

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY
AUTHORIZING EXECUTION OF ADDENDUM 10 TO THE
SALT LAKE CITY TRANSIT MASTER PLAN INTERLOCAL AGREEMENT
FOR 2026-2027 FREQUENT TRANSIT NETWORK ROUTES**

R2026-06-02

June 24, 2026

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

WHEREAS, the Utah Interlocal Cooperation Agreement Act, UTAH CODE § 11-13-101, *et seq.* enables components of government to execute a Interlocal Cooperation Agreement ("ILA") so both entities may obtain mutual advantage and economies of scale, among other things; and

WHEREAS, the Act empowers the Board of Trustees ("Board") of the Authority with the ability to execute ILAs on behalf of the Authority; and

WHEREAS, Salt Lake City Corporation (the "City") has adopted a Transit Master Plan (the "Plan") that includes a series of transit improvements, including the expansion of the Authority's current service level within the City, including higher frequencies and expanded service hours; and

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

WHEREAS, the City is willing to provide the Authority with the funding necessary to affect the execution of a portion of the transit improvements set forth in the Plan; and

WHEREAS, the Authority and the City previously negotiated and approved a Transit Master Plan Implementation Interlocal Cooperation Agreement (the "ILA") In Resolution R2019-02-02 on February 19, 2019, which set a framework pursuant to which the Authority and the City will plan, coordinate and fund the transit improvements called for under the Plan; and

WHEREAS, the Authority and the City previously negotiated and approved nine addenda to the ILA, which provided for additional funding; and

WHEREAS, the Authority and the City have now negotiated Addendum 10 to the ILA which provides up to \$6,219,932.67 in additional funding allowing for UTA to provide enhanced frequent transit network service, starting in July of 2026; and

WHEREAS, the City, through its City Council, will approve Addendum 10 to the ILA at a meeting in June 2026.


R2026-06-02

1

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves Addendum 10 to the Interlocal Cooperation Agreement with Salt Lake City Corporation in substantially the same form as attached as Exhibit A.
2. That the Executive Director is authorized to execute Addendum 10 to the Interlocal Cooperation Agreement with Salt Lake City Corporation in substantially the same forms as attached as Exhibit A.
3. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and counsel to prepare Addendum 10 to the Interlocal Cooperation Agreement with Salt Lake City Corporation.
4. That the corporate seal shall be affixed hereto.

APPROVED AND ADOPTED this 24th day of June 2026.

DocuSigned by:

 86E38485ACBE4D0...

 Carlton Christensen, Chair
 Board of Trustees

ATTEST:

DocuSigned by:


 8D8A6B67E3AA459

 Secretary of the Authority



(Corporate Seal)

Approved as to Form:

Signed by:

 0F6F046DF4724A2

 Legal Counsel

EXHIBIT A
(Addendum 10 to the Interlocal Agreement with Salt Lake City Corporation)

EXHIBIT A

ADDENDUM NO. 10 TO SALT LAKE CITY CORPORATION AND UTAH TRANSIT AUTHORITY TRANSIT MASTER PLAN INTERLOCAL AGREEMENT (2026-2027 FSN Routes)

This Addendum No. 10 (“Addendum”) to that certain Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement (“ILA”) is made as of the Effective Date, by and between Utah Transit Authority, a public transit district organized under the laws of the State of Utah (“UTA”), and Salt Lake City Corporation, a Utah municipal corporation (“City”). UTA and City are hereinafter collectively referred to as “Parties” and each may be referred to individually as “Party,” all as governed by the context in which such words are used.

RECITALS

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

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

AGREEMENT

NOW, THEREFORE, the Parties hereby agree as follows:

1. Pursuant to Section 3 of the ILA, the City, in cooperation with UTA, has identified the frequent service network routes for 2026-2027 (“**FSN Routes**”), to be provided by UTA and sponsored by the City for a one-year period from the August 2026 change day until the next succeeding August change day.

2. The description of those 2026-2027 FSN Routes is set forth in Attachment A hereto.

3. The description of the 2026-2027 Baseline Services is set forth in Attachment B hereto.

4. The description of the 2024 Annual Agency Profile is set forth in Attachment C hereto.

5. The description of the 2026-2027 Cost Per Mile is set forth in Attachment D hereto.

6. The description of the 2026-2027 Paratransit Service is set forth in Attachment E hereto.

7. The calculation of the Annual Service Mile Charge for the City-sponsored 2026-2027 FSN Routes is set forth in Attachment F hereto.

