

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY
AUTHORIZING EXECUTION OF ADDENDUM 4 AND ADDENDUM 5 TO THE SALT LAKE
CITY TRANSIT MASTER PLAN INTERLOCAL AGREEMENT FOR 2021-2022 FREQUENT
TRANSIT NETWORK ROUTES**

No. R2021-08-02

August 11, 2021

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 an Addendum 4 and Addendum 5 which provides up to \$5,422,738 in additional funding allowing for UTA to provide enhanced frequent transit network service, starting in August of 2021.


NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves Addendum 4 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 5 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 Addendum 4 in substantially the same forms as those attached at Exhibit A.
4. That the Executive Director is authorized to execute Addendum 5 in substantially

the same forms as those attached at Exhibit B.

- 5. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and counsel to prepare Addendum 4 and Addendum 5.
- 6. That the corporate seal shall be affixed hereto.

APPROVED AND ADOPTED this 11th day of August 2021.

DocuSigned by:

9F729E1F2C184AC

Carlton Christensen, Chair
Board of Trustees

ATTEST:

DocuSigned by:

8D8A6B67F3AA459...

Secretary of the Authority



(Corporate Seal)

Approved as to Form:

DocuSigned by:

5E3257B1CF024B9...

Legal Counsel

EXHIBIT A
(Addendum 4 of the Interlocal Cooperation Agreement)

**ADDENDUM NO. 4
TO SALT LAKE CITY CORPORATION AND UTAH TRANSIT AUTHORITY
TRANSIT MASTER PLAN INTERLOCAL AGREEMENT
(2021-22 FTN Routes)**

This Addendum No. 4 (“Addendum”) to that certain Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement (“ILA”) is made this ____ day of _____, 2021, 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 the 2021-22 (“**FTN Routes**”) to be provided by UTA for a one-year period from the August 2021 change day until the next succeeding August change day.

2. The description of those 2021-22 FTN Routes is set forth in Attachment 1.

3. The description of the 2021-22 Baseline Services is set forth in Attachment 2.

4. The calculation of the Annual Service Mile Charge for the City-sponsored 2021-22 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").

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

[Signature pages to Addendum No. 4 to Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement]

UTAH TRANSIT AUTHORITY

By _____
Its _____

By _____
Its _____

Approved as to Form

Michael Bell Digitally signed by Michael Bell
Date: 2021.08.02 15:17:24 -06'00'
UTA Legal Counsel

[Signature pages to Addendum No. 4 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]


