

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY  
AUTHORIZING EXECUTION OF AMENDMENT 1 OF ADDENDUM 3, AND ADDENDUM 6  
TO THE SALT LAKE CITY TRANSIT MASTER PLAN INTERLOCAL AGREEMENT FOR  
THE 2020-2023 FREQUENT TRANSIT NETWORK ROUTES**

No. R2022-07-02

July 27, 2022

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

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

WHEREAS, 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") and a related Addendum which set a framework pursuant to which the Authority and the City will plan, coordinate and fund the transit improvements called for under the Plan; and

WHEREAS, the Authority and the City have now negotiated Amendment 1 to Addendum 3 which provides a one-time credit of \$36,364 for reduced service due to COVID-19; and

WHEREAS, the Authority and the City have now negotiated Addendum 6 which provides up to \$6,547,726 in additional funding allowing for UTA to provide enhanced frequent transit network service, starting in August of 2022.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves Amendment 1 to Addendum 3 to the Interlocal Cooperation Agreement with Salt Lake City in substantially the same form as attached as Exhibit A.
2. That the Board hereby approves Addendum 6 to the Interlocal Cooperation Agreement with Salt Lake City in substantially the same form as attached as Exhibit B.

3. That the Executive Director is authorized to execute Amendment 1 to Addendum 3 in substantially the same forms as those attached as Exhibit A.
4. That the Executive Director is authorized to execute Addendum 6 in substantially the same forms as those attached as Exhibit B.
5. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and counsel to prepare Amendment 1 to Addendum 3, and Addendum 6.
6. That the corporate seal shall be affixed hereto.

APPROVED AND ADOPTED this 13th day of July 2022.

DocuSigned by:



86E38485ACBE4D0...

Carlton Christensen, Chair  
Board of Trustees

ATTEST:

DocuSigned by:



8D6A0B07F5AA459...

Secretary of the Authority



(Corporate Seal)

Approved as to Form:

DocuSigned by:



5E3257B1CF024B9...

Legal Counsel

EXHIBIT A  
(Amendment 1 of Addendum 3 of the Interlocal Cooperation Agreement)

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

This Amendment No. 1 (Amendment) to that certain Addendum No. 3 to the Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement (“ILA”) is made this 13th day of July 2022, by and between Utah Transit Authority, a public transit district organized under the laws of the State of Utah (“UTA”) and Salt Lake City Corporation, a Utah municipal corporation (“City”). UTA and City are hereinafter collectively referred to as “Parties” and each may be referred to individually as “Party”.

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

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

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

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

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

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

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

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

UTAH TRANSIT AUTHORITY

SALT LAKE CITY CORPORATION

\_\_\_\_\_  
By:  
Title:

\_\_\_\_\_  
By:  
Title:

\_\_\_\_\_  
By:  
Title:

\_\_\_\_\_  
AATF:  
Salt Lake Attorney's Office

ATTEST AND COUNTERSIGN:  
Salt Lake City Recorder's Office

DocuSigned by:  
*Mike Bell* 6/30/2022  
70E33A415BA44F6...  
\_\_\_\_\_  
AATF:  
UTA Legal Counsel

\_\_\_\_\_  
By:  
City Recorder

**ATTACHMENT A****Service True-Up**

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

<b>Reduced Annual Cost</b>	<b>\$4,046,599</b>
<b>Total Discount</b>	<b>\$36,364</b>

EXHIBIT B  
(Addendum 6 of the Interlocal Cooperation Agreement)

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

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

**RECITALS**

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

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

**AGREEMENT**

NOW, THEREFORE, the Parties hereby agree as follows:

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

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

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

4. The calculation of the Annual Service Mile Charge for the City-sponsored 202223 FTN Routes is set forth in in Attachment 3.

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

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

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

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

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

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

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

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

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

UTAH TRANSIT AUTHORITY

By \_\_\_\_\_  
Russell Fox  
Director of Planning

By \_\_\_\_\_  
Nichol Bourdeaux  
Chief Planning and Engagement Officer

By \_\_\_\_\_  
Jay Fox  
Executive Director

Approved as to Form

DocuSigned by:  
*Mike Bell* 6/30/2022  
70E33A415BA44F6...  
Michael Bell  
UTA Legal Counsel

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

SALT LAKE CITY CORPORATION

By \_\_\_\_\_  
Its \_\_\_\_\_

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

By: \_\_\_\_\_

Senior City Attorney

Date: \_\_\_\_\_

ATTEST & COUNTERSIGN:  
Salt Lake City Recorder's Office

By: \_\_\_\_\_

City Recorder

[Attach Salt Lake City Council Resolution Approving Addendum]