8. The final routing and implementation of the FSN 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.

9. Invoicing for implementation of the FSN Routes will be according to Section 7 of the ILA.

10. 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.

11. 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.

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

13. All financial obligations of City under this Addendum shall be subject to the appropriation of funds approved by the Salt Lake City Council and the limitations on future budget commitments provided under applicable Utah law, including the Utah Constitution.

14. This Addendum will become effective upon Salt Lake City Council's adoption of a resolution authorizing the Mayor or her designee to enter into this Addendum, (the "Effective Date").

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

[Signature pages to Addendum No. 10 to Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement]

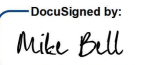
UTAH TRANSIT AUTHORITY

By _____
Jaron Robertson
Director of Planning

By _____
Nichol Bourdeaux
Chief Planning and Engagement Officer

By _____
Jay Fox
Executive Director

Approved as to Form

By  _____
70E33A416BA44F6...
Mike Bell
Legal Counsel for UTA

[Signature pages to Addendum No. 10 to Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement]

SALT LAKE CITY CORPORATION

By _____

Tammy Hunsaker

Director of Community and Neighborhoods

APPROVED AS TO FORM:

Salt Lake City Attorney's Office

By: _____

Deputy City Attorney

Date: _____

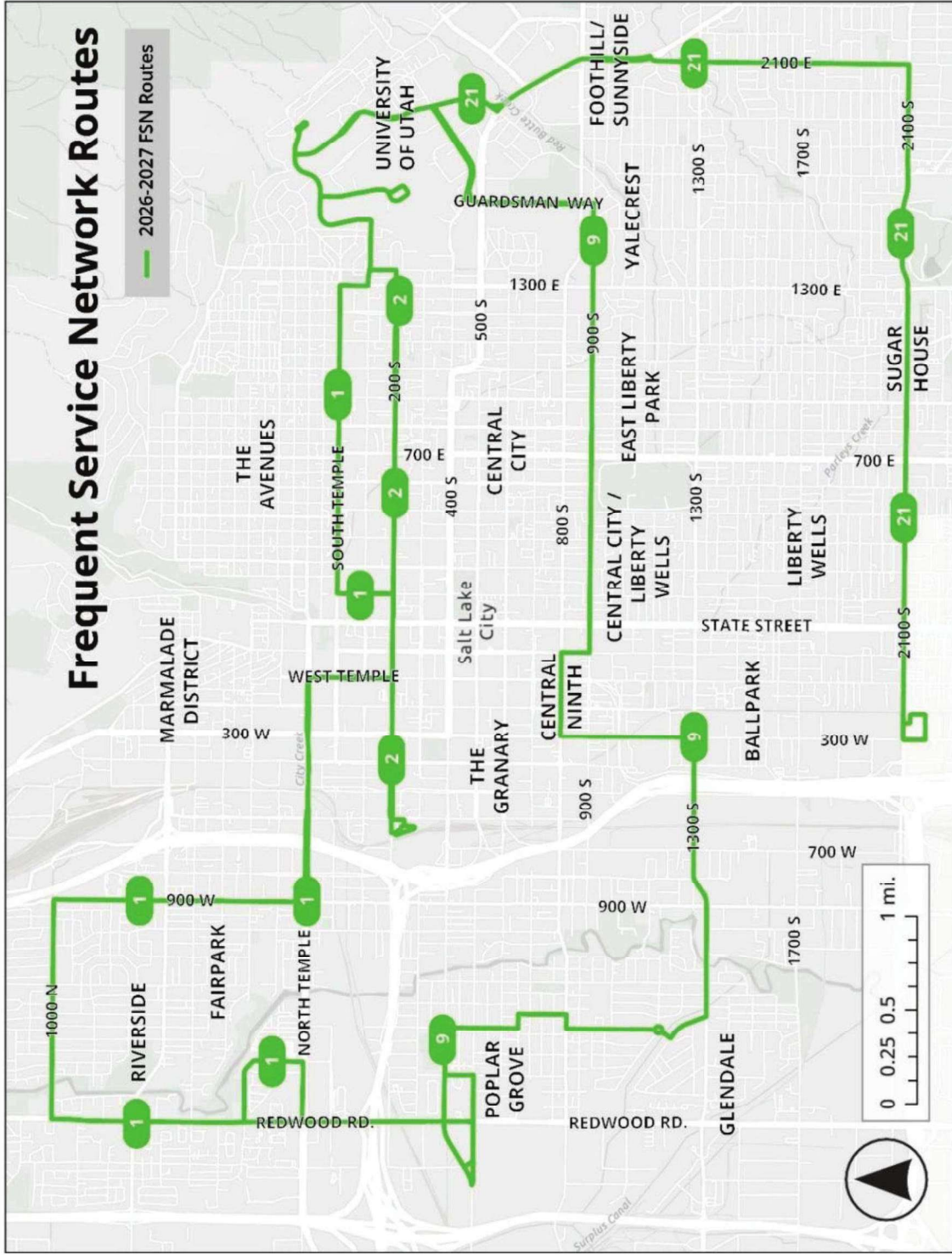
ATTEST & COUNTERSIGN:

Salt Lake City Recorder's Office

By: _____

City Recorder

[Attach Salt Lake City Council Resolution Approving Addendum No. 10]



ATTACHMENT A
 Description of the 2026-2027 FSN Routes
 For This Addendum No. 10

Draft for Spring 2026 Approval

Addendum 10: 2026 Baseline Service

ATTACHMENT B
 2026-2027 Baseline Services
 For This Addendum No. 10

Please refer to the UTA 2025-2029 Service Plan adopted on 12/4/2025 for UTA's baseline service. www.rideuta.com/serviceplan

Summary:

- Some schedule adjustments were made on Routes 2, 9, and 21, that's why there is a minor difference in miles from between 2025 and 2026
- Fuel and Propulsion Costs were updated by UTA Finance to reflect current costs (Eric Hawker and Eric Callison Spring 2025)

Routes	Nov 2025 Total Miles	2025-2029 5YSP Baseline Miles	2025 Sponsored Miles
1	510,268	455,594	54,674
2	232,232	203,701	28,531
9	478,898	144,657	334,241
21	360,493	322,839	37,654
Total	1,581,891	1,126,791	455,100

Source: UTA NTD (2024) and Internal Reporting		2024	
YEAR			From UTA record expense, General ledger, only Directly operated expenses
Non-Propulsion Power Cost			
Diesel, non Rail		\$8,717,197	
Diesel, Commuter Rail		\$6,062,914	
Gasoline, Non Vanpool		\$1,239,790	
CNG		\$731,983	
total		\$16,751,885	
Propulsion power Cost			
Propulsion power, Bus		\$530,234	
Propulsion power, Light Rail		\$6,742,455	
total		\$7,272,689	DR Propulsion power is not factored into the final calculation
2024 Directly Operated Fuel Expenses:		\$24,024,573	NTD Form F30 includes other fluids and lubrications, this is just fuel expense for all directly operated modes
Hubo Miles (non Rail)			From internal NTD Hubometer report
Diesel		15,931,487	
Gasoline		3,394,180	
CNG		2,029,739	
Propulsion power, Bus		841,488	
Total Hubo Miles, Non Rail:		22,196,894	
Rail Miles (all miles)			From internal UTA reporting
Commuter Rail		1,325,192	
Light Rail		7,144,089	
Total Miles, Rail:		8,469,281	

Fuel usage (gallons)*			From internal UTA reporting
Diesel, non Rail	3,293,938		* CNG and KWH converted to Diesel Gallon Equivalent (DGE)
Diesel, Rail	2,331,171		
Gasoline, Non Vanpool	481,703		
CNG (DGE)	492,345		
Propulsion power, Bus (DGE)	53,720		
Propulsion power, Light Rail (DGE)	1,148,383		<From A30 KWH and converted to a DGE
Total Gallons consumed	7,801,262		
Average MPG*			
Diesel, non Rail	4.84		
Diesel, Rail	0.57		
Gasoline	7.05		
CNG (DGE)	4.12		
Propulsion power, Bus (DGE)	15.66		
Propulsion power, Light Rail (DGE)	6.22		* non gallons measures have been converted into a DGE
Average Cost Per Gallon*			
Diesel, non Rail	\$2.65		
Diesel, Commuter Rail	\$2.60		
Gasoline	\$2.57		
CNG	\$1.49		
Propulsion power, Bus	\$9.87		
Propulsion power, Light Rail	\$5.87		* non gallons measures have been converted into a DGE
Weighted average of diesel, CNG, electric			
	\$2.60 \$/gallon		These are the final inputs into the cost calculator
	4.90 MPG		
NTD reporting at UTA is ultimately owned by the Comptroller; data are prepared by Financial Reporting & Monitoring Analyst			
Reporting is based on NTD close; data are not changed after close			