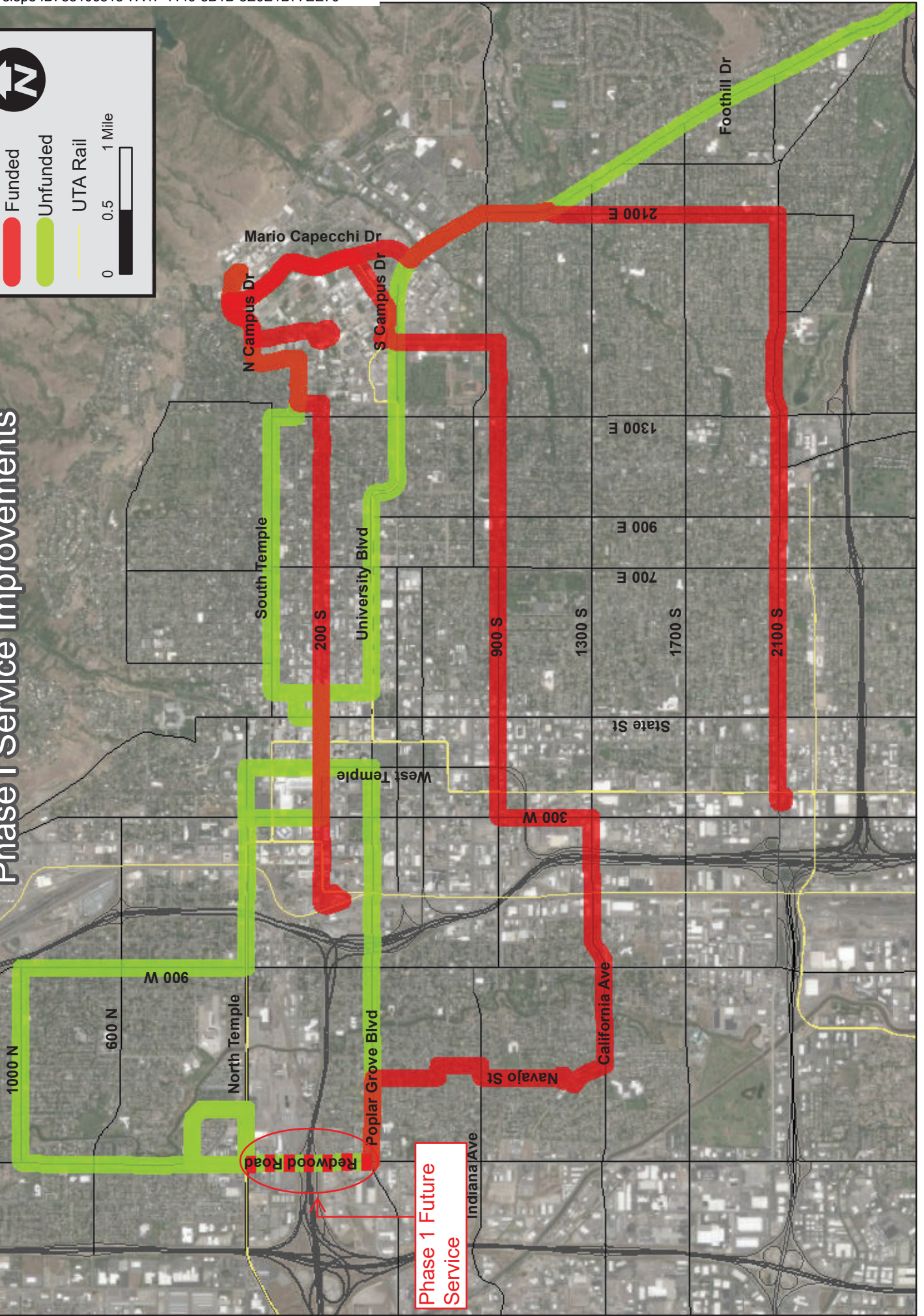
ATTACHMENT A
Description of the 2021-22 FTN Routes
For This Addendum No. 4

Salt Lake City Transit Master Plan Phase I Service Improvements

Legend

- Funded (Red line)
- Unfunded (Green line)
- UTA Rail (Yellow line)

0 0.5 1 Mile

Phase 1 Future Service

ATTACHMENT B
2021-22 Baseline Services
For This Addendum No. 4

Draft for Spring 2021 Approval

Addendum 4: 2021 Baseline Service

Please refer to the UTA Five-Year Service Plan adopted on 2/24/2021 for UTA's baseline service. 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 not additional cost to SLC.
- While Route 21 also meets UTA's Service Design Guidelines on Weekdays, it was not included in UTA's baseline service in the current Five-Year Service Plan due to other needs taking priority.

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
Total	1,064,254	572,697	491,557

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
Total	105,062.00	45,506.47	59,555.53

Route	People-Based TPI	WKD Pass/Hr	SAT Pass/Hr	SUN Pass/Hr
2	689	34.80	16.20	15.40
9	346	12.00	6.90	7.50
21	307	29.40	13.30	15.80

LEGEND

- exceeds standards (under served)
- meets standards
- partially meets standards
- does not meet standards (over served)

ATTACHMENT C
Funding for 2021-22 Transit Service
For This Addendum No. 4

May 2021 Approval
Addendum 4

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

VARIABLE VALUES

\$ 8.26	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)
491,557	Sponsored Revenue Miles: 200 S weekends, 900 S, and 2100 S

11%	Sponsored Paratransit Service rate (4)
-----	----------------------------------------

\$ 2.25	Fuel Cost per Gallon (Service Year Budgeted Cost)
5	Fuel Efficiency, Miles per Gallon (adjust per vehicle type)

