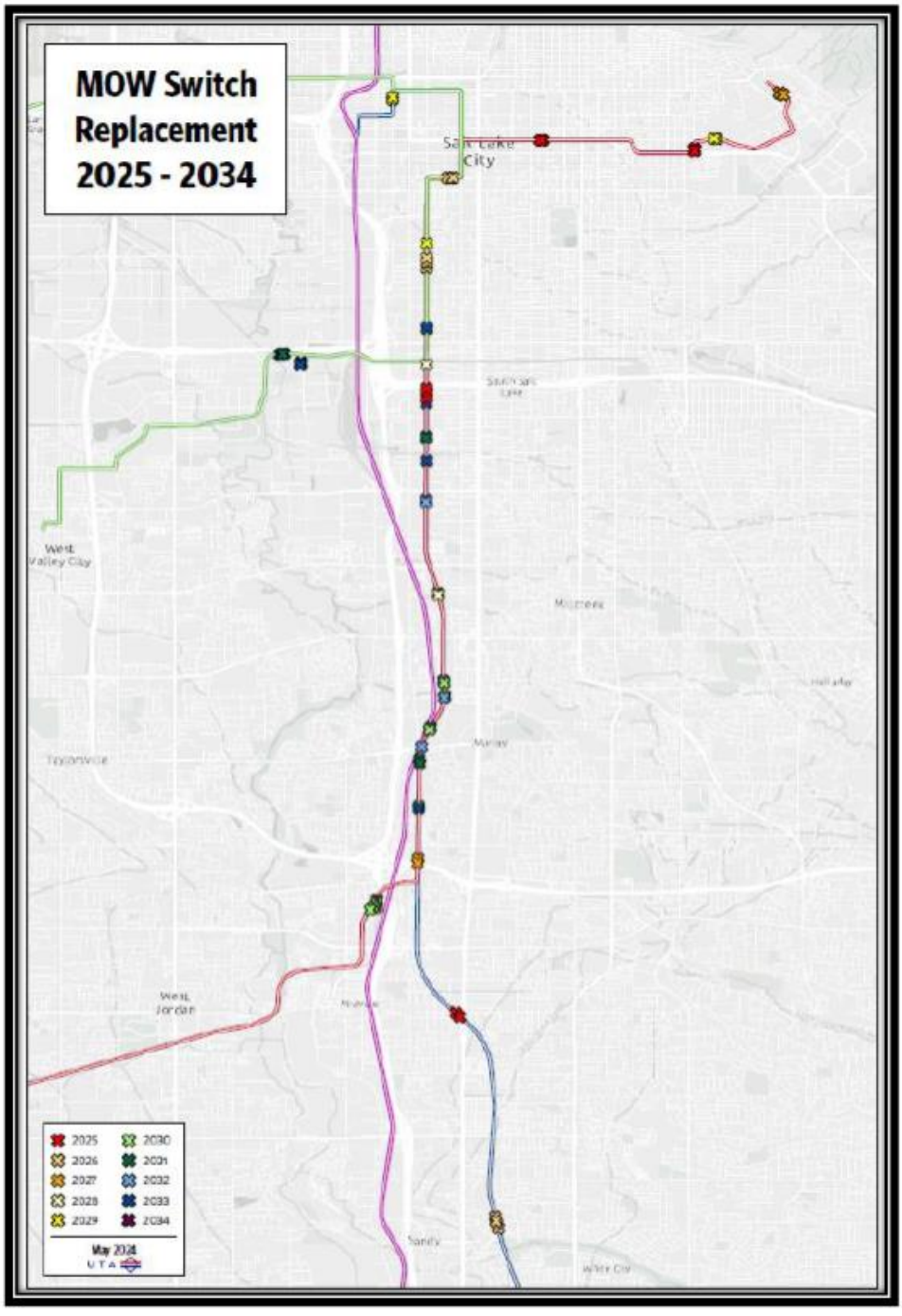
Total Assets	399

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	14	0	399	385
2026	12	0	399	387
2027	6	0	399	393
2028	7	0	399	392
2029	5	0	399	394
2030	10	0	399	389
2031	10	0	399	389
2032	10	0	399	389
2033	10	0	399	389
2034	5	0	399	394

Rail Switches

Year	Projected Backlog
2024	12
2025	2
2026	0
2027	0
2028	0
2029	0
2030	0
2031	0
2032	0
2033	0

UTA MOW 10-YEAR REPLACEMENT PLAN



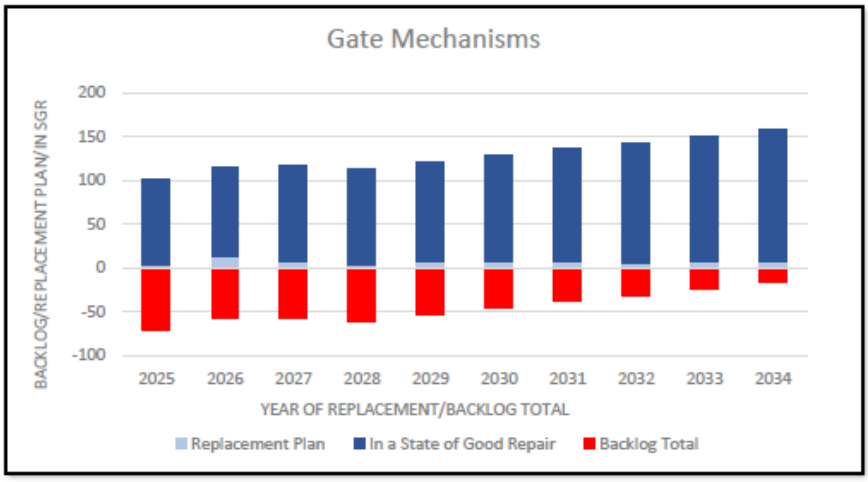
UTA MOW 10-YEAR REPLACEMENT PLAN

Project Code	SGR403	**Target Backlog %**	10%
Project Name	Train Control Rehab/Replacement	**Total LR Gate Mechs**	174
Projected 10 Year Budget:		**Total LR Flasher**	176
2025	$10,900,000.00	**Total LR GCI**	123
2026	$9,467,000.00	**Total Int Signal Head**	204
2027	$9,900,000.00		
2028	$10,400,000.00		
2029	$400,000.00		
2030	$400,000.00		
2031	$400,000.00		
2032	$400,000.00		
2033	$400,000.00		
2034	$400,000.00		
Total Budget	**$43,067,000.00**		

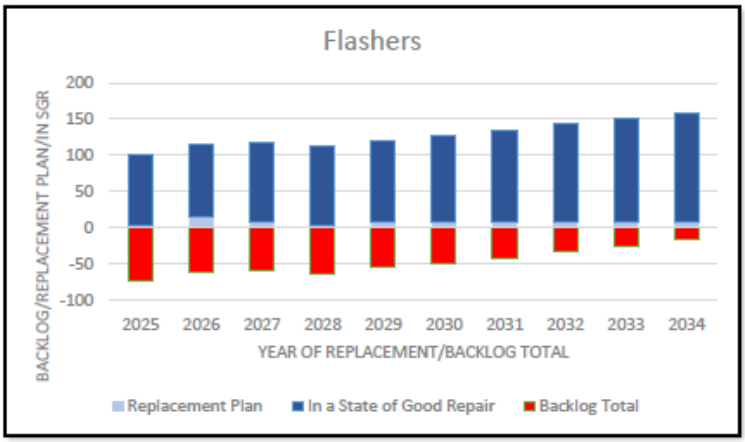
General Project Description:

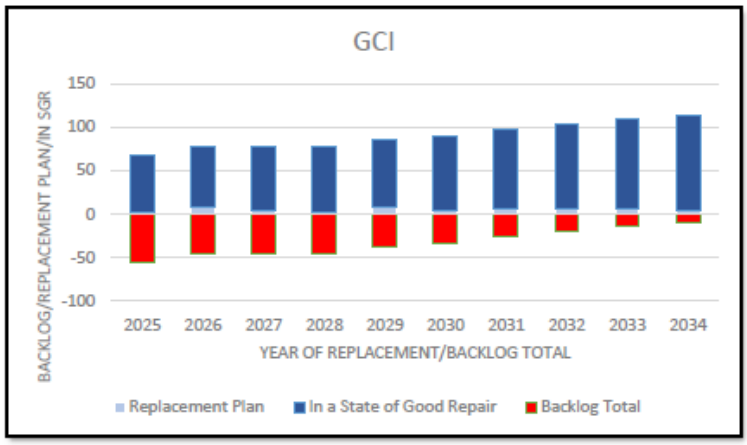
This project will cover the replacement of gate mechanisms, flashers, and grade crossing indicators (GCI) at light rail grade crossings. This will consist of a complete change to gate mechanisms, not preventative or reactive maintenance occuring at these crossings as parts fail. Other components that are part of the grade crossing A19 such as grade crossing indicators and flashers will be replaced as the parts fail or lights burn out. To maintain a 10% backlog by the end of the 10-year plan UTA will need to replace at least 8 gate mechanisms, flashers, and GCI per year. Starting year 2025 some gate mechanisms will be changed the same year as corresponding grade crossing panels on the North/South light rail line to create efficiency.

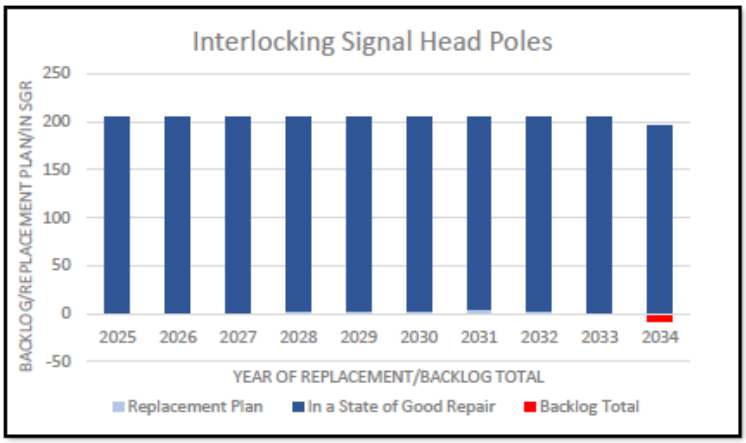
In the years 2028 - 2032 there will be 19 signal head poles that will be on the SGR backlog. The replacement cycle for these will start in 2028 at an average of 2 a year with the exception of 2031 with 4 being replaced.During the replacement of interlockings, supporting system budget has been added to the totals. Zone work that will be completed has been added to the budget total as well.



UTA MOW 10-YEAR REPLACEMENT PLAN







UTA MOW 10-YEAR REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$10,900,000.00	$9,467,000.00	$9,900,000.00	$10,400,000.00	$400,000.00
3300 South - 4 Gate Mechanisms (LR/NS) Asset #'s: 48521, 48541, 49075, 49099	7720 South - 4 Gate Mechanisms (LR/NS) Asset #'s: 48505, 48537, 49059, 49093	7200 South - 4 Gate Mechanisms (LR/NS) Asset #'s: 48503, 48536, 49057, 49092	Paxton - 1 Gate Mechanisms (LR/NS) Asset #: 49055	2950 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48519, 49073
3300 South - 4 Flashers (LR/NS) Asset #'s: 48440, 48458, 48995, 49016	7720 South - 4 Flashers (LR/NS) Asset #'s 48978, 48424, 48454, 49011	5900 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48529, 49083	5813 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48528,49082	Gregson Ave - 2 Gate Mechanisms (LR/NS) Asset #'s 48520, 49074
3300 South - GCI (LR/NS) Asset #'s 48479, 49044	7720 South - GCI (LR/NS) Asset # 48465	7500 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48504, 49058	Paxton - 1 Flasher (LR/NS) Asset # 48974	8120 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48507, 49061
450 E Interlocking replacement - supporting Systems updates	8000 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48506,49060	7200 South - 4 Flashers (LR/NS) Asset #'s 48422, 48453, 48976, 49010	5813 South - 2 Flashers (LR/NS) Asset #'s 48447, 49002	2700 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48518, 49072
Rice Interlocking replacement - supporting Systems updates	8000 South - 2 Flashers (LR/NS) Asset #'s 48425, 48979	5900 South - 2 Flashers (LR/NS) Asset #'s 48448, 49003	Paxton - 1 GCI (LR/NS) Asset # 49020	2950 South - 2 Flashers (LR/NS) Asset #'s 48438, 48993
Yellowstone Interlocking replacement - supporting Systems updates	8000 South - 2 GCI (LR/NS) Asset #'s 48466, 49032	7500 South - 2 Flashers (LR/NS) Asset #'s 48423, 48977	5813 South - 2 GCI (LR/NS) Asset #'s 48486, 49051	Gregson Ave - 2 Flashers (LR/NS) Asset #'s 48439. 48994
Cushing Interlocking replacement - supporting Systems updates	4800 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48526, 49080	7200 South - 2 GCI (LR/NS) Asset #'s 48463, 49031	Lovendahl Interlocking replacement - supporting Systems updates	8120 South - 2 Flashers (LR/NS) Asset #'s 48426,48980
Zone (s) 3 & 5 Work - Electrocode 4, vital processor, bi-directional signalling, and AFTAC replacements	4800 South - 2 Flashers (LR/NS) Asset #'s 48445, 49000	5900 South - 2 GCI (LR/NS) Asset #'s 48487, 49052	Health Interlocking replacement - supporting Systems updates	2700 South - 2 Flashers (LR/NS) Asset #'s 48437, 48992
Grade Crossing Baseline Study	4800 South - 2 GCI (LR/NS) Asset #'s 48484, 49049	7500 South - GCI (LR/NS) Asset # 48464	Zone Work - Electrocode 4, vital processor, and AFTAC replacements	2950 South - 2 GCI (LR/NS) Asset #'s 48477, 49022
	2100 South - 4 Gate Mechanisms (LR/NS) Asset #'s: 48516, 48540, 49070, 49098	Zone Work - Electrocode 4, vital processor, and AFTAC replacements	150 Crossover - 2 Interlocking Signal Head Poles Asset #'s: 46113, 46114	Gregson Ave - 2 GCI (LR/NS) Asset #'s 48478, 49043
	2100 South - 4 Flashers (LR/NS) Asset #'s 48435, 48457, 48990, 49015			8120 South - 2 GCI (LR/NS) Asset #'s 48467, 49033

UTA MOW 10-YEAR REPLACEMENT PLAN

2025 (Cont'd)	2026 (Cont'd)	2027 (Cont'd)	2028 (Cont'd)	2029 (Cont'd)
	2100 South - 2 GCI (LR/NS) Asset #'s 48474, 49040			2700 South - 2 GCI (LR/NS) Asset #'s 48476, 49042
	Fireclay Ave - 2 Gate Mechanisms (LR/NS) Asset #'s: 48524, 49078			Delta Interlocking - 2 Interlocking Signal Head Poles Asset #'s: 46116, 46115
	Fireclay Ave - 2 Flashers (LR/NS) Asset #'s 48443, 48998			
	Fireclay Ave - 2 GCI (LR/NS) Asset #'s 48482, 49047			
	Beetdigger Interlocking replacement - supporting Systems updates			
	Ballpark Interlocking replacement - supporting Systems updates			
	700 South Crossover replacement - supporting Systems updates			

2030	2031	2032	2033	2034
$400,000.00	$400,000.00	$400,000.00	$400,000.00	$400,000.00
Vine St - 4 Gate Mechanisms (LR/NS) Asset #'s: 48527, 48543, 49081, 49101	6100 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48530, 49084	10000 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48514, 49066	9400 South - 2 Gate Mechanisms (LR/NS) Asset #'s 48513, 49065	Stadium North - 2 Gate Mechanisms (LR/UN) Asset #'s 49727, 49962
8530 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48508, 49062	8680 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48509, 49063	4500 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48525, 49079	6400 South - 2 Gate Mechanisms (LR/NS) Asset #'s 48531, 49085	Roundbout - 6 Gate Mechanisms (LR/UN) Asset #'s 49722, 49724, 49728, 49960, 49964, 49966
Haven Ave - 2 Gate Mechanisms (LR/NS) Asset #'s 48517,49071	8720 South - 1 Gate Mechanisms (LR/NS) Asset #: 48510	9000 South - 2 Gate Mechanisms (LR/NS) Asset #'s 48512, 48538	500 South - 2 Gate Mechanisms (LR/UN) Asset #'s 49723, 49725	Stadium North - 2 Flashers (LR/UN) Asset #'s 49716, 49951
Vine St - 4 Flashers (LR/NS) Asset #'s 48446, 48460, 49001, 49018	8800 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48511, 49064	10000 South - 2 Flashers (LR/NS) Asset #'s 48433, 48986	West Stadium - 2 Gate Mechanisms (LR/UN) Asset #'s 49726, 49961	Roundbout - 6 Flashers (LR/UN) Asset #'s 49711,49713,49717, 49949,49953,49955

UTA MOW 10-YEAR REPLACEMENT PLAN

2030 (Cont'd)	2031 (Cont'd)	2032 (Cont'd)	2033 (Cont'd)	2034 (Cont'd)
8530 South - 2 Flashers (LR/NS) Asset #'s 48427, 48981	6100 South - 2 Flashers (LR/NS) Asset #'s 48449, 49004	4500 South - 2 Flashers (LR/NS) Asset #'s 48444, 48999	9400 South - 2 Flashers (LR/NS) Asset #'s 48432, 48985	Stadium North - 2 GCI (LR/UN) Asset #'s 49720, 49957
Haven Ave - 1 Flasher (LR/NS) Asset # 48991	8680 South - 2 Flashers (LR/NS) Asset #'s 48428, 48982	9000 South - 4 Flashers (LR/NS) Asset #'s 48431, 48455, 48984, 49012	6400 South - 2 Flashers (LR/NS) Asset #'s 48450, 49005	Roundbout - 2 GCI (LR/UN) Asset #'s 49721, 49959
Vine St - 2 GCI (LR/NS) Asset #'s 48485, 49050	8720 South - 1 Flashers (LR/NS) Asset # 48429	10000 South - 2 GCI (LR/NS) Asset #'s 48473, 49039	500 South - 2 Flashers (LR/UN) Asset #'s 49712, 49714	
8530 South - 2 GCI (LR/NS) Asset #'s 48468, 49034	8800 South - 2 Flashers (LR/NS) Asset #'s 48430, 48983	4500 South - 2 GCI (LR/NS) Asset #'s 48483,49048	West Stadium - 2 Flashers (LR/UN) Asset #'s 49715, 49950	
HavenAve - 1 GCI (LR/NS) Asset # 49041	6100 South - 2 GCI (LR/NS) Asset #'s 48488, 49053	9000 South - 2 GCI (LR/NS) Asset #'s 48471, 49037	9400 South - 2 GCI (LR/NS) Asset #'s 48472, 49038	
Grade Crossing Baseline Study	8680 South - 1 GCI (LR/NS) Asset # 49035	Cushing Interlocking - 2 Interlocking Signal Head Pole Asset #'s: 49134, 48576	6400 South - 2 GCI (LR/NS) Asset #'s 48489, 49054	
Pioneer Interlocking - 2 Interlocking Signal Head Poles Asset #'s: 48580, 49141	8720 South - 1 GCI (LR/NS) Asset # 48469		500 South - 1 GCI (LR/UN) Asset # 49718	
	8800 South - 2 GCI (LR/NS) Asset #'s 48470, 49036		West Stadium - 2 GCI (LR/UN) Asset #'s 49719, 49956	
	Sugar Interlocking - 4 Interlocking Signal Head Poles Asset #'s: 48581, 49142, 49143, 49145			

Anticipated Backlog Representation

Total Assets 174 Gate Mechanism

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	4	72	102	98
2026	14	58	116	102
2027	8	57	117	109
2028	3	61	113	110
2029	8	53	121	113
2030	8	45	129	121
2031	7	38	136	129
2032	6	32	142	136
2033	8	24	150	142
2034	8	16	158	150

Gate Mechanisms

Year	Projected Backlog
2025	76
2026	0
2027	7
2028	7
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation

Total Assets 176 Flashers

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	4	74	102	98
2026	14	60	116	102
2027	8	59	117	109
2028	3	63	113	110
2029	8	55	121	113
2030	7	48	128	121
2031	7	41	135	128
2032	8	33	143	135
2033	8	25	151	143
2034	8	17	159	151

UTA MOW 10-YEAR REPLACEMENT PLAN

Flashers

Year	Projected Backlog
2025	78
2026	0
2027	7
2028	7
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation

Total Assets 123 **Grade Crossing Indicator (GCI)**

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	2	55	68	66
2026	9	46	77	68
2027	5	46	77	72
2028	3	46	77	74
2029	8	38	85	77
2030	5	33	90	85
2031	7	26	97	90
2032	6	20	103	97
2033	7	13	110	103
2034	4	9	114	110

Interlocking Signal Head Pole

Year	Projected Backlog
2025	57
2026	0
2027	5
2028	3
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

UTA MOW 10-YEAR REPLACEMENT PLAN

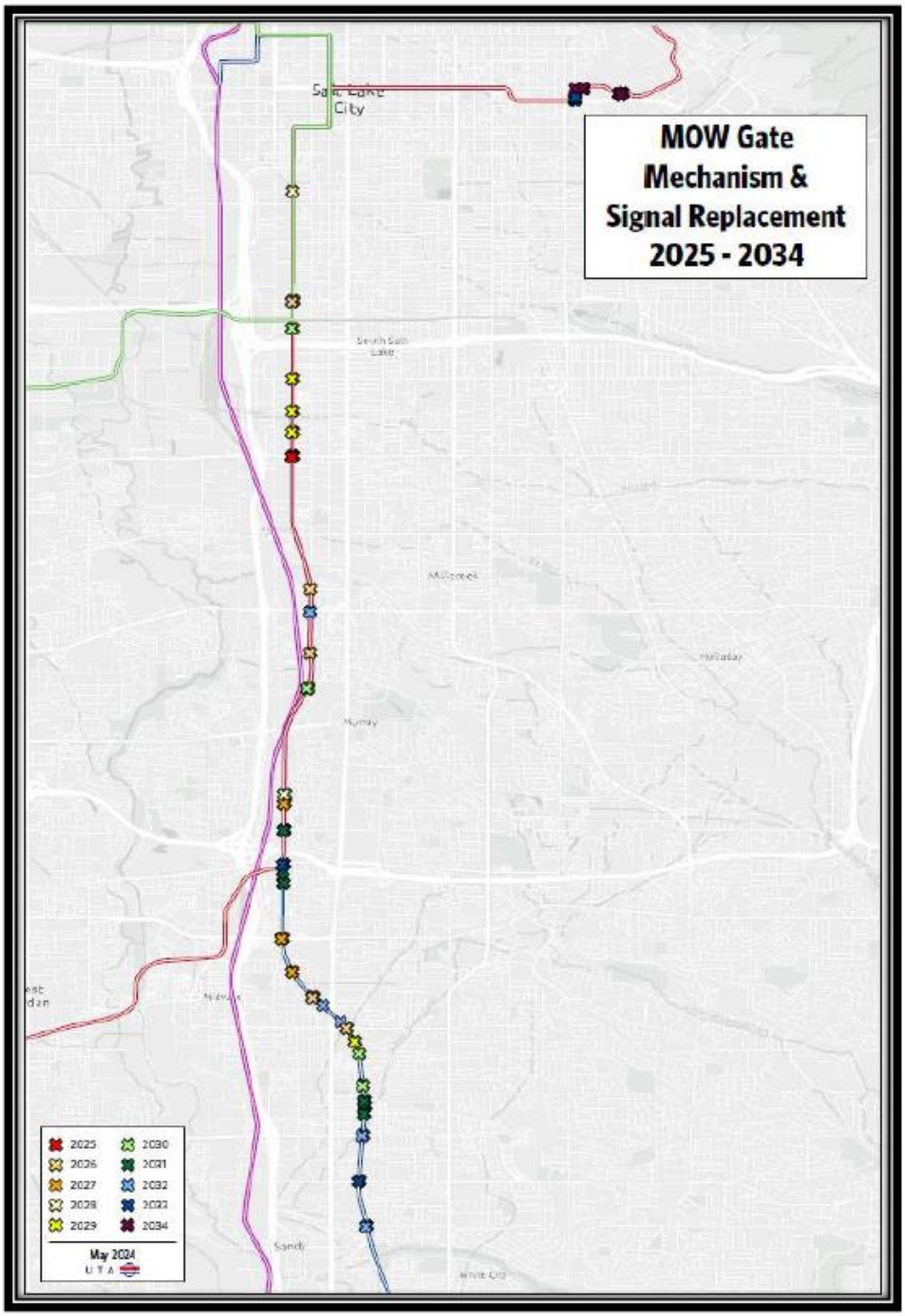
Anticipated Backlog Representation

Total Assets	204	Interlocking Signal Head Pole		
Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	204	204
2026	0	0	204	204
2027	0	0	204	204
2028	2	0	204	202
2029	2	0	204	202
2030	2	0	204	202
2031	4	0	204	200
2032	2	0	204	202
2033	0	0	204	204
2034	0	8	196	196

Interlocking Signal Head Pole

Year	Projected Backlog
2025	0
2026	0
2027	0
2028	0
2029	0
2030	0
2031	5
2032	14
2033	0
2034	0

UTA MOW 10-YEAR REPLACEMENT PLAN



UTA MOW 10-YEAR REPLACEMENT PLAN

Project Code	SGR397		
Project Name	Traction Power Rehab/Replacement	**Total Substations**	50

Projected 10 Year Budget:

2025	$4,300,000.00
2026	$0.00
2027	$0.00
2028	$0.00
2029	$15,000,000.00
2030	$15,000,000.00
2031	$15,000,000.00
2032	$15,000,000.00
2033	$0.00
2034	$0.00
Total Budget	**$64,300,000.00**

General Project Description:

This project will cover the rehab of substations on light rail right of way. Two substations were rehabbed in 2022, with the remaining rehabs taking place during the years 2023, 2024, and the first quarter of 2025.

The other budgeted money through the remainder of the years will be for capital maintenance activities or emergency fixes as required.

From years 2028 to 2032, the mid-life rehabs may occur for the substations that came online during the years 2011 to 2013 but were part of the 2015 program.

Assets to replace/rehab:

2025	2026	2027	2028	2029
$4,300,000.00	$0.00	$0.00	$0.00	$15,000,000.00
SRJ14 - Jordan Substation Asset #: 34717			Mid life of 2015 substations - 2.5M Per 6 Subs	Mid life of 2015 substations - 2.5M Per 6 Subs
SRT2 - 300 South Substation Asset #: 33775				
Close out of Substation rehab project				

2030	2031	2032	2033	2034
$15,000,000.00	$15,000,000.00	$15,000,000.00	$0.00	$0.00
Mid life of 2015 substations - 2.5M Per 6 Subs	Mid life of 2015 substations - 2.5M Per 6 Subs	Mid life of 2015 substations - 2.5M Per 6 Subs		

UTA MOW 10-YEAR REPLACEMENT PLAN

Project Code	SGR401	**Wood Ties (LF)**	199,069
Project Name	Ballast and Ties Rehab/Replacement	**Concrete Ties (LF)**	893,759
Projected 10 Year Budget:		**80 Year Ave.**	13,660
2025	$300,000.00	**Miles Per Year**	2.59
2026	$300,000.00		
2027	$300,000.00		
2028	$300,000.00		
2029	$300,000.00		
2030	$600,000.00		
2031	$600,000.00		
2032	$600,000.00		
2033	$600,000.00		
2034	$600,000.00		
Total Budget	**$4,500,000.00**		

General Project Description:

This project will cover the replacement of wood and concrete ties on all UTA rail right-of-ways. Currently there is no backlog that will be present during the 10-year MOW maintenance plan. To maintain a balance and spread costs over time it has been proposed to replace 2.5 miles of ties per year.

$300,000 per year of this budget will be used for replacing the ties on the Garfield line. The Garfield line ties will use this project code until a project bucket for the Garfield line has been created.

Assets to replace/rehab:

2024	2025	2026	2027	2028
$300,000.00	$300,000.00	$300,000.00	$300,000.00	$300,000.00
2.5 Miles of Ties	2.5 Miles of Ties	2.5 Miles of Ties	2.5 Miles of Ties	2.5 Miles of Ties

2029	2030	2031	2032	2033
$600,000.00	$600,000.00	$600,000.00	$600,000.00	$600,000.00
2.5 Miles of Ties	2.5 Miles of Ties	2.5 Miles of Ties	2.5 Miles of Ties	2.5 Miles of Ties

UTA MOW 10-YEAR REPLACEMENT PLAN

Project Code	SGR410	**Target Backlog %**	0%
Project Name	Fiber Rehab/Replace	**Total Fiber - LF**	1,055,914.00

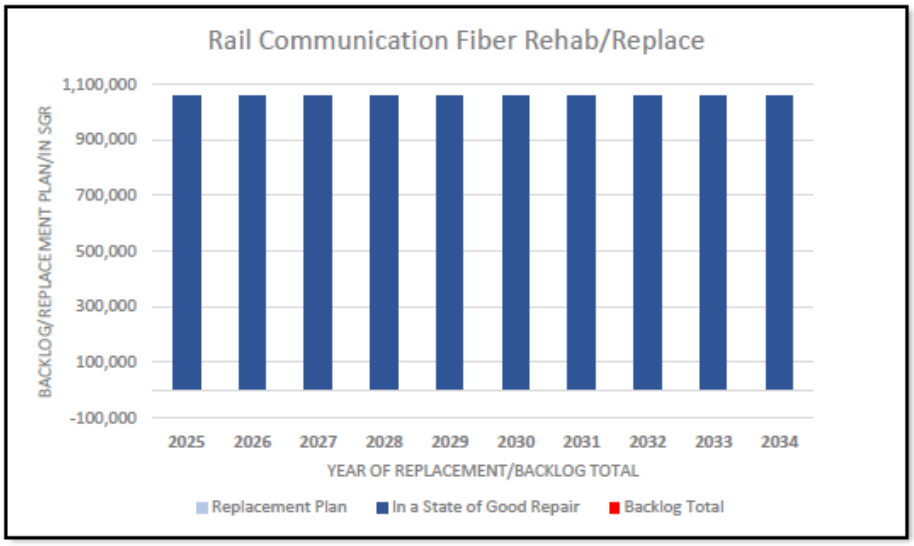
Projected 10 Year Budget:

2025	$1,519,000.00
2026	$679,000.00
2027	$682,000.00
2028	$686,000.00
2029	$0.00
2030	$0.00
2031	$0.00
2032	$0.00
2033	$0.00
2034	$0.00
Total Budget	**$3,566,000.00**

General Project Description:

This project will cover the replacement of fiber runs on the light rail right-of-way. Since these runs must be completed in full segments, the cost will occur in the year the replacements are needed. With segments being completed as a whole, the target backlog will be 0% for this project.

Condition assessments for fiber (fiber testing / light testing) are completed during fiber installation projects in an attempt to keep fiber clean. Rare occassions require emergency fiber / light testing, so a placeholder for such testing is scheduled once every three years beginning in 2024.



UTA MOW 10-YEAR REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$1,519,000.00	$679,000.00	$682,000.00	$686,000.00	$0.00
Closeout of 2023/2024 fiber replacement projects		Fiber testing / light testing		

2030	2031	2032	2033	2034
$0.00	$0.00	$0.00	$0.00	$0.00
Fiber testing / light testing			Fiber testing / light testing	

Anticipated Backlog Representation

Total Assets 1,055,914.00 LF

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	1,055,914	1,055,914
2026	0	0	1,055,914	1,055,914
2027	0	0	1,055,914	1,055,914
2028	0	0	1,055,914	1,055,914
2029	0	0	1,055,914	1,055,914
2030	0	0	1,055,914	1,055,914
2031	0	0	1,055,914	1,055,914
2032	0	0	1,055,914	1,055,914
2033	0	0	1,055,914	1,055,914
2034	0	0	1,055,914	1,055,914

UTA MOW 10-YEAR REPLACEMENT PLAN

Project Code	SGR398	**Contact Wire LF**	592,370
Project Name	OCS Rehab/Replacement	**Messenger Wire LF**	563,214

Projected 10 Year Budget:

2025	$5,900,000.00
2026	$10,000,000.00
2027	$10,000,000.00
2028	$10,000,000.00
2029	$775,000.00
2030	$775,000.00
2031	$775,000.00
2032	$775,000.00
2033	$775,000.00
2034	$775,000.00
Total Budget	**$40,550,000.00**

General Project Description:

This project will fund OCS maintenance, repairs, and emergency services. It will provide UTA with OCS infrastructure repair, upgrades, preventative maintenance, and routine maintenance and/or emergency repair services. These funds will also provide training materials, curriculum, and training material submissions to UTA for approval. In-person training, remote training, and on-the-job training to UTA's MOW personnel will be provided as determined by UTA Systems Engineering and UTA MOW management teams. Additional work on OCS systems includes Systems support for TPSS rehabs in 2025, Impulse TPSS integration, disconnect switch status indications, and bypass switch indication.

TDX system upgrades also fall in this category. These upgrades follow the TPSS rehab ending in 2025 and include Siemens 1-click TPSS protection settings.

In addition, OCS wire scans are in this project. OCS wire scans occur once every three years to determine OCS wire diameter and allow he calculations for the remaining contact wire diameter / useful life.

Assets to replace/rehab:

2025	2026	2027	2028	2029
$5,900,000.00	$10,000,000.00	$10,000,000.00	$10,000,000.00	$775,000.00
TDX Upgrade with TPSS Rehab Project			OCS Wire Scan	
OCS Wire Scan				

2030	2031	2032	2033	2034
$775,000.00	$775,000.00	$775,000.00	$775,000.00	$775,000.00
	OCS Wire Scan			OCS Wire Scan

UTA MOW 10 YEAR REPLACEMENT PLAN

Project Code	SGR359
Project Name	Bridge Rehabilitation/Maintenance
Projected 10 Year Budget:	
2025	$420,000.00
2026	$440,000.00
2027	$460,000.00
2028	$500,000.00
2029	$300,000.00
2030	$300,000.00
2031	$300,000.00
2032	$300,000.00
2033	$300,000.00
2034	$300,000.00
Total Budget	**$3,620,000.00**

General Project Description:

This project currently funds UTA's bridge inspection program and capital maintenance activities related to bridges. These maintenance activities include rip rap replacement and structural member rehabilitations which include girder sandblasting and painting.

The open bridge maintenance items are listed below. These are items still open in the Bridge Maintenance Tracking file and have been listed as immediate action required.

Assets to replace/rehab:

2025	2026	2027	2028	2029
$420,000.00	$440,000.00	$460,000.00	$500,000.00	$300,000.00
Bridge Inspection Contract I-215 SB Blue line (UDOT Replacement) Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items

2030	2031	2032	2033	2034
$300,000.00	$300,000.00	$300,000.00	$300,000.00	$300,000.00
Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items

UTAH TRANSIT AUTHORITY

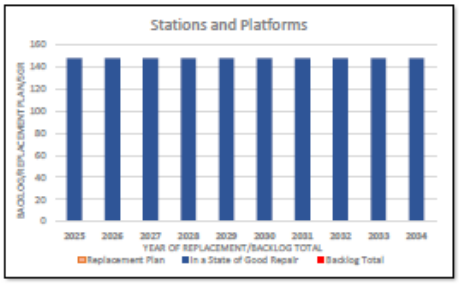
FACILITIES 10-YEAR REHAB/REPLACEMENT PLAN

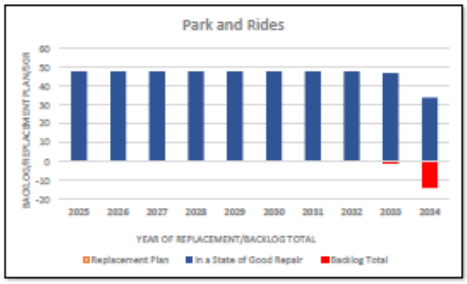
Years 2025 - 2034

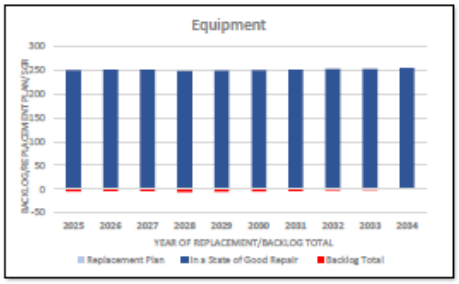
General Descriptions

This is a high level overview of the budget for the 10 year Facilities rehab and replacement plan per individual projects. Each project shows the money that has been budgeted for individual years during the 10 year plan. The sum of the individual projects budgeted money is shown in the total line. The budget numbers for the years 2025 - 2028 were derived from the UTA 5-Year Capital Plan. The budget numbers for 2029 - 2034 were gathered by using the 2024 TERM Lite projection numbers from the constrained raw data file or the most recent model run.
The charts on this page will represent the projects SGR backlog over the course of the 10 years. Some of the charts will show the efforts that will take place in order to hit a certain backlog target percentage.

	Project Name				
Year	Facilities Rehab/Replacement *FMA653*	Building Remodels/Reconfiguration *FMA679*	Stations and Platforms Rehab/Replace *FMA673*	Park & Ride Rehab/Replacement *FMA672*	Equipment Managed Reserve *FMA652*
2025	$1,130,000.00	$1,290,000.00	$434,000.00	$400,000.00	$800,000.00
2026	$800,000.00	$1,190,000.00	$200,000.00	$400,000.00	$800,000.00
2027	$800,000.00	$1,040,000.00	$200,000.00	$400,000.00	$800,000.00
2028	$800,000.00	$540,000.00	$200,000.00	$400,000.00	$800,000.00
2029	$800,000.00	$0.00	$200,000.00	$400,000.00	$800,000.00
2030	$800,000.00		$200,000.00	$400,000.00	$845,000.00
2031	$800,000.00		$200,000.00	$400,000.00	$0.00
2032	$800,000.00		$200,000.00	$400,000.00	$0.00
2033	$800,000.00		$200,000.00	$400,000.00	$0.00
2034	$800,000.00		$200,000.00	$400,000.00	$0.00
Total	$8,330,000.00	$4,060,000.00	$2,234,000.00	$4,000,000.00	$4,845,000.00







10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

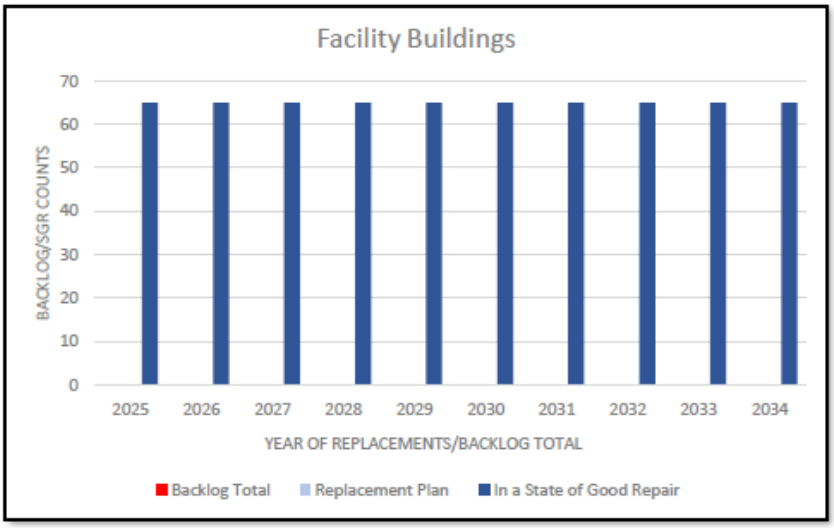
Project Code	FMA653	**Facility Buildings**	65
Project Name	Facilities Rehab/Replacement		

Projected 10 Year Budget:

2025	$1,130,000
2026	$800,000
2027	$800,000
2028	$800,000
2029	$800,000
2030	$800,000
2031	$800,000
2032	$800,000
2033	$800,000
2034	$800,000
Total Budget	**$8,330,000**

General Project Description

This project will cover the rehab and replacement of administration, maintenance, and police buildings throughout UTA. The budget numbers for years 2025 - 2028 were derived from the 5-Year capital budget. These budget numbers will cover the Annual Capital Maintenance (ACM) that will be performed on these facilities buildings. Major projects that will need to be performed on any of these buildings will need to go through the project planning and budget process. Years 2029 - 2034 budget numbers were gathered from the latest constrained raw data file from the most recent model run.
Below will be a projected 5-Year budget that will cover the Building Remodels/Reconfiguration and these budget numbers come strictly from the 5-Year capital budget plan. This will cover any remodels or reconfiguring of UTA building facilities.



10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$1,130,000	$800,000	$800,000	$800,000	$800,000
Fire Protection Systems	ACM	ACM	ACM	ACM
Flooring				
Partition Walls				
Roofs				
Drains, Fixtures, Pipes/Valves				
HVAC				
Exterior Stairs				
Bay Doors				
Cranes				
Vehicle Wash lighting				
Fuel Tanks, Pumps, and Lines				
Pavement (Roadways/ Driveways)				
Parking Lot Surface				

2030	2031	2032	2033	2034
$800,000	$800,000	$800,000	$800,000	$800,000
ACM	ACM	ACM	ACM	ACM

Project Code FMA679
Project Name Building Remodels/Reconfiguration
Projected 10 Year Budget:

2025	$1,290,000
2026	$1,190,000
2027	$1,040,000
2028	$540,000
2029	$0
Total Budget	**$4,060,000**

Assets to replace/rehab:

2025	2026	2027	2028	2029
$1,290,000	$1,190,000	$1,040,000	$540,000	$0
Building Remodels /Reconfiguration	Building Remodels /Reconfiguration	Building Remodels /Reconfiguration	Building Remodels /Reconfiguration	Building Remodels /Reconfiguration

Anticipated Backlog Representation

Total Assets	65

10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	65	65
2026	0	0	65	65
2027	0	0	65	65
2028	0	0	65	65
2029	0	0	65	65
2030	0	0	65	65
2031	0	0	65	65
2032	0	0	65	65
2033	0	0	65	65
2034	0	0	65	65

Below will list the items to consider rehab or replacement in the year 2025. These are items that have been rated lower than 3.0 during physical condition assessment. Ratings under 3 are considered marginal and require attention. These items are listed in the SGR Facilities Recommendations booklet.