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

|

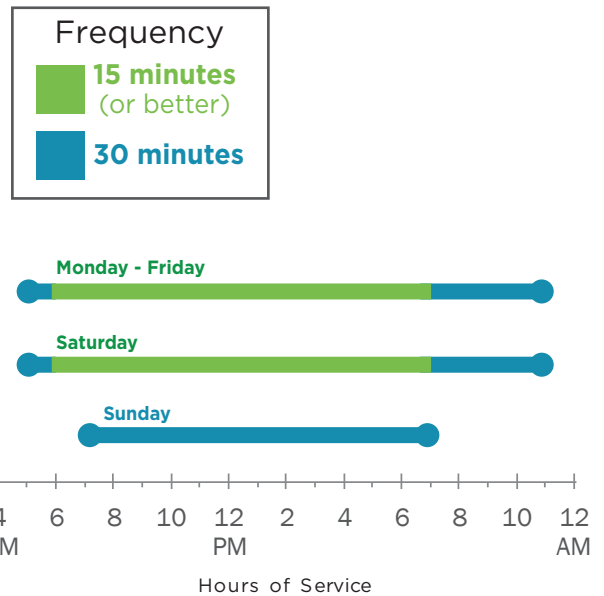


# SALT LAKE CITY'S

# Frequent Transit Network

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

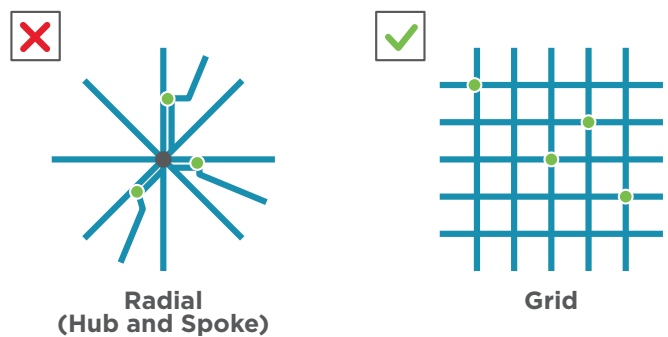
FTN Frequency and Span



## Why a Grid Network?

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

Radial vs. Grid Network



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

<https://www.rideuta.com/>  
669 W 200 S  
Salt Lake City, UT 84101-1014

**Utah Transit Authority**  
**2020 Annual Agency Profile**

Ms. Mary DeLoretto  
801-741-8808

**General Information**

**Urbanized Area Statistics - 2010 Census**  
Salt Lake City-West Valley City, UT  
278 Square Miles  
1,021,243 Population  
42 Pop. Rank out of 498 UZAs

**Service Consumption**  
177,817,056 Annual Passenger Miles (PMT)  
23,559,294 Annual Unlinked Trips (UPT)  
78,973 Average Weekday Unlinked Trips  
43,786 Average Saturday Unlinked Trips  
19,900 Average Sunday Unlinked Trips

**Database Information**  
NTDID: 80001  
Reporter Type: Full Reporter  
Asset Type: Tier I (Rail)  
Sponsor NTDID:

**Service Area Statistics**  
696 Square Miles  
2,131,121 Population

**Service Supplied**  
33,175,620 Annual Vehicle Revenue Miles (VRM)  
1,893,419 Annual Vehicle Revenue Hours (VRH)  
1,081 Vehicles Operated in Maximum Service (VOMS)  
1,434 Vehicles Available for Maximum Service (VAMS)

**Assets**  
Revenue Vehicles 1,538  
Service Vehicles 692  
Facilities 239  
Track Miles 471.81  
Lane Miles 5.03

**Modal Characteristics**

Modal Overview	Vehicles Operated in Maximum Service		Uses of Capital Funds					Total
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other		
Commuter Bus	48	-	\$0	\$0	\$0	\$0	\$0	
Commuter Rail	50	-	\$838,357	\$8,921,416	\$4,877,311	\$27,573	\$14,664,657	
Demand Response	69	37	\$2,844,818	\$474,303	\$102,128	\$86,986	\$3,308,235	
Light Rail	89	-	\$0	\$5,701,834	\$8,916,434	\$127,684	\$14,745,952	
Bus	354	7	\$11,457,648	\$8,238,023	\$19,029,070	\$249,149	\$38,973,890	
Vanpool	427	-	\$1,124,588	\$0	\$0	\$36,987	\$1,161,575	
<b>Total</b>	<b>1,037</b>	<b>44</b>	<b>\$16,065,411</b>	<b>\$23,335,576</b>	<b>\$32,924,943</b>	<b>\$526,379</b>	<b>\$72,854,309</b>	