\$ 493,061	Annual Sponsored Vehicle Lease Costs
10	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

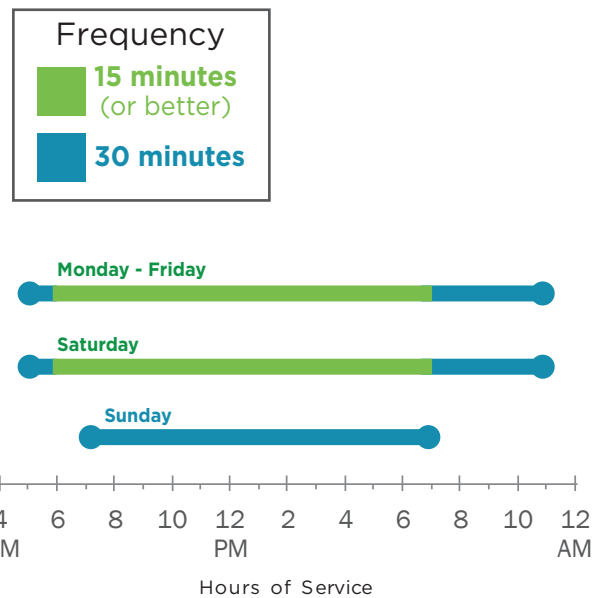
\$ 8.26	Most recent NTD Cost Per Mile - Bus Service
\$ 8.62	NTD rate Adjusted to Service Year Costs
\$ 6.90	Discounted NTD Adjusted to Service Year Costs
491,557	Sponsored Revenue Miles
\$ 3,389,849.87	Total Mileage Cost, Without Fuel, Annual
\$ 371,304.87	Add Paratransit Service
\$ 3,761,154.74	Total Annual Operating Costs without fuel
\$ 2.25	Fuel Cost per Gallon
5.0	Bus Miles per Gallon
491,557	Sponsored Revenue Miles
\$ 221,200.49	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
\$ 4,475,416.63	TOTAL

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.

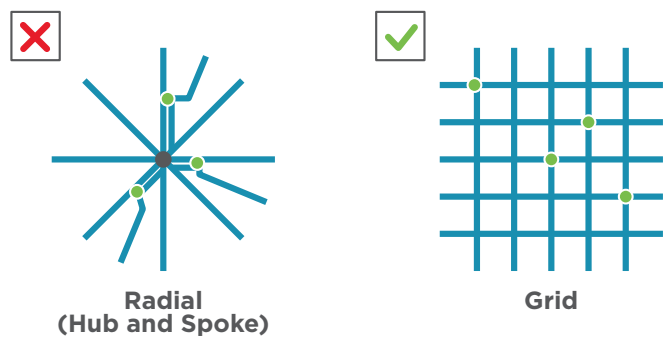
FTN Frequency and Span



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



Executive Director: Ms. Carolyn Gonot
(801) 262-5626

http://www.utah.gov/
669 West 200 South
Salt Lake City, UT 84101

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

Other UZAs Served
77 Ogden-Layton, UT, 82 Provo-Orem, UT, 0 Utah Non-UZA

Service Consumption
355,283,691 Annual Passenger Miles (PMT)
44,578,161 Annual Unlinked Trips (UPT)
152,903 Average Weekday Unlinked Trips
77,094 Average Saturday Unlinked Trips
29,486 Average Sunday Unlinked Trips

Service Supplied
39,461,217 Annual Vehicle Revenue Miles (VRM)
2,236,481 Annual Vehicle Revenue Hours (VRH)
1,141 Vehicles Operated in Maximum Service (VOMS)
1,475 Vehicles Available for Maximum Service (VAMS)

Service Area Statistics
737 Square Miles
1,883,504 Population

Database Information
NTDID: 80001
Reporter Type: Full Reporter

Financial Information

Sources of Operating Funds Expended
Fares and Directly Generated \$63,441,106
Local Funds \$265,436,369
State Funds \$0
Federal Assistance \$69,746,231
Total Operating Funds Expended \$398,623,706