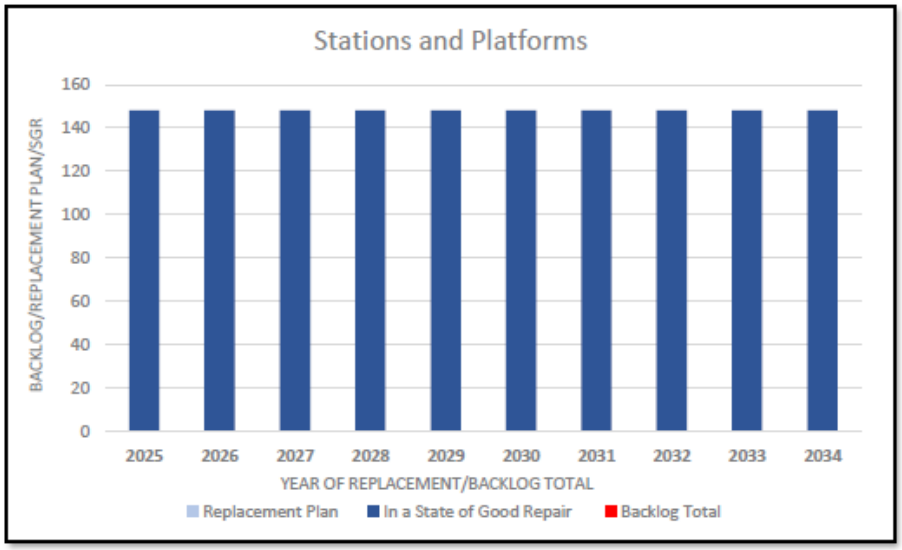
Asset	Location	Current Rating
Fire Protection System	Meadowbrook Bldg. 1 Admin	2.50
Fire Protection System	Meadowbrook Bldg. 8 Support & Body	2.50
Flooring	Timp building 1	2.50
Partition Walls	Meadowbrook Bldg. 5 bus Wash	2.80
Roof	Ogden Bldg. 1 Operations	2.75
Roof	Ogden Bldg. 3 Maintenance	2.75
Roof	Ogden Bldg. 5 Canopies	2.75
Drains, Fixtures, Pipes/Valves	Ogden Bldg. 5 Canopies	2.70
Drains, Fixtures, Pipes/Valves	Salt Lake Central Intermodal Hub lounge	2.70
Drains, Fixtures, Pipes/Valves	Semi Service Building	2.50
HVAC	Ogden Bldg. 1 Operations	2.70
HVAC	Midvale Rail Service Center	2.60
HVAC	Ogden Bldg. 4 Fuel Island	2.65
Exterior Stairs	Central Pointe 2100 S. Building	2.75
Bay Doors	Semi Service Building	2.50
Bay Doors	Ogden Bldg. 4 Fuel Island	2.50
Bay Doors	Ogden Bldg. 3 Maintenance	2.50
Bay Doors	Timpanogos Bldg. 3 Maintenance	2.50
Cranes	Warm Springs Rail Service Center	2.50
Vehicle Wash lighting	Warm Springs Rail Service Center	2.60
Fuel Tanks, Pumps, and Lines	Ogden Bldg. 4 Fuel Island	2.75
Pavement (Roadways/Driveways)	Ogden Bldg. 4 Fuel Island	2.75
Pavement (Roadways/Driveways)	Ogden Bldg. 3 Maintenance	2.70
Parking Lot Surface	Semi Service Building	2.25

10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Project Code	FMA673	**Commuter Rail**	17
Project Name	Stations and Platforms Rehab/Replace	**Light Rail**	60
Projected 10 Year Budget:		**BRT**	71
2025	$434,000		
2026	$200,000		
2027	$200,000		
2028	$200,000		
2029	$200,000		
2030	$200,000		
2031	$200,000		
2032	$200,000		
2033	$200,000		
2034	$200,000		
Total Budget	**$2,234,000**		

General Project Description

This project will cover station and platforms annual capital maintenance(ACM) and rehab efforts. These stations will need to be evaluated to determine which rehab and replacement activities will be performed. These activities may be minor or major actions depending on results of evaluations. The budget numbers for years 2025 - 2028 were derived from the 5-Year Capital Plan budget. The numbers for these years look to cover the ACM costs that all stations and platforms will require. The budget numbers for years 2029 - 2034 come from the latest constrained model run.



10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Assets to replace/rehab: Light Rail Stations

2025	2026	2027	2028	2029
$434,000	$200,000	$200,000	$200,000	$200,000
Canopy Foundation	ACM	ACM	ACM	ACM
Station Deck				
Handrails				
Elevators & Escalators				
Exterior Stairs				
Service, Panels, Wiring & Outlets/Switches				
Lighting (Platform & Parking)				
Parking lot Surface: Striping				
Drainage / Storm Drains				
Landscaping & Grounds				

2030	2031	2032	2033	2034
$200,000	$200,000	$200,000	$200,000	$200,000
ACM	ACM	ACM	ACM	ACM

Anticipated Backlog Representation

Total Assets 148

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	148	148
2026	0	0	148	148
2027	0	0	148	148
2028	0	0	148	148
2029	0	0	148	148
2030	0	0	148	148
2031	0	0	148	148
2032	0	0	148	148
2033	0	0	148	148
2034	0	0	148	148

Light Rail Stations

10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Year	SGR Backlog
2025	0
2026	0
2027	0
2028	0
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Below will list the items to consider rehab or replacement in the year 2025. These are items that have been rated lower than 3.0 during physical condition assessment. Ratings under 3 are considered marginal and require attention. These items are listed in the SGR Facilities Recommendations booklet.

Asset	Location	Current Rating
Canopy Foundation	Clearfield Station	2.65
Canopy Foundation	Library Station	2.80
Canopy Foundation	Medical Center Station	2.80
Canopy Foundation	Ft. Douglas Station	2.70
Canopy Foundation	1200 W MAX North	2.80
Station Deck	Clearfield Station	2.80
Station Deck	Layton Station	2.85
Station Deck	Woods Cross Station	2.80
Station Deck	Salt Lake Central Station (FrontRunner)	2.80
Station Deck	Arena Station	2.80
Station Deck	Temple Square Station	2.80
Station Deck	City Center Station	2.80
Station Deck	Gallivan Center Station	2.70
Station Deck	Courthouse Station	2.60
Station Deck	Medical Center Station	2.50
Station Deck	5600 W Max North	1.00
Handrails	Ogden Intermodal Station	2.85
Handrails	Roy Station	2.85
Handrails	Clearfield Station	2.80
Handrails	Layton Station	2.85
Handrails	Farmington Station	2.80
Handrails	Woods Cross Station	2.85
Handrails	North Temple Guadalupe Bridge Station	2.90
Handrails	Salt Lake Central Station (FrontRunner)	2.80
Handrails	Arena Station	2.60

Handrails	Temple Square Station	2.60
Handrails	City Center Station	2.60
Handrails	Gallivan Center Station	2.60
Handrails	Planetarium Station	2.75
Handrails	Old Greek Town Station	2.60
Handrails	Salt Lake Central Trax Station	2.70
Handrails	Courthouse Station	2.60
Handrails	Ball Park Station	2.50
Handrails	Library Station	2.60
Handrails	Trolley Station	2.60
Handrails	900 East Station	2.50
Handrails	Stadium Station	2.60
Handrails	Medical Center Station	2.50
Handrails	Ft. Douglas Station	2.60
Handrails	South Campus Station	2.60
Handrails	3600 W Max North	1.00
Elevators & Escalators	Farmington Station	2.70
Elevators & Escalators	North Temple Station	2.60
Exterior Stairs	Farmington Station	2.60
Exterior Stairs	North Temple Station	2.60
Exterior Stairs	Medical Center Station	2.70
Service, Panels, Wiring & Outlets/Switches	Temple Square Station	2.60
Service, Panels, Wiring & Outlets/Switches	City Center Station	2.60
Service, Panels, Wiring & Outlets/Switches	Gallivan Center Station	2.60
Service, Panels, Wiring & Outlets/Switches	Courthouse Station	2.60
Service, Panels, Wiring & Outlets/Switches	Library Station	2.40
Service, Panels, Wiring & Outlets/Switches	Trolley Station	2.40
Service, Panels, Wiring & Outlets/Switches	900 East Station	2.40
Service, Panels, Wiring & Outlets/Switches	Stadium Station	2.40
Service, Panels, Wiring & Outlets/Switches	Medical Center Station	2.50
Service, Panels, Wiring & Outlets/Switches	Ft. Douglas Station	2.60
Service, Panels, Wiring & Outlets/Switches	South Campus Station	2.60
Service, Panels, Wiring & Outlets/Switches	3600 W Max North	1.00
Lighting (Platform & Parking)	3600 W Max North	1.00
Parking lot Surface: Striping	Salt Lake Central Station (Frontrunner)	2.70
Drainage / Storm Drains	Provo Central Station	2.75
Landscaping & Grounds	Salt Lake Central Station (FrontRunner)	2.70
Landscaping & Grounds	Arena Station	2.60
Landscaping & Grounds	Salt Lake Central Trax Station	2.70
Landscaping & Grounds	Library Station	2.70
Landscaping & Grounds	Trolley Station	2.70
Landscaping & Grounds	900 East Station	2.70
Landscaping & Grounds	Medical Center Station	2.70
Landscaping & Grounds	Ft. Douglas Station	2.60
Landscaping & Grounds	South Campus Station	2.70

10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

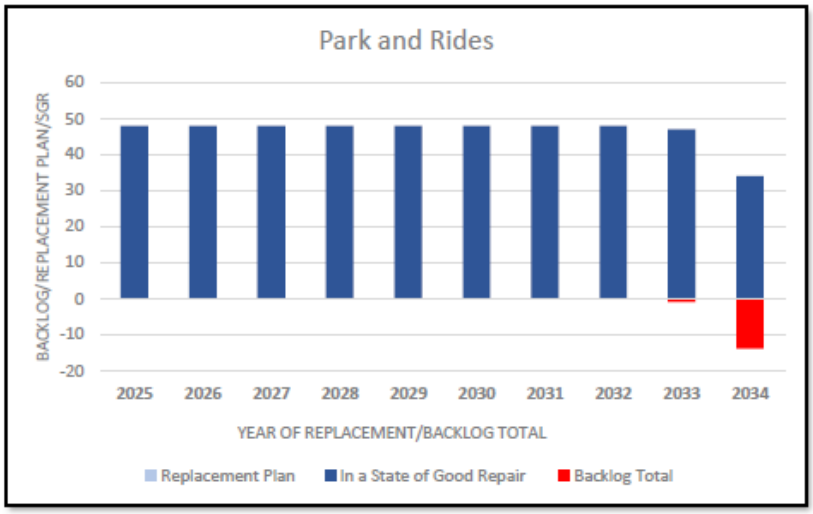
Project Code	FMA672	**Total P&R**	48
Project Name	Park & Ride Rehab/Replacement		

Projected 10 Year Budget:

2025	$400,000
2026	$400,000
2027	$400,000
2028	$400,000
2029	$400,000
2030	$400,000
2031	$400,000
2032	$400,000
2033	$400,000
2034	$400,000
Total Budget	**$4,000,000**

General Project Description

This project will cover the rehab and annual capital maintenance (ACM) of Park and Rides throughout the entire system. Each park and ride will need to be evaluated for what rehab or replacement activities that will need to be performed. Some these items may be minor rehabs or full replacements as needed. One of the most common activities that may occur would be to slurry the parking lot. The budget numbers for years 2025 - 2028 were derived from the 5-Year Capital plan budget. During the years 2029 - 2034 the budget numbers have been taken from the latest constrained model run.



10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$400,000	$400,000	$400,000	$400,000	$400,000
Service, Panels, Wiring & Outlets/Switches	ACM	ACM	ACM	ACM
Parking Lot Surface: Striping				
Parking Lot Surface: Asphalt				
Drainage/Storm Drains				
Landscaping & Grounds				

2030	2031	2032	2033	2034
$400,000	$400,000	$400,000	$400,000	$400,000
ACM	ACM	ACM	ACM	ACM

Anticipated Backlog Representation

Total Assets	48

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	48	48
2026	0	0	48	48
2027	0	0	48	48
2028	0	0	48	48
2029	0	0	48	48
2030	0	0	48	48
2031	0	0	48	48
2032	0	0	48	48
2033	0	1	47	47
2034	0	14	34	34

Park and Rides

Year	SGR Backlog
2025	0
2026	0
2027	0
2028	0
2029	0
2030	0
2031	0

2032	0
2033	1
2034	13

Below will list the items to consider rehab or replacement in the year 2025. These are items that have been rated lower than 3.0 during physical condition assessment. Ratings under 3 are considered marginal and require attention. These items are listed in the SGR Facilities Recommendations booklet.

Asset	Location	Current Rating
Service, Panels, Wiring & Outlets/Switches	Roy Station P&R	2.75
Parking Lot Surface: Striping	Roy Station P&R	2.75
Parking Lot Surface: Striping	Clearfield Station P&R	2.00
Parking Lot Surface: Striping	Layton Station P&R	2.75
Parking Lot Surface: Striping	Ball Park Station P&R	2.75
Parking Lot Surface: Striping	Decker Lake Station P&R	2.25
Parking Lot Surface: Asphalt	Salt Lake Central Station (FrontRunner)	2.70
Parking Lot Surface: Asphalt	Ball Park Station P&R	2.75
Parking Lot Surface: Asphalt	Decker Lake Station P&R	2.50
Drainage/Storm Drains	Clearfield Station P&R	2.00
Landscaping & Grounds	Ogden Intermodal Station P&R	2.70

10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

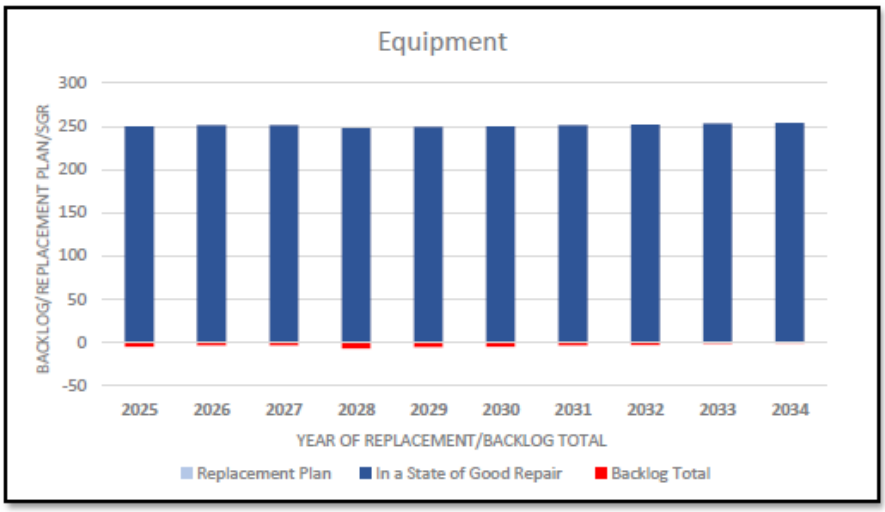
Project Code	FMA652	**Total Equipment**	255
Project Name	Equipment Managed Reserve	**Target Backlog**	10%

Projected 10 Year Budget:

2025	$800,000
2026	$800,000
2027	$800,000
2028	$800,000
2029	$800,000
2030	$845,000
2031	$0
2032	$0
2033	$0
2034	$0
Total Budget	**$4,845,000**

General Project Description

This project will cover the replacement or rehab of equipment that meets the criteria of being a state of good repair asset. The criteria for equipment being a SGR asset is that its cost is more than $50,000 and has a useful life of more than a year. The budget numbers for years 2025 - 2028 were derived from the 5-Year Capital Plan budget. The budget numbers for years 2029 - 2034 were pulled from the latest constrained model run.
Some of these pieces of equipment may have their useful life extended with rehabs or replacement of parts. Equipment that has exceeded useful life will require an evaluation to see if the equipment can be still be used safely. To maintain a 10% backlog target, one piece of equipment will need to be replaced each year.



10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$800,000	$800,000	$800,000	$800,000	$800,000
Emerg. Generator Asset # 18042	Rogers Horizontal Tire Press Asset # 7603	Nissan Forklift Asset # 8114	Millport Smartlathe Asset # 8845	Rerailing Equipment Asset # 8867

2030	2031	2032	2033	2034
$845,000	$0	$0	$0	$0
KRRAS 220TONX12 Press B Asset # 8918	Hydraulic Test Bench Asset # 9032	Hydraulic Press Brake Asset # 29080	Wash Bay Equipment Asset # 8831	Faro Laser Line Asset # 37590

Anticipated Backlog Representation

Total Assets	255

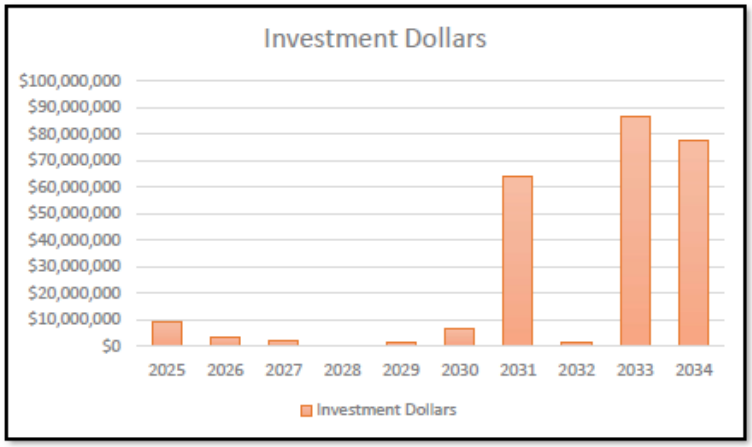
Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	1	5	250	249
2026	1	4	251	250
2027	1	4	251	250
2028	1	7	248	247
2029	1	6	249	248
2030	1	5	250	249
2031	1	4	251	250
2032	1	3	252	251
2033	1	2	253	252
2034	1	1	254	253

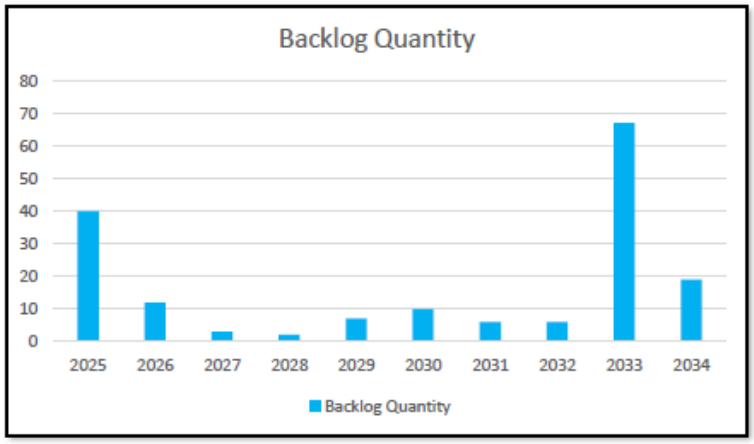
Equipment

Year	SGR Backlog
2025	6
2026	0
2027	1
2028	4
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

APPENDIX

Unconstrained Run: Facilities, Equipment Managed Reserve





Year	Investment Dollars	Backlog Quantity
2025	$9,027,065	40
2026	$3,137,571	12
2027	$1,841,348	3
2028	$278,582	2
2029	$1,296,067	7
2030	$6,448,211	10
2031	$63,826,702	6
2032	$1,167,496	6
2033	$86,486,274	67
2034	$77,706,222	19

APPENDIX

Unconstrained Equipment Backlog List

Year	Description	Investment Dollars	Asset Number
2025	GENERATOR STDBY	$93,976.23	16430
2025	GENERATOR	$93,976.23	16648
2025	GENERATOR/EMERGENCY	$93,976.23	17777
2025	BACKHOE LOADER	$77,632.83	5263
2025	CASE IH TRACTOR	$84,817.27	8835
2025	BED TYPE MILLING MACHINE	$97,599.83	14027
2025	HYDRAULIC RAIL TAMPING UNIT	$198,971.22	14427
2025	RIDE ON CONCRETE SCRUBBER	$225,195.40	14460
2025	4 ELECT PORTABLE 15 TON JACKS	$95,868.54	23371
2025	Air Compressor-Gas	$99,137.27	29371
2025	ALTERNATOR TESTER	$190,352.19	36531
2025	Torchmate Plasma Table	$69,116.43	42813
2025	Parts Washer	$141,261.31	24687
2025	Transmission Test Unit 120 VOL	$126,811.60	20658
2025	Fuel Control	$74,227.91	36145
2025	Fuel Control	$74,227.91	36146
2025	Fuel Monitoring System	$74,227.91	36149
2025	CAR WASH & DRYER	$320,644.57	14429
2025	RIVERSIDE TANK FARM	$1,441,454.36	4414
2025	2 Deck Post Hoist - Bay 8	$201,651.01	16680
2025	BUS HOIST	$268,756.44	16997
2025	BUS HOIST	$268,756.44	16999
2025	BUS HOIST	$268,756.44	17029
2025	BUS HOIST	$268,756.44	17031
2025	BUS HOIST	$268,756.44	17081
2025	BUS HOIST	$268,756.44	17099
2025	BUS HOIST	$268,756.44	17133
2025	BUS HOIST	$268,756.44	17848
2025	BUS HOIST	$268,756.44	17864
2025	Post Hoist	$268,756.44	20608
2025	Bus Hoist	$268,756.44	21370
2025	Bus Hoist	$268,756.44	21371
2025	Bus Hoist	$268,756.44	21372
2025	3 Deck Post Hoist - Bay 1	$268,756.44	21509
2025	Axle Hoist - Bay 2	$268,756.44	21510
2025	Axle Hoist - Bay 3	$268,756.44	21511
2025	Axle Hoist - Bay 6	$268,756.44	21512
2025	PARALLELOGRAM LIFT	$194,360.01	16926
2025	PARALLELOGRAM LIFT	$194,360.01	16948
2025	PARALLELOGRAM LIFT	$194,360.01	18508
2026	PARTS ROOM SHELVING & EQUIP	$110,928.39	9414
2026	JRSC Bridge Crane	$178,363.48	9563
2026	JRSC Pit Material & Tool Lift	$99,073.27	9564

APPENDIX

Year	Description	Investment Dollars	Asset Number
2026	JRSC Central Vacuum	$132,647.07	9567
2026	JRSC Gear Oil System	$105,431.71	9568
2026	JIB CRANE	$160,666.84	9628
2026	Arc Cut Pro 20 Plasma Table	$259,500.77	42194
2026	WARM SPRINGS SANDING SYSTEM	$189,216.89	9395
2026	JRSC Sanding System	$955,724.75	9565
2026	JRSC Train Wash	$606,387.02	9566
2026	DYNO Trans Test	$121,288.07	30865
2026	OGDEN STEAM BAY LIFT	$218,343.69	8799
2027	7 BRIDGE CRANES & CRANEWAYS	$1,014,356.49	8829
2027	DROP TABLE & RAIL TURNTABLE	$740,406.20	8830
2027	60000# PORTABLE LIFT & STANDS	$86,586.17	8868
2028	Pro Cut Brake Lathe	$64,649.95	57007
2028	Parallel Lift	$213,932.67	23994
2029	SERVICE TRUCK EQUIP	$80,152.64	9044
2029	Bomb Bi-level HVAC test BENCH	$127,181.58	28505
2029	Electric Bus Depot Charger	$162,624.70	42195
2029	Taylor Dynamometer	$133,502.15	52250
2029	PORTABLE BUS LIFT 60,000LB	$178,577.71	9169
2029	Vehicle Lift	$391,901.16	24620
2029	ULTRA SHALLOW IN GROUND LIFT	$222,127.46	24854
2030	350 KW GENERARATOR	$115,825.48	9296
2030	Diesel Generator 250KW	$110,272.78	25044
2030	Emergency Generator	$110,272.78	25905
2030	Diesel Particulate Filter Clea	$106,606.23	9031
2030	Electric Bus Charger	$1,402,800.93	41971
2030	Electric Bus Charger	$1,500,809.00	41972
2030	Electric Bus Depot Charger	$407,331.50	42019
2030	HAAS Vertical Machining Center	$128,579.77	42044
2030	Train wash	$2,138,527.64	28825
2030	Hydraulic Lift Vehicle	$427,185.70	25050
2031	Meadowbrook Tire Shop Elevator	$252,688.83	16989
2031	Meadowbrook Warehouse Elevator	$252,688.83	18409
2031	MB PARKING CANOPIES	$62,715,774.11	53
2031	Creaform HandySCAN 3D Scanner	$91,350.35	51128
2031	Parallelogram Platform Hoist	$235,476.34	26576
2031	Platform Lift	$278,723.57	26572
2032	Kardex Remstar with Software	$162,195.66	31456
2032	Kardex Remstar with Software	$162,195.66	31705
2032	HD ALIGNER	$88,151.91	52121
2032	Punch Brake Press	$255,336.56	52399
2032	PERSONAL LIFT	$249,808.59	52215
2032	PERSONAL LIFT	$249,808.59	52216
2033	Kardex Remstar VLM	$258,138.36	41196
2033	Kardex Remstar 6 VLM	$285,660.07	41252

APPENDIX

Year	Description	Investment Dollars	Asset Number
2033	Kardex Remstar 5 VLM	$285,660.07	41253
2033	Kardex Remstar 4 VLM	$285,660.07	41254
2033	Kardex Remstar 3 VLM	$285,660.07	41260
2033	Kardex Remstar 2 VLM	$285,660.07	41265
2033	Kardex Remstar VLM	$285,660.07	41266
2033	Bus Charger Power System	$402,063.25	56533
2033	Bus Charger Cabinet	$1,494,461.53	56534
2033	Bus Charger Power System	$1,494,461.53	56535
2033	Bus Charger Power System	$1,494,461.53	56536
2033	Bus Charger Cabinet	$1,494,461.53	56537
2033	Bus Charger Power System	$1,494,461.53	56538
2033	Bus Charger Power System	$1,494,461.53	56539
2033	Bus Charger Power System	$1,494,461.53	56540
2033	Bus Charger Power System	$402,063.25	56542
2033	Pantograph Charger	$3,957,033.72	56543
2033	Bus Charger Power System	$402,063.25	56544
2033	Bus Charger Cabinet	$407,230.90	56546
2033	Bus Charger Power System	$407,230.90	56547
2033	Bus Charger Power System	$407,230.90	56548
2033	Bus Charger Cabinet	$407,230.90	56549
2033	Bus Charger Power System	$402,063.25	56550
2033	Bus Charger Power System	$402,063.25	56551
2033	Bus Charger Power System	$402,063.25	56552
2033	Bus Charger Cabinet	$1,494,461.53	56553
2033	Bus Charger Power System	$1,494,461.53	56554
2033	Bus Charger Power System	$1,494,461.53	56555
2033	Bus Charge Cabinet #3	$1,492,999.85	56703
2033	Bus Charger Cabinet #5	$1,492,999.85	56704
2033	Bus Charger Cabinet #2	$1,492,999.85	56705
2033	Bus Charger Cabinet #1	$1,492,999.85	56706
2033	Bus Charger Cabinet #4	$1,492,999.85	56707
2033	Bus Charger #23	$1,492,999.85	56708
2033	Bus Charger Cabinet #7	$1,492,999.85	56709
2033	Bus Charger Cabinet #6	$1,651,945.09	56710
2033	Bus Charger Cabinet #8	$1,492,999.85	56711
2033	Bus Charger #24	$1,492,999.85	56712
2033	Bus Charger #1	$1,492,999.85	56713
2033	Bus Charger #2	$1,492,999.85	56714
2033	Bus Charger #3	$1,492,999.85	56715
2033	Bus Charger #4	$1,492,999.85	56716
2033	Bus Charger #5	$1,492,999.85	56717
2033	Bus Charger #6	$1,492,999.85	56718
2033	Bus Charger #7	$1,492,999.85	56719
2033	Bus Charger #9	$1,492,999.85	56720
2033	Bus Charger #11	$1,492,999.85	56721

APPENDIX

Year	Description	Investment Dollars	Asset Number
2033	Bus Charger #12	$1,492,999.85	56722
2033	Bus Charger #8	$1,492,999.85	56723
2033	Bus Charger #10	$1,492,999.85	56724
2033	Bus Charger #13	$1,492,999.85	56725
2033	Bus Charger #15	$1,492,999.85	56726
2033	Bus Charger #14	$1,492,999.85	56727
2033	Bus Charger #18	$1,492,999.85	56728
2033	Bus Charger #20	$1,492,999.85	56729
2033	Bus Charger #22	$1,492,999.85	56730
2033	Bus Charger #16	$1,492,999.85	56731
2033	Bus Charger #19	$1,492,999.85	56748
2033	Bus Charger #21	$1,492,999.85	56751
2033	Bus Charger #17	$1,492,999.85	56753
2033	Pantograph Charger	$3,957,033.72	56996
2033	Charging Cabinet	$1,492,999.85	56997
2033	Pantograph Charger	$3,944,771.55	56999
2033	Air Hydraulic Bus Hoist	$260,447.92	27162
2033	Air Hydraulic Bus Hoist	$260,447.92	27163
2033	REPLACEMENT BUS LIFT	$376,279.35	29079
2034	Midvale Elevator	$278,135.38	37546
2034	EMERGENCY GENERATOR C30N6	$783,264.73	51987
2034	2 Post Lift Bay #1	$268,912.48	28106
2034	In Ground Hoist - 3 Post	$358,401.17	28109
2034	Hydraulic Vehicle Lift	$424,224.57	28244
2034	Hydraulic Vehicle Lift	$424,224.57	28245

UTAH TRANSIT AUTHORITY

REVENUE VEHICLE 10-YEAR REHAB/REPLACEMENT PLAN

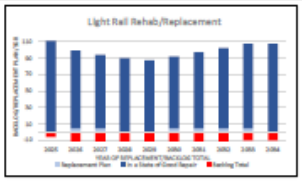
Years 2025 -2034

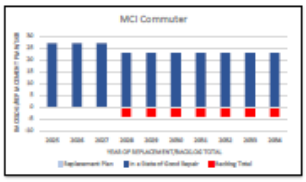
General Description

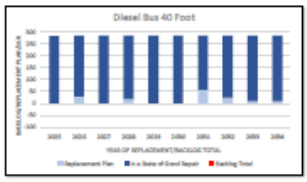
This is a high level overview of the budget for the 10-Year Revenue Vehicle Rehab and Replacement Plan. Each project displays the money budgeted for individual years during the 10 year plan. The budget numbers for years 2025 - 2028 were derived from the UTA 5-Year Capital Plan. The budget numbers for years 2029 -2034 were gathered by using the 2026 TERM Lite projection numbers from the constrained raw data file.
The charts on this page represent the projects that will have SGR backlog over the course of the 10 years. The charts represent the efforts necessary to take place to hit the designated target backlog percentage. Each project will give greater detail on the replacement plan that will be needed to maintain the backlog target.

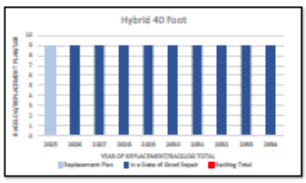
	Project Name							
Year	Comet Car Replacement RFV2107	CR Veh Rehab & Replacement SGR2301	Commuter Rail Engine Overhaul SGR1517	Light Rail Vehicle Rehab SGR040	SD100/SD110 LRV Replacement RFV102	Bus Replacement RFV1011	Paratransit Vehicle Replacement RFV2129	Vanpool Replacement RFV242
2025		$4,750,000.00	$0.00	$11,000,000.00	$66,000,000.00	$40,000,000.00	$4,851,000.00	$1,714,000.00
2026		$4,750,000.00	$0.00	$6,000,000.00	$66,000,000.00	$40,000,000.00	$4,960,000.00	$1,757,000.00
2027		$4,750,000.00	$0.00	$6,000,000.00	$67,903,000.00	$40,000,000.00	$5,780,000.00	$1,800,000.00
2028		$4,750,000.00	$0.00	$6,000,000.00	$120,000,000.00	$40,000,000.00	$5,967,000.00	$1,844,000.00
2029		$0.00	$0.00	$6,000,000.00	$0.00	$41,760,000.00	$0.00	$0.00
2030		$0.00	$1,650,000.00	$6,000,000.00	$0.00	$50,324,760.00	$0.00	$100,000.00
2031		$0.00	$1,710,000.00	$6,000,000.00	$0.00	$65,127,308.00	$0.00	$5,137,000.00
2032		$0.00	$1,775,000.00	$6,000,000.00	$0.00	$28,558,252.00	$1,668,000.00	$5,000,000.00
2033		$0.00	$1,840,000.00	$6,000,000.00	$0.00	$15,947,706.00	$0.00	$0.00
2034		$0.00	$0.00	$6,000,000.00	$0.00	$44,494,884.00	$0.00	$0.00
Total		$23,000,000.00	$6,975,000.00	$43,000,000.00	$329,903,000.00	$366,134,410.00	$22,682,000.00	$17,488,000.00

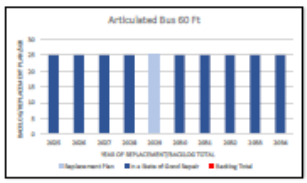
SGR Backlog Charts For Revenue Vehicles

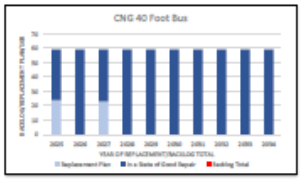


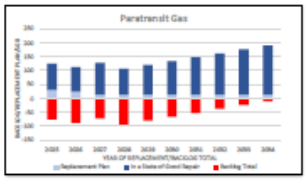


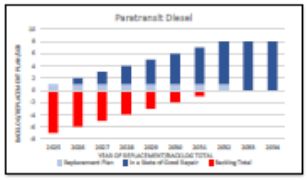












UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Project Code	SGR391
Project Name	CR Vehicle Rehab and Replacement
Projected 10 Year Budget:	
2025	$3,750,000
2026	$3,750,000
2027	$3,750,000
2028	$3,750,000
2029	$0
2030	$0
2031	$0
2032	$0
2033	$0
2034	$0
Total Budget	**$15,000,000**

General Project Description

This project will cover the replacement of the Comet cars used on the Frontrunner commuter rail line. In 2022, UTA disposed of all Comet cars with an auction ending November 1st, 2023. Money in this project will cover replacements for these vehicles in the future.

Assets to replace/rehab: CR Vehicle Rehab and Replacement

2025	2026	2027	2028	2029
$3,750,000	$3,750,000	$3,750,000	$3,750,000	$0
ACM	ACM	ACM	ACM	ACM

2030	2031	2032	2033	2034
$0	$0	$0	$0	$0

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Project Code	SGR353	**Total Assets**	18
Project Name	Commuter Rail Engine Overhaul	**Target Backlog %**	0%

Projected 10 Year Budget:

2025	$0
2026	$0
2027	$0
2028	$0
2029	$0
2030	$1,650,000
2031	$1,710,000
2032	$1,775,000
2033	$1,830,000
2034	$0
Total Budget	**$6,965,000**

General Project Description

This project will cover the completion of the current commuter rail engine overhaul and then the annual capital maintenance (ACM) for the 10 years. The amounts of year 2025 - 2028 derived from the 5 Capital Plan budget. The values from 2029 - 2034 will cover the ACM for the commuter rail locomotives.

Assets to replace/rehab:

2025	2026	2027	2028	2029
$0	$0	$0	$0	$0
ACM				

2030	2031	2032	2033	2034
$1,650,000	$1,710,000	$1,775,000	$1,830,000	$0
ACM	ACM	ACM	ACM	ACM

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Project Code	SGR040	**Light Rail Vehicle**	117
Project Name	Light Rail Vehicle Rehab	**Target Backlog %**	10%

Projected 10 Year Budget:

2025	$11,000,000
2026	$9,000,000
2027	$9,000,000
2028	$9,000,000
2029	$9,000,000
2030	$9,000,000
2031	$9,000,000
2032	$9,000,000
2033	$9,000,000
2034	$9,000,000
Total Budget	**$92,000,000**

Project Code	REV238
Project Name	SD100/SD160 Light Rail Vehicle Replacement

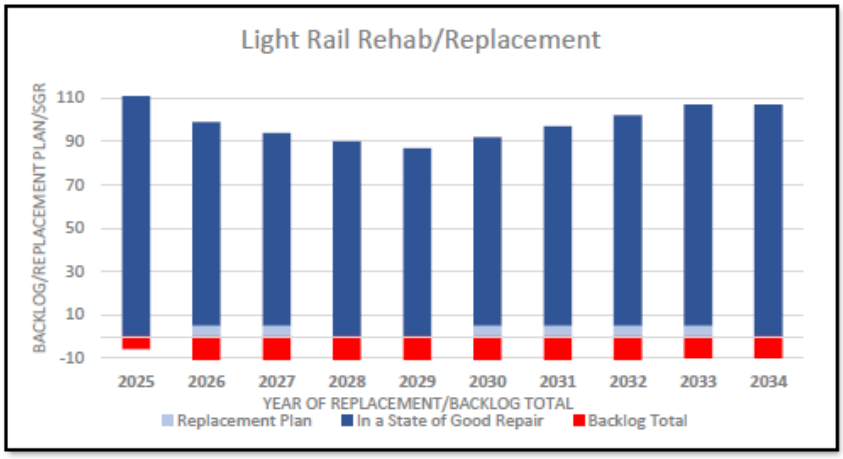
Projected 10 Year Budget:

2025	$36,000,000
2026	$36,000,000
2027	$37,900,000
2028	$120,000,000
2029	$0
2030	$0
2031	$0
2032	$0
2033	$0
2034	$0
Total Budget	**$229,900,000**

General Project Description

This project will cover the rehab of light rail vehicles during the years 2025 - 2028. The budget for this 4 year period is derived from the 5 year capital plan. Near the end of this 10 year period portions of the SD light rail vehicles will have reached their useful life and will require replacement. Starting in 2026 through 2033 five light rail vehicles will need to be replaced each year to maintain a 10% backlog target. The budget numbers for years 2030 - 2034 come from the latest constrained model run.

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN



Assets to replace/rehab: Light Rail Vehicle Rehab

2024	2025	2026	2027	2028
$11,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000
ACM/Rehab	ACM/Rehab	ACM/Rehab	ACM/Rehab	ACM/Rehab

2029	2030	2031	2032	2033
$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000
ACM/Rehab	ACM/Rehab	ACM/Rehab	ACM/Rehab	ACM/Rehab

Assets to replace/rehab: SD100/SD160 LRV Replacement

2025	2026	2027	2028	2029
$36,000,000	$36,000,000	$37,900,000	$120,000,000	$0
	5 - LRV	5 - LRV		5 - LRV

2030	2031	2032	2033	2034
$0	$0	$0	$0	$0
5 - LRV	5 - LRV	5 - LRV	5 - LRV	

Anticipated Backlog Representation

Total Assets	117

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	6	111	111
2026	5	18	99	94
2027	5	23	94	89

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2028	0	27	90	90
2029	0	30	87	87
2030	5	25	92	87
2031	5	20	97	92
2032	5	15	102	97
2033	5	10	107	102
2034	0	10	107	107

Light Rail

Year	Projected Backlog
2025	6
2026	17
2027	10
2028	4
2029	3
2030	0
2031	0
2032	0
2033	0
2034	0

Asset to be replaced

Backlog Year	Replacement Year	Name	Asset Number	Status
2025	2026	Light Rail	13607	Active
2025	2026	Light Rail	13599	Active
2025	2026	Light Rail	13612	Active
2025	2026	Light Rail	13613	Active
2025	2026	Light Rail	13614	Active
2025	2027	Light Rail	13610	Active
2026	2027	Light Rail	13593	Active
2026	2027	Light Rail	13605	Active
2026	2027	Light Rail	13615	Active
2026	2027	Light Rail	13608	Active
2026	2029	Light Rail	13611	Active
2026	2029	Light Rail	13598	Active
2026	2029	Light Rail	13600	Active
2026	2029	Light Rail	13601	Active
2026	2029	Light Rail	13616	Active
2026	2030	Light Rail	13617	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Asset Number	Status
2026	2030	Light Rail	13620	Active
2026	2030	Light Rail	13594	Active
2026	2030	Light Rail	13596	Active
2026	2030	Light Rail	13603	Active
2026	2031	Light Rail	13604	Active
2026	2031	Light Rail	13609	Active
2026	2031	Light Rail	13602	Active
2027	2031	Light Rail	14878	Active
2027	2031	Light Rail	15039	Active
2027	2032	Light Rail	15050	Active
2027	2032	Light Rail	15051	Active
2027	2032	Light Rail	15052	Active
2027	2032	Light Rail	15053	Active
2027	2032	Light Rail	14879	Active
2027	2033	Light Rail	15055	Active
2027	2033	Light Rail	15056	Active
2027	2033	Light Rail	15054	Active
2029	2033	Light Rail	20546	Active
2029	2033	Light Rail	20547	Active

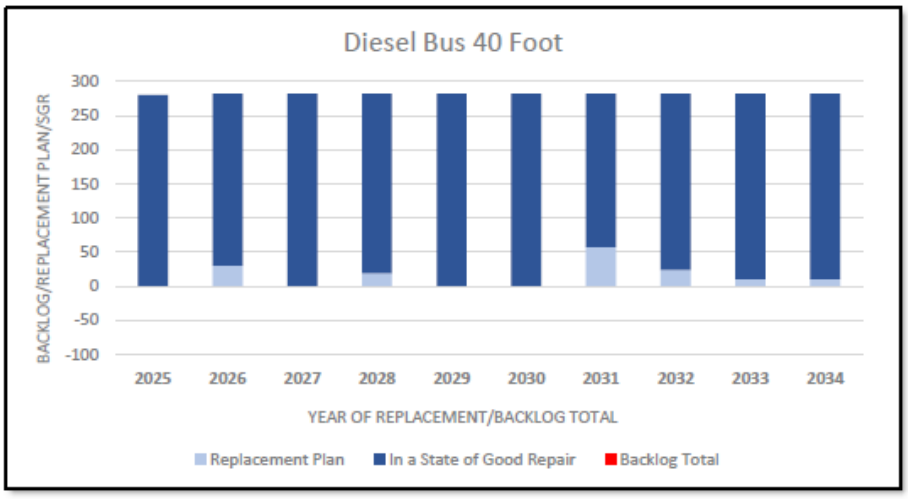
UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Project Code	REV211
Project Name	Bus Replacement
Projected 10 Year Budget:	
2025	$30,000,000
2026	$30,000,000
2027	$30,000,000
2028	$30,000,000
2029	$61,790,385
2030	$10,224,760
2031	$65,127,508
2032	$28,519,252
2033	$15,947,704
2034	$34,494,884
Total Budget	**$336,104,493**

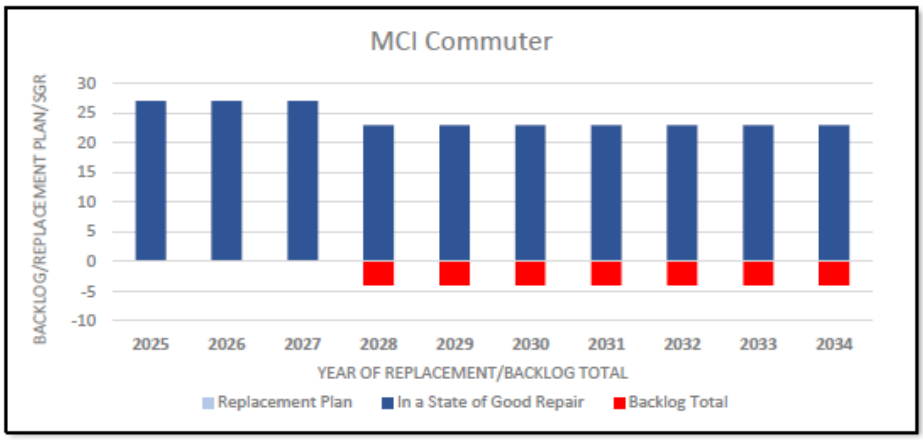
Diesel Bus 40 FT	282
MCI Commuter	27
Hybrid 40 FT	9
Ski Bus 35 FT	53
Articulated Bus 60 FT	25
CNG 40 Foot	59
Electric Bus 40 FT	36
Target Backlog %	10%

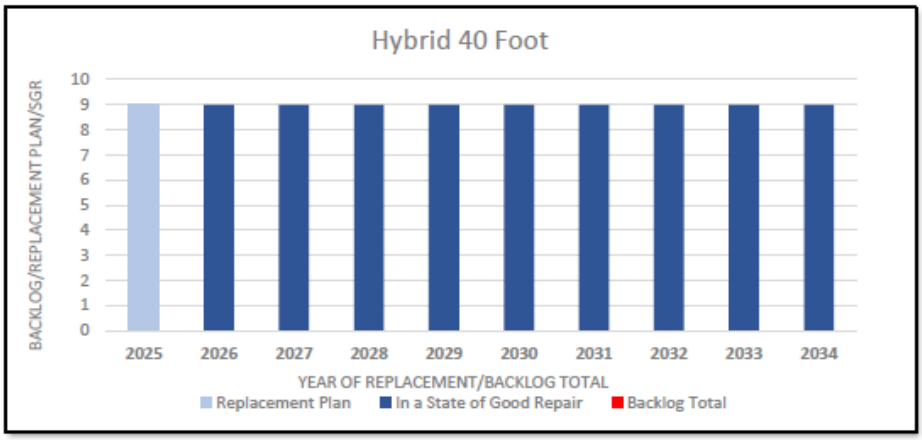
General Project Description

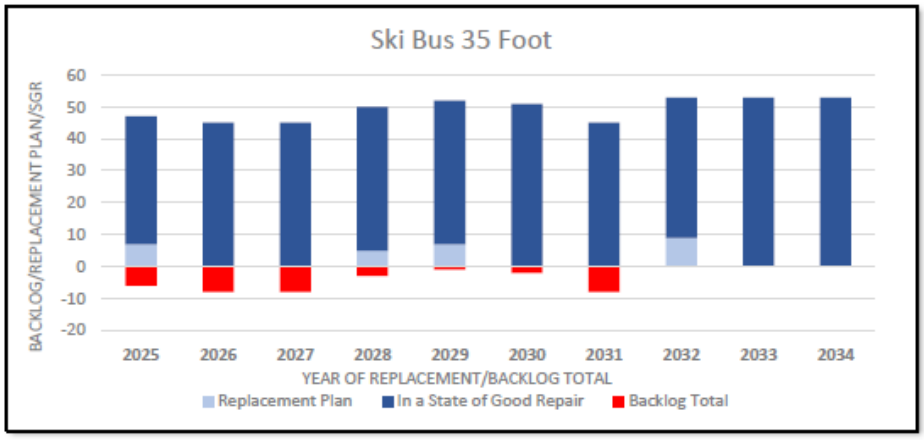
This project will cover the replacement of different types of buses. The buses included in this project are Diesel Bus 40 Foot, MCI Commuter, Hybrid 40 Foot Bus, Ski Bus 35 Foot, Articulated Bus 60 Foot, and CNG 40 Foot Bus. The budget numbers for years 2025 - 2028 were derived from the 5 Year Capital Plan budget. The budget numbers for 2029 - 2034 were taken from the latest constrained model run. Each individual bus type replacement plan amount is based on maintaining a target backlog of 10%. The bus replacement numbers for each year were pulled from the 2024 Bus Replacement Plan.



