

Addendum No. 31
To
Master Collaborative Planning Agreement

Economic Impact of Transportation: UTP

THIS Addendum No. 31 to the Master Collaborative Planning Agreement [Economic Impact of Transportation: UTP] is made this 24 day of January, 2023, by and between UTAH TRANSIT AUTHORITY (“UTA”), UTAH DEPARTMENT OF TRANSPORTATION (“UDOT”), WASATCH FRONT REGIONAL COUNCIL (“WFRC”), and MOUNTAINLAND ASSOCIATION OF GOVERNMENTS (“MAG”). UTA, UDOT, WFRC and MAG 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.

WHEREAS, on or about October 14, 2013, the parties entered into that certain Master Collaborative Planning Agreement (the “Master Agreement”), whereby the parties agreed to participate jointly in planning for transportation improvements in and around the Wasatch Front; and

WHEREAS, the parties desire to specifically identify certain components of the Master Project to be governed by this Addendum No. 31, pursuant to the terms of the Master Agreement (the “Addendum No. 31 Component”).

NOW, THEREFORE, the parties hereby agree as follows:

1. The scope of work for the Addendum No. 31 Component is set forth and outlined on Exhibit A, attached hereto and by this reference made a part hereof.
2. The parties will contribute to a total sum of seventy-five thousand dollars (\$75,000). Each respective party will contribute a portion of the total as follows:

Agency	Contribution
MAG	\$6,250
UDOT	\$25,000
UTA	\$25,000
WFRC	\$18,750

Upon finalization of the scope and execution of this addendum, the funds will be committed to the project. Partners will be invoiced after services are rendered.

3. The Lead Party for the Addendum No. 31 Component of the Project is WFRC; and the Project Manager is Ted Knowlton. The representatives for each of the other entities shall be as follows: Alex Beim (UTA), Andrea Olson (UDOT), Shawn Eliot (MAG).

4. With the exception of the terms in this Addendum, all other terms of the Master Agreement shall remain in full force and effect.

5. 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.

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

UTAH TRANSIT AUTHORITY

By *Jaron Robertson*
Its Acting Planning Director

By *Alex Beim*
Its Acting Mgr Long Range & Strategic Planning

By *Michael L. Bell*
Its Legal Counsel

WASATCH FRONT REGIONAL COUNCIL

By *Andrew Gruber*
Its Executive Director

By *Andrea Pearson*
Its Executive Assistant, Compliance & Procurement

MOUNTAINLAND ASSOCIATION OF GOVERNMENTS

By *LaNiece Davenport*
Its Planning and Policy Director

UTAH DEPARTMENT OF TRANSPORTATION

By *Andrew*
Its Planning Director

Exhibit A

Scope of Work for:

Economic Impact of Transportation: UTP

Project Information

Utah's Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah including the Utah Department of Transportation (UDOT), Wasatch Front Regional Council (WFRC), the Mountainland Association of Governments (MAG), Dixie Metropolitan Planning Organization, Cache Metropolitan Planning Organization and Utah Transit Authority (UTA). Utah's Unified Plan partners work together to develop common goals, planning time horizons, performance measures and financial assumptions so that their plans are consistent across the state while meeting local needs. Then UDOT, UTA and the Metropolitan Planning Organizations all agree on which projects and needs to include in the Unified Plan, as well as timing, funding and how to measure their effectiveness in meeting shared objectives.

Goal: Our goal as transportation partners is to understand the forecast economic impact and ROI that would derive from the implementation of Utah's Unified Transportation Plan.

The following components are preferred to be considered in an analysis:

1. Benefit Factors: Assess economic impacts from factors such as:
 - a. Transportation efficiency, e.g., benefits that stem from reduced travel time, congestion reduction, transit ridership gains.
 - b. Maintenance, such as benefits that derive from drivers traveling on better maintained roads.
 - c. Changes in business attraction, retention, and expansion due to the increased attractiveness of Utah due to transportation and access efficiencies.
 - d. Change in market access of firms to suppliers and allied firms, including freight.
 - e. Change in destination accessibility or access to opportunities (ATO) - number of destinations reachable within a reasonable time. (Note: WFRC has a method to forecast change in ATO but not to assess economic benefit of that change).
 - f. Impacts of construction spending, e.g., multiplier investment in economy, job creation
 - g. Optional: Health benefits as they might affect the economy.
 - h. Optional: Safety benefits as they might affect the economy.
2. Cost Factors: Cost factors desired as part of the analysis include:
 - i. Impact on firm and household budgets
 - j. Externalities such as
 - Particulate emissions
 - Non-particulate emissions (GHG)
 - Optional: Impact on development patterns including impact on housing stock
3. Outcomes: Preferred aggregated outcomes include changes in:
 - k. Jobs.

- Optional: It is desirable if job growth can be organized by industry cluster.
 - l. Household income
 - m. Business output
 - n. GDP
4. Cost Benefit Ratio: We would like to understand the cost benefit ratio or return on investment.

Background

The last economic impact analysis can be found here.

<https://unifiedplan.org/wp-content/uploads/2020/02/FINAL-Economic-Impacts-and-Benefits-of-Utahs-Unified-Plan-02172020.pdf>