2024 Annual Agency Profile - Utah Transit Authority (NTD ID 80001)

Website: <https://www.rideuta.com/>

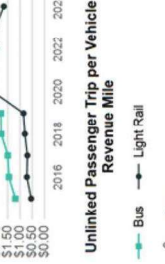
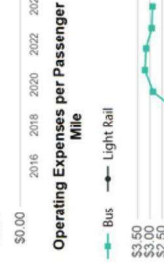
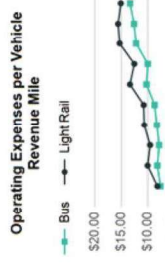
Mailing Address: 669 W 200 S
SALT LAKE CITY, UT

Geographic Coverage		Service Consumed	
Primary Urbanized Area	Salt Lake City, UT	Annual Passenger Miles Traveled (PMT)	314,284,333
Square Miles	300	Annual Unlinked Trips (UPT)	40,502,990
Population	1,178,533	Average Weekday UPT	134,319
Other Areas Served:	Utah Non-UZA, Ogden--Layton, UT; Provo--Orem, UT	Average Saturday UPT	82,365
Service Area Population	2,539,272	Average Sunday UPT	33,983
Service Area Sq. Miles	607		

Assets		Service Supplied	
Revenue Vehicles	1,447	Annual Vehicle/Passenger Car Revenue Miles (VRM)	10,892,311
Service Vehicles	756	Annual Vehicle/Passenger Car Revenue Hours (VRH)	515,372
Facilities	303	Vehicles Operated in Maximum Service (VOMS)	1,054
Lane Miles	2.1	Vehicles Available for Maximum Service (VAMS)	1,463
Track Miles	237.42		

Modal Characteristics			
Mode	Directly Operated VOMS	Purchased Transportation VOMS	Annual Passenger Miles Traveled
Commuter Bus	38	0	8,924,028
Commuter Rail	40	0	118,630,614
Demand Response	52	93	5,864,960
Light Rail	74	0	63,241,841
Bus	302	7	75,651,520
Vanpool	448	0	41,971,370
Total	954	100	314,284,333

Service Efficiency				Service Effectiveness			
Mode	OE per VRM	OE per VRH	UPT per VRM	UPT per VRH	OE per PMT	OE per UPT	OE per UPT
Commuter Bus	\$12.86	\$280.20	0.7	15.1	\$1.20	\$18.50	\$18.50
Commuter Rail	\$13.49	\$369.87	1.0	28.5	\$0.45	\$12.98	\$12.98
Demand Response	\$8.28	\$135.36	0.2	2.8	\$7.74	\$48.53	\$48.53
Light Rail	\$15.20	\$283.91	2.0	37.7	\$1.66	\$7.53	\$7.53
Bus	\$13.43	\$163.27	1.2	14.7	\$2.90	\$11.11	\$11.11
Vanpool	\$3.76	\$159.48	0.1	6.2	\$0.71	\$25.89	\$25.89
Total	\$11.19	\$191.79	1.0	16.7	\$1.48	\$11.46	\$11.46



ATTACHMENT C

2024 Annual Agency Profile - Utah Transit Authority (NTD ID 80001)
For This Addendum No. 10

2024 Annual Agency Profile - Utah Transit Authority (NTD ID 80001)

2024 Funding Breakdown

Summary of Operating Expenses (OE)

Labor	\$314,696,755	67.8%
Materials and Supplies	\$74,970,693	16.2%
Purchased Transportation	\$18,136,905	3.9%
Other Operating Expenses	\$56,210,178	12.1%
Total Operating Expenses	\$464,014,531	100.0%
<i>Reconciling OE Cash Expenditures</i>		
	\$248,894,933	

Sources of Operating Funds Expended

Directly Generated	\$83,046,760
Federal Government	\$29,340,678
Local Government	\$447,357,326
State Government	\$0
Total Operating Funds Expended	\$559,744,764