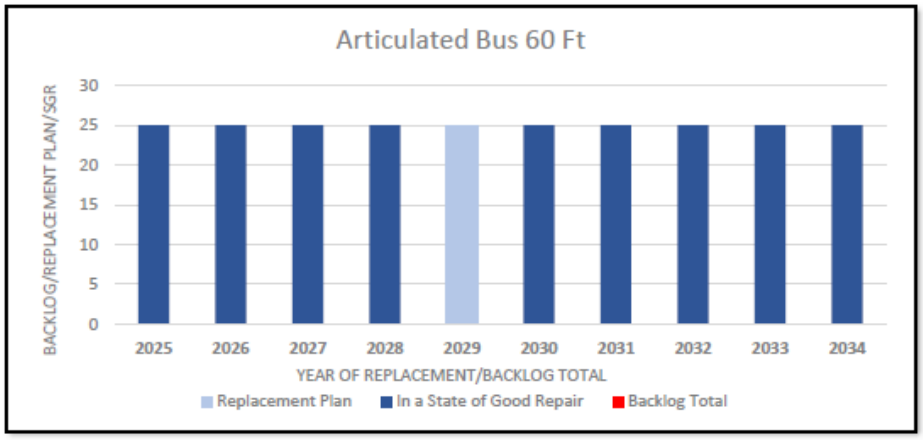
UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

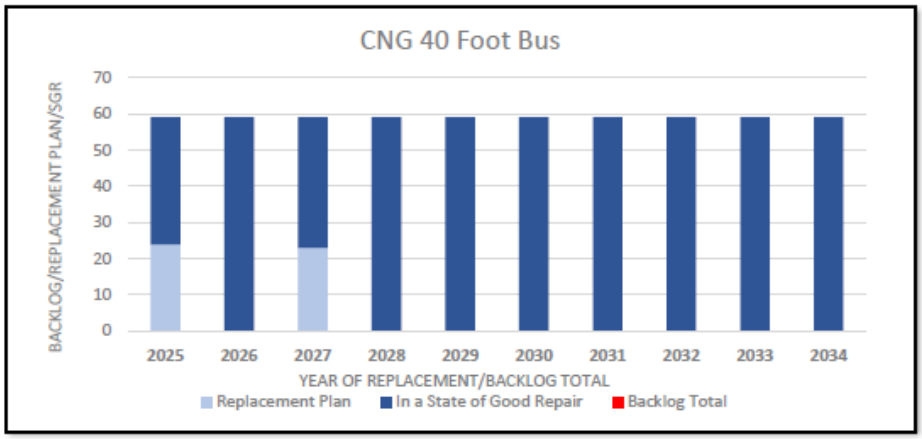






UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN





Assets to replace/rehab:

2025	2026	2027	2028	2029
$30,000,000	$30,000,000	$30,000,000	$30,000,000	$61,790,385
0 - Diesel Bus 40 Ft	30 - Diesel Bus 40 Ft	0 - Diesel Bus 40 Ft	19 - Diesel Bus 40 Ft	0 - Diesel Bus 40 Ft
0 - MCI Commuter	0 - MCI Commuter	0 - MCI Commuter	0 - MCI Commuter	0 - MCI Commuter
9 - Hybrid 40 Foot	0 - Hybrid 40 Foot	0 - Hybrid 40 Foot	0 - Hybrid 40 Foot	0 - Hybrid 40 Foot
7 - Ski Bus 35 Ft Diesel	0 - Ski Bus 35 Ft Diesel	0 - Ski Bus 35 Ft Diesel	5- Ski Bus 35 Ft Diesel	7 - Ski Bus 35 Ft Diesel
0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot	25 - Articulated Bus 60 Foot
24 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus	23 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

2030	2031	2032	2033	2034
$10,224,760	$65,127,508	$28,519,252	$15,947,704	$34,494,884
0 - Diesel Bus 40 Ft	57 - Diesel Bus 40 Ft	24 - Diesel Bus 40 Ft	10 - Diesel Bus 40 Ft	10 - Diesel Bus 40 Ft
0 - MCI Commuter	0 - MCI Commuter	0 - MCI Commuter	0 - MCI Commuter	0 - MCI Commuter
0 - Hybrid 40 Foot	0 - Hybrid 40 Foot	0 - Hybrid 40 Foot	0 - Hybrid 40 Foot	0 - Hybrid 40 Foot
0 - Ski Bus 35 Ft Diesel	0 - Ski Bus 35 Ft Diesel	9 - Ski Bus 35 Ft Diesel	0 - Ski Bus 35 Ft Diesel	0 - Ski Bus 35 Ft Diesel
0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot
0 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus

Anticipated Backlog Representation Diesel Bus 40 Foot

Total Assets 282

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	2	280	280
2026	30	0	282	252
2027	0	0	282	282
2028	19	0	282	263
2029	0	0	282	282
2030	0	0	282	282
2031	57	0	282	225
2032	24	0	282	258
2033	10	0	282	272
2034	10	0	282	272

Diesel Bus 40 Foot

Year	Projected Backlog
2025	2
2026	0
2027	25
2028	0
2029	17
2030	0
2031	36
2032	2
2033	0
2034	0

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Anticipated Backlog Representation MCI Commuter

Total Assets 27

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	27	27
2026	0	0	27	27
2027	0	0	27	27
2028	0	4	23	23
2029	0	4	23	23
2030	0	4	23	23
2031	0	4	23	23
2032	0	4	23	23
2033	0	4	23	23
2034	0	4	23	23

MCI Commuter

Year	Projected Backlog
2025	0
2026	0
2027	0
2028	4
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation Hybrid 40 Foot

Total Assets 9

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	9	0	9	0
2026	0	0	9	9
2027	0	0	9	9
2028	0	0	9	9
2029	0	0	9	9
2030	0	0	9	9
2031	0	0	9	9
2032	0	0	9	9
2033	0	0	9	9
2034	0	0	9	9

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Hybrid 40 Foot

Year	Projected Backlog
2025	9
2026	0
2027	0
2028	0
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation Ski Bus 35 Foot

Total Assets 53

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	7	6	47	40
2026	0	8	45	45
2027	0	8	45	45
2028	5	3	50	45
2029	7	1	52	45
2030	0	2	51	51
2031	0	8	45	45
2032	9	0	53	44
2033	0	0	53	53
2034	0	0	53	53

Ski Bus 35 Foot

Year	Projected Backlog
2025	13
2026	2
2027	0
2028	0
2029	5
2030	1
2031	6
2032	0
2033	0
2034	0

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Anticipated Backlog Representation Articulated Bus 60 Ft

Total Assets 25

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	25	25
2026	0	0	25	25
2027	0	0	25	25
2028	0	0	25	25
2029	25	0	25	0
2030	0	0	25	25
2031	0	0	25	25
2032	0	0	25	25
2033	0	0	25	25
2034	0	0	25	25

Articulated Bus 60 Ft

Year	Projected Backlog
2025	0
2026	0
2027	0
2028	0
2029	0
2030	16
2031	8
2032	1
2033	0
2034	0

Anticipated Backlog Representation CNG 40 Foot Bus

Total Assets 59

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	24	0	59	35
2026	0	0	59	59
2027	23	0	59	36
2028	0	0	59	59
2029	0	0	59	59
2030	0	0	59	59
2031	0	0	59	59
2032	0	0	59	59
2033	0	0	59	59
2034	0	0	59	59

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

CNG 40 Foot Bus	
Year	Projected Backlog
2025	0
2026	24
2027	0
2028	23
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Asset to be replaced Diesel Bus 40 Foot

Backlog Year	Replacement Year	Name	Unit Number	Status/Replacement
2027	2026	Diesel Bus 40 Ft	12001	Active/Electric
2027	2026	Diesel Bus 40 Ft	12002	Active/Electric
2027	2026	Diesel Bus 40 Ft	12004	Active/Electric
2027	2026	Diesel Bus 40 Ft	12005	Active/Electric
2027	2026	Diesel Bus 40 Ft	12006	Active/Electric
2027	2026	Diesel Bus 40 Ft	12007	Active/Electric
2027	2026	Diesel Bus 40 Ft	12008	Active/Electric
2027	2026	Diesel Bus 40 Ft	12009	Active/Electric
2027	2026	Diesel Bus 40 Ft	12010	Active/Electric
2027	2026	Diesel Bus 40 Ft	12011	Active/Electric
2027	2026	Diesel Bus 40 Ft	12012	Active/Electric
2027	2026	Diesel Bus 40 Ft	12013	Active/Electric
2027	2026	Diesel Bus 40 Ft	12014	Active/Electric
2027	2026	Diesel Bus 40 Ft	12015	Active/Electric
2027	2026	Diesel Bus 40 Ft	12016	Active/Electric
2027	2026	Diesel Bus 40 Ft	12017	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12018	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12019	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12020	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12021	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12022	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12023	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12024	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12025	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12026	Contingency/Diesel
2027	2026	Diesel Bus 40 Ft	12027	Contingency/Diesel
2027	2026	Diesel Bus 40 Ft	12028	Contingency/Diesel
2027	2026	Diesel Bus 40 Ft	12029	Contingency/Diesel

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status/Replacement
2027	2026	Diesel Bus 40 Ft	12030	Contingency/Diesel
2027	2026	Diesel Bus 40 Ft	12031	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14005	Active/Electric
2029	2028	Diesel Bus 40 Ft	14001	Active/Electric
2029	2028	Diesel Bus 40 Ft	14002	Active/Electric
2029	2028	Diesel Bus 40 Ft	14003	Active/Electric
2029	2028	Diesel Bus 40 Ft	14004	Active/Electric
2029	2028	Diesel Bus 40 Ft	14006	Active/Electric
2029	2028	Diesel Bus 40 Ft	14007	Active/Electric
2029	2028	Diesel Bus 40 Ft	14008	Active/Electric
2029	2028	Diesel Bus 40 Ft	14009	Active/Electric
2029	2028	Diesel Bus 40 Ft	14010	Active/Electric
2029	2028	Diesel Bus 40 Ft	14011	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14012	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14013	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14014	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14015	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14016	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14017	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14018	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14019	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17001	Active/Electric
2031	2031	Diesel Bus 40 Ft	17002	Active/Electric
2031	2031	Diesel Bus 40 Ft	17003	Active/Electric
2031	2031	Diesel Bus 40 Ft	17004	Active/Electric
2031	2031	Diesel Bus 40 Ft	17005	Active/Electric
2031	2031	Diesel Bus 40 Ft	17006	Active/Electric
2031	2031	Diesel Bus 40 Ft	17007	Active/Electric
2031	2031	Diesel Bus 40 Ft	17008	Active/Electric
2031	2031	Diesel Bus 40 Ft	17009	Active/Electric
2031	2031	Diesel Bus 40 Ft	17010	Active/Electric
2031	2031	Diesel Bus 40 Ft	17011	Active/Electric
2031	2031	Diesel Bus 40 Ft	17012	Active/Electric
2031	2031	Diesel Bus 40 Ft	17013	Active/Electric
2031	2031	Diesel Bus 40 Ft	17014	Active/Electric
2031	2031	Diesel Bus 40 Ft	17015	Active/Electric
2031	2031	Diesel Bus 40 Ft	17016	Active/Electric
2031	2031	Diesel Bus 40 Ft	17017	Active/Electric
2031	2031	Diesel Bus 40 Ft	17018	Active/Electric
2031	2031	Diesel Bus 40 Ft	17019	Active/Electric
2031	2031	Diesel Bus 40 Ft	17020	Active/Electric
2031	2031	Diesel Bus 40 Ft	17021	Active/Electric
2031	2031	Diesel Bus 40 Ft	17022	Active/Electric
2031	2023	Diesel Bus 40 Ft	17023	Active/Electric
2031	2031	Diesel Bus 40 Ft	17024	Active/Electric

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status/Replacement
2031	2031	Diesel Bus 40 Ft	17025	Active/Electric
2031	2031	Diesel Bus 40 Ft	17026	Active/Electric
2031	2031	Diesel Bus 40 Ft	17027	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17028	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17029	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17030	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17031	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17032	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17033	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17034	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17035	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17036	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17037	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17038	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17039	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17040	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17041	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17042	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17043	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17044	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17045	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17046	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17047	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17048	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17049	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17050	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17051	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17052	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17053	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17054	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17055	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17056	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17057	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18018	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18019	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18020	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18016	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18021	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18022	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18023	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18024	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18001	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18002	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18003	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18004	Active/Diesel

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status/Replacement
2032	2032	Diesel Bus 40 Ft	18005	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18006	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18007	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18008	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18009	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18010	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18011	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18012	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18013	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18014	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18015	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18017	Active/Diesel
2033	2033	Diesel Bus 40 Ft	19001	Active/Electric
2033	2033	Diesel Bus 40 Ft	19002	Active/Electric
2033	2033	Diesel Bus 40 Ft	19003	Active/Electric
2033	2033	Diesel Bus 40 Ft	19004	Active/Electric
2033	2033	Diesel Bus 40 Ft	19005	Active/Electric
2033	2033	Diesel Bus 40 Ft	19006	Active/Electric
2033	2033	Diesel Bus 40 Ft	19007	Active/Electric
2033	2033	Diesel Bus 40 Ft	19008	Active/Electric
2033	2033	Diesel Bus 40 Ft	19009	Active/Electric
2033	2033	Diesel Bus 40 Ft	19010	Active/Electric
2034	2034	Diesel Bus 40 Ft	20001	Active/Electric
2034	2034	Diesel Bus 40 Ft	20002	Active/Electric
2034	2034	Diesel Bus 40 Ft	20003	Active/Electric
2034	2034	Diesel Bus 40 Ft	20004	Active/Electric
2034	2034	Diesel Bus 40 Ft	20005	Active/Electric
2034	2034	Diesel Bus 40 Ft	20006	Active/Electric
2034	2034	Diesel Bus 40 Ft	20007	Active/Electric
2034	2034	Diesel Bus 40 Ft	20008	Active/Electric
2034	2034	Diesel Bus 40 Ft	20009	Active/Electric
2034	2034	Diesel Bus 40 Ft	20010	Active/Electric

Asset to be replaced MCI Commuter

Backlog Year	Replacement Year	Name	Unit Number	Status
2028	2024	MCI Commuter	09091	Pending Disposal
2028	2024	MCI Commuter	09093	Pending Disposal
2028	2024	MCI Commuter	09094	Pending Disposal
2028	2024	MCI Commuter	09095	Pending Disposal

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Asset to be replaced Hybrid 40 Foot

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2025	Hybrid 40 Foot	12041	Active
2025	2025	Hybrid 40 Foot	12042	Active
2025	2025	Hybrid 40 Foot	12043	Active
2025	2025	Hybrid 40 Foot	12044	Active
2025	2025	Hybrid 40 Foot	12045	Active
2025	2025	Hybrid 40 Foot	12046	Active
2025	2025	Hybrid 40 Foot	12047	Active
2025	2025	Hybrid 40 Foot	12048	Active
2025	2025	Hybrid 40 Foot	12049	Active

Asset to be replaced Ski Bus 35 Foot

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2025	Ski Bus 35 Foot	11001	Active
2025	2025	Ski Bus 35 Foot	11002	Active
2025	2025	Ski Bus 35 Foot	11003	Active
2025	2025	Ski Bus 35 Foot	11011	Active
2025	2025	Ski Bus 35 Foot	11012	Active
2026	2025	Ski Bus 35 Foot	13051	Active
2026	2025	Ski Bus 35 Foot	13052	Active
2029	2028	Ski Bus 35 Foot	16001	Active
2029	2028	Ski Bus 35 Foot	16002	Active
2029	2028	Ski Bus 35 Foot	16003	Active
2029	2028	Ski Bus 35 Foot	16004	Active
2029	2028	Ski Bus 35 Foot	16005	Active
2030	2029	Ski Bus 35 Foot	17071	Active
2031	2029	Ski Bus 35 Foot	17072	Active
2031	2029	Ski Bus 35 Foot	17073	Active
2031	2029	Ski Bus 35 Foot	17074	Active
2031	2029	Ski Bus 35 Foot	17075	Active
2031	2029	Ski Bus 35 Foot	17076	Active
2031	2029	Ski Bus 35 Foot	17077	Active
2032	2032	Ski Bus 35 Foot	20051	Active
2032	2032	Ski Bus 35 Foot	20052	Active
2032	2032	Ski Bus 35 Foot	20053	Active
2032	2032	Ski Bus 35 Foot	20054	Active
2032	2032	Ski Bus 35 Foot	20055	Active
2032	2032	Ski Bus 35 Foot	20056	Active
2032	2032	Ski Bus 35 Foot	20057	Active
2032	2032	Ski Bus 35 Foot	20058	Active
2032	2032	Ski Bus 35 Foot	20059	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Asset to be replaced Articulated Bus 60 FT

Backlog Year	Replacement Year	Name	Unit Number	Status/Replacement
2031	2029	Articulated Bus 60 FT	17101	Active/Electric
2031	2029	Articulated Bus 60 FT	17102	Active/Electric
2031	2029	Articulated Bus 60 FT	17103	Active/Electric
2029	2029	Articulated Bus 60 FT	17104	Active/Electric
2031	2029	Articulated Bus 60 FT	17105	Active/Electric
2030	2029	Articulated Bus 60 FT	17106	Active/Electric
2030	2029	Articulated Bus 60 FT	17107	Active/Electric
2030	2029	Articulated Bus 60 FT	17108	Active/Electric
2030	2029	Articulated Bus 60 FT	17109	Active/Electric
2030	2029	Articulated Bus 60 FT	17110	Active/Electric
2030	2029	Articulated Bus 60 FT	17111	Active/Electric
2030	2029	Articulated Bus 60 FT	17112	Active/Electric
2030	2029	Articulated Bus 60 FT	17113	Active/Electric
2030	2029	Articulated Bus 60 FT	17114	Active/Electric
2031	2029	Articulated Bus 60 FT	17115	Active/Electric
2030	2029	Articulated Bus 60 FT	17116	Active/Electric
2031	2029	Articulated Bus 60 FT	17117	Active/Electric
2031	2029	Articulated Bus 60 FT	17118	Active/Electric
2030	2029	Articulated Bus 60 FT	17119	Active/Electric
2030	2029	Articulated Bus 60 FT	17120	Active/Electric
2030	2029	Articulated Bus 60 FT	17121	Active/Electric
2030	2029	Articulated Bus 60 FT	17122	Active/Electric
2030	2029	Articulated Bus 60 FT	17123	Active/Electric
2032	2029	Articulated Bus 60 FT	17124	Active/Electric
2030	2029	Articulated Bus 60 FT	17125	Active/Electric

Asset to be replaced CNG Bus 40 Foot

Backlog Year	Replacement Year	Name	Unit Number	Status
2026	2025	CNG Bus 40 Foot	13001	Active
2026	2025	CNG Bus 40 Foot	13002	Active
2026	2025	CNG Bus 40 Foot	13003	Active
2026	2025	CNG Bus 40 Foot	13004	Active
2026	2025	CNG Bus 40 Foot	13005	Active
2026	2025	CNG Bus 40 Foot	13006	Active
2026	2025	CNG Bus 40 Foot	13007	Active
2026	2025	CNG Bus 40 Foot	13008	Active
2026	2025	CNG Bus 40 Foot	13009	Active
2026	2025	CNG Bus 40 Foot	13010	Active
2026	2025	CNG Bus 40 Foot	13031	Active
2026	2025	CNG Bus 40 Foot	13032	Active
2026	2025	CNG Bus 40 Foot	13033	Active
2026	2025	CNG Bus 40 Foot	13034	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

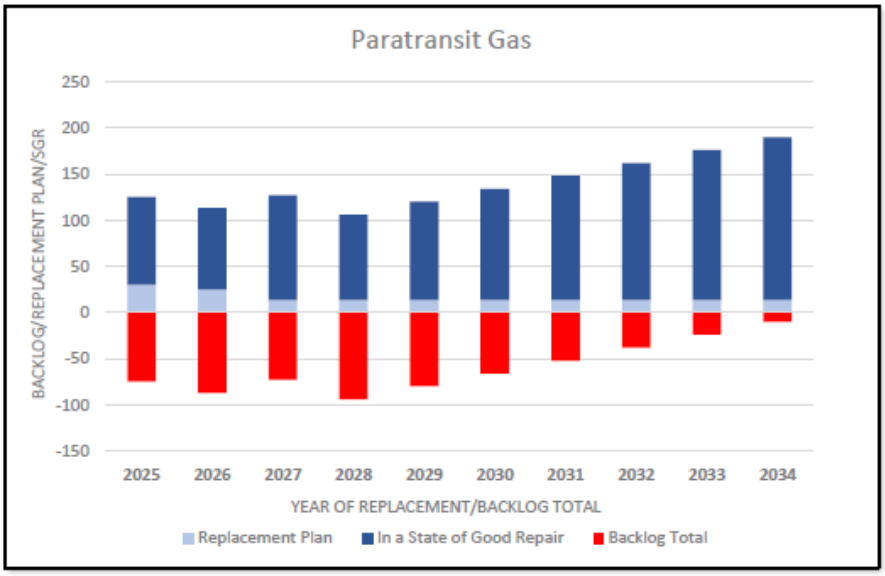
Backlog Year	Replacement Year	Name	Unit Number	Status
2026	2025	CNG Bus 40 Foot	13035	Active
2026	2025	CNG Bus 40 Foot	13036	Active
2026	2025	CNG Bus 40 Foot	13037	Active
2026	2025	CNG Bus 40 Foot	13038	Active
2026	2025	CNG Bus 40 Foot	13039	Active
2026	2025	CNG Bus 40 Foot	13040	Active
2026	2025	CNG Bus 40 Foot	13041	Active
2026	2025	CNG Bus 40 Foot	13042	Active
2026	2025	CNG Bus 40 Foot	13043	Active
2026	2025	CNG Bus 40 Foot	13044	Active
2028	2027	CNG Bus 40 Foot	15001	Active
2028	2027	CNG Bus 40 Foot	15002	Active
2028	2027	CNG Bus 40 Foot	15003	Active
2028	2027	CNG Bus 40 Foot	15004	Active
2028	2027	CNG Bus 40 Foot	15005	Active
2028	2027	CNG Bus 40 Foot	15006	Active
2028	2027	CNG Bus 40 Foot	15007	Active
2028	2027	CNG Bus 40 Foot	15008	Active
2028	2027	CNG Bus 40 Foot	15009	Active
2028	2027	CNG Bus 40 Foot	15010	Active
2028	2027	CNG Bus 40 Foot	15011	Active
2028	2027	CNG Bus 40 Foot	15012	Active
2028	2027	CNG Bus 40 Foot	15013	Active
2028	2027	CNG Bus 40 Foot	15014	Active
2028	2027	CNG Bus 40 Foot	15015	Active
2028	2027	CNG Bus 40 Foot	15016	Active
2028	2027	CNG Bus 40 Foot	15017	Active
2028	2027	CNG Bus 40 Foot	15018	Active
2028	2027	CNG Bus 40 Foot	15019	Active
2028	2027	CNG Bus 40 Foot	15020	Active
2028	2027	CNG Bus 40 Foot	15021	Active
2028	2027	CNG Bus 40 Foot	15022	Active
2028	2027	CNG Bus 40 Foot	15023	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

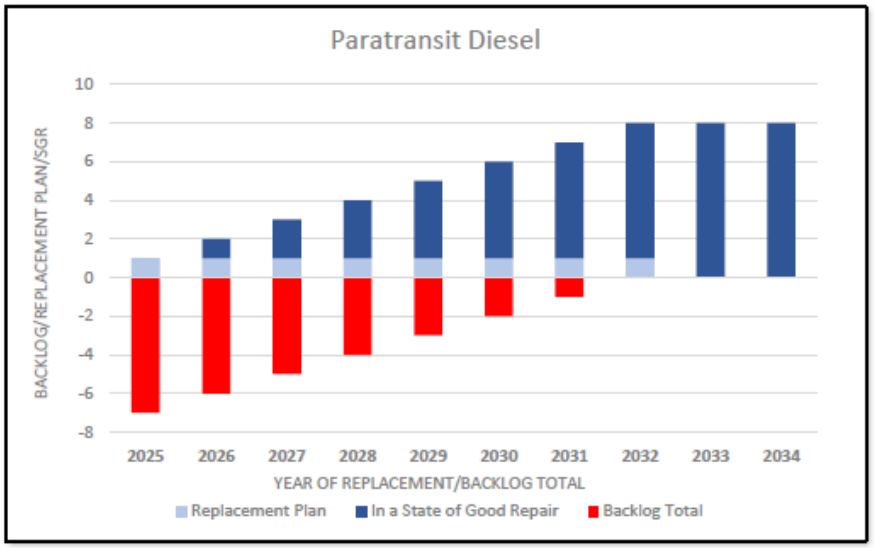
Project Code	REV209	**Paratransit Gas**	200
Project Name	Paratransit Vehicle Replacement	**Paratransit Diesel**	8
Projected 10 Year Budget:			
2025	$4,851,000	**Target Backlog %**	10%
2026	$3,961,000		
2027	$5,780,000		
2028	$5,967,000		
2029	$0		
2030	$0		
2031	$0		
2032	$1,933,000		
2033	$0		
2034	$0		
Total Budget	**$22,492,000**		

General Project Description

This project will cover the replacement of Paratransit buses both gas and diesel. The budget numbers for years 2025 - 2028 were derived from the 5 Year Capital plan budget. For the years 2029 - 2034 the budgets numbers came from the latest constrained model run. The replacement plan follows the Rubber Tire Replacement plan.



UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN



Assets to replace/rehab:

2025	2026	2027	2028	2029
$4,851,000	$3,961,000	$5,780,000	$5,967,000	$0
30 - Paratransit Gas	25 - Paratransit Gas	14 - Paratransit Gas	14 - Paratransit Gas	14 - Paratransit Gas
1 - Paratransit Diesel	1 - Paratransit Diesel	1 - Paratransit Diesel	1 - Paratransit Diesel	1 - Paratransit Diesel

2030	2031	2032	2033	2034
$0	$0	$1,933,000	$0	$0
14 - Paratransit Gas	14 - Paratransit Gas	14 - Paratransit Gas	14 - Paratransit Gas	14 - Paratransit Gas
1 - Paratransit Diesel	1 - Paratransit Diesel	1 - Paratransit Diesel		

Anticipated Backlog Representation Paratransit Gas

Total Assets 200

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	30	75	125	95
2026	25	87	113	88
2027	14	73	127	113
2028	14	94	106	92
2029	14	80	120	106
2030	14	66	134	120
2031	14	52	148	134
2032	14	38	162	148
2033	14	24	176	162
2034	14	10	190	176

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Paratransit Gas

Year	Projected Backlog
2025	105
2026	37
2027	0
2028	35
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation Paratransit Diesel

Total Assets 8

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	1	7	1	0
2026	1	6	2	1
2027	1	5	3	2
2028	1	4	4	3
2029	1	3	5	4
2030	1	2	6	5
2031	1	1	7	6
2032	1	0	8	7
2033	0	0	8	8
2034	0	0	8	8

Paratransit Diesel

Year	Projected Backlog
2025	8
2026	0
2027	0
2028	0
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Asset to be replaced Paratransit Gas

Backlog Year	Replacement Year	Name	Unit Number	Status
2026	2025	Paratransit Gas	19201	Active
2026	2025	Paratransit Gas	19202	Active
2026	2025	Paratransit Gas	19203	Active
2026	2025	Paratransit Gas	19204	Pending Disposal
2026	2025	Paratransit Gas	19205	Active
2026	2025	Paratransit Gas	19206	Active
2026	2025	Paratransit Gas	19207	Active
2026	2025	Paratransit Gas	19208	Active
2026	2025	Paratransit Gas	19209	Active
2026	2025	Paratransit Gas	19210	Active
2026	2025	Paratransit Gas	19211	Active
2026	2025	Paratransit Gas	19212	Active
2026	2025	Paratransit Gas	19213	Active
2026	2025	Paratransit Gas	19214	Active
2026	2025	Paratransit Gas	19215	Active
2026	2025	Paratransit Gas	19216	Active
2026	2025	Paratransit Gas	19217	Active
2026	2025	Paratransit Gas	19218	Active
2026	2025	Paratransit Gas	19219	Active
2026	2025	Paratransit Gas	19220	Active
2026	2025	Paratransit Gas	19221	Active
2026	2025	Paratransit Gas	19222	Active
2026	2025	Paratransit Gas	19223	Active
2026	2025	Paratransit Gas	19224	Active
2026	2025	Paratransit Gas	19225	Active
2026	2025	Paratransit Gas	19226	Active
2026	2025	Paratransit Gas	19227	Active
2026	2025	Paratransit Gas	19228	Active
2026	2025	Paratransit Gas	19229	Active
2026	2025	Paratransit Gas	19230	Active
2028	2026	Paratransit Gas	20201	Active
2028	2026	Paratransit Gas	20202	Active
2028	2026	Paratransit Gas	20203	Active
2028	2026	Paratransit Gas	20204	Active
2028	2026	Paratransit Gas	20205	Active
2028	2026	Paratransit Gas	20206	Active
2028	2026	Paratransit Gas	20207	Active
2028	2026	Paratransit Gas	20208	Active
2028	2026	Paratransit Gas	20209	Active
2028	2026	Paratransit Gas	20210	Active
2028	2026	Paratransit Gas	20211	Active
2028	2026	Paratransit Gas	20212	Active
2028	2026	Paratransit Gas	20213	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2028	2026	Paratransit Gas	20214	Active
2028	2026	Paratransit Gas	20215	Active
2028	2026	Paratransit Gas	20216	Active
2028	2026	Paratransit Gas	20217	Active
2028	2026	Paratransit Gas	20218	Active
2028	2026	Paratransit Gas	20219	Active
2028	2026	Paratransit Gas	20220	Active
2028	2026	Paratransit Gas	20221	Active
2028	2026	Paratransit Gas	20222	Active
2028	2026	Paratransit Gas	20223	Active
2028	2026	Paratransit Gas	20224	Active
2028	2026	Paratransit Gas	20225	Active
2025	2027	Paratransit Gas	13206	Active
2025	2027	Paratransit Gas	13208	Active
2025	2027	Paratransit Gas	13211	Active
2025	2027	Paratransit Gas	13213	Active
2025	2027	Paratransit Gas	13215	Active
2025	2027	Paratransit Gas	15203	Active
2025	2027	Paratransit Gas	15201	Pending Disposal
2025	2027	Paratransit Gas	15202	Pending Disposal
2025	2027	Paratransit Gas	15210	Active
2025	2027	Paratransit Gas	15212	Active
2025	2027	Paratransit Gas	15209	Active
2025	2027	Paratransit Gas	15211	Active
2025	2027	Paratransit Gas	15213	Active
2025	2027	Paratransit Gas	15214	Active
2025	2028	Paratransit Gas	15226	Active
2025	2028	Paratransit Gas	15219	Active
2025	2028	Paratransit Gas	15221	Active
2025	2028	Paratransit Gas	15225	Active
2025	2028	Paratransit Gas	15224	Active
2025	2028	Paratransit Gas	15217	Active
2025	2028	Paratransit Gas	15215	Active
2025	2028	Paratransit Gas	15220	Active
2025	2028	Paratransit Gas	15223	Active
2025	2028	Paratransit Gas	15227	Active
2025	2028	Paratransit Gas	15216	Active
2025	2028	Paratransit Gas	15222	Active
2025	2028	Paratransit Gas	16201	Active
2025	2028	Paratransit Gas	16202	Active
2025	2029	Paratransit Gas	16203	Active
2025	2029	Paratransit Gas	16208	Active
2025	2029	Paratransit Gas	16216	Active
2025	2029	Paratransit Gas	16220	Active
2025	2029	Paratransit Gas	16222	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2029	Paratransit Gas	16227	Active
2025	2029	Paratransit Gas	16205	Active
2025	2029	Paratransit Gas	16207	Active
2025	2029	Paratransit Gas	16211	Active
2025	2029	Paratransit Gas	16215	Active
2025	2029	Paratransit Gas	16217	Active
2025	2029	Paratransit Gas	16219	Active
2025	2029	Paratransit Gas	16221	Active
2025	2029	Paratransit Gas	16223	Active
2025	2030	Paratransit Gas	16224	Active
2025	2030	Paratransit Gas	16225	Active
2025	2030	Paratransit Gas	16226	Active
2025	2030	Paratransit Gas	16228	Active
2025	2030	Paratransit Gas	16206	Active
2025	2030	Paratransit Gas	16209	Active
2025	2030	Paratransit Gas	16210	Active
2025	2030	Paratransit Gas	16212	Active
2025	2030	Paratransit Gas	16213	Active
2025	2030	Paratransit Gas	16214	Active
2025	2030	Paratransit Gas	16218	Active
2025	2030	Paratransit Gas	16204	Active
2025	2030	Paratransit Gas	17204	Active
2025	2030	Paratransit Gas	17208	Active
2025	2031	Paratransit Gas	17209	Active
2025	2031	Paratransit Gas	17218	Active
2025	2031	Paratransit Gas	17219	Active
2025	2031	Paratransit Gas	17220	Active
2025	2031	Paratransit Gas	17221	Active
2025	2031	Paratransit Gas	17223	Active
2025	2031	Paratransit Gas	17222	Active
2025	2031	Paratransit Gas	17213	Active
2025	2031	Paratransit Gas	17214	Active
2025	2031	Paratransit Gas	17215	Active
2025	2031	Paratransit Gas	17217	Active
2025	2031	Paratransit Gas	17202	Active
2025	2031	Paratransit Gas	17205	Active
2025	2031	Paratransit Gas	17206	Active
2025	2032	Paratransit Gas	17201	Contingency
2025	2032	Paratransit Gas	17203	Active
2025	2032	Paratransit Gas	17207	Active
2025	2032	Paratransit Gas	17210	Active
2025	2032	Paratransit Gas	17211	Active
2025	2032	Paratransit Gas	17216	Active
2025	2032	Paratransit Gas	17212	Active
2025	2032	Paratransit Gas	18201	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Asset Number	Status
2025	2032	Paratransit Gas	18202	Active
2025	2032	Paratransit Gas	18203	Active
2025	2032	Paratransit Gas	18204	Active
2025	2032	Paratransit Gas	18205	Active
2025	2032	Paratransit Gas	17256	Active
2025	2032	Paratransit Gas	18208	Active
2025	2032	Paratransit Gas	18219	Active
2025	2032	Paratransit Gas	18223	Active
2025	2033	Paratransit Gas	18226	Active
2025	2033	Paratransit Gas	18220	Active
2025	2033	Paratransit Gas	18221	Active
2025	2033	Paratransit Gas	18217	Active
2025	2033	Paratransit Gas	18210	Active
2025	2033	Paratransit Gas	18209	Active
2025	2033	Paratransit Gas	18236	Active
2025	2033	Paratransit Gas	18234	Active
2025	2033	Paratransit Gas	18233	Active
2025	2033	Paratransit Gas	18232	Active
2025	2033	Paratransit Gas	18231	Active
2025	2033	Paratransit Gas	18230	Active
2025	2033	Paratransit Gas	18218	Active
2025	2033	Paratransit Gas	18216	Active
2025	2034	Paratransit Gas	18215	Active
2025	2034	Paratransit Gas	18213	Active
2025	2034	Paratransit Gas	18212	Active
2025	2034	Paratransit Gas	18206	Active
2025	2034	Paratransit Gas	18207	Active
2026	2034	Paratransit Gas	18214	Active
2026	2034	Paratransit Gas	18222	Active
2026	2034	Paratransit Gas	18211	Active
2026	2034	Paratransit Gas	18224	Active
2026	2034	Paratransit Gas	18225	Active
2026	2034	Paratransit Gas	18235	Active
2026	2034	Paratransit Gas	18227	Active
2026	2034	Paratransit Gas	18228	Active
2028	2034	Paratransit Gas	22301	Active

Asset to be replaced Paratransit Diesel

Backlog Year	Replacement Year	Name	Asset Number	Status
2025	2025	Paratransit Diesel	9892	Active
2025	2026	Paratransit Diesel	14205	Active
2025	2027	Paratransit Diesel	14206	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Asset Number	Status
2025	2028	Paratransit Diesel	14208	Active
2025	2029	Paratransit Diesel	14209	Active
2025	2030	Paratransit Diesel	14210	Active
2025	2031	Paratransit Diesel	14211	Active
2025	2032	Paratransit Diesel	14207	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

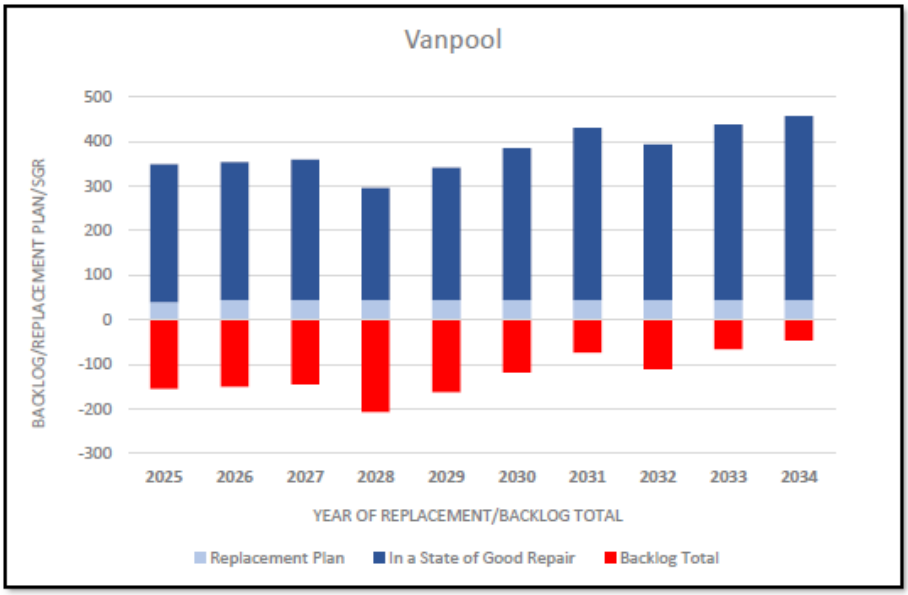
Project Code	REV232	**Vanpool**	504
Project Name	Vanpool Replacement	**Target Backlog %**	10%

Projected 10 Year Budget:

2025	$1,716,000
2026	$1,757,000
2027	$1,800,000
2028	$1,843,000
2029	$0
2030	$100,000
2031	$5,272,000
2032	$5,000,000
2033	$0
2034	$0
Total Budget	**$17,488,000**

General Project Description

This project will cover the replacement of vans for our vanpool business unit. The budget numbers for years 2025 - 2028 were derived from the 5 year capital plan budget. The budget numbers for years 2029 - 2034 came from the latest constrained model run investment dollars. To maintain a 10% backlog target at completion of the ten year plan 43 vans will need to replaced every year.



UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$1,716,000	$1,757,000	$1,800,000	$1,843,000	$0
40 - Vans	45 - Vans	45 - Vans	45 - Vans	45 - Vans

2030	2031	2032	2033	2034
$100,000	$5,272,000	$5,000,000	$0	$0
45 - Vans	45 - Vans	45 - Vans	45 - Vans	45 - Vans

Anticipated Backlog Representation

Total Assets 504

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	40	156	348	308
2026	45	151	353	308
2027	45	145	359	314
2028	45	208	296	251
2029	45	163	341	296
2030	45	119	385	340
2031	45	74	430	385
2032	45	111	393	348
2033	45	66	438	393
2034	45	47	457	412

Vanpool

Year	Projected Backlog
2025	196
2026	40
2027	39
2028	108
2029	0
2030	1
2031	0
2032	82
2033	0
2034	26

Asset to be replaced

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2025	Van	07421	Active
2025	2025	Van	07424	Active
2025	2025	Van	10510	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2025	Van	09416	Active
2025	2025	Van	09433	Active
2025	2025	Van	11502	Active
2025	2025	Van	09461	Active
2025	2025	Van	11525	Active
2025	2025	Van	11531	Active
2025	2025	Van	11549	Active
2025	2025	Van	11548	Active
2025	2025	Van	11552	Active
2025	2025	Van	11554	Active
2025	2025	Van	12524	Active
2025	2025	Van	12525	Active
2025	2025	Van	12533	Active
2025	2025	Van	12546	Active
2025	2025	Van	13508	Active
2025	2025	Van	13511	Active
2025	2025	Van	13519	Active
2025	2025	Van	13521	Active
2025	2025	Van	13535	Active
2025	2025	Van	13542	Active
2025	2025	Van	14502	Active
2025	2025	Van	14504	Active
2025	2025	Van	15508	Active
2025	2025	Van	15526	Active
2025	2025	Van	15528	Active
2025	2025	Van	15544	Active
2025	2025	Van	15556	Active
2025	2025	Van	17503	Active
2025	2025	Van	17504	Active
2025	2025	Van	17506	Active
2026	2025	Van	17511	Active
2026	2025	Van	17533	Active
2026	2025	Van	17545	Active
2026	2025	Van	17540	Active
2028	2025	Van	19557	Active
2028	2025	Van	19565	Active
2028	2025	Van	19594	Active
2026	2026	Van	17546	Active
2026	2026	Van	09476	Active
2026	2026	Van	09477	Pending Disposal
2025	2026	Van	09420	Active
2025	2026	Van	10505	Active
2025	2026	Van	10506	Active
2025	2026	Van	10511	Active
2025	2026	Van	11503	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2026	Van	11506	Active
2025	2026	Van	11507	Active
2025	2026	Van	11508	Active
2025	2026	Van	11509	Active
2025	2026	Van	11510	Active
2025	2026	Van	11511	Active
2025	2026	Van	11514	Active
2025	2026	Van	11515	Active
2025	2026	Van	11522	Active
2025	2026	Van	11524	Active
2025	2026	Van	11519	Active
2025	2026	Van	11517	Active
2025	2026	Van	11526	Active
2025	2026	Van	11528	Active
2025	2026	Van	11529	Active
2025	2026	Van	11532	Active
2025	2026	Van	11534	Active
2025	2026	Van	11538	Active
2025	2026	Van	11539	Active
2025	2026	Van	11535	Active
2025	2026	Van	11536	Active
2025	2026	Van	11545	Active
2025	2026	Van	11547	Active
2025	2026	Van	11553	Active
2025	2026	Van	12547	Active
2025	2026	Van	12549	Active
2025	2026	Van	13501	Active
2025	2026	Van	13503	Active
2025	2026	Van	13504	Active
2025	2026	Van	13505	Active
2025	2026	Van	13506	Active
2025	2026	Van	13507	Active
2025	2026	Van	13520	Active
2025	2026	Van	13510	Active
2025	2026	Van	13533	Active
2025	2026	Van	13534	Active
2025	2026	Van	12515	Active
2025	2027	Van	13536	Active
2025	2027	Van	13540	Active
2025	2027	Van	13537	Active
2025	2027	Van	13538	Active
2025	2027	Van	13543	Active
2025	2027	Van	14501	Active
2025	2027	Van	14503	Active
2025	2027	Van	14505	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2027	Van	14506	Active
2025	2027	Van	14507	Active
2025	2027	Van	14508	Active
2025	2027	Van	14509	Active
2025	2027	Van	14510	Active
2025	2027	Van	14511	Active
2025	2027	Van	14513	Active
2025	2027	Van	14515	Active
2025	2027	Van	14516	Active
2025	2027	Van	14517	Active
2025	2027	Van	14518	Active
2025	2027	Van	14519	Active
2025	2027	Van	14520	Active
2025	2027	Van	15501	Active
2025	2027	Van	15502	Active
2025	2027	Van	15503	Pending Disposal
2025	2027	Van	15507	Active
2025	2027	Van	15510	Active
2025	2027	Van	15513	Active
2025	2027	Van	15514	Active
2025	2027	Van	15515	Active
2025	2027	Van	15516	Active
2025	2027	Van	15518	Active
2025	2027	Van	15519	Active
2025	2027	Van	15520	Active
2025	2027	Van	15521	Active
2025	2027	Van	15522	Active
2025	2027	Van	15523	Active
2025	2027	Van	15524	Active
2025	2027	Van	15525	Active
2025	2027	Van	15527	Active
2025	2027	Van	15530	Active
2025	2027	Van	15548	Active
2025	2027	Van	15549	Active
2025	2027	Van	15550	Active
2025	2027	Van	15551	Active
2025	2027	Van	15532	Pending Disposal
2025	2028	Van	15533	Active
2025	2028	Van	15534	Active
2025	2028	Van	15535	Active
2025	2028	Van	15538	Active
2025	2028	Van	15541	Active
2025	2028	Van	15545	Active
2025	2028	Van	15546	Active
2025	2028	Van	15547	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2028	Van	15558	Active
2025	2028	Van	15552	Active
2025	2028	Van	15553	Active
2025	2028	Van	15554	Active
2025	2028	Van	15555	Active
2025	2028	Van	15557	Active
2025	2028	Van	15560	Active
2025	2028	Van	15562	Active
2025	2028	Van	15563	Active
2025	2028	Van	15564	Active
2025	2028	Van	15565	Active
2025	2028	Van	15566	Active
2025	2028	Van	15567	Active
2025	2028	Van	15568	Active
2025	2028	Van	15569	Active
2025	2028	Van	15570	Active
2025	2028	Van	15571	Active
2025	2028	Van	15572	Active
2025	2028	Van	15573	Active
2025	2028	Van	15574	Active
2025	2028	Van	15575	Active
2025	2028	Van	15576	Active
2025	2028	Van	15577	Active
2025	2028	Van	15579	Active
2025	2028	Van	16501	Active
2025	2028	Van	16502	Active
2025	2028	Van	16503	Active
2025	2028	Van	16510	Active
2025	2028	Van	16530	Active
2025	2028	Van	16531	Active
2025	2028	Van	16534	Active
2025	2028	Van	16536	Active
2025	2028	Van	16529	Active
2025	2028	Van	16523	Active
2025	2028	Van	16532	Active
2025	2028	Van	16533	Active
2025	2028	Van	16535	Active
2025	2029	Van	16537	Active
2025	2029	Van	16538	Active
2025	2029	Van	16521	Active
2025	2029	Van	16522	Active
2025	2029	Van	16524	Active
2025	2029	Van	16525	Active
2025	2029	Van	16526	Active
2025	2029	Van	16527	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2029	Van	16507	Active
2025	2029	Van	16513	Active
2025	2029	Van	16514	Active
2025	2029	Van	16515	Active
2025	2029	Van	16516	Active
2025	2029	Van	16517	Active
2025	2029	Van	16518	Active
2025	2029	Van	16519	Active
2025	2029	Van	16520	Active
2025	2029	Van	16504	Active
2025	2029	Van	16505	Active
2025	2029	Van	16506	Active
2025	2029	Van	16508	Active
2025	2029	Van	16509	Active
2025	2029	Van	16511	Active
2025	2029	Van	16512	Active
2025	2029	Van	16514	Active
2025	2029	Van	17501	Active
2025	2029	Van	17502	Active
2025	2029	Van	17505	Active
2025	2029	Van	17507	Active
2026	2029	Van	17508	Active
2026	2029	Van	17510	Active
2026	2029	Van	17512	Active
2026	2029	Van	17513	Active
2026	2029	Van	17514	Active
2026	2029	Van	17515	Active
2026	2029	Van	17516	Active
2026	2029	Van	17517	Active
2026	2029	Van	17518	Active
2026	2029	Van	17519	Active
2026	2029	Van	17520	Active
2026	2029	Van	17521	Active
2026	2029	Van	17522	Active
2026	2029	Van	17523	Active
2026	2029	Van	17524	Active
2026	2029	Van	17525	Active
2026	2030	Van	17526	Active
2026	2030	Van	17552	Active
2026	2030	Van	17544	Active
2026	2030	Van	17527	Active
2026	2030	Van	17528	Active
2026	2030	Van	17529	Active
2026	2030	Van	17530	Active
2026	2030	Van	17531	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2026	2030	Van	17532	Active
2026	2030	Van	17534	Active
2026	2030	Van	17535	Active
2026	2030	Van	17542	Active
2026	2030	Van	17543	Active
2026	2030	Van	17547	Active
2026	2030	Van	17548	Active
2026	2030	Van	17549	Pending Disposal
2026	2030	Van	17539	Active
2026	2030	Van	17541	Active
2026	2030	Van	17550	Active
2026	2030	Van	17551	Active
2027	2030	Van	18501	Active
2027	2030	Van	18502	Active
2027	2030	Van	18503	Active
2027	2030	Van	18504	Active
2027	2030	Van	18505	Active
2027	2030	Van	19501	Active
2027	2030	Van	19502	Active
2027	2030	Van	19503	Active
2027	2030	Van	19504	Active
2027	2030	Van	19505	Active
2027	2030	Van	19506	Active
2027	2030	Van	19507	Active
2027	2030	Van	19508	Active
2027	2030	Van	19509	Active
2027	2030	Van	19510	Active
2027	2030	Van	19511	Active
2027	2030	Van	19512	Active
2027	2030	Van	19513	Active
2027	2030	Van	19514	Active
2027	2030	Van	19516	Active
2027	2030	Van	19517	Active
2027	2030	Van	19518	Active
2027	2030	Van	19519	Active
2027	2030	Van	19520	Active
2027	2030	Van	19521	Active
2027	2031	Van	19522	Active
2027	2031	Van	19523	Active
2027	2031	Van	19524	Active
2027	2031	Van	19525	Active
2027	2031	Van	19526	Active
2027	2031	Van	19527	Active
2027	2031	Van	19528	Active
2027	2031	Van	19529	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2027	2031	Van	19530	Active
2027	2031	Van	19531	Active
2027	2031	Van	19532	Active
2027	2031	Van	19533	Active
2027	2031	Van	19534	Active
2027	2031	Van	19535	Active
2028	2031	Van	19536	Active
2028	2031	Van	19537	Active
2028	2031	Van	19538	Active
2028	2031	Van	19539	Active
2028	2031	Van	19540	Active
2028	2031	Van	19541	Active
2028	2031	Van	19542	Active
2028	2031	Van	19543	Active
2028	2031	Van	19544	Active
2028	2031	Van	19545	Active
2028	2031	Van	19546	Active
2028	2031	Van	19547	Active
2028	2031	Van	19548	Active
2028	2031	Van	19549	Active
2028	2031	Van	20501	Active
2028	2031	Van	20502	Active
2028	2031	Van	20503	Active
2028	2031	Van	20504	Active
2028	2031	Van	20505	Active
2028	2031	Van	20506	Active
2028	2031	Van	20507	Active
2028	2031	Van	20508	Active
2028	2031	Van	20509	Active
2028	2031	Van	20510	Active
2028	2031	Van	20511	Active
2028	2031	Van	20512	Active
2028	2031	Van	20514	Active
2028	2031	Van	20515	Active
2028	2031	Van	19552	Active
2028	2031	Van	19553	Active
2028	2031	Van	19554	Active
2028	2032	Van	19559	Active
2028	2032	Van	19561	Active
2028	2032	Van	19562	Active
2028	2032	Van	19563	Active
2028	2032	Van	19551	Active
2028	2032	Van	19564	Active
2028	2032	Van	19555	Active
2028	2032	Van	19566	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2028	2032	Van	19567	Active
2028	2032	Van	19568	Active
2028	2032	Van	19569	Active
2028	2032	Van	19570	Active
2028	2032	Van	19571	Active
2028	2032	Van	19572	Active
2028	2032	Van	19573	Active
2028	2032	Van	19574	Active
2028	2032	Van	19575	Active
2028	2032	Van	19591	Active
2028	2032	Van	19592	Active
2028	2032	Van	19595	Active
2028	2032	Van	19576	Active
2028	2032	Van	19577	Active
2028	2032	Van	19578	Active
2028	2032	Van	19579	Active
2028	2032	Van	19580	Active
2028	2032	Van	19581	Active
2028	2032	Van	19599	Active
2028	2032	Van	19598	Active
2028	2032	Van	19597	Active
2028	2032	Van	19596	Active
2028	2032	Van	19589	Active
2028	2032	Van	19587	Active
2028	2032	Van	19586	Active
2028	2032	Van	19585	Active
2028	2032	Van	19584	Active
2028	2032	Van	19582	Active
2028	2032	Van	19402	Active
2028	2032	Van	19401	Active
2028	2032	Van	19403	Active
2028	2032	Van	20516	Active
2028	2032	Van	20517	Active
2028	2032	Van	20519	Active
2028	2032	Van	20520	Active
2028	2032	Van	20521	Active
2028	2032	Van	20522	Active
2028	2033	Van	20523	Active
2028	2033	Van	20526	Active
2028	2033	Van	20524	Active
2028	2033	Van	20527	Active
2028	2033	Van	20528	Active
2028	2033	Van	20529	Active
2028	2033	Van	20531	Active
2028	2033	Van	20532	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2028	2033	Van	20530	Active
2028	2033	Van	20537	Active
2028	2033	Van	20525	Active
2028	2033	Van	20533	Active
2028	2033	Van	20534	Active
2028	2033	Van	20535	Active
2028	2033	Van	20536	Active
2028	2033	Van	20539	Active
2028	2033	Van	20540	Active
2028	2033	Van	20541	Active
2028	2033	Van	20542	Active
2028	2033	Van	20545	Active
2028	2033	Van	20538	Active
2028	2033	Van	20543	Active
2028	2033	Van	20544	Active
2028	2033	Van	20550	Active
2028	2033	Van	20549	Active
2028	2033	Van	20548	Active
2028	2033	Van	20546	Active
2030	2033	Van	20547	Active
2032	2033	Van	22501	Active
2032	2033	Van	22502	Active
2032	2033	Van	22503	Active
2032	2033	Van	22504	Active
2032	2033	Van	22505	Active
2032	2033	Van	22506	Active
2032	2033	Van	22507	Active
2032	2033	Van	22508	Active
2032	2033	Van	22509	Active
2032	2033	Van	22510	Active
2032	2033	Van	22511	Active
2032	2033	Van	22512	Active
2032	2033	Van	22513	Active
2032	2033	Van	22514	Active
2032	2033	Van	22515	Active
2032	2033	Van	22516	Active
2032	2033	Van	22517	Active
2032	2034	Van	22518	Active
2032	2034	Van	22519	Active
2032	2034	Van	22520	Active
2032	2034	Van	22521	Active
2032	2034	Van	22522	Active
2032	2034	Van	22523	Active
2032	2034	Van	22524	Active
2032	2034	Van	22525	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2032	2034	Van	22526	Active
2032	2034	Van	22527	Active
2032	2034	Van	22528	Active
2032	2034	Van	22529	Active
2032	2034	Van	22530	Active
2032	2034	Van	22531	Active
2032	2034	Van	22532	Active
2032	2034	Van	22533	Active
2032	2034	Van	22534	Active
2032	2034	Van	22535	Active
2032	2034	Van	22549	Active
2032	2034	Van	22550	Active
2032	2034	Van	22551	Active
2032	2034	Van	22552	Active
2032	2034	Van	22553	Active
2032	2034	Van	22554	Active
2032	2034	Van	22560	Active
2032	2034	Van	22559	Active
2032	2034	Van	22558	Active
2032	2034	Van	22556	Active
2032	2034	Van	22555	Active
2032	2034	Van	22538	Active
2032	2034	Van	22537	Active
2032	2034	Van	22536	Active
2032	2034	Van	22539	Active
2032	2034	Van	22557	Active
2032	2034	Van	22561	Active
2032	2034	Van	22562	Active
2032	2034	Van	22563	Active
2032	2034	Van	22564	Active
2032	2034	Van	22565	Active
2032	2034	Van	22566	Active
2032	2034	Van	22567	Active
2032	2034	Van	22568	Active
2032	2034	Van	22569	Active
2032	2034	Van	22570	Active
2032	2034	Van	22540	Active

UTAH TRANSIT AUTHORITY

NON - REVENUE VEHICLE 10-YEAR REPLACEMENT PLAN

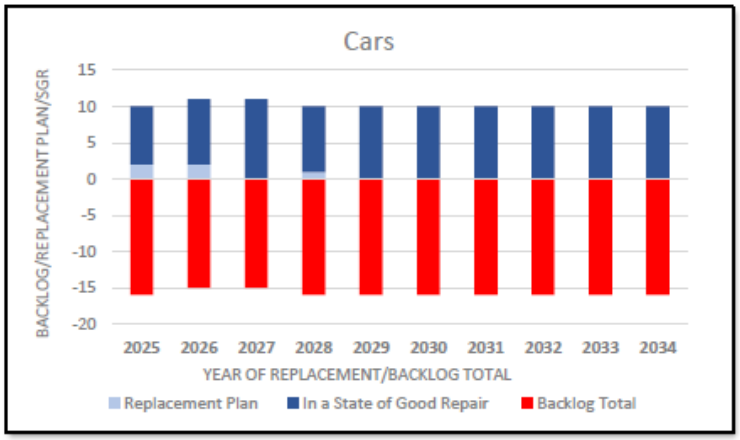
Years 2025 - 2034

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

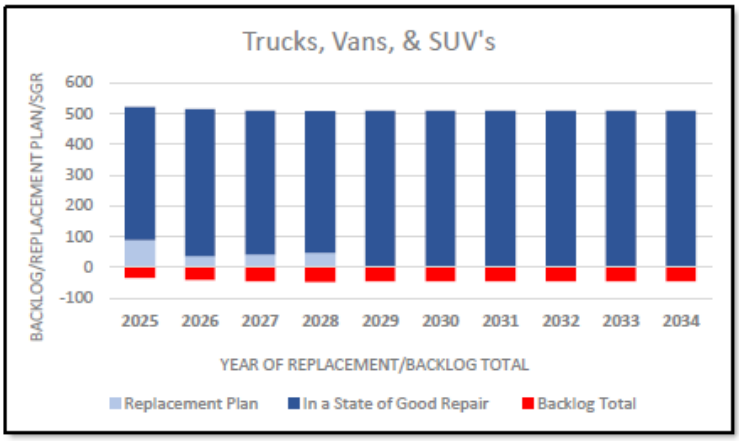
Project Code	REV205	**Non - Rev Vehicles**	**Total**
Project Name	Non - Rev Service Vehicle Replace	**Van/Car**	26
Projected 10 Year Budget:		**Trucks**	555
2025	$5,000,000.00	**Specialty**	111
2026	$3,000,000.00		
2027	$3,000,000.00	**Target Backlog**	10%
2028	$3,000,000.00		
2029	$1,900,000.00		
2030	$0.00		
2031	$3,262,975.00		
2032	$0.00		
2033	$0.00		
2034	$0.00		
Total Budget	**$19,162,975.00**		

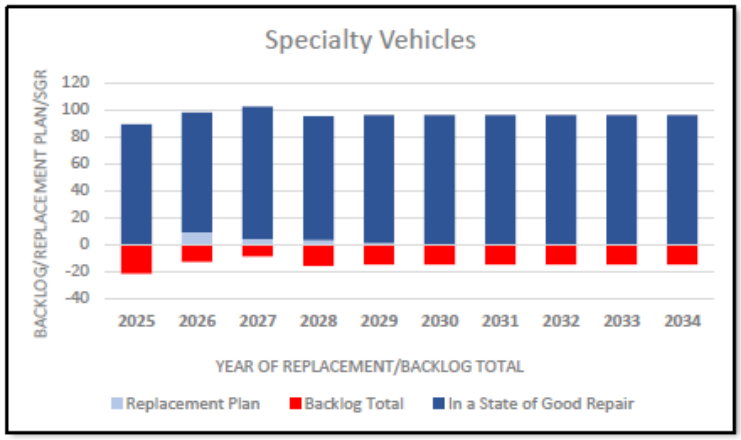
General Project Description:

This project covers the replacement of three types of non - revenue service vehicles. The first type of vehicles will include cars (sedan) type vehicles. The second types of vehicles will be trucks, vans, and SUV's. The third will be specialty vehicles.
The budget numbers for the years 2025 - 2028 were derived from the 5 Year Capital Plan budget. The budget numbers for the years 2029 - 2034 were taken from the most recent constrained model run. The Non-Rev Vehicle team has a drafted vehicle replacement plan that is currently in the first version. This version of the plan will be used to show the reduction of the backlog for the 10 - Year plan. Currently the version of the Non-Rev reduction plan only shows disposals and replacements for year 2025 - 2028. Years 2029 - 2034 will be added as the plan has revisions.



10-YEAR NON-REVENUE SERVICE VEHICLE PLAN





Assets to replace/rehab:

2025	2026	2027	2028	2029
$5,000,000.00	$3,000,000.00	$3,000,000.00	$3,000,000.00	$1,900,000.00
2 - Non-Rev Cars	2 - Non-Rev Cars	0 - Non-Rev Cars	1 - Non-Rev Cars	0 - Non-Rev Cars
89 - Non-Rev Trucks	37 - Non-Rev Trucks	43 - Non-Rev Trucks	49 - Non-Rev Trucks	2 - Non-Rev Trucks
0 - Non-Rev Specialty Vehicle	9 - Non-Rev Specialty Vehicle	4 - Non-Rev Specialty Vehicle	3 - Non-Rev Specialty Vehicle	1 - Non-Rev Specialty Vehicle

2030	2031	2032	2033	2034
$0.00	$3,262,975.00	$0.00	$0.00	$0.00
0 - Non-Rev Cars	0 - Non-Rev Cars	0 - Non-Rev Cars	0 - Non-Rev Cars	0 - Non-Rev Cars
0 - Non-Rev Trucks	0 - Non-Rev Trucks	0 - Non-Rev Trucks	0 - Non-Rev Trucks	0 - Non-Rev Trucks

2030 Cont'd	2031 Cont'd	2032 Cont'd	2033 Cont'd	2034 Cont'd
0 - Non-Rev Specialty Vehicle	0 - Non-Rev Specialty Vehicle	0 - Non-Rev Specialty Vehicle	0 - Non-Rev Specialty Vehicle	0 - Non-Rev Specialty Vehicle

Anticipated Backlog Representation Car

Total Assets 26

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	2	16	10	8
2026	2	15	11	9
2027	0	15	11	11
2028	1	16	10	9
2029	0	16	10	10
2030	0	16	10	10
2031	0	16	10	10
2032	0	16	10	10
2033	0	16	10	10
2034	0	16	10	10

Car

Year	Projected Backlog
2025	18
2026	1
2027	0
2028	2
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation Trucks, Vans, & SUV's

Total Assets 555

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	89	34	521	432
2026	37	41	514	477
2027	43	45	510	467
2028	49	47	508	459

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2029	2	45	510	508
2030	0	45	510	510
2031	0	45	510	510
2032	0	45	510	510
2033	0	45	510	510
2034	0	45	510	510

Truck

Year	Projected Backlog
2025	123
2026	44
2027	47
2028	51
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation Specialty Vehicles

Total Assets	111

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	22	89	89
2026	9	13	98	89
2027	4	9	102	98
2028	3	16	95	92
2029	1	15	96	95
2030	0	15	96	96
2031	0	15	96	96
2032	0	15	96	96
2033	0	15	96	96
2034	0	15	96	96

Specialty Vehicles

Year	Projected Backlog
2025	22
2026	0

2027	0
2028	10
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Assets to Replace Car

Backlog Year	Replacement Year	Description	Unit Number	Status
2025	2025	Car	10601	Active
2025	2025	Car	08658	Active
2026	2026	Car	11638	Active
2026	2026	Car	12611	Active
2028	2028	Car	20607	Active

Assets to Replace Trucks, Vans,and SUV's

Backlog Year	Replacement Year	Description	Unit Number	Status
2025	2025	Truck	07628	Active
2025	2025	Truck	08608	Active
2025	2025	Van	08618	Active
2025	2025	Truck	08617	Active
2025	2025	Truck	07633	Active
2025	2025	Truck	08616	Active
2025	2025	Truck	08610	Active
2025	2025	Truck	08620	Active
2025	2025	Truck	08623	Active
2025	2025	Truck	08605	Active
2025	2025	Truck	08606	Active
2025	2025	Truck	08607	Active
2025	2025	SUV	08645	Active
2025	2025	SUV	08646	Active
2025	2025	SUV	08647	Active
2025	2025	SUV	08648	Active
2025	2025	Van	08640	Active
2025	2025	Van	08626	Active
2025	2025	Van	08627	Active
2025	2025	Van	08629	Active
2025	2025	Van	08630	Active
2025	2025	Van	08634	Active
2025	2025	SUV	08637	Active

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

Backlog Year	Replacement Year	Description	Unit Number	Status
2025	2025	SUV	08638	Active
2026	2025	Truck	08624	Active
2026	2025	SUV	08633	Active
2025	2025	SUV	08665	Active
2025	2025	SUV	08662	Active
2025	2025	Truck	08668	Active
2026	2025	Truck	08670	Active
2026	2025	Truck	08671	Active
2025	2025	SUV	09602	Active
2026	2025	SUV	09603	Active
2026	2025	SUV	09604	Active
2026	2025	SUV	09605	Active
2026	2025	Van	09470	Active
2026	2025	Van	09430	Active
2026	2025	Van	09441	Active
2026	2025	Van	09456	Active
2026	2025	Van	09464	Active
2026	2025	Van	09421	Active
2026	2025	Van	09422	Active
2026	2025	Van	09423	Active
2026	2025	Van	09426	Active
2026	2025	Van	09434	Active
2026	2025	Van	09467	Active
2025	2025	Truck	09609	Active
2025	2025	Truck	09610	Active
2026	2025	SUV	09613	Active
2026	2025	Truck	09614	Active
2026	2025	SUV	09616	Active
2026	2025	SUV	09615	Active
2026	2025	Van	10507	Active
2026	2025	Van	10504	Active
2026	2025	Van	09617	Active
2026	2025	Van	10513	Active
2026	2025	Van	10514	Active
2026	2025	Van	10515	Active
2026	2025	Van	10602	Active
2025	2025	Truck	10606	Active
2026	2025	Van	10503	Active
2027	2025	Van	11504	Active
2027	2025	Van	11512	Active
2027	2025	Van	11513	Active
2027	2025	Van	11523	Active
2027	2025	Van	11530	Active
2027	2025	Truck	11602	Active
2027	2025	Truck	11604	Active

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

Backlog Year	Replacement Year	Description	Unit Number	Status
2027	2025	Van	11533	Active
2027	2025	Truck	11606	Active
2027	2025	Truck	11608	Active
2027	2025	Van	11609	Active
2027	2025	Truck	11612	Active
2027	2025	Truck	11613	Active
2027	2025	Truck	11616	Active
2027	2025	Truck	11618	Active
2027	2025	Truck	11620	Active
2027	2025	Truck	11624	Active
2027	2025	Truck	11632	Active
2027	2025	Truck	11633	Active
2027	2025	Truck	11626	Active
2027	2025	Van	11546	Active
2027	2025	Van	11563	Active
2028	2025	Truck	11603	Active
2028	2025	Truck	11610	Active
2028	2025	Truck	11611	Active
2028	2025	Truck	10603	Active
2028	2025	Truck	11635	Active
2028	2025	Van	11542	Active
2025	2026	Truck	2270	Active
2025	2026	Truck	A0212	Active
2025	2026	Truck	M0004	Active
2025	2026	Truck	07624	Active
2025	2026	Truck	07627	Active
2025	2026	Truck	07625	Active
2025	2026	SUV	08632	Active
2028	2026	Van	12512	Active
2026	2026	Van	08669	Active
2027	2026	Van	11516	Active
2027	2026	Van	11562	Active
2028	2026	Truck	11636	Active
2028	2026	Van	11640	Active
2028	2026	SUV	11643	Active
2028	2026	SUV	11655	Active
2027	2026	SUV	11661	Active
2027	2026	SUV	11664	Active
2027	2026	SUV	11665	Active
2028	2026	SUV	11666	Active
2027	2026	SUV	11667	Active
2027	2026	Truck	11670	Active
2027	2026	Truck	11676	Active
2027	2026	Truck	11677	Active
2026	2026	Truck	11679	Active

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

Backlog Year	Replacement Year	Description	Unit Number	Status
2026	2026	Truck	11680	Active
2028	2026	Truck	11684	Active
2028	2026	Van	12502	Active
2028	2026	Van	12610	Active
2028	2026	Truck	12613	Active
2028	2026	Truck	12614	Active
2028	2026	SUV	12631	Active
2026	2026	Truck	12653	Active
2026	2026	Van	13604	Active
2026	2026	Truck	16609	Active
2026	2026	Van	16612	Active
2026	2026	Van	16613	Active
2026	2026	Truck	17617	Active
2026	2027	Truck	09608	Active
2027	2027	Truck	11605	Active
2027	2027	Truck	11607	Active
2027	2027	SUV	11615	Active
2027	2027	Truck	11619	Active
2028	2027	Truck	11627	Active
2028	2027	Truck	11628	Active
2027	2027	Truck	11629	Active
2028	2027	Van	11637	Active
2027	2027	Truck	11668	Active
2027	2027	Truck	11682	Active
2028	2027	Van	12503	Active
2028	2027	Van	12511	Active
2027	2027	Truck	12601	Active
2028	2027	SUV	12605	Active
2028	2027	SUV	12606	Active
2028	2027	SUV	12607	Active
2028	2027	SUV	12608	Active
2028	2027	SUV	12609	Active
2028	2027	Truck	12615	Active
2028	2027	Truck	12616	Active
2028	2027	Van	12537	Active
2028	2027	Van	12542	Active
2028	2027	SUV	12627	Active
2028	2027	SUV	12629	Active
2028	2027	SUV	12630	Active
2027	2027	Truck	12632	Active
2027	2027	Truck	12633	Active
2027	2027	Truck	12634	Active
2027	2027	Truck	12635	Active
2027	2027	Truck	12636	Active
2027	2027	Truck	12637	Active

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

Backlog Year	Replacement Year	Description	Unit Number	Status
2027	2027	Truck	12639	Active
2027	2027	Truck	12640	Active
2027	2027	Truck	12641	Active
2027	2027	Truck	12642	Active
2027	2027	Truck	12643	Active
2027	2027	Truck	12645	Active
2027	2027	Truck	12646	Active
2027	2027	Truck	12647	Active
2027	2027	Truck	12648	Active
2027	2027	Truck	12649	Active
2027	2027	Truck	12651	Active
2028	2028	Truck	12652	Active
2028	2028	Truck	12655	Active
2028	2028	Truck	12656	Active
2028	2028	Truck	12657	Active
2028	2028	Truck	12658	Active
2028	2028	Truck	12660	Active
2028	2028	Truck	12661	Active
2028	2028	Truck	12662	Active
2028	2028	Van	12663	Active
2028	2028	Van	12664	Active
2028	2028	Van	12665	Active
2028	2028	Truck	12667	Active
2028	2028	Van	13512	Active
2028	2028	Van	13513	Active
2028	2028	SUV	13601	Active
2028	2028	SUV	13602	Active
2028	2028	SUV	13603	Active
2028	2028	SUV	13606	Active
2028	2028	SUV	13607	Active
2028	2028	Van	13610	Active
2028	2028	Van	13612	Active
2028	2028	Van	13613	Active
2028	2028	Van	13614	Active
2028	2028	Van	13539	Active
2028	2028	Truck	13615	Active
2028	2028	Truck	13616	Active
2028	2028	Truck	13617	Active
2028	2028	Van	14512	Active
2028	2028	Truck	14602	Active
2028	2028	Truck	14603	Active
2028	2028	Truck	14604	Active
2028	2028	Truck	14605	Active
2028	2028	Truck	14608	Active
2028	2028	Truck	14607	Active

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

Backlog Year	Replacement Year	Description	Unit Number	Status
2028	2028	Van	15511	Active
2028	2028	Van	15529	Active
2028	2028	Truck	16606	Active
2028	2028	Truck	16607	Active
2028	2028	Van	16611	Active
2028	2028	Van	17604	Active
2028	2028	Van	17611	Active
2028	2028	Van	17612	Active
2028	2028	Van	17613	Active
2028	2028	Truck	17618	Active
2028	2028	Truck	17619	Active
2028	2028	Truck	17620	Active
2028	2028	Truck	17622	Active
2028	2028	Truck	17623	Active
2028	2028	Truck	17624	Active
2029	2029	Truck	17628	Active
2029	2029	Truck	21645	Active

Assets to Replace Specialty Vehicles

Backlog Year	Replacement Year	Description	Unit Number	Status
2025	2026	Truck	08673	Active
2026	2026	Truck	M0220	Active
2026	2026	Truck	06605	Active
2026	2026	Truck	06609	Active
2026	2026	Truck	07611	Active
2026	2026	Truck	07632	Active
2026	2026	Truck	07634	Active
2026	2026	Truck	09628	Active
2026	2026	Truck	09601	Active
2027	2027	Truck	11639	Active
2027	2027	Truck	11683	Active
2027	2027	Truck	14601	Active
2027	2027	Truck	12628	Active
2028	2028	Truck	13609	Active
2028	2028	Truck	2105	Active
2028	2028	Truck	13618	Active
2029	2029	Truck	21629	Active

Appendix J- Facility Condition Assessment Form

UTA

Date:

Campus:

Inspected By:

Facility Name:

Unit #:

ID	Category	Sub-Category	Condition 1	2	3	4	5	Percentage Sum	Overall Average Condition: Weighted Score	#DIV/0! Average Condition
	Section 1: Applies to Admin/Maintenance Buildings Only									
1	Building Substructure	Foundation, Basement, Superstructure							0.00	0.00
2		Exterior Walls/Envelope							0.00	0.00
3		Exterior Windows							0.00	0.00
4		Exterior Doors							0.00	0.00
5		Roof(Surface,Drain System)							0.00	0.00
6		Skylights							0.00	0.00
7	Building Interior	Partition Walls							0.00	0.00
8		Flooring							0.00	0.00
9		Ceilings							0.00	0.00
10		Interior Doors							0.00	0.00
11		Furnishings							0.00	0.00
12	Conveyance	Elevators & Escalators							0.00	0.00
13		Interior Stairs							0.00	0.00
14		Exterior Stairs							0.00	0.00
15	Plumbing	Drains, Fixtures, Pipes/Valves							0.00	0.00
16	HVAC	Equipment (Heating, AC, Ventilation/Air Handling, & Controls)							0.00	0.00
17		Distribution System							0.00	0.00
18	Fire Protection System	Wet/Dry Systems, Controls, & Emergency Systems							0.00	0.00
19	Electrical	Service, Panels, Wiring, & Outlets/Switches							0.00	0.00
20		Security & Data/Comm							0.00	0.00
21		Emergency Systems (Generator, UPS)							0.00	0.00
22	Building Equipment	Air Compressors, Sump Pumps, & Ejectors							0.00	0.00
23	Maintenance Bays	Maintenance Bays (general)							0.00	0.00
24		Bay Doors							0.00	0.00
25	Shop Equipment	Wastewater Treatment (Sand, Interception, Oil/Water Separators, Water Treatment)							0.00	0.00
26		Paint Booth							0.00	0.00
27		Fuel Systems/Fluid Distribution							0.00	0.00
28		Cranes							0.00	0.00
29	Vehicle Wash	Floor / Substructure							0.00	0.00
30		Drainage							0.00	0.00
31		Building Structure							0.00	0.00
32		Arch/Frame/Gantry							0.00	0.00
33		Bay doors							0.00	0.00
34		Brushes							0.00	0.00
35		Tanks							0.00	0.00
36		Pump							0.00	0.00
37		Water Lines							0.00	0.00
38		High Pressure Nozzles							0.00	0.00
39		Underfloor/Blow-down Cleaning Equipment							0.00	0.00
40		Lighting							0.00	0.00
41		Blower (Veh Interior)							0.00	0.00
42		Dryer							0.00	0.00
43		Vehicle Conveyors							0.00	0.00
44	Fueling Station	Floor/Substructure							0.00	0.00
45		Drainage							0.00	0.00

ID	Category	Sub-Category	Condition					Percentage Sum	Weighted Score	Average Condition
			1	2	3	4	5			
46		Structure/Roof							0.00	0.00
47		Arch/Frame/Gantry							0.00	0.00
48		Bay doors							0.00	0.00
49		Bollards							0.00	0.00
50		Fuel Tanks							0.00	0.00
51		Fuel Pumps, Fuel Lines							0.00	0.00
52		Lighting/Electrical							0.00	0.00
53		Safety Systems							0.00	0.00
54		Securing Systems (Including "payment")							0.00	0.00
55		Fencing							0.00	0.00
56	Site	Storm Water System							0.00	0.00
57		Pavement (Roadways/Driveways, Transit Vehicular, Passenger Vehicle Parking)							0.00	0.00
58		Landscaping & Grounds							0.00	0.00
59		Fencing							0.00	0.00
60		Lighting							0.00	0.00
61		Parking Lot Surface							0.00	0.00
62		ADA Access & Equipment							0.00	0.00
63		Sidewalks							0.00	0.00
	Section 2: Applicable to Stations, Park and Rides / Structures only									
64	Stations/Canopies	Canopy Foundation							0.00	0.00
65		Station Deck							0.00	0.00
66		Station Tactile							0.00	0.00
67		Station Benches							0.00	0.00
68		Canopy Handrails							0.00	0.00
69		Canopy Glass							0.00	0.00
70		Canopy Roof							0.00	0.00
71		High Block/ADA access							0.00	0.00
72	Conveyance	Elevators & Escalators							0.00	0.00
73		Exterior Stairs							0.00	0.00
74	Plumbing	Drains, Fixtures, Pipes/Valves							0.00	0.00
75	HVAC	Equipment (Heating, AC, Ventilation/Air Handling, & Controls)							0.00	0.00
76	Fire Protection System	Wet/Dry Systems, Controls, Emergency Systems							0.00	0.00
77	Electrical	Service, Panels, Wiring, & Outlets/Switches							0.00	0.00
78		Security & Data/Comm							0.00	0.00
79		Emergency Systems (Generator, UPS)							0.00	0.00
80	Site	Sidewalks/Bus Dropoff/Concrete							0.00	0.00
81		Snow Melt (If equipped)							0.00	0.00
82		Lighting (Platform &Parking)							0.00	0.00
83		Parking Lot Surface: Striping							0.00	0.00
84		Parking Lot Surface: Asphalt							0.00	0.00
85		Drainage/Storm Drains							0.00	0.00
86		Fencing							0.00	0.00
87		Landscaping & Grounds							0.00	0.00
88		Plumbing (Irrigation)							0.00	0.00
89		Air Compressors, Sump Pumps, & Ejectors							0.00	0.00

Appendix K- Facility Condition Assessment Matrices

Facility Condition Rating Summary Sheet for Stations and Park and Rides

Color Legend

1-2.5	Below the SGR Threshold
2.51-2.75	Attention Needed
2.76-3.50	Monitor
3.51-5.00	Good or Like New

						Stations & Canopies								Conveyance		Plumbing	HVAC	Fire Protection System	Electrical		Site									Misc.		
Inspector	Date of Inspection	Safety Type	Unit #	Asset #	Location:	Canopy Foundation	Station Deck	Station Facade	Station Windows	Canopy Handrails	Canopy Glass	Canopy Roof	High Block/ADA Access	Elevators & Escalators	Shelter Seats	Drains, Fixtures, Pipes/Valves	Equipment (Heating, AC, Ventilation /Air Handling & Controls)	Water/Dry Systems, Controls & Emergency Systems	Service, Panels, Wiring & Outlets/Switches	Security & Data/Comm	Emergency Systems (Generator, UPS)	Sidewalks/Bus/Ensworth/Concrete	Snow Melt (If equipped)	Lighting (Platform & Parking)	Parking lot Surface: Striping	Parking lot Surface: Asphalt	Drainage/Storm Drains	Fencing	Landscaping & Grounds	Plumbing (irrigation)	Air Compressors, Sump Pumps & Ejectors	Column1	Column2	Total Condition Score
						64 (1/17)	65 (8)	66 (N)	67 (11)	68 (N)	69 (1/6/7)	70 (3/9)	71 (11/42)	72 (12/36)	73 (14)	74 (15)	75 (16/17)	76 (18)	77 (19/43)	78 (20)	79 (21)	80 (44/58)	81 (41)	82 (33/35)	83 (N)	84 (30/34)	85 (29/40)	86 (32)	87 (31)	88 (39)	89 (22)			
	4/20/2021		1000200	24235	Pleasant View Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00			4.00	4.00		3.75		4.00	3.75	3.75	4.00	4.00	4.00	4.00				3.99
	4/20/2021		1000209	41896	Pleasant View Station P&R	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00			4.00	4.00		3.75		4.00	3.75	3.75	4.00	4.00	4.00	4.00				3.75
clmecham	9/22/2022		1000300	24278	Ogden Intermodal Station	2.85	2.85	2.85	2.85	2.85	2.85	2.85				2.85			2.85	2.85		2.85		2.85				2.80	2.80	2.80				2.81
clmecham	9/22/2022		1000310	7654	Ogden Intermodal Station p&R														2.80			2.80		2.80	2.80	2.80	2.85	2.85	2.70	2.80				2.80
clmecham	9/28/2022		1000400	24279	Roy Station	3.00	2.85	2.85	2.85	2.85	2.80	2.85			2.80	2.85			2.85	2.85		2.85		2.85				2.85	2.80	2.85				2.80
clmecham	9/28/2022		1000409	41897	Roy Station P&R											2.70			2.75					2.85	2.75	3.00	2.85	2.85	2.80	2.80		2.80		2.82
clmecham	9/28/2022		1000500	24280	Clearfield Station	2.65	2.80	2.80	2.85	2.80	2.85	2.85				2.85			2.80	2.80		2.80		2.85	2.80			2.85	2.80	2.80				2.76
clmecham	9/28/2022		1000509	41910	Clearfield Station P&R																	2.80		2.00	2.00	2.00	2.00						2.16
clmecham	9/28/2022		1000600	24281	Layton Station	2.85	2.85	2.85	2.80	2.85	2.85	2.85				2.80			2.80	2.80		2.85		2.80	2.85			2.80	2.85	2.85	2.85				2.83
clmecham	9/28/2022		1000609	29153	Layton Station P&R											2.80			2.85	2.80		2.85		2.85	2.75	3.00	2.85	2.85	2.85	2.80				2.84
clmecham	9/28/2022		1000700	24282	Farmington Station	2.85	2.85	2.80	2.80	2.80	2.85	2.80		2.70	2.60	2.80	2.80	2.80	2.80	2.80		2.80		2.85	2.70	2.70	2.85	2.85	2.80			2.70	2.60	2.75
clmecham	9/28/2022		1000717	41908	Farmington Station P&R									2.70	2.60	2.80	2.80	2.80	2.80	2.80		2.85			2.85	2.60	2.85	2.85	2.85	2.85			2.60	2.77
clmecham	9/28/2022		1000800	24283	Woods Cross Station	2.85	2.80	2.80	2.85	2.85	2.80	2.85	3.00			2.80			2.80	2.85		2.80		2.85	3.00	3.00	2.80	2.80	2.80	2.80				2.81
clmecham	9/28/2022		1000809	41911	Woods Cross Station P&R								3.00			2.85			2.85	2.85		2.85		2.85	2.90	3.00	2.90	2.90	2.85	2.85				2.89
clmecham	7/22/2022		1000950	27218	North Temple Station	3.00	3.00	3.00	3.00	3.00	3.00	3.00		2.60	2.60	2.70	2.60	2.70	2.80	2.80		2.80		2.70				2.80						2.73
clmecham	7/22/2022	Commuter Rail Stations	1000900	24284	Salt Lake Central Station (FrontRunner)	2.90	2.80	2.90	2.70	2.80		2.90				2.80			2.80	2.80		2.90		2.90	2.85	2.70	2.90	2.80	2.70	2.70				2.71
clmecham	9/29/2022		700002	29046	Salt Lake Central P&R										2.80				2.85			2.80		2.85	2.80	2.80	2.85	2.80	2.85	2.85				2.83
JJohnson	10/6/2022		1001000	27079	Murray Central Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00	4.00			4.00	4.00		4.00	3.00	4.00									4.00	3.93
JJohnson	10/6/2022		1001003	27511	Murray Central Station P&R														3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/11/2022		1001100	27080	South Jordan Gateway Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00	4.00	4.00		4.00	4.00		4.00	3.00	4.00				4.00					4.00	3.94
JJohnson	10/11/2022		1001200	27078	Draper Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00	3.00	4.00	3.00			4.00						3.86
JJohnson	10/11/2022		1001300	27118	Lehi Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00	4.00			4.00	4.00		4.00	4.00	4.00				4.00					4.00	4.00
JJohnson	10/11/2022		1001322	27509	Lehi Station P&R	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00	4.00	4.00		4.00	4.00		4.00		4.00	3.00	3.00	3.00	3.00	3.00	3.00			4.00	3.71
JJohnson	10/11/2022		1001400	27115	American Fork Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00				4.00			4.00	4.00		4.00	3.00	4.00				4.00						3.93
JJohnson	10/11/2022		1001418	27508	American Fork Station P&R				4.00						4.00				4.00	4.00		4.00		4.00		4.00	3.00	4.00	3.00	4.00				3.91
	New 2022		1001500	31779	Vineyard Station	5.00	5.00	5.00	5.00	5.00	5.00	5.00				5.00			5.00	5.00		5.00	5.00	5.00				5.00	5.00						5.00
	New 2023		1001503	32152	Vineyard Station P&R														5.00	5.00		5.00		5.00	5.00	5.00	5.00	5.00	5.00	5.00				5.00
JJohnson	10/10/2022		1001600	27109	Orem Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00				4.00			4.00	4.00			3.00	4.00	3.00	4.00	4.00	4.00	4.00					3.88
JJohnson	10/10/2022		1001613	41912	Orem Station P&R											4.00	4.00		4.00	4.00		4.00		4.00	4.00	4.00	4.00	4.00	4.00	3.00		4.00		3.92
JJohnson	10/10/2022		1001700	27116	Provo Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00				4.00			4.00	4.00		4.00	3.00	4.00				4.00	4.00					3.93
JJohnson	10/10/2022		1001715	41913	Provo Station P&R				3.00	4.00	4.00	4.00				3.00	4.00	4.00	4.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.35
clmecham	8/1/2022		631000	21098	Arena Station	3.00	2.80	3.00	3.00	2.60	3.00	3.00	2.80			2.70	2.80			2.70		2.80		2.70			2.80	2.70	2.60	2.70	2.79				2.79
clmecham	8/1/2022		632000	21099	Temple Square Station	3.00	2.80	3.00	2.80	2.60	3.00	3.00	2.70			2.80			2.60	2.80				2.80				2.80	2.80	2.82					2.82
clmecham	8/1/2022	Blue Line Intermodal Hub Light Rail Stations	633000	21100	City Center Station	3.00	2.80	3.00	2.80	2.60	3.00	2.80	2.70			2.80			2.60	2.80				2.80				2.80	2.70	2.80					2.80
clmecham	8/1/2022		634000	21101	Gallivan Center Station	3.00	2.70	3.00	2.80	2.60	3.00	2.80	2.60			2.70			2.60	2.80				2.80				2.80	2.80	2.79					2.79
clmecham	8/1/2022		660000	23792	Planetarium Station	3.00	2.90	2.85	2.90	2.75	3.00	2.90	2.80			2.80			3.00	3.00		3.00	2.80	2.90			2.90		2.80	2.80	2.89				2.89
clmecham	8/1/2022		661000	23793	Old Greek Town Station	3.00	2.95	2.80	2.90	2.60	3.00	2.90	2.85			2.80			2.90	2.90			2.80	2.90					2.80	2.80	2.86				2.86
clmecham	7/22/2022		662000	23794	Salt Lake Central Trax Station	3.00	2.90	2.95	2.90	2.70	2.90	2.80	2.80			2.80			2.80	2.80		2.90		2.90	2.80	2.80	3.00		2.70	2.70					2.84
clmecham	8/1/2022		635000	21102	Courthouse Station	3.00	2.60	3.00	2.80	2.60	3.00	2.80	2.60			2.80			2.60	2.80				2.80				2.80	2.80	2.79					2.79
	New 2022		635500	31959	600 S Station	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00			5.00			5.00	5.00		5.00	5.00	5.00				5.00		5.00	5.00				5.00
rowilson	11/3/2022		636000	14412	Ball Park Station	3.00	3.00	3.00	3.00	2.50	3.00	3.50	3.00			3.00			3.00			3.00		3.00				3.00							3.00
rowilson	11/3/2022		636003	7853	Ball Park Station P&R											3.00						3.00		3.50	2.75	2.75	3.00	3.75	3.00	3.00				3.08
rowilson	11/3/2022		640000	14413	Central Pointe Station	3.00	3.00	3.00	3.00	4.00	3.00	3.00	4.00			2.75			3.00					3.00											3.16
rowilson	11/3/2022		640005	7854	Central Pointe Station P&R														3.00			3.00		3.00	2.75	3.00	3.00	3.00	3.00	3.00				2.97
JJohnson	10/4/2022		641000	14414	Mill Creek Station		3.00	4.00	3.00	3.00	3.00		3.00			3.00			3.00	3.00		3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00				3.06
JJohnson	10/4/2022		641007	14403	Mill Creek Station P&R														3.00			3.00		4.00	4.00	4.00	3.00	3.00	3.00	3.00				3.33
JJohnson	10/6/2022		642000	14415	Meadowbrook Station	3.00	3.00	4.00	3.00	3.00	4.00	3.00	3.00						3.00	3.00		3.00	3.00	3.00						3.00				3.14
JJohnson	10/5/2022		642007	14404	Meadowbrook Station P&R											3.00			3.00	3.00		3.00		3.00	3.00	4.00	3.00	3.00	3.00	3.00				3.09
JJohnson	10/6/2022		643000	14416	Murray North Station		3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00		3.00	3.00	3.00				3.00	3.00						3.07
JJohnson	10/6/2022		643005	14405	Murray North Station P&R											3.00			3.00			3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		644000	14417	Murray Central Station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00		3.00	3.00	3.00				3.00							3.07
JJohnson	10/6/2022		644006	7856	Murray Central Station P&R											3.00			3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		645006	14407	Fashion Place Station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00		3.00	3.00	3.00				3.00							3.07
JJohnson	10/6/2022		645008	9622	Midjordan Fashion Place station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00		3.00	3.00	3.00				3.00							3.07
JJohnson	10/8/2022	Blue Line North/South	645009	14154	Fashion Place Station P&R- Overflow											3.00			3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00

