

## **TECHLINK CORRIDOR STUDY FUNDING AGREEMENT**

This TechLink Corridor Study Funding Agreement ("Agreement") is entered into this \_\_\_\_ day of \_\_\_\_\_, 2022, by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah ("UTA"), SALT LAKE CITY, a Utah municipal corporation and political subdivision of the State of Utah ("Salt Lake City"), the REDEVELOPMENT AGENCY OF SALT LAKE CITY, a public entity ("Salt Lake City RDA"), and the UNIVERSITY OF UTAH, a body politic and corporate of the State of Utah and the UNIVERSITY OF UTAH RESEARCH FOUNDATION, a Utah non-profit 501(c) corporation and a support organization for the University of Utah (collectively, "University"). UTA, Salt Lake City, Salt Lake City RDA, and the University are hereinafter collectively referred to as "Project Partners" and each may be referred to individually as "Project Partner," all as governed by the context in which such words are used.

### **RECITALS**

WHEREAS, Salt Lake City is a regional hub of economic and population growth; and

WHEREAS, UTA recently received a Rebuilding American Infrastructure with Sustainability and Equity planning grant ("RAISE Grant") from the U.S. Department of Transportation ("USDOT") to pay for some of the costs to examine transit connections and conduct alternatives analysis for a link through downtown Salt Lake City between the University of Utah's Research Park and the emerging innovation district on the west side of Salt Lake City's central business district ("Project"); and

WHEREAS, UTA received \$950,000 from the RAISE Grant, but estimates the total Project cost will be approximately \$1,400,000; and

WHEREAS, the Project Partners are public stakeholders who have responsibilities for and a vested interest in the development and implementation of long-term transportation planning and have significant development and redevelopment plans around the Project area identified in the RAISE Grant ("Project Area"), a map of which is attached as Exhibit A; and

WHEREAS, pursuant to the terms of this Agreement, the Project Partners desire to work together on this Project and will provide funding to help cover the cost difference between the amount UTA received from the RAISE Grant and the estimated total Project cost ("Project Funds").

### **AGREEMENT**

NOW, THEREFORE, it is hereby agreed as follows:

1. Purpose of Agreement. This Agreement outlines the terms and conditions pursuant to which the Project Funds will be used to retain a Consultant (defined below) to help complete the Project. Project Partner staff will also help to complete the Project. The scope of work and schedule for the Project is described in Exhibit B.
2. Project Funds. The budget for the Project is estimated to be \$1,400,000, attached here as Exhibit C. UTA is the recipient of a \$950,000 RAISE Grant that will be used to fund the Project. In addition, the Project Partners have agreed to contribute a total of \$450,000 in Project Funds in the following shares:

- a. UTA: \$200,000
  - b. University: \$200,000
  - c. Salt Lake City Corporation: \$25,000
  - d. Salt Lake City RDA: \$25,000
3. Selection of Consultant to Perform the Project. Selection of the consultant, or consultant team, to perform the Project (the “Consultant”) will be effectuated pursuant to a public procurement process in accordance with, and as required by, appropriate federal and state procurement requirements. Following selection, UTA will negotiate and enter into a contract with the Consultant. The Consultant contract will identify a not-to-exceed amount (inclusive of reasonable contingency amounts) that is equal to or less than \$1,400,000. The receipt of Project Funds sufficient to fund the not-to-exceed amount is a condition precedent to UTA’s obligation to execute the Consultant contract. If UTA is unable to execute the Consultant contract based on the lack of necessary Project Funds, UTA shall refund the Project Funds to each Project Partner in the shares identified in Section 2.
4. Transfer and Use of Funds. The Project Partners shall transfer the Project Funds to UTA no later than thirty days after the execution of this agreement. UTA shall segregate the Project Funds into a separate internal account. Unless otherwise specifically approved by all Project Partners in writing, UTA may only: (i) use the Project Funds for the Project; and (ii) draw upon the Project Funds only as necessary to make progress payments to the Consultant, in arrears, for services satisfactorily performed in furtherance of the Project.
5. Coordination of Project with Project Partners; Steering Committee. UTA will serve as the lead agency for the Project and will hold and manage the contract with the Consultant. UTA will coordinate with the other Project Partners and solicit Project input through a Project steering committee, which will be established after the execution of this Agreement. The Project Partners will each appoint a representative to the Project steering committee. The Project steering committee will meet periodically during the progress of the Project to discuss substantive Project issues. UTA will provide members of the Project steering committee with regular reports of Project progress and expenditures. UTA will use reasonable efforts to provide the Project steering committee members with the opportunity to review and provide feedback regarding the deliverables submitted by the Consultant from time to time. UTA will use reasonable efforts to provide the appointees to the Project steering committee with the opportunity to review and concur with the UTA’s selection of the Consultant. Any material changes to the scope of work or schedule shall be coordinated with the Project Partners and are subject to the written approval of all Project Partners, each Project Partner not to withhold its respective approval unreasonably.
6. Recordkeeping. UTA shall maintain a record of all expenditures of Project Funds in such a way that the other Project Partners may confirm that such funds have been spent only for the purposes specified in this Agreement. UTA shall make relevant books and records available to the other Project Partners at reasonable times and upon reasonable notice.
7. Amendment, Waiver. No waiver, termination, amendment, or other modification of any provision to this Agreement shall be effective unless the same shall be in writing and signed by the Project Partners, and then such waiver, termination, amendment, or modification shall be effective only in the specific instance and for the specific purpose for which it is given.
8. Entire Agreement. This Agreement constitutes the entire Agreement by and between the Project Partners with respect to the subject matter of this Agreement and supersedes all prior agreements,