Sources of Capital Funds Expended
Fares and Directly Generated \$0
Local Funds \$33,768,058
State Funds \$7,286,829
Federal Assistance \$16,395,069
Total Capital Funds Expended \$57,449,956

Summary of Operating Expenses (OE)
Labor \$214,935,053
Materials and Supplies \$57,731,526
Purchased Transportation \$4,681,383
Other Operating Expenses \$33,701,190
Total Operating Expenses \$311,049,152

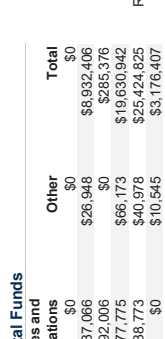
Reconciling OE Cash Expenditures \$87,574,554
Purchased Transportation (Reported Separately) \$0

Uses of Capital Funds
Systems and Guideways \$0
Stations \$0
Other \$0
Total \$0

Operating Characteristics
Mode Commuter Bus \$8,448,535
Commuter Rail \$44,291,302
Demand Response \$20,257,462
Light Rail \$71,152,656
Bus \$150,988,092
Vanpool \$15,911,105
Total \$311,049,152

Operating Characteristics
Mode Commuter Bus \$8,448,535
Commuter Rail \$44,291,302
Demand Response \$20,257,462
Light Rail \$71,152,656
Bus \$150,988,092
Vanpool \$15,911,105
Total \$311,049,152

Modal Overview



Mode	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Stations	Other	Total
Commuter Bus	41	-	\$0	\$0	\$0	\$0	\$0
Commuter Rail	50	-	\$0	\$6,668,392	\$2,237,066	\$26,948	\$8,932,406
Demand Response	64	46	\$142,702	\$50,668	\$92,006	\$0	\$285,376
Light Rail	89	-	\$0	\$18,486,894	\$1,077,775	\$66,173	\$19,630,942
Bus	416	5	\$11,494,983	\$8,750,091	\$5,138,773	\$40,978	\$25,424,825
Vanpool	430	-	\$3,118,109	\$47,753	\$0	\$10,545	\$3,176,407
Total	1,090	51	\$14,755,794	\$34,003,998	\$8,545,620	\$144,644	\$57,449,956

Mode	Operating Expenses	Capital Funds	Uses of Capital Funds	Annual Revenue Miles	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Commuter Bus	\$8,448,535	\$522,214	\$0	12,128,093	904,101	35,315
Commuter Rail	\$44,291,302	\$7,084,619	\$8,932,406	133,685,617	5,401,987	166,668
Demand Response	\$20,257,462	\$349,801	\$285,376	4,423,804	2,861,355	181,749
Light Rail	\$71,152,656	\$17,630,129	\$19,630,942	83,098,538	6,569,208	365,639
Bus	\$150,988,092	\$16,988,821	\$25,424,825	84,921,158	17,252,754	1,291,215
Vanpool	\$15,911,105	\$3,927,899	\$3,176,407	37,026,881	6,451,812	195,895
Total	\$311,049,152	\$48,503,483	\$57,449,956	355,283,691	39,461,217	2,236,481

Performance Measures

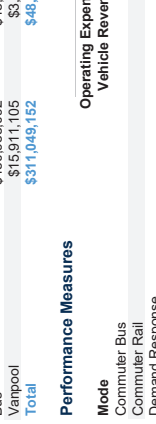
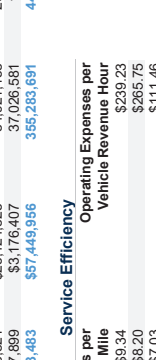
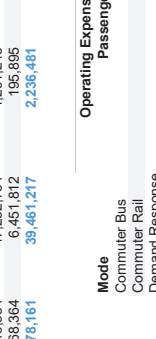
Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Passenger Mile	Operating Expenses per Vehicle Revenue Hour	Unlinked Trips per Vehicle Revenue Mile
Commuter Bus	\$9.34	\$0.70	\$15.37	0.6
Commuter Rail	\$8.20	\$0.33	\$8.53	1.0
Demand Response	\$7.03	\$4.58	\$2.17	0.1
Light Rail	\$10.83	\$0.86	\$4.15	2.6
Bus	\$8.75	\$1.78	\$7.46	1.2
Vanpool	\$2.47	\$0.43	\$14.89	0.2
Total	\$7.88	\$0.88	\$6.98	1.1