Facility Condition Rating Summary Sheet for Stations and Park and Rides

Color Legend

1-2.5	Below the SGR Threshold
2.51-2.75	Attention Needed
2.76-3.50	Monitor
3.51-5.00	Good or Like New

						Stations & Canopies								Conveyance		Plumbing	HVAC	Fire Protection System	Electrical			Site									Misc.		
						Canopy Foundation	Station Deck	Station Facade	Station Benches	Canopy Handrails	Canopy Glass	Canopy Roof	High Mast/ADA Access	Elevators & Escalators	Shelter Seats	Drains, Fixtures, Pipes/Valves	Equipment (Heating, AC, Ventilation/Air Handling & Controls)	Fire/Life Systems, Controls & Emergency Systems	Wet/Dry Systems, Controls & Emergency Systems	Service, Panels, Wiring & Outlets/Switches	Security & Data/Comm	Emergency Systems (Generator, UPS)	Sidewalks/Bus/Streetcar/Concrete	Snow Melt (If equipped)	Lighting (Platform & Parking)	Parking lot Surface: Striping	Parking lot Surface: Asphalt	Drainage/Storm Drains	Fencing	Landscaping & Grounds	Plumbing (irrigation)	Air Compressors, Sump Pumps & Ejectors	Column1	Column2	
Inspector	Date of Inspection	Facility Type	Unit #	Asset #	Location:	64 (1/17)	65 (8)	66 (N)	67 (11)	68 (N)	69 (3/6/7)	70 (5/9)	71 (11/42)	72 (12/36)	73 (14)	74 (15)	75 (16/17)	76 (18)	77 (19/43)	78 (20)	79 (21)	80 (44/58)	81 (41)	82 (32/33)	83 (N)	84 (30/34)	85 (29/40)	86 (32)	87 (31)	88 (39)	89 (22)			Total Condition Score
JJohnson	10/9/2022	Northern Salt Lake Light Rail Stations	645000	14418	Fashion Place Station P&R- East											3.00				3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		645011	9640	Fashion Place Station P&R- West											3.00				3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		646000	14419	Midvale Fort Union Station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00				3.00	3.00			3.00	3.00			3.00	3.00							3.07
JJohnson	10/6/2022		646005	7857	Midvale Fort Union Station P&R											3.00				3.00			3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		647000	14420	Midvale Center Station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00				3.00	3.00			3.00	3.00				3.00							3.07
JJohnson	10/6/2022		647005	7858	Midvale Center Station P&R											3.00				3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		648000	14421	Historic Sandy Station	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00			3.00				3.00	3.00			3.00	3.00			3.00	3.00							3.00
JJohnson	10/6/2022		648004	14410	Historic Sandy Station P&R											3.00				3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		649000	14422	Sandy Civic Station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00				3.00	3.00		3.00	3.00	3.00				3.00							3.07
JJohnson	10/6/2022		649008	7859	Sandy Civic Station P&R															4.00			4.00	4.00	4.00	4.00	4.00	4.00	3.00	3.00				3.78
	6/8/2021		649200	27321	Crescent View Station	4.30	3.70	3.80	4.00	2.70	3.60	4.00	4.00	5.00	5.00	3.80	4.00	4.00		4.70	4.00	5.00	3.60	3.70	5.00	3.80	3.60	4.00	3.50	3.20	3.50	4.00				4.00
	6/8/2021		649208	27873	Crescent View Station P&R	4.30	3.70	3.80	4.00	2.70	3.60	4.00	4.00	5.00	5.00	3.80	4.00	4.00		4.70	4.00	5.00	3.60	3.70	5.00	3.80	3.60	4.00	3.50	3.20	3.50	4.00				3.61
JJohnson	10/6/2022		649300	27322	Kimballs Lane Station	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00				3.00	3.00			3.00					3.00							3.00
JJohnson	10/6/2022		649308	27872	Kimballs Lane Station P&R											3.00				3.00	3.00		3.00		3.00	4.00	3.00	3.00	4.00	3.00	3.00				3.18
JJohnson	10/6/2022		649400	27323	Draper Town Center Station	3.00	3.00	4.00	4.00	3.00	3.00	3.00	3.00			3.00				3.00	3.00			3.00	4.00				3.00							3.21
JJohnson	10/6/2022		649410	27871	Draper Town Center Station P&R										3.00	3.00				3.00	3.00		3.00		4.00	3.00	3.00	3.00	3.00	3.00	3.00			3.00	3.08
rowilson	5/23/2022		658000	22428	900 South Station	3.50	3.00	3.25	3.00	3.00	3.50	3.75	3.50			3.00				3.00	3.00			3.00												3.21
JJohnson	10/6/2022		659000	22425	Sandy Expo Station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00				3.00	3.00		3.00	3.00	3.00				3.00	3.00	3.00						3.06
clmecham	7/22/2022		631100	27219	North Temple Guadalupe Bridge Station	3.00	2.80	2.80		2.90	3.10	3.00				3.00				3.00	3.00		3.00	2.80	2.80				2.80							2.92
clmecham	7/27/2022		631200	27220	Jackson Euclid Station	3.50	3.50	3.00	3.00		3.00	3.00				3.00				3.00	3.00		3.00	2.80	2.80					3.00	3.00	3.04				3.04
clmecham	7/27/2022	Green Line Airport Light Rail Stations	631300	27222	Fair Park Station	3.00	3.00	3.00	3.00		3.00	3.00				3.00				3.00	3.00		3.00	2.80	2.80			3.00		2.90	2.90	2.96				2.96
clmecham	7/27/2022		631400	27228	Power Station	3.00	3.00	3.00	3.00		3.00	3.00				3.00				3.00	3.00		3.00	2.80	2.80			3.00		2.80	2.80	2.95				2.95
clmecham	7/27/2022		631500	27223	1940 West Station	3.00	3.00	3.00	3.00		3.00	3.00				3.00				3.00	3.00		3.00	2.80	2.80			3.00		3.00	3.00	2.97				2.97
	New 2022		631602	43952	Airport Trax Station																													4.00
rowilson	5/16/2022		640100	26304	River Trail Station	4.00	4.00	3.50	3.50	4.00	3.25	4.00				3.50				4.00				3.00	3.50											3.66
rowilson	5/16/2022	Green Line West Valley Light Rail Stations	640200	26305	Redwood Junction Station	4.00	3.50	3.00	3.50	4.00	3.00	4.00				4.00				4.00			3.00			4.00		3.00	4.00	3.50	3.00					3.57
rowilson	5/16/2022		640300	26306	Decker Lake Station	4.00		3.75	3.75	4.00	4.00	4.00				4.00				4.00				3.00	3.50											3.80
rowilson	5/16/2022		640302	26971	Decker Lake Station P&R																		3.00			2.25	2.50		3.00	3.00	3.00				2.79
	3/19/2021		640400	26307	West Valley Central Station	3.75	3.75		3.75		3.75	3.63				3.50	3.75		3.75	3.75		3.40		3.75		3.25	4.00	3.25	3.75						3.68
JJohnson	10/7/2022		645100	26321	Bingham Junction Station	4.00	4.00	3.00	3.00	4.00	4.00	4.00				4.00				4.00	4.00			3.00	3.00					4.00						3.69
JJohnson	10/7/2022		645105	28263	Bingham Junction Station P&R											4.00				4.00	4.00		4.00		3.00	3.00	4.00	4.00	4.00	4.00	4.00				3.82
JJohnson	10/7/2022		645200	26319	Historic Gardner Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00				4.00	4.00		4.00	3.00	4.00				4.00	4.00							3.94
JJohnson	10/7/2022		645204	9641	Historic Gardner Station P&R											4.00				4.00	4.00		4.00		3.00	3.00	3.00	4.00	4.00	4.00	4.00				3.73
JJohnson	10/7/2022		645300	26317	West Jordan City Center Station	4.00	4.00	3.00	4.00	4.00	4.00	4.00	4.00			4.00				4.00	4.00			3.00				4.00	4.00							3.86
JJohnson	10/7/2022		654304	9441	West Jordan City Center Station P&R											4.00				4.00	4.00		4.00		4.00	3.00	3.00	3.00	4.00	4.00	4.00				3.73
JJohnson	10/7/2022		645400	26314	Sugar Factory Station	4.00	4.00	3.00	4.00	4.00	4.00	4.00				4.00				3.00	4.00			3.00	3.00				4.00		4.00					3.71
JJohnson	10/7/2022	Red Line Mid-Jordan Light Rail Stations	645406	9643	Sugar Factory P&R											4.00				4.00	4.00		4.00		4.00	4.00	3.00	4.00	4.00	4.00	4.00				3.91
JJohnson	10/7/2022		645500	26316	Jordan Valley Station	4.00	4.00	3.00	3.00	3.00	4.00	3.00	3.00			3.00				3.00	3.00	3.00	3.00	3.00	3.00				3.00	3.00						3.18
JJohnson	10/7/2022		645600	26312	4800 West Station	4.00	4.00	3.00	4.00	3.00	4.00	4.00	4.00			4.00				4.00	4.00		4.00	3.00	3.00	3.00			3.00		4.00					3.65
JJohnson	10/7/2022		645604	9436	4800 West Station P&R											3.00				3.00	3.00		3.00		3.00	4.00	4.00	3.00	3.00	3.00	3.00				3.18
JJohnson	10/7/2022		645700	26310	5600 West Station	4.00	4.00	3.00	4.00	4.00	4.00	4.00	4.00			4.00				4.00	4.00		4.00	3.00	3.00				4.00							3.80
JJohnson	10/7/2022		645704	9437	5600 West Station P&R											4.00				3.00	4.00		4.00		4.00	4.00	4.00	4.00	4.00	4.00	4.00				3.91
JJohnson	10/7/2022		645800	26309	South Jordan Parkway Station	3.00	4.00	3.00	3.00	4.00	4.00	4.00	4.00			4.00				4.00	4.00		4.00	4.00	3.00						4.00					3.73
JJohnson	10/7/2022		645803	9438	South Jordan Parkway Station P&R											4.00				4.00	4.00		4.00		4.00	4.00	4.00	4.00		4.00	4.00				4.00
JJohnson	10/7/2022		645900	26308	Daybreak Station	4.00	4.00	3.00	3.00	3.00	4.00	4.00	4.00			4.00				4.00	4.00		4.00	3.00	3.00				3.00	4.00						3.63
JJohnson	10/7/2022		645903	9439	Daybreak Station P&R											4.00				4.00	4.00		4.00		4.00	4.00	4.00	4.00		4.00	4.00				4.00
clmecham	8/26/2022		651000	21103	Library Station	2.80	3.00	3.00	3.00	2.60	2.80	2.80	2.50			2.70				2.40	2.70				2.70				2.80			2.70	2.70				2.75
clmecham	8/26/2022		652000	21104	Trolley Station	3.00	3.00	3.00	2.90	2.60	2.70	2.70	2.40			2.70				2.40	2.80				2.80				2.80			2.70	2.70				2.75
clmecham	8/26/2022	Red Line	653000	21105	900 East Station	3.00	3.00	3.00	3.00	2.50	2.80	2.80	2.50			2.70				2.40	2.70				2.70				2.80			2.70	2.70				2.75
clmecham	8/26/2022	University Light Rail Stations	654000	21106	Stadium Station	3.00	2.80	3.00	3.00	2.60	2.80	2.80	2.40		3.00	2.80				2.40	2.80				2.80				2.80	2.70						3.00	2.79
clmecham	8/26/2022		655000	21107	Medical Center Station	2.80	2.50	2.80	2.70	2.50	2.80	2.70	2.40		2.70	2.70				2.50	2.70				2.70				2.80	2.60	2.50	2.70				2.70	2.66
clmecham	8/26/2022		656000	21108	Ft. Douglas Station	2.70	2.70	3.00	2.80	2.60	2.80	2.80	2.50			2.80				2.60	2.80				2.80				2.80		2.60	2.60					2.73
clmecham	8/26/2022		657000	21109	South Campus Station	3.00	2.70	3.00	2.80	2.60	2.80	2.70	2.50			2.80				2.50	2.80				2.80				2.80	2.80	2.70	2.70					2.75
rowilson	5/23/2022		640600	28190	Central Pointe Station	3.50	3.50	4.00	3.00	3.00	4.00	3.00								3.00	3.00		3.00	3.00	3.00				4.00								3.31
rowilson	6/2/2022		640626	28189	South Salt Lake Station	5.00	4.50	4.50	5.00	5.00	5.00	4.50								4.00	4.00			4.00	4.00											4.50
rowilson	6/2/2022		640651	28188	300 East North Station	5.00	5.00	5.00	5.00	5.00	5.00	5.00								4.50	4.00		4.00	4.00	4.00												4.63

Facility Condition Rating Summary Sheet for Stations and Park and Rides

Color Legend	
1-2.5	Below the SGR Threshold
2.51-2.75	Attention Needed
2.76-3.50	Monitor
3.51-5.00	Good or Like New

						Stations & Canopies								Conveyance		Plumbing	HVAC	Fire Protection System	Electrical			Site										Misc.		
						Canopy Foundation	Station Deck	Station Facade	Station Amenities	Canopy Handrails	Canopy Glass	Canopy Roof	High Block/ADA Access	Elevators & Escalators	Shelter Stairs	Drains, Fixtures, Piping/Valves	Equipment (Heating, AC, Ventilation, Air, Humidifying & Controls)	Wet/Dry Systems, Controls & Emergency Systems	Service, Panels, Wiring & Outlets/Switches	Security & Data/Comm	Emergency Systems (Generator, UPS)	Sidewalks/Bus/Ensign/Kiosk/Access	Snow Melt (if required)	Lighting (Platform & Parking)	Parking Lot Surface: Striping	Parking Lot Surface: Asphalt	Drainage/Storm Drains	Fencing	Landscaping & Grounds	Plumbing (Irrigation)	Air Compressors, Sump Pumps & Ejectors	Doors (Exterior & Interior	Paint (Exterior & Interior	
Inspector	Date of Inspection	Facility Type	Unit #	Asset #	Location:	64 (1/17)	65 (6)	66 (N)	67 (11)	68 (N)	69 (1/6/17)	70 (5/4)	71 (11/42)	72 (12/36)	73 (14)	74 (13)	75 (16/17)	76 (16)	77 (14/44)	78 (20)	79 (21)	80 (40/44)	81 (41)	82 (38/53)	83 (N)	84 (36/54)	85 (26/46)	86 (32)	87 (31)	88 (39)	89 (22)	Column1	Column2	Total Condition Score
	6/8/2021	S-Line Light Rail Stations	640652	37587	300 East South Station	5.00	5.00	5.00	5.00	5.00	5.00	5.00				5.00			5.00	5.00	5.00	5.00		5.00					4.50				4.96
rowilson	6/2/2022		640676	28187	500 East	4.00	4.50	4.50	5.00	5.00	5.00	5.00							4.00	4.00		4.00	4.00	4.00					4.00				4.38
rowilson	6/2/2022		640701	28186	700 East	5.00	5.00	5.00	4.50	5.00	5.00	5.00							4.00	4.00		4.00	4.00	4.00									4.54
rowilson	6/2/2022		640726	28185	Sugarmont	5.00	4.50	5.00	5.00	5.00	5.00	5.00							4.00	4.00		4.00	3.50	4.00					4.00				4.46
rowilson	6/2/2022		640731	28184	Fairmont	5.00	5.00	5.00	5.00	5.00	5.00	5.00							4.00	4.00		4.50	4.00	4.00									4.63
JJohnson	10/13/2022		642100	24570	Wasatch Blvd.	3.00	3.00		3.00	3.00	3.00	3.00				3.00	3.00		3.00			3.00		3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/11/2022		650000	14152	9400 S & 2000 E	3.00	3.00		3.00	3.00	3.00	3.00				3.00			3.00			3.00		3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/11/2022	Park & Rides	650100	24893	Big Cottonwood	3.00	3.00		3.00	3.00	3.00	3.00	3.00						3.00			3.00		3.00	3.00	3.00	3.00						3.00
JJohnson	10/11/2022		646100	24892	Little Cottonwood	3.00	3.00		3.00		3.00	3.00							3.00			3.00		3.00	3.00	3.00	3.00						3.00
	4/20/2021		370000	5021	Riverdale	4.00	3.50		4.00		4.00	4.00				4.00			4.00	4.00		3.75		4.00	3.75	3.75	4.00		4.00	4.00			3.92
JJohnson	10/11/2022		1001215	27506	Draper Parking Garage	4.00	4.00	4.00		4.00		4.00			4.00	4.00	3.00	4.00	4.00	4.00		4.00	3.00	4.00	3.00	4.00	4.00	4.00	4.00	4.00		4.00	4.00	3.86
JJohnson	10/7/2022	Parking Garages	645549	31000	Jordan Valley Parking Garage #1									3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		4.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.05
JJohnson	10/7/2022		645519	30999	Jordan Valley Parking Garage #2									3.00	3.00	3.00	3.00	3.00	4.00	3.00		4.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.11
JJohnson	12/8/2023		750140	36587	300 N. University Ave.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							3.00	3.00														3.78
JJohnson	12/8/2023		750160	36584	400 S. 392 S. University Ave.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00														4.00
JJohnson	12/8/2023		750050	36596	2230 N. University Pkwy.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		3.00	3.00	3.00											3.75
JJohnson	12/8/2023		750130	36588	Academy Square 392 N. University Ave.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00														4.00
JJohnson	12/8/2023		750080	36593	BYU North Campus N, 715 E. University Pkwy.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		3.00		3.00											3.82
JJohnson	12/8/2023		750090	36592	BYU North Campus S, 716 E. University Pkwy.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		3.00		3.00											3.82
JJohnson	12/8/2023		750100	36591	BYU South Campus N, 735 E. 900 N.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	12/8/2023		750110	36590	BYU South Campus S, 736 E. 900 N.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	12/8/2023		750060	36595	BYU Stadium N, 371 E. University Pkwy.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00	4.00	4.00											4.00
JJohnson	12/8/2023		750070	36594	BYU Stadium S, 372 E. University Pkwy.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	12/8/2023	BRT UVX	750150	36586	Center Street, 12 S. University Ave	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	12/8/2023		750180	36582	East Bay North, 172 East Bat Blvd.	4.00	4.00	4.00	4.00		4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	6/16/2023		750190	36585	East Bay South (Novell) 202 E. 1860 S.	4.00	4.00	4.00	4.00		4.00	4.00							4.00	4.00		4.00		3.00											3.90
JJohnson	12/8/2023		750120	36589	Joaquin 700 N. 424 E. 700 North	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00	4.00	4.00											4.00
JJohnson	12/8/2023		750020	36599	Lakeview, 390 W. University Pkwy.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	8/3/2023		750030	36598	Main Street, 10 E. University Pkwy.		3.00	3.00	3.00	3.00	3.00	3.00							3.00	3.00		3.00	3.00	3.00											3.00
JJohnson	7/25/2023		750210	36610	Provo Central Station, 690 S. University Ave.	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00		3.00	3.00		3.00		3.00	2.75	2.50	2.75	3.00	3.00	3.00				2.95
JJohnson	7/25/2023		750170	36583	Towne Center Blvd. 1272 S. Towne Center Blvd.		3.00	3.00	3.00	3.00	3.00	3.00							3.00	3.00				3.00											3.00
JJohnson	8/3/2023		750040	36597	University Place, 750 E. University Pkwy.	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00	3.00		3.00	3.00	3.00											3.00
JJohnson	6/16/2023		750000	36601	UVU North, 720 W. College Dr.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	6/16/2023		750010	36600	UVU South, 701 W. 1200 S.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	12/7/2023		641260	57066	3030 W / 3500 S (SB) Max Station	4.00	4.00	4.00	4.00		4.00	4.00							4.00			4.00		4.00				4.00							4.00
JJohnson	12/7/2023		641270	57065	3030 W / 3500 S (NB) Max Station	4.00	4.00		4.00		4.00	4.00							4.00			4.00		4.00										4.00
JJohnson	7/11/2023		641030	24236	Millcreek MAX	3.00	3.00		3.00	3.00	3.00	3.00							3.00			3.00		3.00										3.00
JJohnson	7/11/2023		641035	25047	900 W MAX North	3.00	3.00		3.00			3.00							3.00			3.00		3.00										3.00
JJohnson	7/11/2023		641040	24238	1200 W MAX North	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00		3.00	3.00												3.00
JJohnson	7/11/2023		641050	24239	Redwood Road MAX North	3.00			3.00	3.00	3.00	3.00							3.00			3.00		3.00										3.00
JJohnson	7/11/2023		641060	24240	Decker Lake MAX North	4.00	4.00		4.00		4.00	4.00							3.00			4.00		4.00										3.88
JJohnson	7/11/2023		641067	24896	3600 W MAX North	3.00	3.00		1.00	1.00	1.00	1.00							1.00			3.00	3.00	1.00										1.80
JJohnson	7/11/2023		641070	24241	4000 W MAX North	3.00	3.00		3.00		3.00	3.00							3.00			3.00		3.00										3.00
JJohnson	7/11/2023		641080	24242	4800 W MAX North	3.00	3.00	3.00	3.00		3.00	3.00							3.00			3.00												3.00
JJohnson	7/11/2023		641090	24243	5600 W MAX North	3.00	1.00		3.00	3.00	3.00	3.00							3.00			3.00		3.00										2.78
JJohnson	12/7/2023		641193	9078	5600 W MAX North P&R														3.00			4.00			3.00	5.00	4.00	3.00	3.00	3.00			3.50
JJohnson	7/11/2023		641100	24244	6400 W MAX North	3.00	3.00	3.00	3.00		3.00								3.00			3.00												3.00
JJohnson	7/11/2023		641110	24245	7200 W MAX North	3.00	3.00	3.00			3.00	3.00							3.00			3.00		3.00										3.00
JJohnson	7/11/2023	BRT West Valley	641120	24246	8000 W MAX North	3.00	3.00	3.00	3.00		3.00	3.00							3.00			3.00		3.00										3.00
JJohnson	7/11/2023		641130	24247	8400 W MAX North	3.00	3.00	3.00	3.00		3.00	3.00							3.00			3.00		3.00										3.00
JJohnson	8/1/2023		641150	24248	8400 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00											3.00
JJohnson	8/1/2023		641160	24249	8000 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00											3.00
JJohnson	8/1/2023		641170	24250	7200 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00										3.00		3.00											3.00
JJohnson	12/7/2023		641180	24251	6400 W MAX South	3.00	3.00		3.00		3.00	3.00							3.00			3.00		3.00										3.00
JJohnson	8/1/2023		641190	24252	5600 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00	3.00	4.00	3.00		3.00	3.00				3.07
JJohnson	8/1/2023		641200	24253	4800 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00											3.00

Facility Condition Rating Summary Sheet for Stations and Park and Rides

Color Legend	
1-2.5	Below the SGR Threshold
2.51-2.75	Attention Needed
2.76-3.50	Monitor
3.51-5.00	Good or Like New

						Stations & Canopies							Conveyance		Plumbing	HVAC	Fire Protection System	Electrical			Site										Misc.		
						Canopy Foundation	Station Deck	Station Tool Bo	Station Benches	Canopy Handrails	Canopy Glass	Canopy Roof	High Mast/ADA Access	Elevators & Escalators	Exterior Stairs	Drains, Fixtures, Pipes/Valves	Equipment (Heating, AC, Ventilation/Air Handling & Controls)	Fire/Life Systems, Controls & Emergency Systems	Service, Panels, Wiring & Outlets/Switches	Security & Data/Comm	Emergency Systems Generator, UPS	Sidewalks/Ped/Trapped/ADA Access	Snow Melt (If equipped)	Lighting (Platform & Parking	Parking Lot Surface: Striping	Parking Lot Surface: Asphalt	Drainage/Storm Drains	Fencing	Landscaping & Grounds	Plumbing (Irrigation)	Air Compressors, Sump Pumps & Ejectors	Doors (Exterior & Interior	Doors (Exterior & Interior	
Inspector	Date of Inspection	Facility Type	Unit #	Asset #	Location:	64 (1/37)	65 (3)	66 (N)	67 (11)	68 (N)	69 (3/6/7)	70 (5/9)	71 (13/42)	72 (12/36)	73 (14)	74 (15)	75 (16/17)	76 (18)	77 (19/40)	78 (20)	79 (21)	80 (44/38)	81 (41)	82 (33/35)	83 (N)	84 (39/34)	85 (29/40)	86 (32)	87 (31)	88 (39)	89 (22)	Column1	Column2	Total Condition Score
JJohnson	8/1/2023		641210	24254	4000 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00										3.00
JJohnson	7/11/2023		641215	24898	3600 W MAX South	3.00	3.00		3.00	3.00	3.00	3.00							3.00	3.00				3.00										3.00
JJohnson	12/7/2023		641216	25081	West Valley Hub BRT	3.00	3.00		3.00		3.00	3.00							4.00			4.00		4.00										3.38
JJohnson	12/7/2023		641220	24255	Decker Lake Max South	3.00	3.00		3.00		3.00	3.00							3.00			3.00		3.00										3.00
JJohnson	8/1/2023		641230	24256	Redwood Road MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00										3.00
JJohnson	8/1/2023		641240	24257	1200 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00										3.00
JJohnson	8/3/2023		641250	25045	900 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00										3.00
	New 2023		757190	56973	Mckay Dee Hospital Station	#N/A																											5.00
	New 2023		757000	56974	Ogden Central Station	#N/A																											5.00
	New 2023		757170	56975	Wildcat Village East Station	#N/A																											5.00
	New 2023		757160	56976	Wildcat Village West OGX	#N/A																											5.00
	New 2023		757155	56977	Weber State Central East Stati	#N/A																											5.00
	New 2023		757150	56978	Weber State Central W Station	#N/A																											5.00
	New 2023		757130	56979	32nd Street Station	#N/A																											5.00
	New 2023		757120	56980	28th Street East Station	#N/A																											5.00
	New 2023		757110	56981	28th Street West Station	#N/A																											5.00
	New 2023	OGX Stations	757020	56982	Kiesel Ave North Station	#N/A																											5.00
	New 2023		757010	56983	Kiesel Ave South Station	#N/A																											5.00
	New 2023		757140	56984	36th Street Station	#N/A																											5.00
	New 2023		757050	56985	Jefferson Ave South Station	#N/A																											5.00
	New 2023		757030	56986	Washington Blvd West Station	#N/A																											5.00
	New 2023		757040	56987	Washington Blvd East Station	#N/A																											5.00
	New 2023		757060	56988	Jefferson Ave Station	#N/A																											5.00
	New 2023		757070	56989	25th & Harrison South Station	#N/A																											5.00
	New 2023		757080	56990	25th & Harrison North Station	#N/A																											5.00
	New 2023		757090	56991	25th Street South Station	#N/A																											5.00
	New 2023		757100	56992	25th Street North Station	#N/A																											5.00

7/29/2024 11:09 AM

Facility Condition Rating Summary Sheet for Maintenance and Administration Buildings

Color Legend	
1-2.5	Below the SGR Threshold
2.51-2.75	Attention Needed
2.76-3.50	Monitor
3.51-5.00	Good or Like New

					Building Substructure						Building Interior				Conveyance		Plumbing	HVAC	Fire Protection System	Electrical			Building Equipment	Maintenance Bays		Shop Equipment			Vehicle Wash															Fueling Station								Site									
					Foundation, Basement, Substructure	Exterior Walls/Envelope	Exterior Windows	Exterior Doors	Roof (Surfaces, Coats System)	Site/Misc	Partition Walls	Finishes	Ceilings	Interior Doors	Flooring	Elevators	Interior Stairs	Interior Trim	Piping, Fixtures, Plant/Valves	Equipment (Heating, AC, Ventilation) & Controls	Distribution System	Fire Protection Systems	Service, Panels, Wiring & Outlets/Switches	Security & Data/Comm	Emergency Systems (Generator, UPS)	Building Equipment	Maintenance Bays (General)	Bay Doors	Wastewater Treatment (Tank, Mixing Gear, Oil/Water Separator, Water Treatment)	Shop Equipment	Hoist Booth	Fuel Systems/Tank Infrastructure	Vehicle Wash	Roof/Substructure	Drainage	Building Structure	Entry/Frame/Vanity	Bay Doors	Finishes	Stalls	Pumps	Water Lines	Hot Pressure Washer	Undercarriage/Underchassis Cleaning Equipment	Lighting	Hoist (Vehicle Lift)	Floor	Mobile Conveyors	Fueling Station	Roof/Substructure	Drainage	Structure/Roof	Entry/Frame/Vanity	Bay Doors	Finishes	Fuel Tanks	Fuel Pumps, Facilities	Lighting/Electrical	Fuel Dispensers	Security Systems (including Cameras?)	Parking	Site	Storm Water System	Pavement (Roadways/Driveways, Trash Corrals/etc., Passenger Vehicle Parking)	Fencing/Gates & Grounds	Landscaping	Parking	Lighting	Parking Lot Surface	ADA Access & Equipment	Sidewalks	Total Condition Score
Inspector	Date of Inspection	Unit #	Asset #	Location																																																						
rswilson	4/25/2023 9:35 AM	110000	83	Meadowbrook Bldg. 1 Admin	3.5	4.0	3.8	4.0	5.0		4.0	3.8	3.5	4.0	3.8	4.0	4.0		3.5	4.3	3.5	3.8	4.0	3.8	4.0																																						4.0	3.5	4.0	4.0	4.0	3.3	3.8	3.5		3.85
rswilson	4/25/2023 9:58 AM	120000	58	Meadowbrook Bldg. 2 Guard	4.0	4.0	3.5	3.5	3.5		4.0	3.3	3.5		3.0					3.5	3.0	3.0																																												3.45
rswilson	4/25/2023 10:11 AM	120004	103	Meadowbrook - Fan Vault	3.5	4.0	4.0	3.5	3.5		3.5	3.5	3.5	3.5	3.5					3.5	3.5	3.5	3.5	4.0	4.0																																					4.0	3.5		4.0	4.0	3.5	3.0	3.5		3.63
rswilson	4/25/2023 10:20 AM	130000	72	Meadowbrook Bldg. 3 Maintenance	3.5	3.3	4.0	4.5	5.0	3.5	4.0	5.0	3.5	3.5	3.5		4.0			3.2	3.6	4.0	3.0	4.0	3.5	4.0	3.5	4.8	4.0	3.5			3.5																												3.5	3.3	4.0	4.0	4.0	3.5	3.5	4.0		3.80
rswilson	5/17/2023 7:58 AM	140000	52	Meadowbrook Bldg. 4 Fuel Island	3.5	3.5		4.0	5.0		3.0	3.0	3.0	3.0	3.5					3.0	5.0	4.0	4.0	4.0		4.0			3.0	3.5		4.0																												3.0	3.0			4.0	3.0		3.0		3.67
rswilson	5/17/2023 8:07 AM	150000	56	Meadowbrook Bldg. 5 Bus Wash	3.0	3.0		3.3	3.0		2.8	3.0	3.0	3.0						3.0	5.0	3.0	4.0	4.0																																										3.42
rswilson	5/17/2023 7:53 AM	160000	53	Meadowbrook Bldg. 6 Canopies	4.0				3.0											3.0			3.5																																										3.30
rswilson	5/17/2023 7:03 AM	120013	53250	Meadowbrook Sign Out Building	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0					3.0			3.0																																										3.00
rswilson	5/17/2023 7:44 AM	170000	51	Meadowbrook Bldg. 7 Operations	3.5	3.5	3.8	3.0	4.0		4.0	3.5	3.5	4.0	4.0					3.0	3.5	4.0	4.0	4.0																																						4.0	3.0	3.5	4.0	4.0	3.0	4.0	4.0		3.71
rswilson	5/8/2022 12:51 PM	180000	64	Meadowbrook Bldg. 8 Support & Body	3.0	3.50	3.50	2.80	4.75	2.75	3.50	3.50	3.00	3.00	3.50	3.50	3.75	3.00	2.75	3.00	3.00	2.50	1.00	3.00		3.25	3.00	3.00	3.00	4.75	3.00	3.00																																											3.19
jiohnson	7/25/2023 11:10 AM	210000	120	Timpanogos Bldg. 1 Operations	3.0	3.0	3.0	3.0	3.0		3.0	2.5	3.0	3.0	4.0					3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0																																											2.98
jiohnson	4/9/24 7:45 AM	250001	56194	Timpanogos - Canopies 2	4.0				4.0											4.0			4.0	4.0	4.0																																										4.00
jiohnson	7/25/2023 10:07 AM	220000	123	Timpanogos Bldg. 2 Signout	3.0	3.0	3.0	3.0	3.0			3.0	3.0							3.0			3.0	3.0	3.0																																										3.00
jiohnson	6/1/2023 10:47 AM	230000	100	Timpanogos Bldg. 3 Maintenance	4.0	4.0	4.0	3.8	4.0	3.0	3.0	4.0	3.0	3.0	4.0		3.0			4.0	3.8	3.0	3.0	4.0	3.5	3.5	3.5	3.0		4.0																																										3.52
jiohnson	6/1/2023 11:06 AM	240000	99	Timpanogos Bldg. 4 Fuel Island	4.0	4.0		4.0	3.0		4.0	4.0	3.0							3.0	3.0	3.0	3.0	3.0																																											3.36
jiohnson	6/1/2023 10:42 AM	250000	98	Timpanogos Bldg. 5 Canopies	4.0				3.0											3.0			3.0	3.0																																											3.11
jiohnson	6/1/2023 10:57 AM	260000	36199	Timpanogos Bldg. 6 Tire	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0					4.0			4.0	4.0	4.0																																												3.85
jiohnson	10/10/2022 12:09 PM	270000	36112	Timpanogos Bldg. 7 Fuel Station	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0					4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0		4.0													4.0	4.0	4.0																		

Appendix L- UTA TAM and SGR Policy 06.01

UTAH TRANSIT AUTHORITY

NO. UTA.06.01

TRANSIT ASSET MANAGEMENT & STATE OF GOOD REPAIR POLICY

1) Purpose.

The purpose of this Transit Asset Management (TAM) and State of Good Repair (SGR) policy is to confirm UTA's commitment to maintaining its assets in a manner consistent with what has been prescribed by the Federal Transit Administration. This is in response to the Transit Asset Management Rule contained in the Code of Federal Regulations at 49 CFR Parts 625.

This policy has the specific goals to:

- Clearly define the roles of how agency goals and objectives align with capital plans.
- Defining the roles of critical positions within the TAM Plan and agency coordination efforts.
- Define the relationship between TAM and continuing control.
- Clarification of roles between SGR Group, Accounting and Grants Management.
- Clearly define continuing control assets, SGR assets, financial assets, and the relationship between the three.

This document will outline required elements of the plan, define roles and responsibilities for different departments responsible for meeting the requirements of this rule, and reaffirm UTA's commitment to the SGR initiative.

2) Definitions.

"Transit Asset Management (TAM) Plan" Plan developed and maintained by the SGR Group which outlines UTA's approach to the Management of its assets in conjunction with 49 CFR Part 625.

"SGR Group" means the subgroup of the overall Asset Management Department responsible for the State of Good Repair initiative.

"Asset Management Committee" means Committee of Managers, Directors, Regional General Managers, and others defined in this policy and TAM Plan as being critical to the allocation of resources to maintain UTA's assets. This group will have a role in project prioritization and budget allocation discussions. Members from this group will make up the voting members of the project prioritization based on their designation in the Responsibility Matrix.

"New Projects Process" means projects intended to support expansion and acquisition of new assets or service modes.

"TAM Process" means projects intended to support the rehabilitation, replacement, or enhancement of existing assets.

3) Policy.

In accordance with 49 CFR Parts 625, UTA confirms its commitment to the FTA's SGR initiative and defining the roles and responsibilities necessary to fulfill these requirements.

A. Roles:

Accountable Executive: Per the FTA rule, the Accountable Executive is a single identifiable person who has ultimate responsibility for carrying out transit asset management practices and can control or has direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan and the agency's transit asset management plan in accordance with 49 U.S.C 5326. The accountable executive is set by Board Resolution and is the Executive Director of the Utah Transit Authority.

The SGR Group: This group has responsibility for developing the overall SGR approach at UTA. This group is responsible for the generation and updating of UTA's Transit Asset Management Plan and Group Sponsor plans for its sub recipients who receive funding under the FAST Act (49 USC5301 et .seq.). This group is also responsible for the reporting of UTA's progress relative to its goals identified in its Transit Asset Management Plan.

UTA Managers over Capital Assets: In order to be compliant with the Transit Asset Management rule, there will need to be a large amount of information shared between groups. This includes information relative to budgets, maintenance records, purchase records, and other information as deemed necessary as described in the plan. A responsibility matrix is included at the end of this document.

B. TAM Plan Requirements:

The Transit Asset Management Plan will be the governing document by which the SGR initiative will be outlined, prescribed and carried out. The Transit Asset Management Plan will contain all information needed in order to be compliant with 49 CFR Part 625. The elements of the plan are:

1) An inventory of the number and type of capital assets. The inventory must include all capital assets that a provider owns, except equipment with an acquisition value under $50,000 that is not a service vehicle.
    a. This inventory must also include third-party owned or jointly procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, rolling stock and guideway infrastructure used by a provider in the provision of public transportation.
    b. The asset inventory must be organized at a level of detail commensurate with the level of detail in the provider's program of capital projects.
2) A condition assessment of those inventoried assets for which a provider has direct capital responsibilities.

3) A description of analytical processes or decision-support tools that a provider uses to estimate capital investments needs over time and develop its investment prioritization.
4) A project-based prioritization of investments.
5) TAM & SGR Policy.
6) TAM Plan implementation strategy.
7) Description of key TAM activities that a provider intends to engage in over the TAM plan horizon period. The FTA defines the horizon period as four years.
8) A summary or list of resources including personnel that a provider needs to develop and carry out the TAM plan.
9) An outline of how UTA will monitor, update, and evaluate as needed, its TAM plan and related business practices, to ensure the continuous improvement of its TAM practices.

C. Version Control and Approvals:

Every two years, the SGR Group will provide a revision of the Transit Asset Management Plan to the Managers of the groups who have assets covered in the plan for their review. After it has been reviewed and comments sufficiently addressed to the extent possible, the plan will be presented to the UTA Board of Trustees and Executive Director for their approval. The plan will be reviewed and recertified every two years.

Every year, performance targets will need to be established and will need to be approved by the Executive Director. The SGR Group will submit updated performance targets for review to the Asset Management Committee for their review and approval. After that, the performance targets will then be submitted to the Executive Director for their approval. The updated performance targets will then be inserted into the TAM Plan in Appendix D to ensure the most current performance targets are maintained as part of the Transit Asset Management Plan.

D. Budget Requirements:

To maintain budget continuity between departments, the SGR Group will develop its Five-Year Budget look-ahead every year in conjunction with feedback from UTA managers via a budget review process. This five-year look-ahead will be blended with the 5-Year Capital Plan to produce an overall Five-Year Capital Plan.

The Director of Capital Projects will provide the Manager- State of Good Repair with a list of projects that were funded and unfunded. Unfunded projects will remain in the budget consideration pool until they are either funded or are ultimately removed. The Manager-State of Good Repair will make sure their records reflect which projects were funded and which projects were unfunded and will be up for reconsideration the following year.

These budgets will be provided to the Finance Department for incorporation into the Transit Financial Plan (TFP). Prior to submission to the Board, the Chief Operating Officer, the Chief Service Development Officer and Chief Financial Officer will need to agree on the numbers being brought into the TFP.