understandings, and negotiations, both written and oral, with respect to the subject matter of this Agreement. No representation, warranty, inducement, promise, understanding or condition which is not set forth in this Agreement has been made or relied upon by any of the Project Partners hereto.

9. Dispute Resolution. The Project Partners agree to make a good faith effort to resolve any dispute regarding the construction or interpretation of any provision of this Agreement, or regarding any policy matter or the determination of any issue of fact, at the lowest appropriate level.
10. Governmental Immunity. The Project Partners are governmental entities for purposes of the Governmental Immunity Act of Utah, Utah Code Ann. Section 63G, Chapter 7. Consistent with the terms of this Act, it is mutually agreed that each of the above-referenced Project Partner is responsible and liable for its own wrongful or negligent acts which it commits or which are committed by its agents, officials, or employees. No Project Partner waives any defenses otherwise available under the Governmental Immunity Act.
11. Authority. The individuals executing this Agreement each represent and warrant (i) that she or he is authorized to do so on behalf of the respective Project Partners hereto, (ii) that she or he has full legal power and authority to bind the respective Project Partners hereto, and if necessary, has obtained all required consents or delegations of such power and authority, and (iii) that the execution, delivery and performance by the respective Project Partners hereto of this document will not constitute a default under any agreement to which it is a party.

IN WITNESS WHEREOF, the Project Partners have entered into this Agreement effective the date first set forth herein.

TECHLINK CORRIDOR STUDY FUNDING AGREEMENT – SIGNATURE PAGE FOR UTA

Utah Transit Authority

By \_\_\_\_\_

Date \_\_\_\_\_

Title \_\_\_\_\_

By \_\_\_\_\_

Date \_\_\_\_\_

Title \_\_\_\_\_

Approved as to Form

Michael L. Bell Digitally signed by Michael L. Bell  
Date: 2022.04.27 15:47:05 -06'00'

Date \_\_\_\_\_

UTA Compliance

TECHLINK CORRIDOR STUDY FUNDING AGREEMENT –  
SIGNATURE PAGE FOR UNIVERSITY OF UTAH AND THE UNIVERSITY OF UTAH RESEARCH  
FOUNDATION