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Passenger Mile	Operating Expenses per Vehicle Revenue Hour	Unlinked Trips per Vehicle Revenue Mile
Commuter Bus	\$9.34	\$0.70	\$15.37	0.6
Commuter Rail	\$8.20	\$0.33	\$8.53	1.0
Demand Response	\$7.03	\$4.58	\$2.17	0.1
Light Rail	\$10.83	\$0.86	\$4.15	2.6
Bus	\$8.75	\$1.78	\$7.46	1.2
Vanpool	\$2.47	\$0.43	\$14.89	0.2
Total	\$7.88	\$0.88	\$6.98	1.1

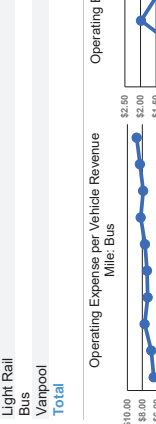
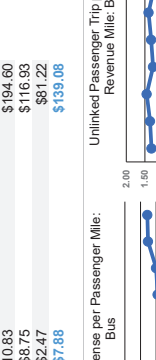
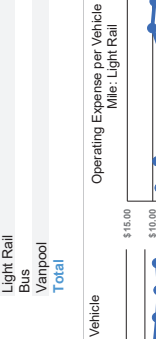
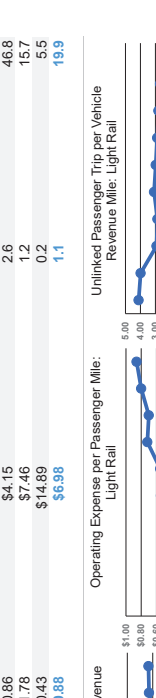
Mode	Fixed Guideway	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Average Fleet Spare Vehicles Age in Years*
Commuter Bus	0.0	45	41	8.9%
Commuter Rail	174.5	69	50	27.5%
Demand Response	0.0	165	110	35.3%
Light Rail	93.9	117	89	23.9%
Bus	9.4	535	421	21.3%
Vanpool	0.0	544	430	21.0%
Total	277.8	1,475	1,141	22.6%

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Passenger Mile	Operating Expenses per Vehicle Revenue Hour	Unlinked Trips per Vehicle Revenue Mile
Commuter Bus	\$9.34	\$0.70	\$15.37	0.6
Commuter Rail	\$8.20	\$0.33	\$8.53	1.0
Demand Response	\$7.03	\$4.58	\$2.17	0.1
Light Rail	\$10.83	\$0.86	\$4.15	2.6
Bus	\$8.75	\$1.78	\$7.46	1.2
Vanpool	\$2.47	\$0.43	\$14.89	0.2
Total	\$7.88	\$0.88	\$6.98	1.1

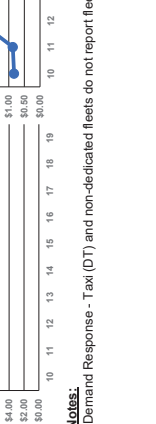
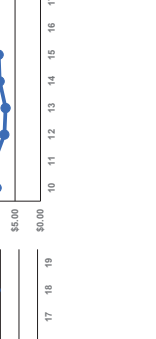
Service Effectiveness



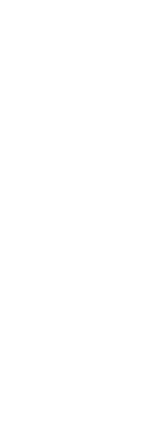
Service Efficiency



Service Effectiveness



Service Efficiency



Notes:

*Demand Response - Tax (DT) and non-dedicated fleets do not report fleet age data.