E. Inventory Requirements:

JD Edwards is considered the system of record for all asset inventory as it relates to the TAM effort. There are three types of assets at UTA (land is excluded from the TAM considerations). The three types of assets are defined in SOP 2.1.3.1 Asset Recordkeeping and Continuing Control:

- Financial Asset: General asset with acquisition value over $5000, rail infrastructure asset with value over $50,000, and software with acquisition value over $10,000 with useful life of more than one year and owned by UTA.
- Continuous (Continuing) Control Asset: Grant-Funded asset of any amount whether owned by UTA or by a grant sub-recipient.
- TAM Asset: Financial asset involved in provision of service such as infrastructure, facilities, and vehicles all capital assets that a provider owns, except equipment with an acquisition value under $50,000 that is not a service vehicle.

Financial assets should make up the base of inventory for UTA; continuing control assets, and TAM assets would be designated from the base inventory. An asset may be designated to one, two or three of the inventory categories. The assignment of appropriate category or categories is to happen upon asset record creation as defined in SOP 2.1.3.1 Recordkeeping section 3A.

F. Business Goals and Objectives:

Strategic business goals are defined and reviewed by the executive team every two years, starting for the fiscal year 2021. These goals and objectives will be stated in the TAM Plan. Goals and objectives should show guidance on expansion, renewals, replacements per the Five-Year Capital Plan, and SGR backlog target dollar amounts.

G. Key Manager Responsibility Matrix:

Title	TAM Responsibility	Committee Member	Prioritization Phase
Capital Project Managers	Upon project completion, provide list of capital assets acquired during project and associated O&M materials to appropriate business units. Refers to any Capital Project Manager regardless of business unit they belong to.	By invitation	
Comptroller	Inventory record upkeep including creation, update, and disposals.	X	
Project Manager Environmental, Grants, Projects controls	Responsible for identification of funding opportunities for replacement and renewals of assets.	X	

SGR Manager	TAM Plan upkeep, SGR budget projections, National Transit Database (NTD) performance target reporting, group TAM plan, initial investment prioritization criteria development, identification of TAMS assets and associated data. Provides appropriate managers with lists of anticipated needs for upcoming budget cycles.	X	Initial
Facility Manager	Responsible for condition assessments of maintenance, administration, stations, and passenger parking facilities and providing information to the SGR Manager. Also responsible for identification and/or verification of facility needs to SGR Manager. Point of contact for facility requests.	X	Initial
Manager of Vehicle Overhaul and Support	Responsible for Fleet Management plans and coordination with SGR Manager for business unit needs related to revenue and non-revenue service vehicles. Point of contact for all vehicle requests.	X	Initial
Manager of ROW Assets	Responsible for identification and/or verification of civil infrastructure needs and coordination with SGR Manager for those needs.	X	Initial

Title	TAM Responsibility	Committee Member	Prioritization Phase
Manager of Systems Engineering	Responsible for identification and/or verification of systems infrastructure needs and coordination with SGR Manager for those needs.	X	Initial
Rail Infrastructure Project Manager	Responsible for identification and/or verification of civil rail infrastructure needs and coordination with SGR Manager for those needs.	X	Initial
Manager of Service Planning	Responsible for supplying anticipated vehicle needs for service efforts including quantity and types for the different modes.	X	Initial

Senior Program Manager-Engineering & Project Development	Participates in the committee meetings and participates in the initial prioritization phase of the projects	X	Initial
Safety Director Appointee	Participates in the committee meetings and participates in the initial prioritization phase of the projects	X	Initial
IT Director Appointee	Participates in the committee meetings and participates in the initial prioritization phase of the projects	X	Initial
Director of Capital Projects	Responsible for overall five-year capital budget production, initial criteria development for new capital projects, and final prioritization criteria for all capital projects. Responsible for coordinating the final investment prioritization effort prior to the executive review.	X	Final
Director of Engineering and Maintenance Support	Oversees TAM efforts and has role in final prioritization. Responsible for approval/finalization of the SGR Five Year Plan portion of the Five-Year Capital Plan	X	Final
RGM/Department Director	Ogden, Commuter Rail, Light Rail, Meadowbrook/Central, Timpanogos, Special Service, Safety, IT, & Engineering and Maintenance Support RGMs or Directors. Will communicate business needs to appropriate point of contact manager for inclusion for five-year plan consideration.	X	Final
Director of Planning	Responsible for development of future long-term plans. Responsible for identification of major alterations/considerations that should be	X	Final
Title	TAM Responsibility	Committee Member	Prioritization Phase
	incorporated into future budget projections.		
Project Development - Systems Plan Manager	Responsible for facilities master plan and coordination with SGR Manager for incorporation with appropriate plans.	X	Final

Chief Office Designee	Responsible for communication of business needs and objectives and to oversee the committee.	X	Final & executive review
Executive Team	Approve initial and final project prioritization criteria for SGR projects, new projects, and the combined project prioritization review. Conducts final executive review for budget requests and proposed allocations.		Final executive review

H. Investment Prioritization Guidelines:

Investment prioritization should be designed to support business objectives and priorities. The business goals and objectives provide guidance around expectations regarding service efforts and capital project emphasis. The business goals and objectives are intended to inform project prioritization criteria to allow projects to be ranked on their merits and how well they align with the overall business goals and objectives. The Executive Team will be responsible for producing overall business goals and objectives.

Project prioritization efforts are intended to quantify and qualify the projects based on their support of the business objectives, and corresponding risk factors. However due to project size, scope, and available funding, the projects may not necessarily be funded based solely on priority. The final funding allocation will be at the Executive Team's discretion and ultimately Board approval.

I. Plan Alignment

To provide a cohesive strategy UTA will need to coordinate certain plans with business goals and objectives. Below is a table that is intended to provide guidance on how the different plans could feed into each other to help maintain continuity between all the different departmental efforts.

Plan	Inputs	Outputs
Business Goals and Objectives	Stakeholder requirements and possible internal recommendations	Expectations revolving around service, goals, and priorities
Service Plans	Take expectations from business goals and objectives and develops appropriate service plans.	Provides vehicle needs to appropriate fleet management plans including capacity and quantity requirements for the service plans
Fleet Management Plans	Take vehicle capacity and quantity requirements from service plans and translates that into fleet management plans identifying overhaul needs/schedules if	Overhaul needs and replacement cycles are incorporated into the TAM Plan.

Plan	Inputs	Outputs
	appropriate and replacement cycles.	New/Expansion vehicle plans are provided to the Five-Year Capital Plan.
Facility Master Plan	Takes business goals and objectives and provides guidance around long-term facility needs including necessary remodels or new build projects needed to achieve anticipated future requirements.	Buildings that need to be remodeled will go through the TAM Process. Buildings that are new or expansion buildings will need to go through the new capital project process.
TAM Plan	Recommendations from fleet management plan and facility master plans as well as condition data from existing inventory.	Produces a project prioritization for SGR/TAM projects and consolidates information for incorporation into the five-year plan.
Five-Year Capital Plan	Takes project recommendations from the TAM plan including prioritization rankings and consolidates it with the new projects requests to develop an overall five-year capital plan.	Prioritized list of all capital projects to move forward to funding allocation.

J. Distinguishing Continuing Control from SGR (TAM) Efforts:

Since FTA C 5010.1E (Award Management Requirements) and 49 CFR 625 (Transit Asset Management Requirements) both contain language dealing with asset management that is conflicting in some cases and similar in other cases, this Policy seeks to distinguish the scope of the two federal regulations from one another. Continuing control of assets and management of transit assets are separate and distinct efforts.

Continuing Control requirements are covered under FTA Circular 5010.1E. Specifically, this FTA Circular contains asset inventory records requirements regarding physical protection and record keeping. It applies to federally funded assets with a value greater than $5000. The responsibilities for the Continuing Control efforts are defined in the UTA SOP 2.1.3.1 Asset Recordkeeping and Continuing Control

Transit Asset Management (TAM) requirements are covered in the Code of Federal Regulations at 49 CFR 625. The TAM effort is primarily focused on the renewal and replacement of assets regardless of the funding source based on the classification of the asset as described in paragraph 3(E) above.

4) Cross-References

- Code of Federal Regulations at 49 CFR Part 625 Transit Asset Management Rule
- Agency SOP 2.1.3.1 Asset Recordkeeping and Continuing Control

- Board Policy 2.1 – Financial Management
- FTA Circular 5010.1E Award Management Requirements

This UTA Policy was reviewed by UTA's Chief Officers on November 17, 2020, by the Board of Trustees on February 24, 2021, and approved by the Executive Director on February 24, 2021. This policy takes effect on the latter date.

DocuSigned by:
Carolyn M Gonot
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Carolyn M. Gonot

Executive

Director

Approved as to form:

DocuSigned by:
Mike Bell
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Counsel for the Authority

History

Date	Action	Owner
10/2/2018	Adopted – Corporate Policy 2.1.16 Transit Asset Management & State of Good Repair	Manager of Capital Assets and Project Controls
2/24/2021	Rescinds - Corporate Policy 2.1.16 Transit Asset Management & State of Good Repair	Manager of Capital Assets and Project Controls
2/24/2021	Adopted - UTA.06.01 Transit Asset Management & State of Good Repair UTA Policy	Manager of Capital Assets and Project Controls

Appendix M- Facility Condition Assessments

This Appendix will house the most recent condition assessment for UTA's administration, maintenance, and parking assets.

Appendix M is intentionally left blank to reduce TAM Plan document size

Appendix N – 2025 SGR Project Prioritization

State of Good Repair Program Scoring

TERM Lite Values:
Priority Score Min is the Minimum TERM-Lite Value in the priority section for the assets being considered in a particular year.
Priority Score Max is the Maximum TERM-Lite Value in the priority section for the assets being considered in a particular year.
Priority Score Average is the Average TERM-Lite Value in the priority section for the assets being considered in a particular year.

Prioritization Score Valuation Guide:
In order to establish a value greater than 1 on the Public Safety Consideration, raters must first establish an existing public safety hazard and then consider the improvement

1- No improvement
2- Minimal improvement
3- Marginal improvement
4- Moderate improvement
5- Significant improvement
Overall Score is the sum of the three values

Risk Considerations:
Scale on 1-5. 1 being no risk, 5 being catastrophic.
1- No Risk
2- Minimal Risk
3- Moderate Risk
4- Major Risk
5- Catastrophic Risk
Total Risk Score is the product of the two items

	TERM Lite Values			Prioritization Score					Correlation Factor	Risk Considerations		Graph Values		
Project Name	Priority Score Min	Priority Score Max	Priority Score Average	Public Safety	Operational Schedule/ Performance	Quality of Life / Accessibility, Strategy	Customer Experience	Overall Priority Score	`(PSA+OPS)/100	Impact of Failure	Likelihood of Failure	Risk Plot (X Axis)	Risk Plot (Y Axis)	Total Risk
Ballast and Ties Rehab and Replacement	26.64	84.18	49.76	2	3	2	4	11	0.6076	2	2	3.2152	3.2152	6.4304
Bridge Rehabilitation & Maintenance	24.81	59.86	33.82	3	3	2	2	10	0.4382	4	2	5.7528	2.8764	8.6292
Bus Communications On-Board Technology				2	3	3	4	12	0.12	2	2	2.24	2.24	4.48
Bus Overhaul				1	3	3	3	10	0.1	2	2	2.2	2.2	4.4
Bus Replacement	24.00	87.84	52.03	1	2	1	1	5	0.5703	2	2	3.1406	3.1406	6.2812
Commuter Rail Engine Overhaul	54.25	61.37	58.60	2	4	3	4	13	0.716	3	3	5.148	5.148	10.296
Commuter Rail Vehicle Rehab	54.25	61.37	58.19	3	3	3	4	13	0.7119	3	2	5.1357	3.4238	8.5595
Commuter Rail Vehicle Replacement - Used				2	2	2	3	9	0.09	1	1	1.09	1.09	2.18
Corridor Fencing	20.82	46.76	38.04	3	2	1	1	7	0.4504	3	2	4.3512	2.9008	7.252
Facilities Rehab and Replacement	18.54	85.51	42.17	2	2	2	3	9	0.5117	3	2	4.5351	3.0234	7.5585
Facilities, Equipment Managed Reserve	21.83	81.53	39.53	3	2	2	2	9	0.4853	2	2	2.9706	2.9706	5.9412
Fiber Replacement	28.51	61.90	51.35	4	4	2	2	12	0.6335	3	2	4.9005	3.267	8.1675
FrontRunner Platform Modification				2	1	3	3	9	0.09	2	2	2.18	2.18	4.36
Grade Crossings Rehab and Replacement	27.81	92.46	57.52	2	2	2	4	10	0.6752	3	3	5.0256	5.0256	10.0512
HB433 Future Rail Car Purchase Payment				2	2	2	3	9	0.09	2	2	2.18	2.18	4.36
Light Rail Red Signal Enforcement				3	3	2	2	10	0.1	3	2	3.3	2.2	5.5
Light Rail Vehicle Rehab	61.37	63.49	63.33	2	2	2	2	8	0.7133	2	3	3.4266	5.1399	8.5665
Network & Infrastructure Equipment	68.45	68.45	68.45	2	3	3	3	11	0.7945	3	2	5.3835	3.589	8.9725
Non-Rev Service Vehicle Replacement	24.70	84.06	58.97	2	2	2	2	8	0.6697	3	2	5.0091	3.3394	8.3485
OCS Rehab and Replacement	24.29	62.85	51.38	3	3	3	3	12	0.6338	4	2	6.5352	3.2676	9.8028
Jordan River Bldg 2 Remodel				1	1	1	2	5	0.05	2	2	2.1	2.1	4.2
Operations Systems Enhancements and Replacement				1	2	2	1	6	0.06	3	2	3.18	2.12	5.3
Paratransit Vehicle Replacment	45.19	98.50	70.34	2	2	3	3	10	0.8034	2	2	3.6068	3.6068	7.2136
Park and Ride Rehab and Replacement	22.75	59.47	46.94	3	2	2	3	10	0.5694	2	3	3.1388	4.7082	7.847
Park City Lo/No Grant				2	2	2	3	9	0.09	2	2	2.18	2.18	4.36
Police Fleet Vehicles	31.43	72.18	54.95	3	2	2	4	11	0.6595	3	3	4.9785	4.9785	9.957
Radio Communication Infrastructure	49.75	77.69	62.07	3	3	3	3	12	0.7407	4	2	6.9628	3.4814	10.4442
Rail Rehab and Replacement	19.43	84.18	52.97	3	3	3	4	13	0.6597	4	3	6.6388	4.9791	11.6179
Rail Switches & Trackwork Controls - Rehab/Replacement	26.44	79.84	54.91	3	3	3	4	13	0.6791	4	3	6.7164	5.0373	11.7537
SD100/SD160 Light Rail Vehicle Replacement	61.81	70.86	68.22	3	3	4	3	13	0.8122	3	3	5.4366	5.4366	10.8732
Server, Storage Infrastructure Equipment and Software	35.47	75.34	61.97	2	3	2	4	11	0.7297	3	2	5.1891	3.4594	8.6485
SLCentral HQ Office				2	2	2	2	8	0.08	2	3	2.16	3.24	5.4
Station and Platform Rehab and Replacement	21.44	47.96	38.30	3	2	3	3	11	0.493	3	3	4.479	4.479	8.958
Stray Current Mitigation				2	2	2	3	9	0.09	2	2	2.18	2.18	4.36
System Restrooms				2	2	2	2	8	0.08	2	2	2.16	2.16	4.32

State of Good Repair Program Scoring

TERM Lite Values:
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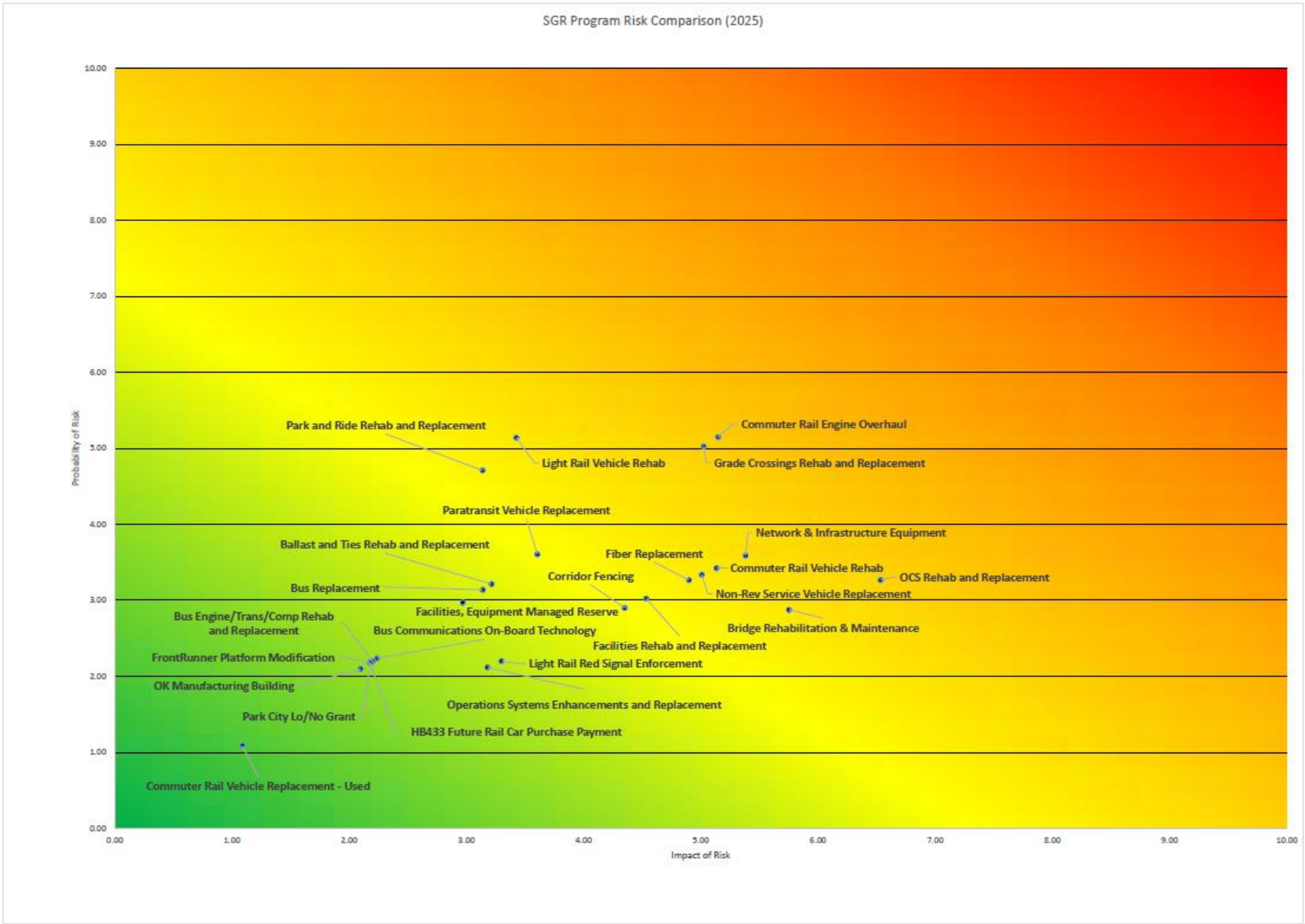
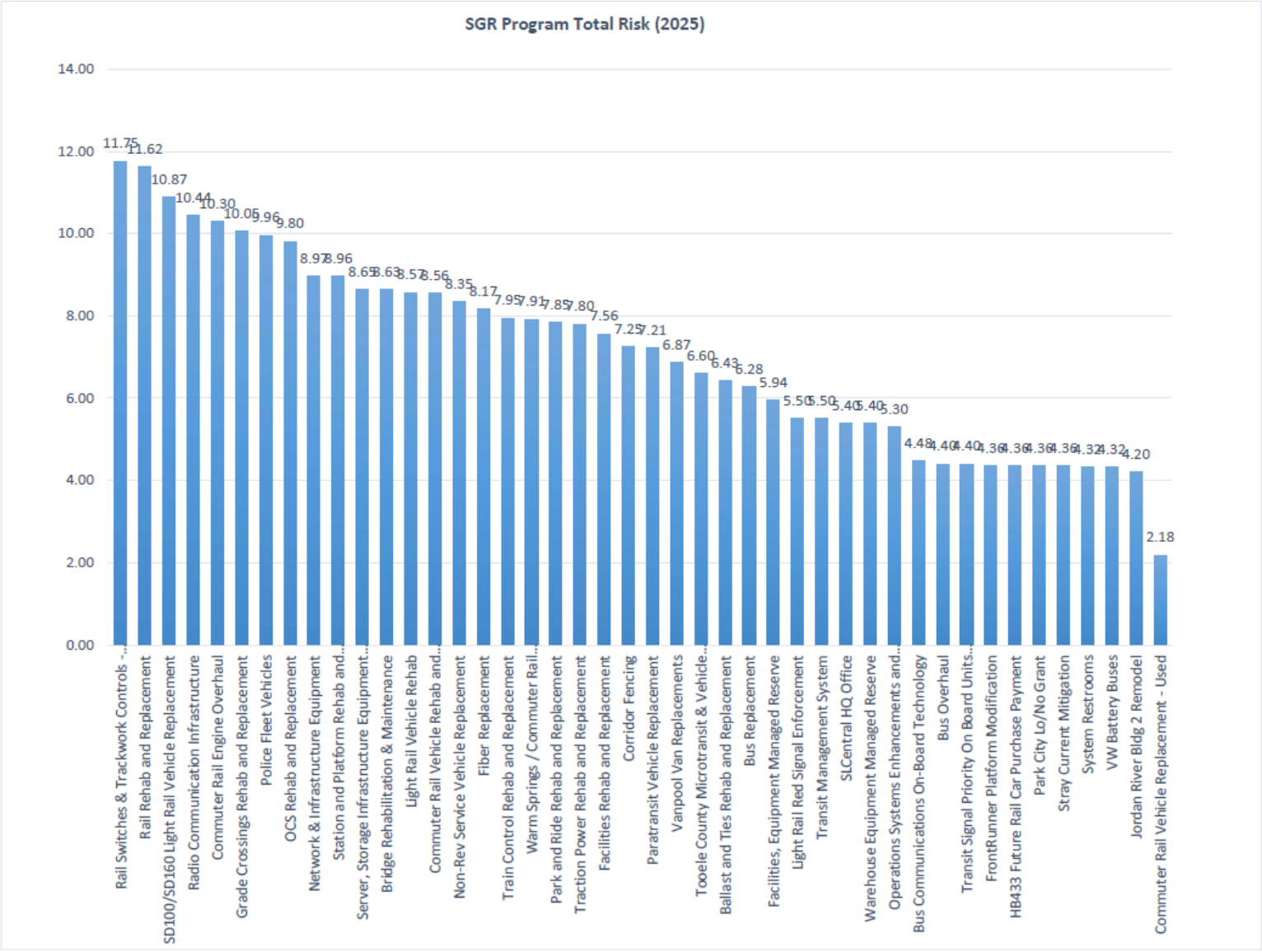
	TERM Lite Values			Prioritization Score					Correlation Factor	Risk Considerations		Graph Values		
Project Name	Priority Score Min	Priority Score Max	Priority Score Average	Public Safety	Operational Schedule/ Performance	Quality of Life / Accessibility, Strategy	Customer Experience	Overall Priority Score	`(PSA+OPS)/100	Impact of Failure	Likelihood of Failure	Risk Plot (X Axis)	Risk Plot (Y Axis)	Total Risk
Tooele County Microtransit & Vehicle Electrification				2	2	3	3	10	0.1	3	3	3.3	3.3	6.6
Traction Power Rehab and Replacement	23.25	68.05	46.94	2	2	2	3	9	0.5594	2	3	3.1188	4.6782	7.797
Train Control Rehab and Replacement	22.80	66.44	48.94	3	2	2	3	10	0.5894	3	2	4.7682	3.1788	7.947
Transit Management System				2	3	2	3	10	0.1	2	3	2.2	3.3	5.5
Transit Signal Priority On Board Units (TOBU) Project				2	3	2	3	10	0.1	2	2	2.2	2.2	4.4
Vanpool Van Replacements	32.77	90.55	62.68	2	2	2	3	9	0.7168	2	2	3.4336	3.4336	6.8672
VW Battery Buses				2	2	2	2	8	0.08	2	2	2.16	2.16	4.32
Warehouse Equipment Managed Reserve				2	2	2	2	8	0.08	2	3	2.16	3.24	5.4
Warm Springs / Commuter Rail Maintenance & Ops Facility				3	4	3	3	13	0.13	4	3	4.52	3.39	7.91

SGR Program Risk Scoring



SGR Program Total Risk Sheet



Investment Prioritization Excerpt- SGR Program 2025-2029 Five Year Capital Plan

Project Code	Project Name	Total Risk	Total Rank	2025	2026	2027	2028	2029
SGR404	Rail Switches & Trackwork Controls - Rehab/Replacement	11.75	1	$ 500,000	$ 4,500,000	$ 1,600,000	$ 1,400,000	
SGR385	Rail Rehab and Replacement	11.62	2	$ 6,200,000	$ 2,435,000	$ 4,500,000	$ 3,987,000	
REV238	SD100/SD160 Light Rail Vehicle Replacement	10.87	3	$ 36,000,000	$ 36,000,000	$ 37,900,000	$ 120,000,000	
ICI226	New Radio Communication System	10.44	4	$ 7,000,000	$ 500,000	$ 150,000	$ 150,000	
SGR353	Commuter Rail Engine Overhaul	10.30	5					
SGR393	Grade Crossings Rehab and Replacement	10.05	6	$ 4,500,000	$ 2,200,000	$ 2,200,000	$ 4,000,000	
FMA543	Police Fleet Vehicles	9.96	7	$ 605,000	$ 605,000	$ 605,000	$ 385,000	
SGR398	OCS Rehab and Replacement	9.80	8	$ 5,900,000	$ 10,000,000	$ 10,000,000	$ 10,000,000	
ICI179	Network & Infrastructure Equipment	8.97	9	$ 939,000	$ 279,000	$ 150,000	$ 150,000	
FMA673	Station and Platform Rehab and Replacement	8.96	10	$ 434,000	$ 200,000	$ 200,000	$ 200,000	
ICI201	Server, Storage Infrastructure Equipment and Software	8.65	11	$ 394,000	$ 200,000	$ 173,000	$ 1,050,000	
SGR359	Bridge Rehabilitation & Maintenance	8.63	12	$ 420,000	$ 440,000	$ 460,000	$ 500,000	
SGR040	Light Rail Vehicle Rehab	8.57	13	$ 11,000,000	$ 9,000,000	$ 9,000,000	$ 9,000,000	
SGR391	Commuter Rail Vehicle Rehab and Replacement	8.56	14	$ 3,750,000	$ 3,750,000	$ 3,750,000	$ 3,750,000	
REV205	Non-Rev Service Vehicle Replacement	8.35	15	$ 5,000,000	$ 3,000,000	$ 3,000,000	$ 3,000,000	
SGR410	Fiber Replacement	8.17	16	$ 1,519,000	$ 679,000	$ 682,000	$ 686,000	
SGR403	Train Control Rehab and Replacement	7.95	17	$ 10,900,000	$ 9,467,000	$ 9,900,000	$ 10,400,000	
FMA692	Warm Springs / Commuter Rail Maintenance & Ops Facility	7.91	18	$ 3,500,000	$ 6,000,000	$ 20,000,000	$ 5,500,000	
FMA672	Park and Ride Rehab and Replacement	7.85	19	$ 400,000	$ 400,000	$ 400,000	$ 400,000	
SGR397	Traction Power Rehab and Replacement	7.80	20	$ 4,300,000				
FMA653	Facilities Rehab and Replacement	7.56	21	$ 1,130,000	$ 800,000	$ 800,000	$ 800,000	
FMA516	Corridor Fencing	7.25	22	$ 60,000	$ 60,000	$ 60,000	$ 60,000	
REV209	Paratransit Vehicle Replacement	7.21	23	$ 4,851,000	$ 3,961,000	$ 5,780,000	$ 5,967,000	
REV232	Vanpool Van Replacements	6.87	24	$ 1,716,000	$ 1,757,000	$ 1,800,000	$ 1,843,000	
REV234	Tooele County Microtransit & Vehicle Electrification	6.60	25	$ 125,000				
SGR401	Ballast and Ties Rehab and Replacement	6.43	26	$ 300,000	$ 300,000	$ 300,000	$ 300,000	
REV211	Bus Replacement	6.28	27	$ 30,000,000	$ 30,000,000	$ 30,000,000	$ 30,000,000	
FMA652	Facilities, Equipment Managed Reserve	5.94	28	$ 800,000	$ 800,000	$ 800,000	$ 800,000	
ICI217	Transit Management System	5.50	30					
SGR370	Light Rail Red Signal Enforcement	5.50	29	$ 3,409,000	$ 2,863,000			
FMA686	Warehouse Equipment Managed Reserve	5.40	32	$ 94,000	$ 55,000	$ 123,000	$ 36,000	
MSP262	SLCentral HQ Office	5.40	31					
ICI230	Operations Systems Enhancements and Replacement	5.30	33	$ 2,150,000	$ 1,500,000	$ 750,000		
ICI197	Bus Communications On-Board Technology	4.48	34	$ 200,000	$ 200,000	$ 200,000	$ 200,000	
MSP270	Transit Signal Priority On Board Units (TOBU) Project	4.40	36	$ 1,711,000	$ 933,000	$ 449,000	$ 449,000	
REV224	Bus Overhaul	4.40	35	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	
REV239	HB433 Future Rail Car Purchase Payment	4.36	38	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	
MSP282	FrontRunner Platform Modification	4.36	37					
REV212	Park City Lo/No Grant	4.36	39					
SGR047	Stray Current Mitigation	4.36	40	$ 526,000	$ 542,000	$ 558,000	$ 575,000	
REV236	VW Battery Buses	4.32	42					
SGR409	System Restrooms	4.32	41	$ 2,245,000	$ 1,120,000	$ 1,120,000		
SGR390	Jordan River Bldg 2 Remodel	4.20	43	$ 5,500,000	$ 2,000,000			
REV233	Commuter Rail Vehicle Replacement - Used	2.18	44	$ 5,500,000	$ 5,000,000			

Appendix O – UTA Five-Year Capital Plan, 2024 - 2028

2024-2028 Five Year Capital Plan

Total Chief Office/Project Name	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2028 Total Budget	2024-2028 Budget
Capital Services	206,515,000	275,072,000	228,033,000	168,750,000	228,986,000	1,107,356,000
FMA516 - Corridor Fencing	62,000	60,000	60,000	60,000	60,000	302,000
FMA679 - Building Remodels/Reconfigurations	1,465,000	1,290,000	1,190,000	1,040,000	540,000	5,525,000
FMA680 - Suicide Prevention Research Project	221,000	-	-	-	-	221,000
FMA687 - Layton Station Improvements	72,000	550,000	-	-	-	622,000
FMA690 - Facility Program Development & Design	750,000	150,000	150,000	-	-	1,050,000
FMA692 - Warm Springs Upgrades	-	3,500,000	6,000,000	20,000,000	5,500,000	35,000,000
FMA693 - Meadowbrook Electrification	231,000	1,786,000	1,836,000	-	-	3,853,000
FMA694 - Electric Bus Chargers	-	500,000	2,065,000	2,065,000	2,065,000	6,695,000
FMA695 - Facility Program	-	-	-	-	-	-
MSP102 - Depot District	500,000	-	-	-	-	500,000
MSP132- IPCS Tech Support	43,000					43,000
MSP140 - Box Elder County Corridor Preservation	550,000	2,300,000	2,300,000	2,300,000	2,300,000	9,750,000
MSP156- Prop 1 Davis County	923,000					923,000
MSP185 - Ogden/Weber State University BRT	5,600,000	-	-	-	-	5,600,000
MSP189 - Signal Pre-emption Projects w/UDOT	114,000	-	-	-	-	114,000
MSP193 - Weber County Corridor Preservation	250,000	2,700,000	2,700,000	-	-	5,650,000
MSP202 - Davis-SLC Community Connector	2,200,000	3,400,000	-	-	-	5,600,000
MSP205- Tiger Program of Projects	2,042,000					2,042,000

MSP207 - 3300/3500 South Max EXP\Optimization	2,361,000	-	-	-	-	2,361,000
MSP208 - Clearfield FR Station Trail	2,210,000	-	-	-	-	2,210,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,145,000	1,145,000	-	-	-	2,290,000
MSP216 - Point of the Mountain Transit	1,500,000	500,000	500,000	500,000	1,000,000	4,000,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	378,000	378,000	-	-	-	756,000
MSP228- Operator Restrooms in Salt Lake County	61,000					61,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	1,563,000	-	-	-	-	1,563,000
MSP231- Operator Shack at University Medical EOL	84,000					84,000
MSP240 - Operator Restrooms throughout System	2,685,000	-	-	-	-	2,685,000
MSP247- Light Rail Seat Replacement	250,000					250,000
MSP248 - Planning & Environmental Analysis	1,150,000	300,000	300,000	300,000	300,000	2,350,000
MSP252 - FrontRunner Strategic Double Tracking Project	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
MSP253 - Mid-Valley Connector	10,000,000	45,700,000	44,987,000	-	-	100,687,000
MSP254 - TechLink	1,250,000	-	-	-	-	1,250,000
MSP255 - Central Corridor	100,000	-	-	-	-	100,000
MSP257- Gap Filler on FR Stations	681,000					681,000
MSP258 - Mt. Ogden Amin Bldg. Expansion	1,330,000	5,355,000	5,020,000	-	-	11,705,000
MSP259 - S-Line Extension	4,000,000	11,746,000	-	-	-	15,746,000
MSP260 - Westside Express (5600 West)	3,500,000	16,500,000	15,000,000	8,122,000	-	43,122,000
MSP262 - SLCentral HQ Office	4,220,000	-	-	-	-	4,220,000
MSP263 - TOD Working Capital	394,000	688,000	688,000	688,000	688,000	3,146,000

MSP264 - FrontRunner Extension to Payson	3,130,000	3,080,000	3,080,000	-	-	9,290,000
MSP265 - Program Management Support	1,970,000	3,000,000	3,000,000	3,000,000	3,000,000	13,970,000
MSP267 - New Maintenance Training Facility	3,143,000	5,229,000	714,000	-	-	9,086,000
MSP271 - MOW Training Yard	4,245,000	2,607,000	587,000	-	-	7,439,000
MSP272 - TRAX Operational Simulator	1,384,000	-	-	-	-	1,384,000

Total Chief Office/Project Name	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2028 Total Budget	2024-2028 Budget
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-
MSP275 - Station Area Planning	1,239,000	-	-	-	-	1,239,000
MSP283 - ROW & Facility Property Opportunity Buy	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
MSP286 - Utah County Park & Ride Lots	1,000,000	3,585,000	-	-	-	4,585,000
MSP287 - 900 East UVX Station	4,200,000	-	-	-	-	4,200,000
MSP288 - Sustainability Project Pool	350,000	100,000	100,000	100,000	100,000	750,000
MSP289 - Historic Orchard Pathway (Box Elder County)	206,000	-	-	-	-	206,000
MSP290- Orange Street Microtransit	14,000					14,000
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	100,000	3,700,000	-	-	-	3,800,000
MSP300 - New TRAX platform in South Jordan	4,500,000	1,500,000	-	-	-	6,000,000
MSP301 - Federal Bus Stops 5339	802,000	802,000	717,000	-	-	2,321,000
MSP312 - Point of the Mountain FrontRunner Station	300,000	300,000				600,000
MSP313 - Electric Charger Program	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	6,712,000	5,000,000	3,000,000	3,000,000	3,000,000	20,712,000

REV209 - Paratransit Replacements	11,581,000	4,851,000	3,961,000	5,780,000	5,967,000	32,140,000
REV211 - Replacement Buses	5,226,000	30,000,000	30,000,000	30,000,000	30,000,000	125,226,000
REV212 - Park City Lo/No Grant	998,000	-	-	-	-	998,000
REV224 - Bus Overhaul	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
REV232 - Van Pool Van Replacements	3,685,000	1,716,000	1,757,000	1,800,000	1,843,000	10,801,000
REV233 - Commuter Rail Vehicle Procurement - Used	500,000	5,500,000	5,000,000	-	-	11,000,000
REV236 - VW Battery Buses	7,391,000	-	-	-	-	7,391,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	10,000,000	36,000,000	36,000,000	37,900,000	120,000,000	239,900,000
REV240 - Motor Pool Key Management System	330,000	-	-	-	-	330,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	100,000	100,000	100,000	100,000	500,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR040 - Light Rail Vehicle Rehab	9,500,000	11,000,000	9,000,000	9,000,000	9,000,000	47,500,000
SGR047 - LRT Stray Current Control	511,000	526,000	542,000	558,000	575,000	2,712,000
SGR353 - Commuter Rail Engine Overhaul	4,348,000	-	-	-	-	4,348,000
SGR359 - Bridge Rehabilitation & Maintenance	444,000	420,000	440,000	460,000	500,000	2,264,000
SGR370 - Red Signal Enforcement	4,306,000	3,409,000	2,863,000	-	-	10,578,000
SGR385 - Rail Replacement Program	6,100,000	6,200,000	2,435,000	4,500,000	3,987,000	23,222,000
SGR390 - Jordan River #2 Remodel	5,500,000	5,500,000	2,000,000	-	-	13,000,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	1,000,000	3,750,000	3,750,000	3,750,000	3,750,000	16,000,000
SGR393 - Grade Crossing Replacement Program	4,689,000	4,500,000	2,200,000	2,200,000	4,000,000	17,589,000
SGR397 - TPSS Component Replacement	15,588,000	4,300,000	-	-	-	19,888,000

SGR398 - OCS Rehab/Replace	3,400,000	5,900,000	10,000,000	10,000,000	10,000,000	39,300,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,062,000	10,900,000	9,467,000	9,900,000	10,400,000	46,729,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,400,000	500,000	4,500,000	1,600,000	1,400,000	12,400,000
SGR407 - Bus Stop Enhancements	3,049,000	1,275,000	1,275,000	1,275,000	1,275,000	8,149,000
SGR408 - Route End of Line (EOL) Enhancements	225,000	1,650,000	1,650,000	1,650,000	1,650,000	6,825,000
SGR409 - System Restrooms	1,685,000	2,245,000	1,120,000	1,120,000	-	6,170,000
SGR410 - Fiber Rehab/Replacement	3,352,000	1,519,000	679,000	682,000	686,000	6,918,000
SGR411 - Farmington Ped Bridge Repairs	65,000	560,000	-	-	-	625,000
Enterprise Strategy	10,748,000	14,328,000	6,274,000	3,398,000	2,875,000	37,623,000

Total Chief Office/Project Name	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2028 Total Budget	2024-2028 Budget
ICI001 - Passenger Information	1,400,000	1,350,000	1,350,000	-	-	4,100,000
ICI146 - FrontRunner WiFi Enhancements	1,038,000	100,000	100,000	50,000	50,000	1,338,000
ICI173 - JDE System Enhancements	93,000	50,000	50,000	50,000	50,000	293,000
ICI179 - Network Infrastructure Equipment & Software	384,000	939,000	279,000	150,000	150,000	1,902,000
ICI185 - WFRC Grant for Passenger Info Improvements	295,000	-	-	-	-	295,000
ICI186 - In House Application Development	231,000	200,000	200,000	200,000	200,000	1,031,000
ICI191 - IT Managed Reserves	407,000	400,000	400,000	400,000	400,000	2,007,000
ICI197 - Bus Communications On-Board Technology	200,000	200,000	200,000	200,000	200,000	1,000,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	500,000	260,000	475,000	250,000	525,000	2,010,000

ICI199 - Rail Communication Onboard Tech	100,000	100,000	75,000	50,000	50,000	375,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	449,000	394,000	200,000	173,000	1,050,000	2,266,000
ICI202 - Radio Comm Infrastructure	84,000	50,000	50,000	50,000	50,000	284,000
ICI214 - APC Upgrade	300,000	850,000	750,000	600,000	-	2,500,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	170,000	-	-	-	-	170,000
ICI217 - Transit Management System	200,000	-	-	-	-	200,000
ICI221 - Customer Relations Software Replacement	368,000					368,000
ICI224 - JDE 9.2 Applications Upgrade UNx	10,000	225,000	-	225,000	-	460,000
ICI225- SharePoint 2016 Migration to SharePoint Online	62,000					62,000
ICI226 - New Radio Communication System	2,000,000	7,000,000	500,000	150,000	150,000	9,800,000
ICI230 - Operations Systems	2,400,000	2,150,000	1,500,000	750,000	-	6,800,000
ICI231 - United Way Tablet Upgrade	57,000	-	-	-	-	57,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	60,000	145,000	100,000	-	305,000
Executive Director (Safety)	2,628,000	1,736,000	1,725,000	1,716,000	1,229,000	9,034,000
FMA604 - Safety General Projects	55,000	120,000	120,000	120,000	120,000	535,000
FMA645 - Camera Sustainability	670,000	656,000	645,000	636,000	449,000	3,056,000
FMA658 - Bus Replacement Camera System	800,000	620,000	620,000	620,000	620,000	3,280,000
FMA681 - Arc Flash Analysis	763,000	-	-	-	-	763,000
ICI140 - Next Crossing Cameras	40,000	40,000	40,000	40,000	40,000	200,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	300,000	300,000	300,000	300,000	-	1,200,000
Finance	28,180,000	19,110,000	18,780,000	16,496,000	20,466,000	103,032,000

CDA006 - 5310 Administration Funds All Years	304,000	313,000	323,000	332,000	342,000	1,614,000
FMA686 - Warehouse Equipment Managed Reserve	286,000	94,000	55,000	123,000	36,000	594,000
ICI213 - eVoucher Phase 2	334,000	50,000	-	-	-	384,000
ICI222 - ICI222- Fares Systems Replacement Program	12,141,000	4,996,000	5,269,000	2,014,000	6,341,000	30,761,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	200,000	-	-	-	-	200,000
MSP221 - FFY 2018 20-1902 Grant O/L 5310	200,000	-	-	-	-	200,000
MSP222 - FFY 2018 20-1903 P/O 5310	200,000	-	-	-	-	200,000
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	50,000	-	-	-	-	50,000
MSP276 - FFY 2022 UT 2023 SL/WV 5310	1,000,000	591,000	-	-	-	1,591,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	500,000	115,000	-	-	-	615,000
MSP278 - FFY 2022 UT02023 O/L 5310	700,000	135,000	-	-	-	835,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	400,000	125,000	-	-	-	525,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	500,000	252,000	-	-	-	752,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	300,000	89,000	-	-	-	389,000
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	50,000	-	-	-	-	50,000

Total Chief Office/Project Name	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2028 Total Budget	2024-2028 Budget
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	900,000	50,000	-	-	-	950,000
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	50,000	-	-	-	-	50,000
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	500,000	50,000	-	-	-	550,000
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	300,000	50,000	-	-	-	350,000
MSP302 - FFY 2024 O/L 5310	-	-	700,000	186,000	-	886,000

MSP303 - FFY 2023 O/L 5310	-	700,000	160,000	-	-	860,000
MSP304 - FFY 2023 P/O 5310	-	500,000	134,000	-	-	634,000
MSP305 - FFY 2023 SL/WV 5310	-	1,000,000	639,000	-	-	1,639,000
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	3,423,000	3,423,000
MSP307 - FFY 2025 All UZAs 5310	-	-	-	3,000,000	324,000	3,324,000
MSP308 - FFY 2024 SL/WV 5310	-	-	1,000,000	688,000	-	1,688,000
MSP309 - FFY 2024 P/O 5310	-	-	500,000	153,000	-	653,000
MSP999 - Capital Contingency	4,265,000	5,000,000	5,000,000	5,000,000	5,000,000	24,265,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Operations	7,878,000	10,249,000	5,685,000	3,080,000	2,860,000	29,752,000
FMA543 - Police Fleet Vehicles	1,836,000	605,000	605,000	605,000	385,000	4,036,000
FMA652 - Facilities, Equipment Managed Reserve	852,000	800,000	800,000	800,000	800,000	4,052,000
FMA653 - Facilities Rehab/Replacement	1,141,000	1,130,000	800,000	800,000	800,000	4,671,000
FMA672 - Park & Ride Rehab/Replacement	450,000	400,000	400,000	400,000	400,000	2,050,000
FMA673 - Stations and Platforms Rehab/Replacement	557,000	434,000	200,000	200,000	200,000	1,591,000
FMA684 - Police Managed Reserve	330,000	275,000	275,000	275,000	275,000	1,430,000
FMA685 - Wheel Truing Machine JRSC	500,000	3,500,000	2,000,000	-	-	6,000,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	250,000	-	-	-	-	250,000
FMA689 - New Bid Trailer for MB building 7	143,000	-	-	-	-	143,000
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	175,000	-	-	-	-	175,000
MSP210 - FrontRunner Bike Rack project	300,000	-	-	-	-	300,000