University of Utah

By \_\_\_\_\_  
Cathy Anderson

Date \_\_\_\_\_

Title: Chief Financial Officer \_\_\_\_\_

University of Utah Research Foundation

By \_\_\_\_\_  
Erin Rothwell

Date \_\_\_\_\_

Title: Acting President of the University of Utah Research Foundation

TECHLINK CORRIDOR STUDY FUNDING AGREEMENT –  
SIGNATURE PAGE FOR SALT LAKE CITY CORPORATION

Salt Lake City

By \_\_\_\_\_

Date \_\_\_\_\_

Title \_\_\_\_\_

Attest and countersigned

By \_\_\_\_\_

Date \_\_\_\_\_

Title \_\_\_\_\_

Approved as to Form

\_\_\_\_\_

Date \_\_\_\_\_

City Attorney

TECHLINK CORRIDOR STUDY FUNDING AGREEMENT –  
SIGNATURE PAGE FOR REDEVELOPMENT AGENCY OF SALT LAKE CITY

Redevelopment Agency of Salt Lake City

By \_\_\_\_\_

Date \_\_\_\_\_

Title \_\_\_\_\_

Attest and countersigned

By \_\_\_\_\_

Date \_\_\_\_\_

Title \_\_\_\_\_

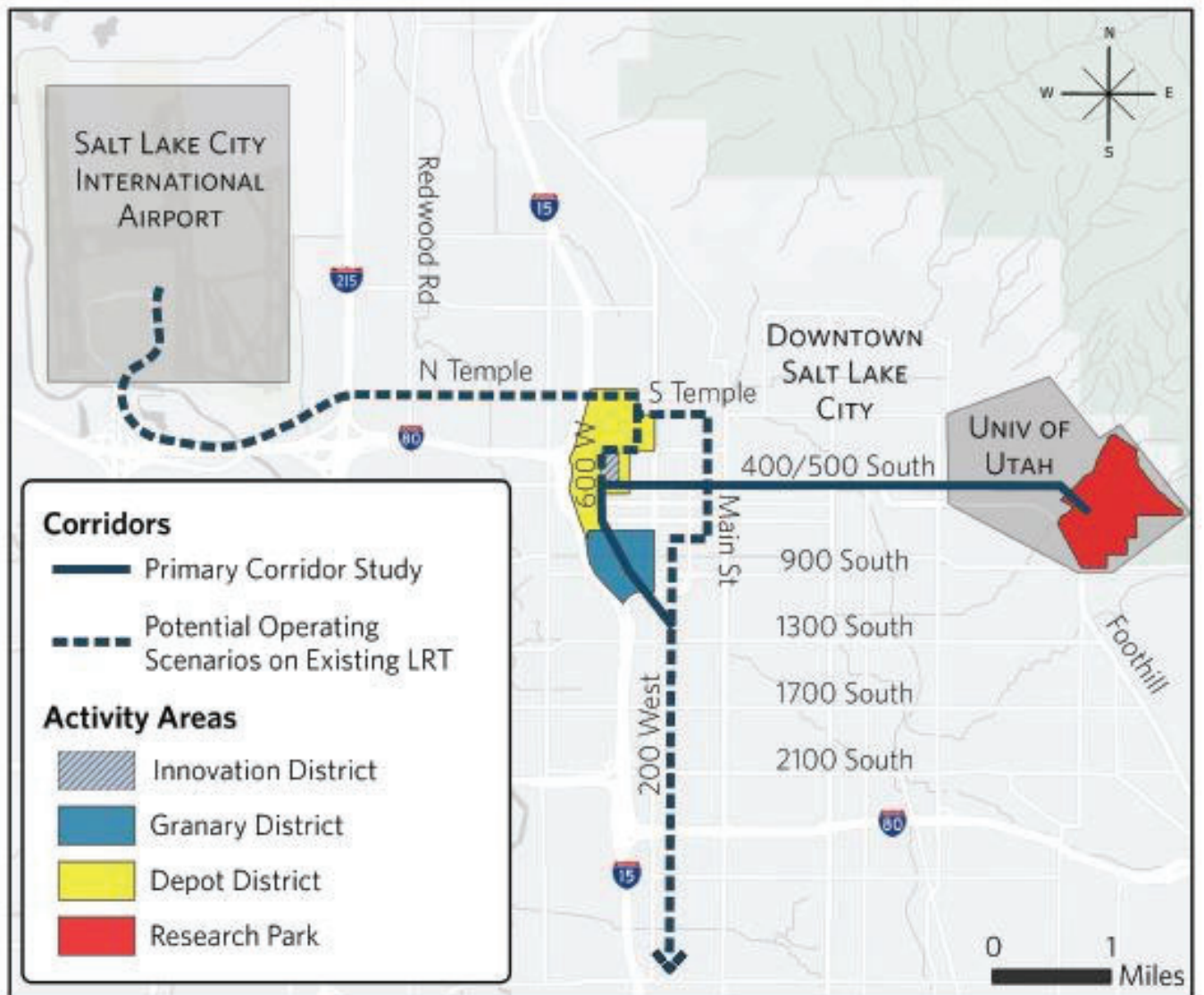
Approved as to Form

\_\_\_\_\_

Date \_\_\_\_\_

City Attorney

Exhibit A  
Project Area Map



## Exhibit B

### Project Scope of Work and Schedule

## TechLink Partnership

### TechLink Corridor Planning and Environmental Linkages Study

#### Scope of Work

April 25, 2022

## Executive Summary

This Scope of Work describes the work tasks associated with the TechLink Corridor Planning and Environmental Linkages (PEL) Study in Salt Lake City, Utah. The Utah Transit Authority (UTA), Salt Lake City, the Salt Lake City Redevelopment Agency (RDA), and the University of Utah have formed the **TechLink Partnership** to explore new transit connections in Salt Lake City, including a link between the University of Utah Research Park (UURP), the University of Utah main campus, the Salt Lake Central Intermodal Hub, and the emerging Innovation District on the west side of the Salt Lake City central business district. The TechLink Corridor PEL Study will lead to the identification of a transit corridor investment that will not only provide improved transit access for growing neighborhoods on the east and west sides of Salt Lake City, but also improve regional connectivity via UTA's transit system and provide access to employment for low income and minority residents. The PEL Study will also consider environmental concerns and opportunities in the corridor, and should be completed in accordance with federal Planning and Environmental Linkage processes to ensure that this study will support an expedited environmental clearance process in the future (see Appendix A of 23 CFR 450 for additional information). It is assumed that the study will take roughly 18 months to complete. The study is funded in part by a USDOT RAISE grant, and will need to meet analytic requirements set forth by that grant program.

## Task 1: Project Management

The Consultant will lead project management tasks to ensure that the PEL Study is completed on schedule and within scope and budget. The Consultant will be responsible for organizing and facilitating project meetings, providing meeting documentation, managing consultant team members, and providing regular progress reports. The Consultant and the TechLink Partnership will be referred to herein as the "Project Management Team." Task 1 will include the following actions:

- Establish a Steering Committee: The Project Management Team will engage a Steering Committee to provide high-level direction and guidance; members of the Steering Committee will be determined by the TechLink Partnership but are likely to include Wasatch Front Regional Council (WFRC), the Utah Department of Transportation (UDOT), and additional representatives as needed from UTA, Salt Lake City, and the University of Utah in addition to the Project Management Team.
- Identify project partners and stakeholders: the Project Management Team will collaborate to identify additional project partners as needed, as well as stakeholders to engage throughout the course of the project.
- Develop Project Charter: The Project Management Team will collaborate to develop a Project Charter, which will identify measurements of success, schedule of deliverables, and other topics as necessary that reflect the project management approach for the study.

- Coordination with the Federal Transit Administration (FTA), in partnership with UTA, to keep FTA updated on the progress of the project, including purpose and need, review of alternatives, ridership forecasts, and when appropriate, direction on the class of action to advance the National Environmental Policy Act (NEPA) process.
- Meetings: The Consultant will lead the organization and facilitation of project meetings, including:
  - Project Kickoff
  - Project Management Team meetings (up to biweekly)
  - Technical Advisory Committee meetings (representing agency technical and planning staff, to meet 4-5 times throughout the project)
  - Steering Committee meetings (at key milestones, anticipated to be up to 3 times throughout the project)
  - Policy Committee, if needed (representing agency elected or executive staff) meetings (1-2 times throughout)

## Task 2: Establish Goals and Objectives, Define Purpose and Need

The work items in Task 2 are critical to establish the direction of the project, clarify the goals that a transit project in the TechLink corridor should achieve, and create a clear statement of Purpose and Need to serve this PEL study process to identify and evaluate alternatives. As part of Task 2, the Project Management Team will verify the study area and sphere of influence, recognizing that the transit alignments under study in downtown Salt Lake City, the University of Utah, and in Research Park have a wider impact when considering their potential integration with the Blue, Red, and Green TRAX lines and their connection to services such as FrontRunner commuter rail.

The Consultant will lead development of goals and objectives language, using preliminary goals language from the *Downtown Salt Lake City Rail Extensions & Connections Feasibility Study* (April 2021) as a starting point. Goals and objectives should also reflect priorities of the University of Utah (such as the *Presidents' Climate Leadership Commitments*). Climate and equity concerns are of utmost importance to the study partners; the Consultant should review local, regional, state, and national climate and equity initiatives to identify potential goals, objectives, and metrics that would be appropriate for consideration as part of the PEL Study. Geographic data will be considered when drafting the Purpose and Need for the proposed action. The Consultant should outline the screening methodology and evaluation criteria for alignments to be considered. In addition, FTA evaluation criteria for Capital Investment Grant applications should be considered when drafting goals and objectives language.