**Operation Characteristics**

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual		Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years*
				Passenger Miles	Unlinked Trips							
Commuter Bus	\$7,226,477	\$230,854	\$0	4,084,828	190,855	660,672	25,941	0.0	54	48	12.5%	15.4
Commuter Rail	\$43,133,266	\$3,361,201	\$14,664,657	51,916,777	2,024,524	4,039,581	124,396	174.5	69	50	38.0%	19.0
Demand Response	\$16,113,988	\$222,445	\$3,308,235	1,898,928	187,112	1,709,396	116,174	0.0	142	106	34.0%	4.5
Light Rail	\$82,232,726	\$10,630,886	\$14,745,952	39,122,864	8,247,364	6,114,108	355,621	93.9	114	89	28.1%	13.3
Bus	\$153,804,115	\$14,719,031	\$38,973,890	53,462,923	12,250,449	14,946,693	1,143,582	9.4	512	361	41.8%	7.3
Vanpool	\$17,374,432	\$3,357,063	\$1,161,575	27,330,736	658,990	5,705,170	127,705	0.0	543	427	27.2%	5.3
<b>Total</b>	<b>\$319,885,004</b>	<b>\$32,521,480</b>	<b>\$72,854,309</b>	<b>177,817,056</b>	<b>23,559,294</b>	<b>33,175,620</b>	<b>1,893,419</b>	<b>277.8</b>	<b>1,434</b>	<b>1,081</b>	<b>24.6%</b>	

**Performance Measures**

**Service Efficiency**

Mode	Operating Expenses per Vehicle Revenue Mile		Operating Expenses per Vehicle Revenue Hour	
	Vehicle Revenue Mile	Vehicle Revenue Hour	Vehicle Revenue Mile	Vehicle Revenue Hour
Commuter Bus	\$10.94	\$278.57	\$10.94	\$278.57
Commuter Rail	\$10.68	\$346.74	\$10.68	\$346.74
Demand Response	\$9.43	\$138.71	\$9.43	\$138.71
Light Rail	\$13.45	\$231.24	\$13.45	\$231.24
Bus	\$10.29	\$134.49	\$10.29	\$134.49
Vanpool	\$3.05	\$138.05	\$3.05	\$138.05
<b>Total</b>	<b>\$9.64</b>	<b>\$168.95</b>	<b>\$9.64</b>	<b>\$168.95</b>

**Service Effectiveness**

Mode	Operating Expenses per Unlinked Passenger Trip		Unlinked Trips per Vehicle Revenue Mile		Unlinked Trips per Vehicle Revenue Hour	
	Unlinked Passenger Trip	Vehicle Revenue Mile	Vehicle Revenue Mile	Vehicle Revenue Hour	Vehicle Revenue Mile	Vehicle Revenue Hour
Commuter Bus	\$1.77	\$37.86	0.3	7.4	0.3	7.4
Commuter Rail	\$0.83	\$21.31	0.5	16.3	0.5	16.3
Demand Response	\$8.49	\$86.12	0.1	1.6	0.1	1.6
Light Rail	\$2.10	\$9.97	1.3	23.2	1.3	23.2
Bus	\$2.88	\$12.55	0.8	10.7	0.8	10.7
Vanpool	\$0.64	\$26.37	0.1	5.2	0.1	5.2
<b>Total</b>	<b>\$1.80</b>	<b>\$13.55</b>	<b>0.7</b>	<b>12.4</b>	<b>0.7</b>	<b>12.4</b>

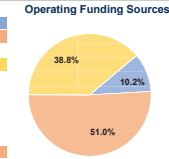


**Notes:**  
\*Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

**Financial Information**

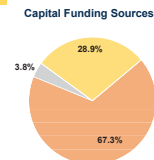
**Sources of Operating Funds Expended**

Fares and Directly Generated	\$42,006,693	10.2%
Local Funds	\$210,002,059	51.0%
State Funds	\$0	0.0%
Federal Assistance	\$160,082,409	38.8%
<b>Total Operating Funds Expended</b>	<b>\$412,091,161</b>	<b>100.0%</b>



**Sources of Capital Funds Expended**

Fares and Directly Generated	\$0	0.0%
Local Funds	\$49,030,669	67.3%
State Funds	\$2,795,918	3.8%
Federal Assistance	\$21,027,722	28.9%
<b>Total Capital Funds Expended</b>	<b>\$72,854,309</b>	<b>100.0%</b>



**Summary of Operating Expenses (OE)**

Labor	\$218,736,417	68.4%
Materials and Supplies	\$61,197,316	19.1%
Purchased Transportation	\$4,859,320	1.5%
Other Operating Expenses	\$35,091,951	11.0%
<b>Total Operating Expenses</b>	<b>\$319,885,004</b>	<b>100.0%</b>
Reconciling OE Cash Expenditures	\$92,206,157	
Purchased Transportation (Reported Separately)	\$0	