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

Sources:

2019 Federal Transit Administration's National Transit Database (NTD), Agency Profile, <https://www.transit.dot.gov/ntd/transit-agency-profiles>
 2019 Utah Transit Authority Comprehensive Annual Financial Report (CAFR), <http://www.rideuta.com/About-UTA/UTA-Reports-and-Documents>

2018 COST PER MILE

2019 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	\$ 150,988,092	\$ 25,412,263	\$ 167,866,327	17,252,754	\$ 8.26	Bus Service
Commuter Bus	\$ 8,448,535	\$ (507,673)	\$ 7,940,862	904,101	\$ 8.78	Commuter Bus
Commuter Rail	\$ 44,291,302	\$ (5,613,091)	\$ 95,678,277	5,401,987	\$ 7.16	Commuter Rail
Light Rail	\$ 71,152,656	\$ 57,000,066	\$ 128,152,722	6,569,208	\$ 10.83	Light Rail
Paratransit Service	\$ 20,257,462	\$ (961,710)	\$ 23,467,537	2,881,355	\$ 6.70	Paratransit Service
Other Service	\$ 15,911,105	\$ (905,831)	\$ 17,533,218	6,451,812	\$ 2.33	Other Service
NTD Totals	\$ 311,049,152	\$ (16,522,333)	\$ 440,638,942	39,461,217	\$ 7.46	

Fuel Costs	\$ 16,522,333
NTD Plus Fuel	\$ 457,161,275
CAFR less revenue amortization (Capital Maintenance)	\$ 457,161,275
Difference	\$ -

DRAFT for Spring 2020 Approval

Addendum 4: Paratransit Costs

2020-2021 Sponsored Service: 200 South, 900 South, 2100 South

35,315	Commuter Bus Vehicle Revenue Hours (2019 NTD)
365,639	Light Rail Vehicle Revenue Hours (2019 NTD)
1,291,215	Bus Vehicle Revenue Hours (2019 NTD)
1,692,169	Total Vehicle Revenue Hours for Bus, Commuter Bus, and LRT
181,749	Total Demand Response Vehicle Revenue Hours (2019 NTD)
11%	Demand Response Percentage of Total Vehicle Revenue Hours for Bus, Commuter Bus, and Light Rail

EXHIBIT B
(Addendum 5 of the Interlocal Cooperation Agreement)

**ADDENDUM NO. 5
TO SALT LAKE CITY CORPORATION AND UTAH TRANSIT AUTHORITY
TRANSIT MASTER PLAN INTERLOCAL AGREEMENT
(Mobilization Funding for 1000 North)**

This Addendum No. 5 (“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, 2021, 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”) is made and entered into as of the date the Addendum is stamped by the Salt Lake City Recorder’s Office (“Effective Date”). 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 ____ day of July, 2021, 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 public transportation improvements to be governed by this Addendum.

AGREEMENT

NOW, THEREFORE, the Parties hereby agree as follows:

1. As contemplated in Section 3 of the ILA, the City, in cooperation with UTA, has identified and funded a total of four corridors for City-sponsored frequent transit network routes (“FTN Routes”) to be provided by UTA for a one-year period from the August 2021 change day until the next succeeding August change day. The corridors are depicted in Attachment A to this Addendum. Three of the corridors began service in August of 2019, and are subject to other addenda. These are 200 South, 900 South, and 2100 South. One additional corridor, 1000 North, is proposed for mobilization in January of 2022, and is the subject of this Addendum. The service characteristics of the FTN Routes, the additional vehicles necessary to support the FTN Routes, and the Annual Service Mile Charge (as such term is defined in the ILA) applicable to the FTN Routes shall all be memorialized pursuant to an additional addendum to be subsequently executed by the parties.

2. The term of this Agreement is from the Effective Date until August __, 2022 (“Term”).

3. Pursuant to Section 6 of the ILA, UTA has identified a mobilization charge reflecting the costs to be incurred by UTA to prepare for the sponsored FTN Routes (the “Mobilization Funding”). The Mobilization Funding shall be utilized solely for implementation of the FTN Routes according to the itemized description in Attachment B to this Addendum.

4. UTA shall submit invoices for the Mobilization Funding in accordance with the milestone payment schedule included as Attachment B. To the extent that the hiring of additional headcount contemplated in Attachment B does not match the proposed schedule identified in Attachment B, then UTA shall adjust the invoices for milestone payments to reflect hiring of

additional headcount during the Term; provided, however, that any adjustment of amounts invoiced shall not exceed \$949,322 during the Term of this Agreement. The City shall pay all approved invoices within thirty (30) days of receipt. If the City does not approve an invoice, a written explanation of disputed items will be sent within ten (10) business days of the City's receipt of the invoice.