Draft goals and objectives language, a purpose and need statement, and screening and evaluation criteria will be reviewed by the TechLink Partnership, stakeholders, and the public, incorporating feedback and revising as appropriate.

## Task 3: Data Collection

The Consultant will gather and review various datasets and/or conduct observations to support analytic efforts in this scope of work. This should include datasets to support Level 1 and Level 2 screening as described in Task 7 of this scope of work; data collection and analysis required to meet RAISE grant obligations; and data that may be used in future FTA funding applications. These may include but not be limited to:

- UTA 2019 on-board survey results
- Ridership trends within the study area
  - Ridership counts by station and line are available from UTA through 2019
- Average daily traffic counts at up to ten locations (locations TBD)
- Presence/location and potential demand for legally-binding affordable housing based on information from all appropriate sources
- Presence/location of jobs/essential jobs, social services, healthcare, education/training based on available GIS or other online data
- Census demographic and socioeconomic data
- Environmental GIS data (including floodplains, wetlands, hazardous waste, historic districts, underground storage tanks, and other layers as appropriate) as available from UGRC or other readily available sources
- Identification of known historic resources and other Section 4(f) sites
- Base GIS data from the Utah Geospatial Resource Center (UGRC), UTA, UDOT, Salt Lake City, and WFRC as needed
- Streetlight data on origin/destination pairs for active transportation modes
- Bicycle/pedestrian potential demand and bicycle network quality databases from WFRC
- Equity Focus Areas from WFRC
- Existing right-of-way width
- Numetrics crash data from UDOT for a three-year time frame, in addition to crash and crime data from Salt Lake City
- Qualitative review of corridor and station-area development patterns and characteristics
- Other readily available datasets as applicable depending on the goals, objectives, purpose, and need for the TechLink Corridor

## Task 4: Analysis of Existing and Future Conditions

The Consultant will lead the analysis of existing and future conditions to support the Level 1 and Level 2 screening processes described in Task 7. This could include but not be limited to the topics outlined below, as needed to help define project purpose and need; screen alternatives; meet RAISE grant requirements; and position UTA for future federal funding applications.

### Planning Context

Multiple planning documents provide context for the study area. The Consultant should be familiar with key information and conclusions from local plans, which may include the following:

- UTA Future of Light Rail Study Findings
- Downtown Salt Lake City Rail Extensions & Connections Feasibility Study
- Ballpark and Central Station area plans
- Salt Lake City neighborhood community plans
- Salt Lake City zoning ordinance
- Salt Lake City Downtown Plan
- Salt Lake City Transit Master Plan and Local Link Transit Study
- Salt Lake City Pedestrian & Bicycle Master Plan
- Salt Lake City Street and Intersection Typology Design Guide

- Salt Lake City Climate Positive 2040
- University of Utah Research Park Strategic Plan
- University of Utah Campus Mobility Hub Study
- University of Utah Climate Action Plan
- University of Utah and Salt Lake City RDA Station Center Feasibility Study
- University of Utah Bicycle Master Plan
- The Wasatch Choice Regional Vision
- The Wasatch Front Regional Council Regional Transportation Plan
- Upcoming or ongoing studies such as the Salt Lake City Transportation Master Plan, the Granary District Area Plan, and Phase 2 of the Future of Light Rail Study
- Other transit-supportive plans and policies as provided by the project partners

The Consultant should prepare a brief summary memo identifying the relevance, as applicable, of the documents listed above to the decision-making process to the TechLink Corridor.

### Current and Future Transportation Conditions

The Consultant will lead the evaluation of current and future transportation conditions for the purposes outlined previously. This analysis could include:

- Bus, TRAX, commuter rail, and campus shuttle service and existing ridership levels
- Active transportation and first/last mile connections, including micromobility options
- Access for people with disabilities
- Freight circulation and major freight trip generators, as well as regional freight connectivity
- Parking supply and utilization and pricing within the study area
- Number, rate, locations and consequences of collisions, especially those involving serious injuries or fatalities, highlighting collisions for bicyclists and pedestrians
- Incidence of transportation safety hazards associated with inexperienced or senior drivers, distracted drivers, or people driving under the influence
- The condition of existing transportation infrastructure
- Projected ridership and traffic conditions from the WFRC travel demand model
- Proposed transportation improvements in the study area from documents referenced above
- Current and projected origin/destination patterns

Understanding the travel needs of underserved people is of critical importance. The Consultant will collaborate with the TechLink Partnership to identify travel demand to and from Equity Focus Areas as defined and identified by WFRC within the study area and sphere of influence using the methods outlined above and will prepare and distribute supplemental surveys as necessary to underserved populations to gather additional feedback on travel needs.