SGR386 - LRV repairs for 1137 and 1122	1,344,000	3,105,000	605,000	-	-	5,054,000
People	2,155,000	2,020,000	1,180,000	-	-	5,355,000
ICI228 - CPO New HRIS system application upgrade	2,000,000	1,570,000	1,180,000	-	-	4,750,000
MSP291 - CareATC Location Build Out	80,000	-	-	-	-	80,000
MSP310 - Bus Training Simulator	75,000	450,000	-	-	-	525,000
Planning & Engagement	6,436,000	3,444,000	1,675,000	1,149,000	1,149,000	13,853,000
MSP198 - Wayfinding Plan	1,338,000	300,000	300,000	300,000	300,000	2,538,000
MSP268 - Optical Detection Next Steps	300,000					300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	925,000	1,711,000	933,000	449,000	449,000	4,467,000
MSP284 - Route Planning Restoration using Equity Index	285,000	-	-	-	-	285,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000
MSP292 - AOPP: Paratransit Forward Study	351,000	-	-	-	-	351,000
MSP294 - Planning Studies Managed Reserves	900,000	605,000	300,000	300,000	300,000	2,405,000
MSP314 - One-Time UTA On Demand Funds	326,000	-	-	-	-	326,000
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	910,000	603,000	42,000	-	-	1,555,000
REV234 - Tooele County Microtransit & Vehicle Electrification	1,001,000	125,000	-	-	-	1,126,000
Grand Total	**264,540,000**	**325,959,000**	**263,352,000**	**194,589,000**	**257,565,000**	**1,306,005,000**

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2024-2028 Total Budget Details

Chief Office/Project Name	2024-2028 Total Budget	2024-2028 Total Budget- Bonds	2024-2028 Total Budget- Grants Award Executed	2024-2028 Total Budget- Lease	2024-2028 Total Budget- State	2024-2028 Total Budget- Local Partner	2024-2028 Total Budget- UTA Local
Capital Services	1,107,356,000	130,352,000	312,218,000	262,992,000	122,692,000	9,545,000	269,557,000
FMA516 - Corridor Fencing	302,000	-	-	-	-	-	302,000
FMA679 - Building Remodels/Reconfigurations	5,525,000	-	-	-	-	-	5,525,000
FMA680 - Suicide Prevention Research Project	221,000	-	128,000	-	-	-	93,000
FMA687 - Layton Station Improvements2	622,000	-	-	-	-	-	622,000
FMA690 - Facility Program Development & Design	1,050,000	-	-	-	-	-	1,050,000
FMA692 - Warm Springs Upgrades	35,000,000	-	-	35,000,000	-	-	-
FMA693 - Meadowbrook Electrification	3,853,000	-	-	-	-	-	3,853,000
FMA694 - Electric Bus Chargers	6,695,000	-	-	-	-	-	6,695,000
FMA695 - Facility Program	-	-	-	-	-	-	-
MSP102 - Depot District	500,000	-	-	-	-	-	500,000
MSP132- IPCS Tech Support	43,000	-	-	-	-	-	43,000
MSP140 - Box Elder County Corridor Preservation	9,750,000	-	-	-	-	-	9,750,000
MSP156- Prop 1 Davis County	923,000	-	-	-	-	-	923,000
MSP185 - Ogden/Weber State University BRT	5,600,000	-	4,935,000	-	-	140,000	525,000
MSP189 - Signal Pre-emption Projects w/UDOT	114,000	-	-	-	114,000	-	-
MSP193 - Weber County Corridor Preservation	5,650,000	-	1,500,000	-	-	-	4,150,000
MSP202 - Davis-SLC Community Connector	5,600,000	-	1,455,000	-	4,100,000	-	45,000
MSP205- Tiger Program of Projects	2,042,000	-	644,000	-	197,000	250,000	951,000
MSP207 - 3300/3500 South Max EXP\Optimization	2,361,000	-	2,196,000	-	-	-	165,000
MSP208 - Clearfield FR Station Trail	2,210,000	-	1,404,000	-	-	106,000	700,000
MSP215 - Sharp/Tintic Rail Corridor Connection	2,290,000	-	-	-	2,000,000	-	290,000
MSP216 - Point of the Mountain Transit	4,000,000	-	2,000,000	-	2,000,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	756,000	-	706,000	-	-	-	50,000
MSP228- Operator Restrooms in Salt Lake County	61,000	-	-	-	-	-	61,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	1,563,000	-	-	-	-	-	1,563,000
MSP231- Operator Shack at University Medical EOL	84,000	-	-	-	-	-	84,000
MSP240 - Operator Restrooms throughout System	2,685,000	-	1,179,000	-	-	-	1,506,000
MSP247- Light Rail Seat Replacement	250,000	-	-	-	-	-	250,000
MSP248 - Planning & Environmental Analysis	2,350,000	-	-	-	-	-	2,350,000
MSP252 - FrontRunner Strategic Double Tracking Project	10,000,000	-	-	-	10,000,000	-	-
MSP253 - Mid-Valley Connector	100,687,000	-	64,776,000	-	34,911,000	-	1,000,000
MSP254 - TechLink	1,250,000	-	950,000	-	-	-	300,000
MSP255 - Central Corridor	100,000	-	-	-	-	-	100,000
MSP257- Gap Filler on FR Stations	681,000	-	-	-	-	-	681,000
MSP258 - Mt. Ogden Amin Bldg. Expansion	11,705,000	11,705,000	-	-	-	-	-
MSP259 - S-Line Extension	15,746,000	-	-	-	12,000,000	-	3,746,000
MSP260 - Westside Express (5600 West)	43,122,000	-	22,600,000	-	20,522,000	-	-

MSP262 - SLCentral HQ Office	4,220,000	-	-	-	-	-	4,220,000
MSP263 - TOD Working Capital	3,146,000	-	-	-	-	-	3,146,000
MSP264 - FrontRunner Extension to Payson	9,290,000	-	450,000	-	6,248,000	1,298,000	1,294,000
MSP265 - Program Management Support	13,970,000	-	-	-	-	-	13,970,000
MSP267 - New Maintenance Training Facility	9,086,000	-	-	9,086,000	-	-	-
MSP271 - MOW Training Yard	7,439,000	-	-	7,439,000	-	-	-
MSP272 - TRAX Operational Simulator	1,384,000	-	-	-	-	-	1,384,000
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-
MSP275 - Station Area Planning	1,239,000	-	991,000	-	-	128,000	120,000
MSP283 - ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	5,000,000
MSP286 - Utah County Park & Ride Lots	4,585,000	-	4,264,000	-	-	-	321,000
MSP287 - 900 East UVX Station	4,200,000	-	3,907,000	-	-	-	293,000
MSP288 - Sustainability Project Pool	750,000	-	-	-	-	-	750,000
MSP289 - Historic Orchard Pathway (Box Elder County)	206,000	-	187,000	-	-	-	19,000

Chief Office/Project Name	2024-2028 Total Budget	2024-2028 Total Budget- Bonds	2024-2028 Total Budget- Grants Award Executed	2024-2028 Total Budget- Lease	2024-2028 Total Budget- State	2024-2028 Total Budget- Local Partner	2024-2028 Total Budget- UTA Local
MSP290- Orange Street Microtransit	14,000	-	-	-	-	-	14,000
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	3,800,000	-	-	-	-	-	3,800,000
MSP300 - New TRAX platform in South Jordan	6,000,000	-	-	-	-	6,000,000	-
MSP301 - Federal Bus Stops 53392	2,321,000	-	1,855,000	-	-	-	466,000
MSP312 - Point of the Mountain FrontRunner Station	600,000	-	-	-	600,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	20,712,000	-	-	20,000,000	-	-	712,000
REV209 - Paratransit Replacements	32,140,000	-	-	31,940,000	-	-	200,000
REV211 - Replacement Buses	125,226,000	-	-	124,726,000	-	-	500,000
REV212 - Park City Lo/No Grant	998,000	-	-	-	-	998,000	-
REV224 - Bus Overhaul	7,500,000	-	-	-	-	-	7,500,000
REV232 - Van Pool Van Replacements	10,801,000	-	-	10,801,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	11,000,000	-	-	11,000,000	-	-	-
REV236 - VW Battery Buses	7,391,000	-	3,268,000	-	-	625,000	3,498,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	239,900,000	118,647,000	91,253,000	-	30,000,000	-	-
REV240 - Motor Pool Key Management System2	330,000	-	-	-	-	-	330,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)2	500,000	-	-	-	-	-	500,000
REV242 - Replacement Non-rev equipment/special vehicles	2,500,000	-	-	-	-	-	2,500,000
SGR040 - Light Rail Vehicle Rehab	47,500,000	-	30,400,000	-	-	-	17,100,000
SGR047 - LRT Stray Current Control	2,712,000	-	-	-	-	-	2,712,000
SGR353 - Commuter Rail Engine Overhaul	4,348,000	-	-	-	-	-	4,348,000
SGR359 - Bridge Rehabilitation & Maintenance	2,264,000	-	-	-	-	-	2,264,000
SGR370 - Red Signal Enforcement	10,578,000	-	-	-	-	-	10,578,000
SGR385 - Rail Replacement Program	23,222,000	-	18,577,000	-	-	-	4,645,000

2024-2028 Total Budget Details

SGR390 - Jordan River #2 Remodel	13,000,000	-	-	13,000,000	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	16,000,000	-	-	-	-	-	16,000,000
SGR393 - Grade Crossing Replacement Program	17,589,000	-	14,071,000	-	-	-	3,518,000
SGR397 - TPSS Component Replacement	19,888,000	-	15,818,000	-	-	-	4,070,000
SGR398 - OCS Rehab/Replace	39,300,000	-	22,704,000	-	-	-	16,596,000
SGR401 - Ballast and Tie replacement	1,500,000	-	-	-	-	-	1,500,000
SGR403 - Train Control Rehab & Replacement	46,729,000	-	-	-	-	-	46,729,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	12,400,000	-	-	-	-	-	12,400,000
SGR407 - Bus Stop Enhancements	8,149,000	-	-	-	-	-	8,149,000
SGR408 - Route End of Line (EOL) Enhancements	6,825,000	-	-	-	-	-	6,825,000
SGR409 - System Restrooms	6,170,000	-	-	-	-	-	6,170,000
SGR410 - Fiber Rehab/Replacement	6,918,000	-	-	-	-	-	6,918,000
SGR411 - Farmington Ped Bridge Repairs2	625,000	-	-	-	-	-	625,000
Enterprise Strategy	37,623,000	-	241,000	-	-	-	37,382,000
ICI001 - Passenger Information	4,100,000	-	-	-	-	-	4,100,000
ICI146 - FrontRunner WiFi Enhancements	1,338,000	-	-	-	-	-	1,338,000
ICI173 - JDE System Enhancements	293,000	-	-	-	-	-	293,000
ICI179 - Network Infrastructure Equipment & Software	1,902,000	-	-	-	-	-	1,902,000
ICI185 - WFRC Grant for Passenger Info Improvements	295,000	-	241,000	-	-	-	54,000
ICI186 - In House Application Development	1,031,000	-	-	-	-	-	1,031,000
ICI191 - IT Managed Reserves	2,007,000	-	-	-	-	-	2,007,000
ICI197 - Bus Communications On-Board Technology	1,000,000	-	-	-	-	-	1,000,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	2,010,000	-	-	-	-	-	2,010,000
ICI199 - Rail Communication Onboard Tech	375,000	-	-	-	-	-	375,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	2,266,000	-	-	-	-	-	2,266,000
ICI202 - Radio Comm Infrastructure	284,000	-	-	-	-	-	284,000
ICI214 - APC Upgrade	2,500,000	-	-	-	-	-	2,500,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	170,000	-	-	-	-	-	170,000

Chief Office/Project Name	2024-2028 Total Budget	2024-2028 Total Budget- Bonds	2024-2028 Total Budget- Grants Award Executed	2024-2028 Total Budget- Lease	2024-2028 Total Budget- State	2024-2028 Total Budget- Local Partner	2024-2028 Total Budget- UTA Local
ICI217 - Transit Management System	200,000	-	-	-	-	-	200,000
ICI221 - Customer Relations Software Replacement	368,000	-	-	-	-	-	368,000
ICI224 - JDE 9.2 Applications Upgrade UNx	460,000	-	-	-	-	-	460,000
ICI225- SharePoint 2016 Migration to SharePoint Online	62,000	-	-	-	-	-	62,000
ICI226 - New Radio Communication System	9,800,000	-	-	-	-	-	9,800,000
ICI230 - Operations Systems	6,800,000	-	-	-	-	-	6,800,000
ICI231 - United Way Tablet Upgrade2	57,000	-	-	-	-	-	57,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	305,000	-	-	-	-	-	305,000
Executive Director (Safety)	9,034,000	-	-	-	-	-	9,034,000
FMA604 - Safety General Projects	535,000	-	-	-	-	-	535,000

FMA645 - Camera Sustainability	3,056,000	-	-	-	-	-	3,056,000
FMA658 - Bus Replacement Camera System	3,280,000	-	-	-	-	-	3,280,000
FMA681 - Arc Flash Analysis	763,000	-	-	-	-	-	763,000
ICI140 - Next Crossing Cameras	200,000	-	-	-	-	-	200,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	1,200,000	-	-	-	-	-	1,200,000
Finance	103,032,000	-	20,732,000	-	-	1,420,000	80,880,000
CDA006 - 5310 Administration Funds All Years	1,614,000	-	1,614,000	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	594,000	-	-	-	-	-	594,000
ICI213 - eVoucher Phase 2	384,000	-	124,000	-	-	-	260,000
ICI222 - ICI222- Fares Systems Replacement Program	30,761,000	-	-	-	-	-	30,761,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 53102	200,000	-	180,000	-	-	20,000	-
MSP221 - FFY 2018 20-1902 Grant O/L 53102	200,000	-	180,000	-	-	20,000	-
MSP222 - FFY 2018 20-1903 P/O 53102	200,000	-	180,000	-	-	20,000	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	50,000	-	50,000	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 53102	1,591,000	-	1,094,000	-	-	497,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	615,000	-	385,000	-	-	230,000	-
MSP278 - FFY 2022 UT02023 O/L 5310	835,000	-	572,000	-	-	263,000	-
MSP279 - FFY 2021 UT-2023-013 O/L 53102	525,000	-	525,000	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 53102	752,000	-	752,000	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 53102	389,000	-	389,000	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	50,000	-	50,000	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	950,000	-	760,000	-	-	190,000	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	50,000	-	50,000	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	550,000	-	440,000	-	-	110,000	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 53102	350,000	-	280,000	-	-	70,000	-
MSP302 - FFY 2024 O/L 5310	886,000	-	886,000	-	-	-	-
MSP303 - FFY 2023 O/L 5310	860,000	-	860,000	-	-	-	-
MSP304 - FFY 2023 P/O 5310	634,000	-	634,000	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	1,639,000	-	1,639,000	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	3,423,000	-	3,423,000	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	3,324,000	-	3,324,000	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	1,688,000	-	1,688,000	-	-	-	-
MSP309 - FFY 2024 P/O 5310	653,000	-	653,000	-	-	-	-
MSP999 - Capital Contingency	24,265,000	-	-	-	-	-	24,265,000
REV239 - HB322 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	25,000,000
Operations	29,752,000	-	1,237,000	-	-	-	28,515,000
FMA543 - Police Fleet Vehicles	4,036,000	-	960,000	-	-	-	3,076,000
FMA652 - Facilities, Equipment Managed Reserve	4,052,000	-	-	-	-	-	4,052,000
FMA653 - Facilities Rehab/Replacement	4,671,000	-	-	-	-	-	4,671,000
FMA672 - Park & Ride Rehab/Replacement	2,050,000	-	-	-	-	-	2,050,000
FMA673 - Stations and Platforms Rehab/Replacement	1,591,000	-	-	-	-	-	1,591,000
FMA684 - Police Managed Reserve	1,430,000	-	-	-	-	-	1,430,000

2024-2028 Total Budget Details

Chief Office/Project Name	2024-2028 Total Budget	2024-2028 Total Budget- Bonds	2024-2028 Total Budget- Grants Award Executed	2024-2028 Total Budget- Lease	2024-2028 Total Budget- State	2024-2028 Total Budget- Local Partner	2024-2028 Total Budget- UTA Local
FMA685 - Wheel Truing Machine JRSC	6,000,000	-	-	-	-	-	6,000,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot2	250,000	-	-	-	-	-	250,000
FMA689 - New Bid Trailer for MB building 72	143,000	-	-	-	-	-	143,000
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	175,000	-	-	-	-	-	175,000
MSP210 - FrontRunner Bike Rack project	300,000	-	277,000	-	-	-	23,000
SGR386 - LRV repairs for 1137 and 1122	5,054,000	-	-	-	-	-	5,054,000
People	5,355,000	-	-	-	-	-	5,355,000
ICI228 - CPO New HRIS system application upgrade	4,750,000	-	-	-	-	-	4,750,000
MSP291 - CareATC Location Build Out	80,000	-	-	-	-	-	80,000
MSP310 - Bus Training Simulator	525,000	-	-	-	-	-	525,000
Planning & Engagement	13,853,000	-	1,683,000	-	205,000	1,871,000	10,094,000
MSP198 - Wayfinding Plan	2,538,000	-	-	-	-	-	2,538,000
MSP268 - Optical Detection Next Steps	300,000	-	132,000	-	-	38,000	130,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	4,467,000	-	164,000	-	205,000	-	4,098,000
MSP284 - Route Planning Restoration using Equity Index	285,000	-	285,000	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	500,000	-	-	-	-	-	500,000
MSP292 - AOPP: Paratransit Forward Study	351,000	-	296,000	-	-	55,000	-
MSP294 - Planning Studies Managed Reserves	2,405,000	-	-	-	-	150,000	2,255,000
MSP314 - One-Time UTA On Demand Funds	326,000	-	-	-	-	-	326,000
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	1,555,000	-	-	-	-	1,555,000	-
REV234 - Tooele County Microtransit & Vehicle Electrification	1,126,000	-	806,000	-	-	73,000	247,000
Grand Total	**1,306,005,000**	**130,352,000**	**336,111,000**	**262,992,000**	**122,897,000**	**12,836,000**	**440,817,000**

2024 Capital Budget Details

Chief Office/Project Name	2024 Total Budget	2024 Total Budget- Bonds	2024 Total Budget- Grants Award Executed	2024 Total Budget- Lease	2024 Total Budget- State	2024 Total Budget- Local Partner	2024 Total Budget- UTA Funds
Capital Services	206,515,000	6,330,000	55,712,000	39,740,000	21,399,000	8,045,000	75,289,000
FMA516 - Corridor Fencing	62,000	-	-	-	-	-	62,000
FMA679 - Building Remodels/Reconfigurations	1,465,000	-	-	-	-	-	1,465,000
FMA680 - Suicide Prevention Research Project	221,000	-	128,000	-	-	-	93,000
FMA687 - Layton Station Improvements	72,000	-	-	-	-	-	72,000
FMA690 - Facility Program Development & Design	750,000	-	-	-	-	-	750,000
FMA692 - Warm Springs Upgrades	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	231,000	-	-	-	-	-	231,000
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-
MSP102 - Depot District	500,000	-	-	-	-	-	500,000
MSP132- IPCS Tech Support	43,000	-	-	-	-	-	43,000
MSP140 - Box Elder County Corridor Preservation	550,000	-	-	-	-	-	550,000
MSP156- Prop 1 Davis County	923,000	-	-	-	-	-	923,000
MSP185 - Ogden/Weber State University BRT	5,600,000	-	4,935,000	-	-	140,000	525,000
MSP189 - Signal Pre-emption Projects w/UDOT	114,000	-	-	-	114,000	-	-
MSP193 - Weber County Corridor Preservation	250,000	-	250,000	-	-	-	-
MSP202 - Davis-SLC Community Connector	2,200,000	-	970,000	-	1,200,000	-	30,000
MSP205- Tiger Program of Projects	2,042,000	-	644,000	-	197,000	250,000	951,000
MSP207 - 3300/3500 South Max EXP\Optimization	2,361,000	-	2,196,000	-	-	-	165,000
MSP208 - Clearfield FR Station Trail	2,210,000	-	1,404,000	-	-	106,000	700,000

MSP215 - Sharp/Tintic Rail Corridor Connection	1,145,000	-	-	-	1,000,000	-	145,000
MSP216 - Point of the Mountain Transit	1,500,000	-	1,500,000	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	378,000	-	353,000	-	-	-	25,000
MSP228- Operator Restrooms in Salt Lake County	61,000	-	-	-	-	-	61,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	1,563,000	-	-	-	-	-	1,563,000
MSP231- Operator Shack at University Medical EOL	84,000	-	-	-	-	-	84,000
MSP240 - Operator Restrooms throughout System	2,685,000	-	1,179,000	-	-	-	1,506,000
MSP247- Light Rail Seat Replacement	250,000	-	-	-	-	-	250,000
MSP248 - Planning & Environmental Analysis	1,150,000	-	-	-	-	-	1,150,000
MSP252 - FrontRunner Strategic Double Tracking Project	2,000,000	-	-	-	2,000,000	-	-
MSP253 - Mid-Valley Connector	10,000,000	-	-	-	10,000,000	-	-
MSP254 - TechLink	1,250,000	-	950,000	-	-	-	300,000
MSP255 - Central Corridor	100,000	-	-	-	-	-	100,000
MSP257- Gap Filler on FR Stations	681,000	-	-	-	-	-	681,000
MSP258 - Mt. Ogden Amin Bldg. Expansion	1,330,000	1,330,000	-	-	-	-	-
MSP259 - S-Line Extension	4,000,000	-	-	-	4,000,000	-	-
MSP260 - Westside Express (5600 West)	3,500,000	-	2,100,000	-	1,400,000	-	-
MSP262 - SLCentral HQ Office	4,220,000	-	-	-	-	-	4,220,000
MSP263 - TOD Working Capital	394,000	-	-	-	-	-	394,000
MSP264 - FrontRunner Extension to Payson	3,130,000	-	450,000	-	1,188,000	1,298,000	194,000
MSP265 - Program Management Support	1,970,000	-	-	-	-	-	1,970,000
MSP267 - New Maintenance Training Facility	3,143,000	-	-	3,143,000	-	-	-
MSP271 - MOW Training Yard	4,245,000	-	-	4,245,000	-	-	-
MSP272 - TRAX Operational Simulator	1,384,000	-	-	-	-	-	1,384,000

MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-
MSP275 - Station Area Planning	1,239,000	-	991,000	-	-	128,000	120,000

Chief Office/Project Name	2024 Total Budget	2024 Total Budget- Bonds	2024 Total Budget- Grants Award Executed	2024 Total Budget- Lease	2024 Total Budget- State	2024 Total Budget- Local Partner	2024 Total Budget- UTA Funds
MSP283 - ROW & Facility Property Opportunity Buy	1,000,000	-	-	-	-	-	1,000,000
MSP286 - Utah County Park & Ride Lots	1,000,000	-	930,000	-	-	-	70,000
MSP287 - 900 East UVX Station	4,200,000	-	3,907,000	-	-	-	293,000
MSP288 - Sustainability Project Pool	350,000	-	-	-	-	-	350,000
MSP289 - Historic Orchard Pathway (Box Elder County)	206,000	-	187,000	-	-	-	19,000
MSP290- Orange Street Microtransit	14,000	-	-	-	-	-	14,000
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracki	100,000	-	-	-	-	-	100,000
MSP300 - New TRAX platform in South Jordan	4,500,000	-	-	-	-	4,500,000	-
MSP301 - Federal Bus Stops 5339	802,000	-	641,000	-	-	-	161,000
MSP312 - Point of the Mountain FrontRunner Station	300,000	-	-	-	300,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	6,712,000	-	-	6,000,000	-	-	712,000
REV209 - Paratransit Replacements	11,581,000	-	-	11,541,000	-	-	40,000
REV211 - Replacement Buses	5,226,000	-	-	5,126,000	-	-	100,000
REV212 - Park City Lo/No Grant	998,000	-	-	-	-	998,000	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	3,685,000	-	-	3,685,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	500,000	-	-	500,000	-	-	-
REV236 - VW Battery Buses	7,391,000	-	3,268,000	-	-	625,000	3,498,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	10,000,000	5,000,000	5,000,000	-	-	-	-
REV240 - Motor Pool Key Management System	330,000	-	-	-	-	-	330,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	9,500,000	-	-	-	-	-	9,500,000
SGR047 - LRT Stray Current Control	511,000	-	-	-	-	-	511,000
SGR353 - Commuter Rail Engine Overhaul	4,348,000	-	-	-	-	-	4,348,000
SGR359 - Bridge Rehabilitation & Maintenance	444,000	-	-	-	-	-	444,000
SGR370 - Red Signal Enforcement	4,306,000	-	-	-	-	-	4,306,000
SGR385 - Rail Replacement Program	6,100,000	-	4,880,000	-	-	-	1,220,000
SGR390 - Jordan River #2 Remodel	5,500,000	-	-	5,500,000	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	1,000,000	-	-	-	-	-	1,000,000
SGR393 - Grade Crossing Replacement Program	4,689,000	-	3,751,000	-	-	-	938,000

SGR397 - TPSS Component Replacement	15,588,000	-	12,378,000	-	-	-	3,210,000
SGR398 - OCS Rehab/Replace	3,400,000	-	2,720,000	-	-	-	680,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,062,000	-	-	-	-	-	6,062,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,400,000	-	-	-	-	-	4,400,000
SGR407 - Bus Stop Enhancements	3,049,000	-	-	-	-	-	3,049,000
SGR408 - Route End of Line (EOL) Enhancements	225,000	-	-	-	-	-	225,000
SGR409 - System Restrooms	1,685,000	-	-	-	-	-	1,685,000
SGR410 - Fiber Rehab/Replacement	3,352,000	-	-	-	-	-	3,352,000
SGR411 - Farmington Ped Bridge Repairs	65,000	-	-	-	-	-	65,000
Enterprise Strategy	10,748,000	-	241,000	-	-	-	10,507,000
ICI001 - Passenger Information	1,400,000	-	-	-	-	-	1,400,000
ICI146 - FrontRunner WiFi Enhancements	1,038,000	-	-	-	-	-	1,038,000
ICI173 - JDE System Enhancements	93,000	-	-	-	-	-	93,000
ICI179 - Network Infrastructure Equipment & Software	384,000	-	-	-	-	-	384,000

Chief Office/Project Name	2024 Total Budget	2024 Total Budget- Bonds	2024 Total Budget- Grants Award Executed	2024 Total Budget- Lease	2024 Total Budget- State	2024 Total Budget- Local Partner	2024 Total Budget- UTA Funds
ICI185 - WFRC Grant for Passenger Info Improvements	295,000	-	241,000	-	-	-	54,000
ICI186 - In House Application Development	231,000	-	-	-	-	-	231,000
ICI191 - IT Managed Reserves	407,000	-	-	-	-	-	407,000
ICI197 - Bus Communications On-Board Technology	200,000	-	-	-	-	-	200,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	500,000	-	-	-	-	-	500,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	449,000	-	-	-	-	-	449,000
ICI202 - Radio Comm Infrastructure	84,000	-	-	-	-	-	84,000
ICI214 - APC Upgrade	300,000	-	-	-	-	-	300,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	170,000	-	-	-	-	-	170,000
ICI217 - Transit Management System	200,000	-	-	-	-	-	200,000

ICI221 - Customer Relations Software Replacement	368,000	-	-	-	-	-	368,000
ICI224 - JDE 9.2 Applications Upgrade UNx	10,000	-	-	-	-	-	10,000
ICI225- SharePoint 2016 Migration to SharePoint Online	62,000	-	-	-	-	-	62,000
ICI226 - New Radio Communication System	2,000,000	-	-	-	-	-	2,000,000
ICI230 - Operations Systems	2,400,000	-	-	-	-	-	2,400,000
ICI231 - United Way Tablet Upgrade	57,000	-	-	-	-	-	57,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-
Executive Director (Safety)	2,628,000	-	-	-	-	-	2,628,000
FMA604 - Safety General Projects	55,000	-	-	-	-	-	55,000
FMA645 - Camera Sustainability	670,000	-	-	-	-	-	670,000
FMA658 - Bus Replacement Camera System	800,000	-	-	-	-	-	800,000
FMA681 - Arc Flash Analysis	763,000	-	-	-	-	-	763,000
ICI140 - Next Crossing Cameras	40,000	-	-	-	-	-	40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	300,000	-	-	-	-	-	300,000
Finance	28,180,000	-	5,151,000	-	-	1,127,000	21,902,000
CDA006 - 5310 Administration Funds All Years	304,000	-	304,000	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	286,000	-	-	-	-	-	286,000
ICI213 - eVoucher Phase 2	334,000	-	124,000	-	-	-	210,000
ICI222 - ICI222- Fares Systems Replacement Program	12,141,000	-	-	-	-	-	12,141,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	200,000	-	180,000	-	-	20,000	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	200,000	-	180,000	-	-	20,000	-
MSP222 - FFY 2018 20-1903 P/O 5310	200,000	-	180,000	-	-	20,000	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	50,000	-	50,000	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	1,000,000	-	687,000	-	-	313,000	-

MSP277 - FFY 2022 UT-2023-024 P/O 5310	500,000	-	306,000	-	-	194,000	-
MSP278 - FFY 2022 UT02023 O/L 5310	700,000	-	480,000	-	-	220,000	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	400,000	-	400,000	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	500,000	-	500,000	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	300,000	-	300,000	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	50,000	-	50,000	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	900,000	-	720,000	-	-	180,000	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	50,000	-	50,000	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	500,000	-	400,000	-	-	100,000	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	300,000	-	240,000	-	-	60,000	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-

Chief Office/Project Name	2024 Total Budget	2024 Total Budget- Bonds	2024 Total Budget- Grants Award Executed	2024 Total Budget- Lease	2024 Total Budget- State	2024 Total Budget- Local Partner	2024 Total Budget- UTA Funds
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-
MSP999 - Capital Contingency	4,265,000	-	-	-	-	-	4,265,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	5,000,000
Operations	7,878,000	-	1,237,000	-	-	-	6,641,000
FMA543 - Police Fleet Vehicles	1,836,000	-	960,000	-	-	-	876,000
FMA652 - Facilities, Equipment Managed Reserve	852,000	-	-	-	-	-	852,000

FMA653 - Facilities Rehab/Replacement	1,141,000	-	-	-	-	-	1,141,000
FMA672 - Park & Ride Rehab/Replacement	450,000	-	-	-	-	-	450,000
FMA673 - Stations and Platforms Rehab/Replacement	557,000	-	-	-	-	-	557,000
FMA684 - Police Managed Reserve	330,000	-	-	-	-	-	330,000
FMA685 - Wheel Truing Machine JRSC	500,000	-	-	-	-	-	500,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	250,000	-	-	-	-	-	250,000
FMA689 - New Bid Trailer for MB building 7	143,000	-	-	-	-	-	143,000
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	175,000	-	-	-	-	-	175,000
MSP210 - FrontRunner Bike Rack project	300,000	-	277,000	-	-	-	23,000
SGR386 - LRV repairs for 1137 and 1122	1,344,000	-	-	-	-	-	1,344,000
People	2,155,000	-	-	-	-	-	2,155,000
ICI228 - CPO New HRIS system application upgrade	2,000,000	-	-	-	-	-	2,000,000
MSP291 - CareATC Location Build Out	80,000	-	-	-	-	-	80,000
MSP310 - Bus Training Simulator	75,000	-	-	-	-	-	75,000
Planning & Engagement	6,436,000	-	1,683,000	-	205,000	1,226,000	3,322,000
MSP198 - Wayfinding Plan	1,338,000	-	-	-	-	-	1,338,000
MSP268 - Optical Detection Next Steps	300,000	-	132,000	-	-	38,000	130,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	925,000	-	164,000	-	205,000	-	556,000
MSP284 - Route Planning Restoration using Equity Index	285,000	-	285,000	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	351,000	-	296,000	-	-	55,000	-
MSP294 - Planning Studies Managed Reserves	900,000	-	-	-	-	150,000	750,000
MSP314 - One-Time UTA On Demand Funds	326,000	-	-	-	-	-	326,000
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	910,000	-	-	-	-	910,000	-

REV234 - Tooele County Microtransit & Vehicle Electrification	1,001,000	-	806,000	-	-	73,000	122,000
Grand Total	**264,540,000**	**6,330,000**	**64,024,000**	**39,740,000**	**21,604,000**	**10,398,000**	**122,444,000**

2025 Capital Budget Details

Chief Office/Project Name	2025 Total Budget	2025 Total Budget- Bonds	2025 Total Budget- Grants Award Executed	2025 Total Budget- Lease	2025 Total Budget- State	2025 Total Budget- Local Partner	2025 Total Budget- UTA Funds
Capital Services	$ 275,072,000	$ 8,355,000	$ 92,226,000	$ 63,763,000	$ 50,662,000	$ 1,500,000	$ 58,566,000
FMA516 - Corridor Fencing	$ 60,000	$ -	$ -	$ -	$ -	$ -	$ 60,000
FMA679 - Building Remodels/Reconfigurations	$ 1,290,000	$ -	$ -	$ -	$ -	$ -	$ 1,290,000
FMA680 - Suicide Prevention Research Project	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA687 - Layton Station Improvements	$ 550,000	$ -	$ -	$ -	$ -	$ -	$ 550,000
FMA690 - Facility Program Development & Design	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ 150,000
FMA692 - Warm Springs Upgrades	$ 3,500,000	$ -	$ -	$ 3,500,000	$ -	$ -	$ -
FMA693 - Meadowbrook Electrification	$ 1,786,000	$ -	$ -	$ -	$ -	$ -	$ 1,786,000
FMA694 - Electric Bus Chargers	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
FMA695 - Facility Program	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP102 - Depot District	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP140 - Box Elder County Corridor Preservation	$ 2,300,000	$ -	$ -	$ -	$ -	$ -	$ 2,300,000
MSP185 - Ogden/Weber State University BRT	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP189 - Signal Pre-emption Projects w/UDOT	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP193 - Weber County Corridor Preservation	$ 2,700,000	$ -	$ 625,000	$ -	$ -	$ -	$ 2,075,000
MSP202 - Davis-SLC Community Connector	$ 3,400,000	$ -	$ 485,000	$ -	$ 2,900,000	$ -	$ 15,000
MSP207 - 3300/3500 South Max EXP\Optimization	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP208 - Clearfield FR Station Trail	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP215 - Sharp/Tintic Rail Corridor Connection	$ 1,145,000	$ -	$ -	$ -	$ 1,000,000	$ -	$ 145,000
MSP216 - Point of the Mountain Transit	$ 500,000	$ -	$ 500,000	$ -	$ -	$ -	$ -
MSP224 - UTA ADA Bus Stop Improvements UTCO	$ 378,000	$ -	$ 353,000	$ -	$ -	$ -	$ 25,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP240 - Operator Restrooms throughout System	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP248 - Planning & Environmental Analysis	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
MSP252 - FrontRunner Strategic Double Tracking Project	$ 2,000,000	$ -	$ -	$ -	$ 2,000,000	$ -	$ -

MSP253 - Mid-Valley Connector	$ 45,700,000	$ -	$ 33,705,000	$ -	$ 11,495,000	$ -	$ 500,000
MSP254 - TechLink	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP255 - Central Corridor	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP258 - Mt. Ogden Amin Bldg. Expansion	$ 5,355,000	$ 5,355,000	$ -	$ -	$ -	$ -	$ -
MSP259 - S-Line Extension	$ 11,746,000	$ -	$ -	$ -	$ 8,000,000	$ -	$ 3,746,000
MSP260 - Westside Express (5600 West)	$ 16,500,000	$ -	$ 9,063,000	$ -	$ 7,437,000	$ -	$ -
MSP262 - SLCentral HQ Office	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP263 - TOD Working Capital	$ 688,000	$ -	$ -	$ -	$ -	$ -	$ 688,000
MSP264 - FrontRunner Extension to Payson	$ 3,080,000	$ -	$ -	$ -	$ 2,530,000	$ -	$ 550,000
MSP265 - Program Management Support	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ 3,000,000
MSP267 - New Maintenance Training Facility	$ 5,229,000	$ -	$ -	$ 5,229,000	$ -	$ -	$ -
MSP271 - MOW Training Yard	$ 2,607,000	$ -	$ -	$ 2,607,000	$ -	$ -	$ -
MSP272 - TRAX Operational Simulator	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP274 - Historic Utah Southern Rail Trail	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP275 - Station Area Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP283 - ROW & Facility Property Opportunity Buy	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ 1,000,000
MSP286 - Utah County Park & Ride Lots	$ 3,585,000	$ -	$ 3,334,000	$ -	$ -	$ -	$ 251,000
MSP287 - 900 East UVX Station	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP288 - Sustainability Project Pool	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	$ 3,700,000	$ -	$ -	$ -	$ -	$ -	$ 3,700,000
MSP300 - New TRAX platform in South Jordan	$ 1,500,000	$ -	$ -	$ -	$ -	$ 1,500,000	$ -
MSP301 - Federal Bus Stops 5339	$ 802,000	$ -	$ 641,000	$ -	$ -	$ -	$ 161,000
MSP312 - Point of the Mountain FrontRunner Station	$ 300,000	$ -	$ -	$ -	$ 300,000	$ -	$ -
MSP313 - Electric Charger Program	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Chief Office/Project Name	2025 Total Budget	2025 Total Budget- Bonds	2025 Total Budget- Grants Award Executed	2025 Total Budget- Lease	2025 Total Budget- State	2025 Total Budget- Local Partner	2025 Total Budget- UTA Funds

REV205 - Replacement Non-Revenue Support Vehicles	$ 5,000,000	$ -	$ -	$ 5,000,000	$ -	$ -	$ -
REV209 - Paratransit Replacements	$ 4,851,000	$ -	$ -	$ 4,811,000	$ -	$ -	$ 40,000
REV211 - Replacement Buses	$ 30,000,000	$ -	$ -	$ 29,900,000	$ -	$ -	$ 100,000
REV212 - Park City Lo/No Grant	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV224 - Bus Overhaul	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
REV232 - Van Pool Van Replacements	$ 1,716,000	$ -	$ -	$ 1,716,000	$ -	$ -	$ -
REV233 - Commuter Rail Vehicle Procurement - Used	$ 5,500,000	$ -	$ -	$ 5,500,000	$ -	$ -	$ -
REV236 - VW Battery Buses	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV238 - SD100/SD160 Light Rail Vehicle Replacement	$ 36,000,000	$ 3,000,000	$ 18,000,000	$ -	$ 15,000,000	$ -	$ -
REV240 - Motor Pool Key Management System	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV241 - NRV Ancillary Equipment (Trailers, etc.)	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
REV242 - Replacement Non-rev equipment/special vehicles	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
SGR040 - Light Rail Vehicle Rehab	$ 11,000,000	$ -	$ 8,800,000	$ -	$ -	$ -	$ 2,200,000
SGR047 - LRT Stray Current Control	$ 526,000	$ -	$ -	$ -	$ -	$ -	$ 526,000
SGR353 - Commuter Rail Engine Overhaul	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SGR359 - Bridge Rehabilitation & Maintenance	$ 420,000	$ -	$ -	$ -	$ -	$ -	$ 420,000
SGR370 - Red Signal Enforcement	$ 3,409,000	$ -	$ -	$ -	$ -	$ -	$ 3,409,000
SGR385 - Rail Replacement Program	$ 6,200,000	$ -	$ 4,960,000	$ -	$ -	$ -	$ 1,240,000
SGR390 - Jordan River #2 Remodel	$ 5,500,000	$ -	$ -	$ 5,500,000	$ -	$ -	$ -
SGR391 - Commuter Rail Vehicle Rehab and Replacement	$ 3,750,000	$ -	$ -	$ -	$ -	$ -	$ 3,750,000
SGR393 - Grade Crossing Replacement Program	$ 4,500,000	$ -	$ 3,600,000	$ -	$ -	$ -	$ 900,000
SGR397 - TPSS Component Replacement	$ 4,300,000	$ -	$ 3,440,000	$ -	$ -	$ -	$ 860,000
SGR398 - OCS Rehab/Replace	$ 5,900,000	$ -	$ 4,720,000	$ -	$ -	$ -	$ 1,180,000
SGR401 - Ballast and Tie replacement	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
SGR403 - Train Control Rehab & Replacement	$ 10,900,000	$ -	$ -	$ -	$ -	$ -	$ 10,900,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
SGR407 - Bus Stop Enhancements	$ 1,275,000	$ -	$ -	$ -	$ -	$ -	$ 1,275,000

SGR408 - Route End of Line (EOL) Enhancements	$ 1,650,000	$ -	$ -	$ -	$ -	$ -	$ 1,650,000
SGR409 - System Restrooms	$ 2,245,000	$ -	$ -	$ -	$ -	$ -	$ 2,245,000
SGR410 - Fiber Rehab/Replacement	$ 1,519,000	$ -	$ -	$ -	$ -	$ -	$ 1,519,000
SGR411 - Farmington Ped Bridge Repairs	$ 560,000	$ -	$ -	$ -	$ -	$ -	$ 560,000
Enterprise Strategy	$ 14,328,000	$ -	$ -	$ -	$ -	$ -	$ 14,328,000
ICI001 - Passenger Information	$ 1,350,000	$ -	$ -	$ -	$ -	$ -	$ 1,350,000
ICI146 - FrontRunner WiFi Enhancements	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
ICI173 - JDE System Enhancements	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
ICI179 - Network Infrastructure Equipment & Software	$ 939,000	$ -	$ -	$ -	$ -	$ -	$ 939,000
ICI185 - WFRC Grant for Passenger Info Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI186 - In House Application Development	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000
ICI191 - IT Managed Reserves	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 400,000
ICI197 - Bus Communications On-Board Technology	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	$ 260,000	$ -	$ -	$ -	$ -	$ -	$ 260,000
ICI199 - Rail Communication Onboard Tech	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	$ 394,000	$ -	$ -	$ -	$ -	$ -	$ 394,000
ICI202 - Radio Comm Infrastructure	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
ICI214 - APC Upgrade	$ 850,000	$ -	$ -	$ -	$ -	$ -	$ 850,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI217 - Transit Management System	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI224 - JDE 9.2 Applications Upgrade UNx	$ 225,000	$ -	$ -	$ -	$ -	$ -	$ 225,000
ICI226 - New Radio Communication System	$ 7,000,000	$ -	$ -	$ -	$ -	$ -	$ 7,000,000
ICI230 - Operations Systems	$ 2,150,000	$ -	$ -	$ -	$ -	$ -	$ 2,150,000

Chief Office/Project Name	2025 Total Budget	2025 Total Budget- Bonds	2025 Total Budget- Grants Award	2025 Total Budget- Lease	2025 Total Budget- State	2025 Total Budget- Local Partner	2025 Total Budget- UTA Funds