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.

6. 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.

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

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

[Signature pages to Addendum No. 4 to Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement]

UTAH TRANSIT AUTHORITY

By _____
Executive Director

By _____
Chief Planning and Engagement Officer

Approved as to Form

Michael Bell Digitally signed by Michael Bell
Date: 2021.08.02 15:18:30 -06'00'
UTA Legal Counsel

[Signature pages to Addendum No. 4 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

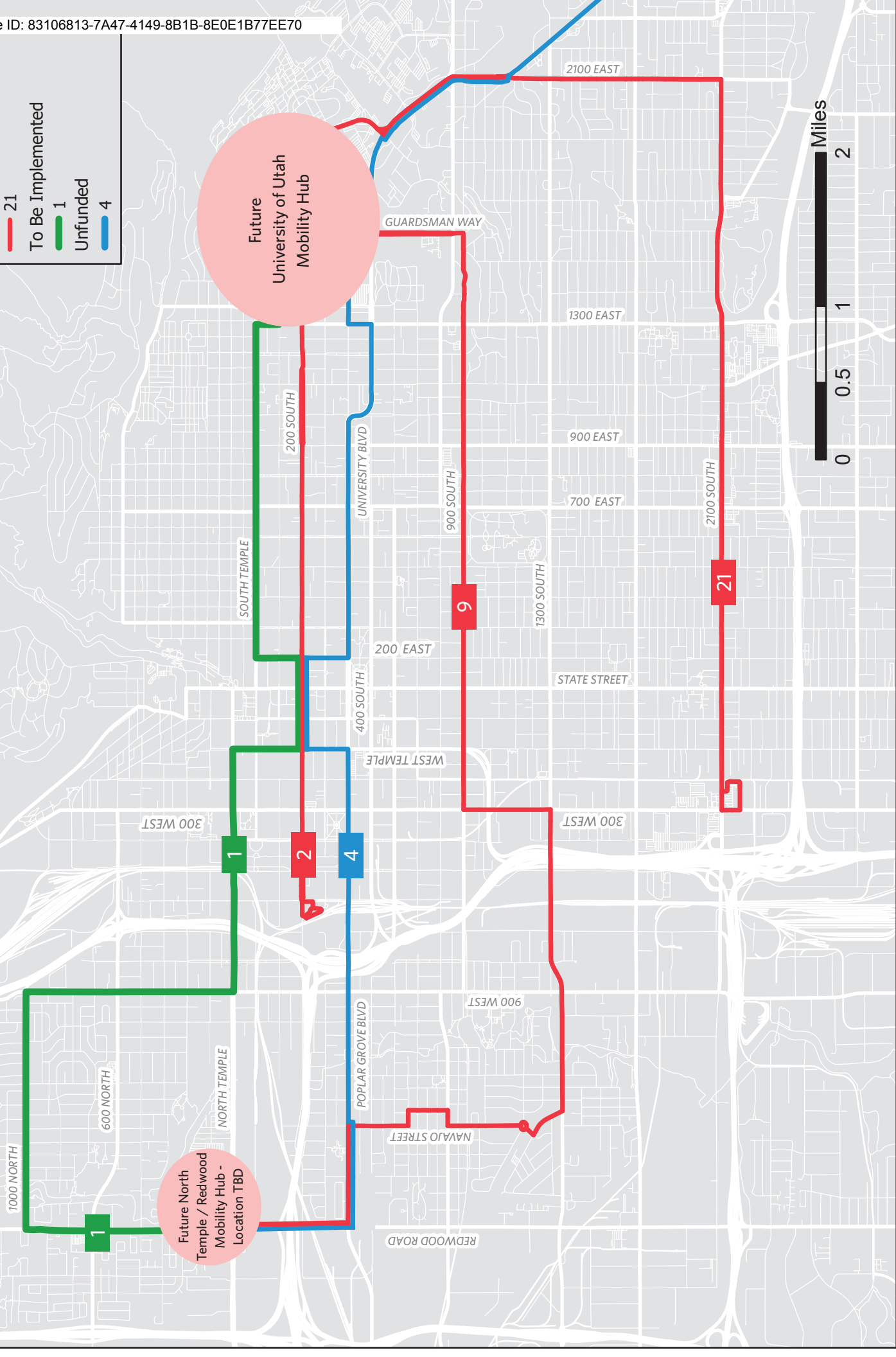
[Attach Salt Lake City Council Resolution Approving Addendum]