### High-level Environmental Screening

The Consultant will conduct a high-level environmental screening to identify potential effects on environmental resources within the study area for each resource listed below. This analysis will provide a basis of comparison for various environmental parameters for the alternatives under consideration, and should be integrated into the screening processes outlined in Task 7. This data will be collected using available online resources only; no detailed field delineations, surveys, or reviews are needed for

this study. A field visit for a high-level visual confirmation of online data where applicable is appropriate. Resource areas assumed to be included in the screening level are:

- Floodways and 100-year floodplain boundaries
- Possible locations of wetlands, if applicable
- Known potential hazardous materials sites (a Phase I report is not needed)
- Community or public wells
- Rivers and lakes
- State and national forests
- Wildlife reserves
- Threatened and endangered species and habitat
- Section 4(f) and 6(f) properties
- Public parks, trails, and recreation facilities
- Prime agricultural land
- Previously documented historic architecture and archaeological resources
- Viewsheds
- Noise and vibration sensitive receivers
- Air quality conformity status
- Neighborhoods and businesses

The Consultant will coordinate with the UTA Project Manager and the UTA Environmental Program Manager to identify the appropriate geographies for assessing these environmental resources, to adhere to FTA and NEPA requirements for buffer areas based on mode. The high-level environmental screening should include mapping of all affected environmental resources listed above, identify environmental resources that will require further analysis in a NEPA document, and identify features that may require a context-sensitive approach in a memo format with supporting exhibits. The high-level environmental screening will be made available to resource agencies and the public.

## Task 5: Public Outreach and Stakeholder Engagement

A major goal of the TechLink Corridor Planning and Environmental Linkage Study will be to establish consensus among key stakeholders on the preferred alternative. To this end, the Consultant will lead public outreach and stakeholder engagement with support from members of the TechLink Partnership; project partners have strong relationships with key stakeholders throughout the study area and will supplement Consultant outreach activities with staff time, student support, and other resources. The Consultant should also consider using community-based organization partners as subcontractors, to support with equitable outreach. The Consultant will develop all materials and host events, with the TechLink Partnership providing reviews and supplemental meeting participants.

The Consultant will lead the development of a Public Involvement Plan, which will be compliant with federal requirements for environmental justice, language proficiency, and Title VI, as well as federal standards for a PEL process. The Public Involvement Plan will establish a framework that delivers an equitable planning approach, and should include the following principles:

- Identify what has worked best in previous planning initiatives for neighborhoods along the route
- Seek local leaders and participants who can play a hands-on role

- Engage in concentrated periods linked to key decisions
- Use focused, well-publicized, and accessible platforms and techniques for engagement
- Use clear platforms for maintaining continuous engagement
- Integrate the process with ongoing community events
- Make the process fun and hands-on
- Leave people with more expertise than they had at the beginning

The Public Involvement Plan developed by the Consultant should outline the approach for several levels of outreach, along with roles and responsibilities of the TechLink Partners supporting the efforts:

- Engagement with state and federal environmental resource agencies beginning early in the process to share information and gather feedback about potential impacts and required permitting (anticipate 2-3 meetings during the project).
- UTA Light Rail Business Unit
- Utah Department of Transportation
- Stakeholder engagement with broad stakeholder groups such as:
  - Community-based organizations
  - Private sector partners
  - Salt Lake City organizations including but not limited to:
    - Community Councils
    - Business Advisory Committee
    - Downtown Development and Transportation Committees
    - GreenBike Board of Directors
    - Bicycle Advisory Committee
    - Transportation Advisory Board
    - Homeless Outreach Team
    - Granary District Alliance
  - University of Utah Student Association
  - University of Utah Research Park Traffic Management Association
  - Salt Lake County
  - Major businesses
  - Social service providers
- The general public. These efforts should be coordinated with other local agency outreach to ensure efforts and messages are coordinated where feasible.
- Online engagement.

The Consultant will provide documentation of all outreach provided. This should include detailed reporting on outreach conducted towards underserved people, such as quantifiable statistics of attendees that participated in outreach events, and demonstration of how feedback from underserved communities was incorporated into the PEL study process.