2025 Capital Budget Details

	Executed						
ICI231 - United Way Tablet Upgrade	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	$ 60,000	$ -	$ -	$ -	$ -	$ -	$ 60,000
Executive Director (Safety)	$ 1,736,000	$ -	$ -	$ -	$ -	$ -	$ 1,736,000
FMA604 - Safety General Projects	$ 120,000	$ -	$ -	$ -	$ -	$ -	$ 120,000
FMA645 - Camera Sustainability	$ 656,000	$ -	$ -	$ -	$ -	$ -	$ 656,000
FMA658 - Bus Replacement Camera System	$ 620,000	$ -	$ -	$ -	$ -	$ -	$ 620,000
FMA681 - Arc Flash Analysis	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI140 - Next Crossing Cameras	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ 40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
Finance	$ 19,110,000	$ -	$ 3,677,000	$ -	$ -	$ 293,000	$ 15,140,000
CDA006 - 5310 Administration Funds All Years	$ 313,000	$ -	$ 313,000	$ -	$ -	$ -	$ -
FMA686 - Warehouse Equipment Managed Reserve	$ 94,000	$ -	$ -	$ -	$ -	$ -	$ 94,000
ICI213 - eVoucher Phase 2	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
ICI222 - ICI222- Fares Systems Replacement Program	$ 4,996,000	$ -	$ -	$ -	$ -	$ -	$ 4,996,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP221 - FFY 2018 20-1902 Grant O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP222 - FFY 2018 20-1903 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP276 - FFY 2022 UT 2023 SL/WV 5310	$ 591,000	$ -	$ 407,000	$ -	$ -	$ 184,000	$ -
MSP277 - FFY 2022 UT-2023-024 P/O 5310	$ 115,000	$ -	$ 79,000	$ -	$ -	$ 36,000	$ -
MSP278 - FFY 2022 UT02023 O/L 5310	$ 135,000	$ -	$ 92,000	$ -	$ -	$ 43,000	$ -
MSP279 - FFY 2021 UT-2023-013 O/L 5310	$ 125,000	$ -	$ 125,000	$ -	$ -	$ -	$ -
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	$ 252,000	$ -	$ 252,000	$ -	$ -	$ -	$ -
MSP281 - FFY 2021 UT-2023-023 P/O 5310	$ 89,000	$ -	$ 89,000	$ -	$ -	$ -	$ -
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	$ 50,000	$ -	$ 40,000	$ -	$ -	$ 10,000	$ -
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -

MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	$ 50,000	$ -	$ 40,000	$ -	$ -	$ 10,000	$ -
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	$ 50,000	$ -	$ 40,000	$ -	$ -	$ 10,000	$ -
MSP302 - FFY 2024 O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP303 - FFY 2023 O/L 5310	$ 700,000	$ -	$ 700,000	$ -	$ -	$ -	$ -
MSP304 - FFY 2023 P/O 5310	$ 500,000	$ -	$ 500,000	$ -	$ -	$ -	$ -
MSP305 - FFY 2023 SL/WV 5310	$ 1,000,000	$ -	$ 1,000,000	$ -	$ -	$ -	$ -
MSP306 - FFY 2026 All UZAs 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP307 - FFY 2025 All UZAs 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP308 - FFY 2024 SL/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP309 - FFY 2024 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP999 - Capital Contingency	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ 5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ 5,000,000
Operations	$ 10,249,000	$ -	$ -	$ -	$ -	$ -	$ 10,249,000
FMA543 - Police Fleet Vehicles	$ 605,000	$ -	$ -	$ -	$ -	$ -	$ 605,000
FMA652 - Facilities, Equipment Managed Reserve	$ 800,000	$ -	$ -	$ -	$ -	$ -	$ 800,000
FMA653 - Facilities Rehab/Replacement	$ 1,130,000	$ -	$ -	$ -	$ -	$ -	$ 1,130,000
FMA672 - Park & Ride Rehab/Replacement	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 400,000
FMA673 - Stations and Platforms Rehab/Replacement	$ 434,000	$ -	$ -	$ -	$ -	$ -	$ 434,000
FMA684 - Police Managed Reserve	$ 275,000	$ -	$ -	$ -	$ -	$ -	$ 275,000
FMA685 - Wheel Truing Machine JRSC	$ 3,500,000	$ -	$ -	$ -	$ -	$ -	$ 3,500,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA689 - New Bid Trailer for MB building 7	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Chief Office/Project Name	2025 Total Budget	2025 Total BudgetBonds	2025 Total Budget- Grants Award Executed	2025 Total Budget- Lease	2025 Total Budget- State	2025 Total Budget- Local Partner	2025 Total Budget- UTA Funds
MSP210 - FrontRunner Bike Rack project	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SGR386 - LRV repairs for 1137 and 1122	$ 3,105,000	$ -	$ -	$ -	$ -	$ -	$ 3,105,000
People	$ 2,020,000	$ -	$ -	$ -	$ -	$ -	$ 2,020,000
ICI228 - CPO New HRIS system application upgrade	$ 1,570,000	$ -	$ -	$ -	$ -	$ -	$ 1,570,000

MSP291 - CareATC Location Build Out	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP310 - Bus Training Simulator	$ 450,000	$ -	$ -	$ -	$ -	$ -	$ 450,000
Planning & Engagement	$ 3,444,000	$ -	$ -	$ -	$ -	$ 603,000	$ 2,841,000
MSP198 - Wayfinding Plan	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	$ 1,711,000	$ -	$ -	$ -	$ -	$ -	$ 1,711,000
MSP284 - Route Planning Restoration using Equity Index	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP285 - Bus Speed and Reliability Program (BSRP)	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
MSP292 - AOPP: Paratransit Forward Study	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP294 - Planning Studies Managed Reserves	$ 605,000	$ -	$ -	$ -	$ -	$ -	$ 605,000
MSP314 - One-Time UTA On Demand Funds	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	$ 603,000	$ -	$ -	$ -	$ -	$ 603,000	$ -
REV234 - Tooele County Microtransit & Vehicle Electrification	$ 125,000	$ -	$ -	$ -	$ -	$ -	$ 125,000
Grand Total	**$ 325,959,000**	**$ 8,355,000**	**$ 95,903,000**	**$ 63,763,000**	**$ 50,662,000**	**$ 2,396,000**	**$ 104,880,000**

2026 Capital Budget Details

Chief Office/Project Name	2026 Total Budget	2026 Total Budget-Bonds	2026 Total Budget-Grants Award Executed	2026 Total Budget-Lease	2026 Total Budget-State	2026 Total Budget-Local Partner	2026 Total Budget-UTA Funds
Capital Services	$ 228,033,000	$ 8,020,000	$ 74,901,000	$ 52,879,000	$ 39,446,000	$ -	$ 52,787,000
FMA516 - Corridor Fencing	$ 60,000	$ -	$ -	$ -	$ -	$ -	$ 60,000
FMA679 - Building Remodels/Reconfigurations	$ 1,190,000	$ -	$ -	$ -	$ -	$ -	$ 1,190,000
FMA680 - Suicide Prevention Research Project	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA687 - Layton Station Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA690 - Facility Program Development & Design	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ 150,000
FMA692 - Warm Springs Upgrades	$ 6,000,000	$ -	$ -	$ 6,000,000	$ -	$ -	$ -
FMA693 - Meadowbrook Electrification	$ 1,836,000	$ -	$ -	$ -	$ -	$ -	$ 1,836,000
FMA694 - Electric Bus Chargers	$ 2,065,000	$ -	$ -	$ -	$ -	$ -	$ 2,065,000
FMA695 - Facility Program	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP102 - Depot District	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP140 - Box Elder County Corridor Preservation	$ 2,300,000	$ -	$ -	$ -	$ -	$ -	$ 2,300,000
MSP185 - Ogden/Weber State University BRT	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP189 - Signal Pre-emption Projects w/UDOT	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP193 - Weber County Corridor Preservation	$ 2,700,000	$ -	$ 625,000	$ -	$ -	$ -	$ 2,075,000
MSP202 - Davis-SLC Community Connector	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP207 - 3300/3500 South Max EXP\Optimization	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP208 - Clearfield FR Station Trail	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP215 - Sharp/Tintic Rail Corridor Connection	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP216 - Point of the Mountain Transit	$ 500,000	$ -	$ -	$ -	$ 500,000	$ -	$ -
MSP224 - UTA ADA Bus Stop Improvements UTCO	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP240 - Operator Restrooms throughout System	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP248 - Planning & Environmental Analysis	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
MSP252 - FrontRunner Strategic Double Tracking Project	$ 2,000,000	$ -	$ -	$ -	$ 2,000,000	$ -	$ -
MSP253 - Mid-Valley Connector	$ 44,987,000	$ -	$ 31,071,000	$ -	$ 13,416,000	$ -	$ 500,000
MSP254 - TechLink	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP255 - Central Corridor	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP258 - Mt. Ogden Amin Bldg. Expansion	$ 5,020,000	$ 5,020,000	$ -	$ -	$ -	$ -	$ -
MSP259 - S-Line Extension	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP260 - Westside Express (5600 West)	$ 15,000,000	$ -	$ 9,000,000	$ -	$ 6,000,000	$ -	$ -
MSP262 - SLCentral HQ Office	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP263 - TOD Working Capital	$ 688,000	$ -	$ -	$ -	$ -	$ -	$ 688,000
MSP264 - FrontRunner Extension to Payson	$ 3,080,000	$ -	$ -	$ -	$ 2,530,000	$ -	$ 550,000
MSP265 - Program Management Support	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ 3,000,000
MSP267 - New Maintenance Training Facility	$ 714,000	$ -	$ -	$ 714,000	$ -	$ -	$ -
MSP271 - MOW Training Yard	$ 587,000	$ -	$ -	$ 587,000	$ -	$ -	$ -

MSP272 - TRAX Operational Simulator	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP274 - Historic Utah Southern Rail Trail	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP275 - Station Area Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP283 - ROW & Facility Property Opportunity Buy	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ 1,000,000
MSP286 - Utah County Park & Ride Lots	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP287 - 900 East UVX Station	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP288 - Sustainability Project Pool	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP300 - New TRAX platform in South Jordan	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP301 - Federal Bus Stops 5339	$ 717,000	$ -	$ 573,000	$ -	$ -	$ -	$ 144,000
MSP313 - Electric Charger Program	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV205 - Replacement Non-Revenue Support Vehicles	$ 3,000,000	$ -	$ -	$ 3,000,000	$ -	$ -	$ -
REV209 - Paratransit Replacements	$ 3,961,000	$ -	$ -	$ 3,921,000	$ -	$ -	$ 40,000

Chief Office/Project Name	2026 Total Budget	2026 Total Budget- Bonds	2026 Total Budget- Grants Award Executed	2026 Total Budget- Lease	2026 Total Budget- State	2026 Total Budget- Local Partner	2026 Total Budget- UTA Funds
REV211 - Replacement Buses	$ 30,000,000	$ -	$ -	$ 29,900,000	$ -	$ -	$ 100,000
REV212 - Park City Lo/No Grant	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV224 - Bus Overhaul	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
REV232 - Van Pool Van Replacements	$ 1,757,000	$ -	$ -	$ 1,757,000	$ -	$ -	$ -
REV233 - Commuter Rail Vehicle Procurement - Used	$ 5,000,000	$ -	$ -	$ 5,000,000	$ -	$ -	$ -
REV236 - VW Battery Buses	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV238 - SD100/SD160 Light Rail Vehicle Replacement	$ 36,000,000	$ 3,000,000	$ 18,000,000	$ -	$ 15,000,000	$ -	$ -
REV240 - Motor Pool Key Management System	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV241 - NRV Ancillary Equipment (Trailers, etc.)	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
REV242 - Replacement Non-rev equipment/special vehicles	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
SGR040 - Light Rail Vehicle Rehab	$ 9,000,000	$ -	$ 7,200,000	$ -	$ -	$ -	$ 1,800,000
SGR047 - LRT Stray Current Control	$ 542,000	$ -	$ -	$ -	$ -	$ -	$ 542,000
SGR353 - Commuter Rail Engine Overhaul	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SGR359 - Bridge Rehabilitation & Maintenance	$ 440,000	$ -	$ -	$ -	$ -	$ -	$ 440,000
SGR370 - Red Signal Enforcement	$ 2,863,000	$ -	$ -	$ -	$ -	$ -	$ 2,863,000
SGR385 - Rail Replacement Program	$ 2,435,000	$ -	$ 1,948,000	$ -	$ -	$ -	$ 487,000
SGR390 - Jordan River #2 Remodel	$ 2,000,000	$ -	$ -	$ 2,000,000	$ -	$ -	$ -
SGR391 - Commuter Rail Vehicle Rehab and Replacement	$ 3,750,000	$ -	$ -	$ -	$ -	$ -	$ 3,750,000
SGR393 - Grade Crossing Replacement Program	$ 2,200,000	$ -	$ 1,760,000	$ -	$ -	$ -	$ 440,000
SGR397 - TPSS Component Replacement	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SGR398 - OCS Rehab/Replace	$ 10,000,000	$ -	$ 4,724,000	$ -	$ -	$ -	$ 5,276,000
SGR401 - Ballast and Tie replacement	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
SGR403 - Train Control Rehab & Replacement	$ 9,467,000	$ -	$ -	$ -	$ -	$ -	$ 9,467,000

2026 Capital Budget Details

SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	$ 4,500,000	$ -	$ -	$ -	$ -	$ -	$ 4,500,000
SGR407 - Bus Stop Enhancements	$ 1,275,000	$ -	$ -	$ -	$ -	$ -	$ 1,275,000
SGR408 - Route End of Line (EOL) Enhancements	$ 1,650,000	$ -	$ -	$ -	$ -	$ -	$ 1,650,000
SGR409 - System Restrooms	$ 1,120,000	$ -	$ -	$ -	$ -	$ -	$ 1,120,000
SGR410 - Fiber Rehab/Replacement	$ 679,000	$ -	$ -	$ -	$ -	$ -	$ 679,000
SGR411 - Farmington Ped Bridge Repairs	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Enterprise Strategy	$ 6,274,000	$ -	$ -	$ -	$ -	$ -	$ 6,274,000
ICI001 - Passenger Information	$ 1,350,000	$ -	$ -	$ -	$ -	$ -	$ 1,350,000
ICI146 - FrontRunner WiFi Enhancements	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
ICI173 - JDE System Enhancements	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
ICI179 - Network Infrastructure Equipment & Software	$ 279,000	$ -	$ -	$ -	$ -	$ -	$ 279,000
ICI185 - WFRC Grant for Passenger Info Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI186 - In House Application Development	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000
ICI191 - IT Managed Reserves	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 400,000
ICI197 - Bus Communications On-Board Technology	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	$ 475,000	$ -	$ -	$ -	$ -	$ -	$ 475,000
ICI199 - Rail Communication Onboard Tech	$ 75,000	$ -	$ -	$ -	$ -	$ -	$ 75,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000
ICI202 - Radio Comm Infrastructure	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
ICI214 - APC Upgrade	$ 750,000	$ -	$ -	$ -	$ -	$ -	$ 750,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI217 - Transit Management System	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI224 - JDE 9.2 Applications Upgrade UNx	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI226 - New Radio Communication System	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
ICI230 - Operations Systems	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
ICI231 - United Way Tablet Upgrade	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	$ 145,000	$ -	$ -	$ -	$ -	$ -	$ 145,000
Executive Director (Safety)	$ 1,725,000	$ -	$ -	$ -	$ -	$ -	$ 1,725,000

Chief Office/Project Name	2026 Total Budget	2026 Total Budget- Bonds	2026 Total Budget- Grants Award Executed	2026 Total Budget- Lease	2026 Total Budget- State	2026 Total Budget- Local Partner	2026 Total Budget- UTA Funds
FMA604 - Safety General Projects	$ 120,000	$ -	$ -	$ -	$ -	$ -	$ 120,000
FMA645 - Camera Sustainability	$ 645,000	$ -	$ -	$ -	$ -	$ -	$ 645,000
FMA658 - Bus Replacement Camera System	$ 620,000	$ -	$ -	$ -	$ -	$ -	$ 620,000
FMA681 - Arc Flash Analysis	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI140 - Next Crossing Cameras	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ 40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
Finance	$ 18,780,000	$ -	$ 3,456,000	$ -	$ -	$ -	$ 15,324,000
CDA006 - 5310 Administration Funds All Years	$ 323,000	$ -	$ 323,000	$ -	$ -	$ -	$ -
FMA686 - Warehouse Equipment Managed Reserve	$ 55,000	$ -	$ -	$ -	$ -	$ -	$ 55,000

2026 Capital Budget Details

ICI213 - eVoucher Phase 2	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI222 - ICI222- Fares Systems Replacement Program	$ 5,269,000	$ -	$ -	$ -	$ -	$ -	$ 5,269,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP221 - FFY 2018 20-1902 Grant O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP222 - FFY 2018 20-1903 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP276 - FFY 2022 UT 2023 SL/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP277 - FFY 2022 UT-2023-024 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP278 - FFY 2022 UT02023 O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP279 - FFY 2021 UT-2023-013 O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP281 - FFY 2021 UT-2023-023 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP302 - FFY 2024 O/L 5310	$ 700,000	$ -	$ 700,000	$ -	$ -	$ -	$ -
MSP303 - FFY 2023 O/L 5310	$ 160,000	$ -	$ 160,000	$ -	$ -	$ -	$ -
MSP304 - FFY 2023 P/O 5310	$ 134,000	$ -	$ 134,000	$ -	$ -	$ -	$ -
MSP305 - FFY 2023 SL/WV 5310	$ 639,000	$ -	$ 639,000	$ -	$ -	$ -	$ -
MSP306 - FFY 2026 All UZAs 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP307 - FFY 2025 All UZAs 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP308 - FFY 2024 SL/WV 5310	$ 1,000,000	$ -	$ 1,000,000	$ -	$ -	$ -	$ -
MSP309 - FFY 2024 P/O 5310	$ 500,000	$ -	$ 500,000	$ -	$ -	$ -	$ -
MSP999 - Capital Contingency	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ 5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ 5,000,000
Operations	$ 5,685,000	$ -	$ -	$ -	$ -	$ -	$ 5,685,000
FMA543 - Police Fleet Vehicles	$ 605,000	$ -	$ -	$ -	$ -	$ -	$ 605,000
FMA652 - Facilities, Equipment Managed Reserve	$ 800,000	$ -	$ -	$ -	$ -	$ -	$ 800,000
FMA653 - Facilities Rehab/Replacement	$ 800,000	$ -	$ -	$ -	$ -	$ -	$ 800,000
FMA672 - Park & Ride Rehab/Replacement	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 400,000
FMA673 - Stations and Platforms Rehab/Replacement	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000
FMA684 - Police Managed Reserve	$ 275,000	$ -	$ -	$ -	$ -	$ -	$ 275,000
FMA685 - Wheel Truing Machine JRSC	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ 2,000,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA689 - New Bid Trailer for MB building 7	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP210 - FrontRunner Bike Rack project	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SGR386 - LRV repairs for 1137 and 1122	$ 605,000	$ -	$ -	$ -	$ -	$ -	$ 605,000
People	$ 1,180,000	$ -	$ -	$ -	$ -	$ -	$ 1,180,000
ICI228 - CPO New HRIS system application upgrade	$ 1,180,000	$ -	$ -	$ -	$ -	$ -	$ 1,180,000

2026 Capital Budget Details

Chief Office/Project Name	2026 Total Budget	2026 Total Budget-Bonds	2026 Total Budget-Executed	2026 Total Budget-Lease	2026 Total Budget-State	2026 Total Budget-Local Partner	Grants Award UTA Funds
MSP291 - CareATC Location Build Out	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP310 - Bus Training Simulator	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Planning & Engagement	$ 1,675,000	$ -	$ -	$ -	$ -	$ 42,000	$ 1,633,000
MSP198 - Wayfinding Plan	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	$ 933,000	$ -	$ -	$ -	$ -	$ -	$ 933,000
MSP284 - Route Planning Restoration using Equity Index	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP285 - Bus Speed and Reliability Program (BSRP)	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
MSP292 - AOPP: Paratransit Forward Study	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP294 - Planning Studies Managed Reserves	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
MSP314 - One-Time UTA On Demand Funds	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	$ 42,000	$ -	$ -	$ -	$ -	$ 42,000	$ -
REV234 - Tooele County Microtransit & Vehicle Electrification	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Grand Total	**$ 263,352,000**	**$ 8,020,000**	**$ 78,357,000**	**$ 52,879,000**	**$ 39,446,000**	**$ 42,000**	**$ 84,608,000**

2027 Capital Budget Details

Chief Office/Project Name	2027 Total Budget	2027 Total Budget- Bonds	2027 Total Budget- Grants Award Executed	2027 Total Budget- Lease	2027 Total Budget- State	2027 Total Budget- Local Partner	2027 Total Budget- UTA Funds
Capital Services	168,750,000	18,950,000	40,473,000	60,440,000	8,185,000	-	40,702,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,040,000	-	-	-	-	-	1,040,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-
FMA692 - Warm Springs Upgrades	20,000,000	-	-	20,000,000	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	2,065,000	-	-	-	-	-	2,065,000
FMA695 - Facility Program	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-
MSP140 - Box Elder County Corridor Preservation	2,300,000	-	-	-	-	-	2,300,000
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	-	-	-	-	-	-	-
MSP202 - Davis-SLC Community Connector	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	500,000	-	-	-	500,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	300,000
MSP252 - FrontRunner Strategic Double Tracking Project	2,000,000	-	-	-	2,000,000	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-
MSP254 - TechLink	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Amin Bldg. Expansion	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	8,122,000	-	2,437,000	-	5,685,000	-	-
MSP262 - SLCentral HQ Office	-	-	-	-	-	-	-

MSP263 - TOD Working Capital	688,000	-	-	-	-	-	688,000
MSP264 - FrontRunner Extension to Payson	-	-	-	-	-	-	-
MSP265 - Program Management Support	3,000,000	-	-	-	-	-	3,000,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-
MSP283 - ROW & Facility Property Opportunity Buy	1,000,000	-	-	-	-	-	1,000,000
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-

Chief Office/Project Name	2027 Total Budget	2027 Total Budget- Bonds	2027 Total Budget- Grants Award Executed	2027 Total Budget- Lease	2027 Total Budget- State	2027 Total Budget- Local Partner	2027 Total Budget- UTA Funds
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	5,780,000	-	-	5,740,000	-	-	40,000
REV211 - Replacement Buses	30,000,000	-	-	29,900,000	-	-	100,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,800,000	-	-	1,800,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	37,900,000	18,950,000	18,950,000	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	9,000,000	-	7,200,000	-	-	-	1,800,000
SGR047 - LRT Stray Current Control	558,000	-	-	-	-	-	558,000

SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	460,000	-	-	-	-	-	460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	4,500,000	-	3,600,000	-	-	-	900,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	3,750,000
SGR393 - Grade Crossing Replacement Program	2,200,000	-	1,760,000	-	-	-	440,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	6,526,000	-	-	-	3,474,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	9,900,000	-	-	-	-	-	9,900,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,600,000	-	-	-	-	-	1,600,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	1,650,000	-	-	-	-	-	1,650,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	682,000	-	-	-	-	-	682,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-
Enterprise Strategy	3,398,000	-	-	-	-	-	3,398,000
ICI001 - Passenger Information	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	50,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	150,000	-	-	-	-	-	150,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-
ICI186 - In House Application Development	200,000	-	-	-	-	-	200,000
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	400,000
ICI197 - Bus Communications On-Board Technology	200,000	-	-	-	-	-	200,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	250,000	-	-	-	-	-	250,000
ICI199 - Rail Communication Onboard Tech	50,000	-	-	-	-	-	50,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	173,000	-	-	-	-	-	173,000
ICI202 - Radio Comm Infrastructure	50,000	-	-	-	-	-	50,000
ICI214 - APC Upgrade	600,000	-	-	-	-	-	600,000

2027 Capital Budget Details

Chief Office/Project Name	2027 Total Budget	2027 Total Budget- Bonds	2027 Total Budget- Grants Award Executed	2027 Total Budget- Lease	2027 Total Budget- State	2027 Total Budget- Local Partner	2027 Total Budget- UTA Funds
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	225,000	-	-	-	-	-	225,000
ICI226 - New Radio Communication System	150,000	-	-	-	-	-	150,000
ICI230 - Operations Systems	750,000	-	-	-	-	-	750,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	100,000	-	-	-	-	-	100,000
Executive Director (Safety)	1,716,000	-	-	-	-	-	1,716,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	636,000	-	-	-	-	-	636,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	40,000	-	-	-	-	-	40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	300,000	-	-	-	-	-	300,000
Finance	16,496,000	-	4,359,000	-	-	-	12,137,000
CDA006 - 5310 Administration Funds All Years	332,000	-	332,000	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	123,000	-	-	-	-	-	123,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-
ICI222 - ICI222- Fares Systems Replacement Program	2,014,000	-	-	-	-	-	2,014,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-

MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	186,000	-	186,000	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	3,000,000	-	3,000,000	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	688,000	-	688,000	-	-	-	-
MSP309 - FFY 2024 P/O 5310	153,000	-	153,000	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	5,000,000
Operations	3,080,000	-	-	-	-	-	3,080,000
FMA543 - Police Fleet Vehicles	605,000	-	-	-	-	-	605,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	800,000

Chief Office/Project Name	2027 Total Budget	2027 Total Budget- Bonds	2027 Total Budget- Grants Award Executed	2027 Total Budget- Lease	2027 Total Budget- State	2027 Total Budget- Local Partner	2027 Total Budget- UTA Funds
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-

MSP310 - Bus Training Simulator	-	-	-	-	-	-	-
Planning & Engagement	1,149,000	-	-	-	-	-	1,149,000
MSP198 - Wayfinding Plan	300,000	-	-	-	-	-	300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-
MSP294 - Planning Studies Managed Reserves	300,000	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-
Grand Total	**194,589,000**	**18,950,000**	**44,832,000**	**60,440,000**	**8,185,000**	**-**	**62,182,000**

2028 Capital Budget Details

Chief Office/Project Name	2028 Total Budget	2028 Total Budget-Bonds	2028 Total Budget-Grants Award Executed	2028 Total Budget-Lease	2028 Total Budget-State	2028 Total Budget-Local Partner	2028 Total Budget-UTA Funds
Capital Services	228,986,000	88,697,000	48,906,000	46,170,000	3,000,000	-	42,213,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	540,000	-	-	-	-	-	540,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-
FMA692 - Warm Springs Upgrades	5,500,000	-	-	5,500,000	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	2,065,000	-	-	-	-	-	2,065,000
FMA695 - Facility Program	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-
MSP140 - Box Elder County Corridor Preservation	2,300,000	-	-	-	-	-	2,300,000
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	-	-	-	-	-	-	-
MSP202 - Davis-SLC Community Connector	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	1,000,000	-	-	-	1,000,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	300,000
MSP252 - FrontRunner Strategic Double Tracking Project	2,000,000	-	-	-	2,000,000	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-
MSP254 - TechLink	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Amin Bldg. Expansion	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	-	-	-	-	-	-	-
MSP262 - SLCentral HQ Office	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	688,000
MSP264 - FrontRunner Extension to Payson	-	-	-	-	-	-	-
MSP265 - Program Management Support	3,000,000	-	-	-	-	-	3,000,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-
MSP283 - ROW & Facility Property Opportunity Buy	1,000,000	-	-	-	-	-	1,000,000
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	5,967,000	-	-	5,927,000	-	-	40,000

2028 Details

Chief Office/Project Name	2028 Total Budget	2028 Total Budget-Bonds	2028 Total Budget-Grants Award Executed	2028 Total Budget-Lease	2028 Total Budget-State	2028 Total Budget-Local Partner	2028 Total Budget-UTA Funds
REV211 - Replacement Buses	30,000,000	-	-	29,900,000	-	-	100,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,843,000	-	-	1,843,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	120,000,000	88,697,000	31,303,000	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	9,000,000	-	7,200,000	-	-	-	1,800,000
SGR047 - LRT Stray Current Control	575,000	-	-	-	-	-	575,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	500,000	-	-	-	-	-	500,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	3,987,000	-	3,189,000	-	-	-	798,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	3,750,000
SGR393 - Grade Crossing Replacement Program	4,000,000	-	3,200,000	-	-	-	800,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	4,014,000	-	-	-	5,986,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	10,400,000	-	-	-	-	-	10,400,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,400,000	-	-	-	-	-	1,400,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	1,650,000	-	-	-	-	-	1,650,000
SGR409 - System Restrooms	-	-	-	-	-	-	-
SGR410 - Fiber Rehab/Replacement	686,000	-	-	-	-	-	686,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-
Enterprise Strategy	2,875,000	-	-	-	-	-	2,875,000
ICI001 - Passenger Information	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	50,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	150,000	-	-	-	-	-	150,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-
ICI186 - In House Application Development	200,000	-	-	-	-	-	200,000
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	400,000
ICI197 - Bus Communications On-Board Technology	200,000	-	-	-	-	-	200,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	525,000	-	-	-	-	-	525,000
ICI199 - Rail Communication Onboard Tech	50,000	-	-	-	-	-	50,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	1,050,000	-	-	-	-	-	1,050,000
ICI202 - Radio Comm Infrastructure	50,000	-	-	-	-	-	50,000
ICI214 - APC Upgrade	-	-	-	-	-	-	-
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-
ICI226 - New Radio Communication System	150,000	-	-	-	-	-	150,000
ICI230 - Operations Systems	-	-	-	-	-	-	-
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-
Executive Director (Safety)	1,229,000	-	-	-	-	-	1,229,000

2028 Details

Chief Office/Project Name	2028 Total Budget	2028 Total Budget- Bonds	2028 Total Budget- Grants Award Executed	2028 Total Budget- Lease	2028 Total Budget- State	2028 Total Budget- Local Partner	2028 Total Budget- UTA Funds
FMA604 - Safety General Projects	120,000	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	449,000	-	-	-	-	-	449,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	40,000	-	-	-	-	-	40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	-	-	-	-	-	-	-
Finance	20,466,000	-	4,089,000	-	-	-	16,377,000
CDA006 - 5310 Administration Funds All Years	342,000	-	342,000	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	36,000	-	-	-	-	-	36,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-
ICI222 - ICI222- Fares Systems Replacement Program	6,341,000	-	-	-	-	-	6,341,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	3,423,000	-	3,423,000	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	324,000	-	324,000	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	5,000,000
Operations	2,860,000	-	-	-	-	-	2,860,000
FMA543 - Police Fleet Vehicles	385,000	-	-	-	-	-	385,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-

2028 Details

Chief Office/Project Name	2028 Total Budget	2028 Total Budget-Bonds	2028 Total Budget-Executed	2028 Total Budget-Lease	2028 Total Budget-State	2028 Total Budget-Local Partner	Grants Award UTA Funds
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-
Planning & Engagement	1,149,000	-	-	-	-	-	1,149,000
MSP198 - Wayfinding Plan	300,000	-	-	-	-	-	300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-
MSP294 - Planning Studies Managed Reserves	300,000	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-
Grand Total	**257,565,000**	**88,697,000**	**52,995,000**	**46,170,000**	**3,000,000**	**-**	**66,703,000**

2024

Utah Transit Authority- Transit Asset Management Group Sponsor Plan

Capital Servies Office-State of Good Repair Team

Utah Transit Authority

914

Utah Transit Authority Transit Asset Management Plan

Jay Fox, Accountable Executive

Last modified by Bryce James on 05 Aug 24 at 11:25

Introduction

Utah Transit Authority (UTA) administers the FTA 5310 Grant Program for the three Urbanized Areas of Utah. The vast majority of eligible subrecipients do not provide public transportation and only provide client specific transport. UTA is developing a group TAM plan for the limited agencies providing public transportation. These include: Weber County Aging Services and United Way of Utah County.

Weber County Aging Services was organized by a cooperative agreement between the Weber and Morgan County governments to serve as a local authority for provision of their substance abuse, mental health, and senior (aging) services. They provide opportunities and support for the senior citizens of Weber and Morgan Counties to increase their quality of life and extend their independence. Their programs are delivered with sensitivity to the frail elderly and those who have the greatest social and economic needs.

United Way of Utah County currently has an agreement with TURN Community Services to provide two (2) morning routes and two (2) afternoon routes. TURN is a Mon-Fri service providing transportation for adults with disabilities. Riders attend day programs where they learn life skills, summer camps, and other activities. Another agreement with Mountainland Association of Governments (MAG) provides senior citizens transportation via two (2) services. The first covers Mon-Fri service to seniors who can no longer drive to their senior centers with one (1) route in the morning and one (1) in the afternoon. The second is referred to as Utah Valley Rides where seniors may be tranported to their local cities in a Mon-Fri service. Cities covered are: Orem, Provo, AF, Pleasant Grove, Spanish Fork, Springville, and Payson.

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A				
	AO - Automobile	N/A				
	BR - Over-the-road Bus	N/A				
	BU - Bus	N/A				
	CU - Cutaway Bus	0%	0%	0%	0%	0%
	DB - Double Decked Bus	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	N/A				
	MV - Mini-van	0%	0%	0%	0%	0%
	RT - Rubber-tire Vintage Trolley	N/A				
	SB - School Bus	N/A				
	SV - Sport Utility Vehicle	N/A				
	TB - Trolleybus	N/A				
	VN - Van	0%	0%	0%	0%	0%
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	0%	0%	0%	0%	0%
	Steel Wheel Vehicles	N/A				
	Trucks and other Rubber Tire Vehicles	0%	0%	0%	0%	0%
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A				
	Maintenance	N/A				
	Parking Structures	N/A				
	Passenger Facilities	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				

Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

Asset Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
RevenueVehicles	**10**	**4.4**	**47,152**	**$76,675.27**
AB - Articulated Bus	0	-	-	-
AO - Automobile	0	-	-	-
BR - Over-the-road Bus	0	-	-	-
BU - Bus	0	-	-	-
CU - Cutaway Bus	4	7.0	88,931	$90,745.98
DB - Double Decked Bus	0	-	-	-
FB - Ferryboat	0	-	-	-
MB - Mini-bus	0	-	-	-
MV - Mini-van	2	1.0	3,099	$60,150.00
RT - Rubber-tire Vintage Trolley	0	-	-	-
SB - School Bus	0	-	-	-
SV - Sport Utility Vehicle	0	-	-	-
TB - Trolleybus	0	-	-	-
VN - Van	4	3.5	27,399	$70,867.19
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
Equipment	**2**	**4.5**	**3,189**	**$48,473.42**
Non Revenue/Service Automobile	1	6.0	N/A	$44,255.83
Steel Wheel Vehicles	0	-	-	-
Trucks and other Rubber Tire Vehicles	1	3.0	3,189	$52,691.00
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
Facilities	**0**	**-**	**N/A**	**-**
Administration	0	-	N/A	-
Maintenance	0	-	N/A	-
Parking Structures	0	-	N/A	-
Passenger Facilities	0	-	N/A	-
Custom 1	0	-	N/A	-
Custom 2	0	-	N/A	-
Custom 3	0	-	N/A	-

Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

Asset Condition Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
RevenueVehicles	**10**	**4.4**	**47,152**	**N/A**	**$76,675.27**	**60%**
AB - Articulated Bus	0	-	-	N/A	-	-
AO - Automobile	0	-	-	N/A	-	-
BR - Over-the-road Bus	0	-	-	N/A	-	-
BU - Bus	0	-	-	N/A	-	-
CU - Cutaway Bus	4	7.0	88,931	N/A	$90,745.98	100%
DB - Double Decked Bus	0	-	-	N/A	-	-
FB - Ferryboat	0	-	-	N/A	-	-
MB - Mini-bus	0	-	-	N/A	-	-
MV - Mini-van	2	1.0	3,099	N/A	$60,150.00	0%
RT - Rubber-tire Vintage Trolley	0	-	-	N/A	-	-
SB - School Bus	0	-	-	N/A	-	-
SV - Sport Utility Vehicle	0	-	-	N/A	-	-
TB - Trolleybus	0	-	-	N/A	-	-
VN - Van	4	3.5	27,399	N/A	$70,867.19	50%
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
Equipment	**2**	**4.5**	**3,189**	**N/A**	**$48,473.42**	**0%**
Non Revenue/Service Automobile	1	6.0	N/A	N/A	$44,255.83	0%
Steel Wheel Vehicles	0	-	-	N/A	-	-
Trucks and other Rubber Tire Vehicles	1	3.0	3,189	N/A	$52,691.00	0%
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
Facilities	**0**	**-**	**N/A**	**-**	**-**	**N/A**
Administration	0	-	N/A	-	-	N/A
Maintenance	0	-	N/A	-	-	N/A
Parking Structures	0	-	N/A	-	-	N/A
Passenger Facilities	0	-	N/A	-	-	N/A
Custom 1	0	-	N/A	-	-	N/A
Custom 2	0	-	N/A	-	-	N/A
Custom 3	0	-	N/A	-	-	N/A

Decision Support

Investment Prioritization

Weber County Aging Services: Maintenance records and vehicle mileages will be used to prioritize investment on the existing fleet. For any new fleet vehicles, demand from the public will be used to prioritize investment. Both agencies (Weber County Aging Services Fleet and UTA staff) will discuss procurement and/or rehabilitation in relation to risk. Weber County Aging Services staff will perform a cost benefit analysis to determine the correct approach to maintain service levels.
United Way of Utah County: Staff will work with UTA to discuss future needs for vehicles considering vehicle age, mileage, condition, and service levels when scheduling replacement and/or rehabilitation priorities.

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Ride Pilot	Weber County Aging Services uses the RidePilot software, a system that tracks grant assets, vehicle usage, mileage, preventive maintenance activities, and annual vehicle inspection information. This informaton is used in prioritizing eligible grant projects based on the useful life and condition of the assets.
Fleet Inventory Form - Excel	This form lists all agency vehicles, the model year, date placed in service, mileage, and expected year to retire. This inventory is submitted annually to UTA and is used in prioritizing vehicle replacement requests.

Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

Appendices

Appendix A	Asset Register
Appendix B1	Revenue Vehicle (Rolling Stock) Condition Data
Appendix B2	Equipment Condition Data
Appendix B3	Facilities Condition Data
Appendix C	Proposed Investment Project List
Appendix D	Fleet Replacement Module Output

Group Plan Contributors:

Agency Name	Accountable Executive
United Way of Utah County	Gary Tippets

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Non Revenue/Service Automobile	Vehicle Lift	Stertil Koni 4 Column	Vehicle Lift System	1	NA	United Way of Utah County	2018	NA	$44,255.83
Equipment	Trucks and other Rubber Tire Vehicles	Ford Service Truck	Ford	Ford F550	1	1FDUF5HT6LDA14151	United Way of Utah County	2021	3,189	$52,691.00
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	Ford	Econonline	1	1FDFE4FS2HDC06593	United Way of Utah County	2016	81,122	$92,795.89
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	Ford	Econonline	1	1FDFE4FS7HDC06587	United Way of Utah County	2016	97,302	$92,795.89
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	Ford	E450	1	1FDFE4FS7HDC57295	United Way of Utah County	2018	86,549	$88,696.07
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	Ford	E450	1	1FDFE4FSXHDC57307	United Way of Utah County	2018	90,750	$88,696.07
RevenueVehicles	MV - Mini-van	2022 Chrysler Voyager	Chrysler	Voyager	1	2C4RC1CG7NR203865	United Way of Utah County	2023	3,283	$54,715.00
RevenueVehicles	MV - Mini-van	2023 Chrysler Voyager	Chrysler	Voyager	1	2C4RC1CG4PR597960	Weber County Aging Services	2023	2,914	$65,585.00
RevenueVehicles	VN - Van	2018 Ford Norcal Transit U4X	Ford	Norcal	1	1FDVU4XM6JKA22079	United Way of Utah County	2018	47,723	$78,559.38
RevenueVehicles	VN - Van	2018 Ford NorCal Transit U4X	Ford	Norcal	1	1FDVU4XM5JKA90323	United Way of Utah County	2018	38,441	$78,559.38
RevenueVehicles	VN - Van	2022 Accessible (ADA) Ford	Ford	Transit Van	1	1FDVU4XG9NKA42372	United Way of Utah County	2023	2,809	$54,715.00
RevenueVehicles	VN - Van	T-350 HD WAGON DRW	Ford	Transit Van	1	1FDVU4X81MKA75762	United Way of Utah County	2023	20,624	$71,635.00

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	1	1FDFE4FS2HDC06593	8	81,122	$92,795.89	4	Yes
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	1	1FDFE4FS7HDC06587	8	97,302	$92,795.89	4	Yes
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	1	1FDFE4FS7HDC57295	6	86,549	$88,696.07	4	Yes
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	1	1FDFE4FSXHDC57307	6	90,750	$88,696.07	4	Yes
RevenueVehicles	MV - Mini-van	2022 Chrysler Voyager	1	2C4RC1CG7NR203865	1	3,283	$54,715.00	4	No
RevenueVehicles	MV - Mini-van	2023 Chrysler Voyager	1	2C4RC1CG4PR597960	1	2,914	$65,585.00	4	No
RevenueVehicles	VN - Van	2018 Ford Norcal Transit U4X	1	1FDVU4XM6JKA22079	6	47,723	$78,559.38	4	Yes
RevenueVehicles	VN - Van	2018 Ford NorCal Transit U4X	1	1FDVU4XM5JKA90323	6	38,441	$78,559.38	4	Yes
RevenueVehicles	VN - Van	2022 Accessible (ADA) Ford	1	1FDVU4XG9NKA42372	1	2,809	$54,715.00	4	No
RevenueVehicles	VN - Van	T-350 HD WAGON DRW	1	1FDVU4X81MKA75762	1	20,624	$71,635.00	4	No

Appendix B: Asset Condition Data

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Non Revenue/Service Automobile	Vehicle Lift	1	NA	6	NA	$44,255.83	10	No
Equipment	Trucks and other Rubber Tire Vehicles	Ford Service Truck	1	1FDUF5HT6LDA14151	3	3,189	$52,691.00	14	No

Accountable Executive Approval Sheet

This document outlines the Utah Transit Authority's (UTA) Group TAM plan members.

As the Accountable Executive, I acknowledge that I have reviewed this document and found it consistent with UTA's approach and commitment to keeping its overall operation in a State of Good Repair (SGR).

_____ _____

(Jay Fox – UTA Executive Director) (Date)

As the Accountable Executive, I acknowledge that I have reviewed this document and found it consistent with Weber County Aging Services' approach and commitment to UTA's Group TAM plan.

Nobu Iizuka 8/7/2024

(Nobu Iizuka – Weber Human Services Director) (Date)

Accountable Executive Approval Sheet

This document outlines the Utah Transit Authority's (UTA) Group TAM plan members.

As the Accountable Executive, I acknowledge that I have reviewed this document and found it consistent with UTA's approach and commitment to keeping its overall operation in a State of Good Repair (SGR).

_____ _____

(Jay Fox – UTA Executive Director) (Date)

As the Accountable Executive, I acknowledge that I have reviewed this document and found it consistent with United Way of Utah County's approach and commitment to UTA's Group TAM plan.

8/6/24

(Gary Tippets –United Way of Utah County Director) (Date)

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/25/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Viola Miller, Chief Finance Officer
PRESENTER(S):	Kensey Kunkel, Special Project Manager - Fares

TITLE:

Next Generation Fare Collection System Update

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
In 2023, the UTA Board of Trustees authorized the Executive Director to enter an agreement with Scheidt & Bachmann to replace UTA's electronic fare collection system. The scope for this contract is to deliver supportable fare system hardware, including new ticket vending machines, new validators on all buses and at all rail platforms, and new hand-held fare inspection devices. This hardware, along with the mobile app, will be integrated with the new account based back-office system to simplify fare payment for our riders. The contract is a multi-year, phased approach contract:

- Phase 1: Replacement of all ticket vending machines
- Phase 2: Replacement of the validators on buses and at rail stations
- Phase 3: Replacement of the multi-platform system with one integrated fare payment platform
- Phase 4: Completion of all the system integration activities leading to final system acceptance

UTA is currently operating in Phase 1, Phase 2 and Phase 3. Project completion is estimated to be in third quarter of 2026.

DISCUSSION:
Kensey Kunkel, Special Project Manager-Fares, will provide an update on the next generation fare collection replacement project.

ALTERNATIVES:
NA

FISCAL IMPACT:
NA

ATTACHMENTS:
None