ATTACHMENT A
Description of FTN Routes
For This Addendum No. 5

Phase I SLCTMP Implementation

LEGEND

Already Implemented	2
To Be Implemented	9
Unfunded	21
To Be Implemented	1
Unfunded	4



ATTACHMENT B
Funding for Mobilization
For This Addendum No. 5

Addendum 5
1000 North Mobilization (122,274 miles, 22,918 hours)

FTE/Unit	Position/Item	Monthly Cost per FTE/unit	Mobilization											
			January	February	March	April	May	June	July	Total				
2	Mechanics	\$ 7,192	\$ 14,384	\$ 14,384	\$ 14,384	\$ 14,384	\$ 14,384	\$ 14,384	\$ 14,384	\$ 14,384	\$ 14,384	\$ 14,384	\$ 14,384	\$ 100,688
1	Fixed Supervisors	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 52,500
1	TCC Dispatch	\$ 5,234	\$ -	\$ -	\$ -	\$ -	\$ 5,234	\$ 5,234	\$ 5,234	\$ 5,234	\$ 5,234	\$ 5,234	\$ 5,234	\$ 20,936
0	Para Supervisors	\$ 7,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	Operator Recruitment	one time	\$ 3,000	\$ 2,400	\$ 1,800	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 9,000
15	Operator Training	one time	\$ -	\$ 45,917	\$ 45,917	\$ 45,917	\$ 45,917	\$ 45,917	\$ 45,917	\$ 45,917	\$ 45,917	\$ 45,917	\$ 45,917	\$ 275,500
15	Operator Service	\$ 5,964	\$ -	\$ -	\$ 14,910	\$ 14,910	\$ 47,712	\$ 59,640	\$ 89,460	\$ 89,460	\$ 89,460	\$ 89,460	\$ 89,460	\$ 301,182
4	Vehicle Procurement	\$ 3,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,648	\$ 15,648	\$ 15,648	\$ 31,296
	Sub Total		\$ 24,884	\$ 70,201	\$ 84,511	\$ 121,347	\$ 133,275	\$ 178,743	\$ 178,143	\$ 178,143	\$ 178,143	\$ 178,143	\$ 178,143	\$ 791,102
	20% Administration		\$ 4,977	\$ 14,040	\$ 16,902	\$ 24,269	\$ 26,655	\$ 35,749	\$ 35,629	\$ 35,629	\$ 35,629	\$ 35,629	\$ 35,629	\$ 158,220
	TOTAL		\$ 29,861	\$ 84,241	\$ 101,413	\$ 145,616	\$ 159,930	\$ 214,491	\$ 213,771	\$ 213,771	\$ 213,771	\$ 213,771	\$ 213,771	\$ 949,322

Mobilization Milestone Invoices			
Month	Expense*	Admin	Total
1/1/2022	\$ 24,884	\$ 4,977	\$ 29,861
2/1/2022	\$ 70,201	\$ 14,040	\$ 84,241
3/1/2022	\$ 84,511	\$ 16,902	\$ 101,413
4/1/2022	\$ 121,347	\$ 24,269	\$ 145,616
5/1/2022	\$ 133,275	\$ 26,655	\$ 159,930
6/1/2022	\$ 178,743	\$ 35,749	\$ 214,491
7/1/2022	\$ 178,143	\$ 35,629	\$ 213,771
Sub total	\$ 791,102	\$ 158,220	\$ 949,322

* Expense costs represent a not-to-exceed amount, invoices will be based on actual FTE hires.