## Task 6: Determine a List of Conceptual Alternatives

The Consultant will lead the development of an initial list of concept alternatives based on the project goals, existing conditions, and input from the TechLink Partnership and other stakeholders. The Consultant will use the previous transit studies as a starting point for alternatives. The list of concept

alternatives should consider multiple modes as appropriate, noting that various modes and typical sections may be appropriate in different sections of the corridor. The list of conceptual alternatives should also include a No-Build scenario and potential station locations. Potential station locations will be identified based on previous studies or new information collected during development of the conceptual alternatives.

## Task 7: Screening of Alternatives

The Consultant will lead a NEPA-appropriate screening process to narrow the field of alternatives, eliminating alternatives that are infeasible or do not meet the purpose and need defined for the project. The screening of alternatives will occur in two phases:

1. Level 1 Screening: Using qualitative criteria to eliminate all but the top 3-5 conceptual alternatives; and
2. Level 2 Screening: Using quantitative criteria to identify one preferred alternative to forward for additional consideration and environmental analysis.

In addition, a No-Action Alternative must be identified and included in the entire evaluation and analysis process. Potential screening metrics to be considered for use in Level 1 or Level 2 screening evaluations are listed below (including several required for FTA evaluation for Capital Investment Grant eligibility), but the specific criteria to be used in the screening of alternatives will depend on the goals and objectives identified by the Project Management Team in Task 2. Prior to conducting the Level 1 and Level 2 screening evaluations, the Consultant should develop an evaluation framework collaboratively with the TechLink Partnership to establish what screening metrics will be used in both Level 1 and Level 2, identifying the data sources that will be relied upon to conduct the screening and tying the screening metrics to the goals and metrics for the study. The Consultant should also assume that all metrics related to FTA grant eligibility should be assessed, and that other metrics will be selected in collaboration with the TechLink Partnership to reflect the goals and objectives of the Corridor and to be consistent with a PEL process. Anticipated metrics may include, but are not limited to, the following:

- Travel time of alternatives for more than one representative linked trip
- Corridor-level analysis of traffic and circulation issues, and consideration of impacts on intersections of critical importance (e.g., 400 South/Main Street, Mario Capecchi, traffic circle on South Campus Drive)
- Effects on freight routes
- Ridership forecasting and related metrics using UTA's STOPS model for opening day and a future forecast year
- Environmental issues such as greenhouse gas emissions; changes to safety conditions because of alternatives; energy use and efficiency; or stormwater impacts
- Environmental resource concerns such as effects on historic properties; potential Section 4(f) impacts; hazardous materials or soils; wetlands; floodplains; or impacts on other environmental resources identified in the environmental screening in Task 4
- Resilience in the event of power interruptions, extreme weather events, transportation system failures, or other disruptions
- Constructability and feasibility issues

- Equity analysis, including the degree of impact on and service to underserved communities; anti-displacement analysis; and adherence to equity guidance provided in Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government
- Conceptual cost estimates (prepared in FTA Standard Cost Categories), including capital and operating costs and life cycle costs
- Cost effectiveness (in the form of cost per trip)
- Economic development opportunities

Task 7 should also involve further consideration of station locations. Station location detail through Level 1 screening is anticipated to be high level (e.g., likely street and block). The list of potential station locations will be modified in the Level 2 analysis to reflect the refined list of alignment options; station location detail in the Level 2 analysis is anticipated to be more detailed than in Level 1 (e.g., location within the block, lane configurations).

All screening activities will be a collaborative process among the members of the Project Management Team, with the Consultant having the primary responsibility for preparing background information and analyses and facilitating the screening process. The Public Involvement Plan identified in Task 5 should outline opportunities for stakeholders and the public to provide meaningful feedback during the screening process. Documentation of the screening process should clearly discuss the reasons for elimination of alternatives and highlight the role that public feedback played in making decisions regarding alternatives. The goal of this study is to gain concurrence from key stakeholders on the selection of the preferred alternative (the list of “key stakeholders” will be determined during project initiation activities).

## Task 8: Refine Preferred Alternative

Upon application of the Level 1 and Level 2 screening criteria and selection of a preferred alternative, the Consultant will refine the preferred alternative to identify variations to address in the environmental phase, conduct early scoping for environmental documents, and identify features that address climate change impacts. The list of potential station locations will be finalized in this task to reflect the preferred alternative selected; station location detail in this task is anticipated to be detailed (e.g., center-running vs. side-running, which side of the street). The refinement process should include identification of a station template (using UTA standards for station design as well as concepts from other relevant agencies’ planning processes), highlight additional station-area land use or zoning changes needed to support equitable transit-oriented development (including how affordable housing units will be preserved and increased within transit walk-sheds), and recommend active transportation and first/last mile infrastructure needed around proposed station areas.