Fixed Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years*
0.0	54	48	12.5%	15.4
174.5	69	50	38.0%	19.0
0.0	142	106	34.0%	4.5
93.9	114	89	28.1%	13.3
9.4	512	361	41.8%	7.3
0.0	543	427	27.2%	5.3
<b>277.8</b>	<b>1,434</b>	<b>1,081</b>	<b>24.6%</b>	

**Performance Measure Targets - 2021**

- Performance Measure - Asset Type - Target % not in State of Good Repair
- Equipment - Automobiles - 57%
- Equipment - Steel Wheel Vehicles - 14%
- Equipment - Trucks and other Rubber Tire Vehicles - 55%
- Facility - Administrative / Maintenance Facilities - 0%
- Facility - Passenger / Parking Facilities - 3%
- Infrastructure - CR - Commuter Rail - 2%
- Infrastructure - LR - Light Rail - 3%
- Rolling Stock - AB - Articulated Bus - 0%
- Rolling Stock - BR - Over-the-road Bus - 21%
- Rolling Stock - BU - Bus - 6%
- Rolling Stock - CU - Cutaway - 0%
- Rolling Stock - LR - Light Rail Vehicle - 0%
- Rolling Stock - MV - Minivan - 14%
- Rolling Stock - RL - Commuter Rail Locomotive - 0%
- Rolling Stock - RP - Commuter Rail Passenger Coach - 25%
- Rolling Stock - VN - Van - 14%

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

|

Draft for Spring 2022 Approval

**Addendum 6: 2022 Baseline Service**

---

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

[www.rideuta.com/serviceplan](http://www.rideuta.com/serviceplan)**Summary:**

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

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

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

**Utah Transit Authority**  
**Operating Cost per Mile by Mode**

**Sources:**

2020 Federal Transit Administration's National Transit Database (NTD), *Agency Profile*, <https://www.transit.dot.gov/ntd/transit-agency-profiles>

2020 Utah Transit Authority Comprehensive Annual Financial Report (CAFR), <http://www.rideuta.com/About-UTA/UTA-Reports-and-Documents>

**2020 COST PER MILE**

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

Fuel Costs	<u>\$ 10,424,461</u>
NTD Plus Fuel	<u>\$ 459,239,529</u>
CAFR expenses	<u>\$ 459,239,529</u>
Difference	<u>\$ -</u>

DRAFT for Spring 2022 Approval

## Addendum 6: Paratransit Costs

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

---

25,941	Commuter Bus Vehicle Revenue Hours (2020 NTD)
355,621	Light Rail Vehicle Revenue Hours (2020 NTD)
1,143,582	Bus Vehicle Revenue Hours (2020 NTD)
<b>1,525,144</b>	<b>Total Vehicle Revenue Hours for Bus, Commuter Bus, and LRT</b>

116,174 Total Demand Response Vehicle Revenue Hours (2019 NTD)

8% <- plug into cost calculator, cell B16

Demand Response Percentage of Total Vehicle Revenue Hours for Bus, Commuter Bus, and Light Rail

Draft for Spring 2022 Approval

### Addendum 6

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

#### VARIABLE VALUES

\$ 9.93	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)
617,498	Sponsored Revenue Miles: 1000 N, 200 S weekends, 900 S, and 2100 S
8%	Sponsored Paratransit Service rate (4)
\$ 2.75	Fuel Cost per Gallon (Service Year Budgeted Cost)
4.85	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

#### SPONSORED SERVICE COST

\$ 9.93	Most recent NTD Cost Per Mile - Bus Service
\$ 10.36	NTD rate Adjusted to Service Year Costs
\$ 8.29	Discounted NTD Adjusted to Service Year Costs
617,498	Sponsored Revenue Miles
<b>\$5,119,058.42</b>	<b>Total Mileage Cost, Without Fuel, Annual</b>
\$ 409,497.83	<b>Add Paratransit Service</b>
<b>\$ 5,528,556.25</b>	<b>Total Annual Operating Costs without fuel</b>
\$ 2.75	Fuel Cost per Gallon
4.85	Bus Miles per Gallon
617,498	Sponsored Revenue Miles
<b>\$ 350,727.73</b>	<b>Total Fuel Cost</b>
\$ 49,306.14	Per Vehicle Principal + Interest Rate
10	Vehicles needed for sponsored service
<b>\$ 493,061.40</b>	<b>2019 Total Annual Vehicle Cost for Sponsored Ser</b>
\$ 43,845.25	Per Vehicle Principal + Interest Rate
4	Vehicles needed for sponsored service
<b>\$ 175,381.00</b>	<b>2022 Total Annual Vehicle Cost for Sponsored Ser</b>
<b>\$ 668,442.40</b>	<b>Total Annual Vehicle Cost for Sponsored Service</b>
<b>\$ 6,547,726.38</b>	<b>TOTAL</b>

(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.