The refinement process should also identify operational needs that will be required to support the preferred alternative. The *Future of Light Rail* study will provide supporting information on operational needs, including potential investments in power systems, track, routing, and maintenance facilities; the Consultant may also identify additional operational improvements needed to support the preferred alternative.

This task should also result in recommendations for implementation phasing, including bus-to-rail implementation options, and the sequencing of the Downtown TRAX and University of Utah Research

Park segments of the preferred alternative. The TechLink Corridor PEL Study should also identify next steps for funding opportunities, including the identification of local funding commitments and potential funding strategies such as Housing and Transit Transportation Reinvestment Zones; challenges to implementation from a procedural, political, or construction perspective; affordable housing recommendations; recommendations for the type of environmental clearance document that will be necessary for the project; and amendments that may be needed to the WFRC Regional Transportation Plan.

The Consultant will lead the development of scoring the preferred alternative using FTA's evaluation criteria for Capital Investment Grants and other measures – including equity and climate measures – identified as part of the PEL study process. As stated in Task 7, the CIG criteria should be among those used to screen the alternatives, and Consultants should follow FTA guidance on scoring procedures and benchmarks for individual criteria.

## Task 9: Draft and Final Report Preparation

The Consultant will lead the development of draft and final report preparation, with narrative content and graphics as needed to clearly document the PEL study process, identify the preferred alternative, and outline next steps forward. The report will be compliant with UTA Title VI policies and federal Section 508 policy regarding electronic and information technology accessibility. All documentation will be developed in a form that can be directly incorporated into future environmental documentation, as outlined in 23 CFR Appendix A to Part 450 – Linking the Transportation Planning and NEPA Processes.

To summarize, the Consultant will complete the PEL study and ensure that it will meet FTA requirements as follows:

- The alternatives should meet the purpose and need objectives.
- The alternatives should include all reasonable modes and alignments, including a no-build alternative.
- Each alternative should be defined to optimize its performance.
- The alternatives should be designed from the start with environmental considerations in mind.
- Engineering should be advanced as far as appropriate and possible for the PEL study.
- Capital and operating cost estimates should be completed for each Level 2 alternative.
- The alternatives should be screened per the methodology and criteria developed in the purpose and need task.
- The project team should work together to identify the preferred alternative.
- The public should be engaged in the process and provided opportunities for meaningful input.

The results of the PEL study will be organized in matrix, text, and graphic form that will allow for clear cross-comparisons based on issues and the evaluation criteria developed in the purpose and need task.

In addition, the Consultant will complete the FHWA PEL questionnaire<sup>1</sup> for documentation of the PEL study for UTA's use in future NEPA documentation. The PEL questionnaire will be reviewed by UTA, but will not be submitted to other partners or FTA for review or approval.

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<sup>1</sup> <https://www.fhwa.dot.gov/innovation/everydaycounts/edc-1/PEL-questionnaire.cfm>

## TechLink Corridor Planning and Environmental Linkage Study Schedule

[illegible]

## Exhibit C

### Estimated Project Budget

| Exhibit C: TechLink Corridor Planning<br>and Environmental Linkage Study<br>Proposed Project Budget |                                     |                     |
|-----------------------------------------------------------------------------------------------------|-------------------------------------|---------------------|
| Task #                                                                                              | Task Title                          | Task Budget         |
| 1                                                                                                   | Project Management                  | \$ 102,600          |
| 2                                                                                                   | Establish Goals/Objectives          | \$ 45,200           |
| 3                                                                                                   | Data Collection                     | \$ 30,740           |
| 4                                                                                                   | Existing/Future No-Build Conditions | \$ 220,460          |
| 5                                                                                                   | Public Outreach                     | \$ 274,200          |
| 6                                                                                                   | Define Universe of Alternatives     | \$ 75,700           |
| 7                                                                                                   | Screening of Alternatives           | \$ 400,000          |
| 8                                                                                                   | Refine LPA                          | \$ 150,400          |
| 9                                                                                                   | Draft/Final Report                  | \$ 100,700          |
| <b>Total Project Budget</b>                                                                         |                                     | <b>\$ 1,400,000</b> |