Operating Funding Sources



Sources of Capital Funds Expended

Directly Generated	\$0
Federal Government	\$32,874,129
Local Government	\$91,261,616
State Government	\$94,500
Total Capital Funds Expended	\$124,230,245

Capital Funding Sources



Operating Expense Detail

Mode	Operating Expenses	Fare Revenues
Commuter Bus	\$10,668,148	\$487,768
Commuter Rail	\$53,592,936	\$4,716,058
Demand Response	\$45,416,442	\$776,988
Light Rail	\$105,183,238	\$12,468,117
Bus	\$219,332,637	\$17,013,820
Vanpool	\$29,821,130	\$3,822,352
Total	\$464,014,531	\$39,285,103

Uses of Capital

Systems and Guideway	Facilities and Stations	Other
\$0	\$0	\$0
\$8,477,700	\$4,438,123	\$116,477
\$841,326	\$0	\$38,826
\$37,775,933	\$7,532,176	\$209,658
\$20,334,598	\$8,026,925	\$411,551
\$0	\$0	\$0
\$36,026,952	\$19,997,224	\$776,512

2024 Asset Management

Transit Asset Management (TAM) Tier Tier 1 (Rail) TAM Sponsor NTD ID

Metrics

Mode	Vehicles Operated in Max. Service	Vehicles Available for Max. Service	% Spare Vehicles	Avg. Fleet Age (Yrs)
Commuter Bus	38	113	197.4%	4.8
Commuter Rail	40	56	40.0%	16.1
Demand Response	145	188	29.7%	3.6
Light Rail	74	114	54.1%	17.4
Bus	309	457	47.9%	6.9
Vanpool	448	535	19.4%	6.5

Utah Transit Authority
2024 NTD Operating Cost per Mile by Mode

Sources:
 2024 Federal Transit Administration's National Transit Database (NTD),
 Agency Profile, <https://www.transit.dot.gov/ntd/transit-agency-profiles>
 NTD Operating Expenses, <https://www.transit.dot.gov/ntd/data-product/2024-annual-database-operating-expenses>
 2024 Utah Transit Authority Annual Comprehensive Financial Report (ACFR), <http://www.rideuta.com/About-UTA/UTA-Reports-and-Documents>

ATTACHMENT D
 Cost per Mile
 For This Addendum No. 10

2024 COST PER MILE									
	2024 NTD Operating Expenses by Mode	Less Fuel, Lubricants, & Utility Vehicle Operation Costs	Depreciation	Total Costs	2024 NTD Annual Vehicle Revenue Miles	Cost Per Vehicle Revenue Mile Without Fuel	Depreciation		
Bus Service	\$ 219,332,637	\$ (10,456,036)	\$ 34,086,924	\$ 242,963,525	16,335,317	\$ 12.79	\$	\$	\$
Commuter Bus	\$ 10,668,148	\$ (507,400)	\$ 1,657,958	\$ 11,818,706	829,596	\$ 12.25	\$	\$	\$
Commuter Rail	\$ 53,592,936	\$ (6,230,451)	\$ 36,637,390	\$ 83,999,875	3,971,930	\$ 11.92	\$	\$	\$
Light Rail	\$ 105,183,238	\$ (6,756,792)	\$ 71,905,733	\$ 170,332,179	6,920,381	\$ 14.22	\$	\$	\$
Paratransit Service	\$ 45,416,442	\$ (1,642,934)	\$ 5,192,488	\$ 48,965,996	5,486,248	\$ 7.98	\$	\$	\$
Other Service	\$ 29,821,130	\$ (1,033,591)	\$ 3,684,208	\$ 32,471,747	7,925,575	\$ 3.63	\$	\$	\$
NTD Totals	\$ 464,014,531	\$ (26,627,204)	\$ 153,164,701	\$ 590,552,028	41,469,047	\$ 10.55	\$	\$	\$
Fuel Costs				\$ 26,627,204					
NTD Plus Fuel				\$ 617,179,232					
ACFR expenses				\$ 615,987,467					
Difference				\$ 1,191,765					

ATTACHMENT E
Paratransit Costs
For This Addendum No. 10

DRAFT for Spring 2026 Approval	
Paratransit Costs	
Sponsored	
38,075	Commuter Bus Vehicle Revenue Hours (2024 NTD)
370,478	Light Rail Vehicle Revenue Hours (2024 NTD)
1,343,401	Bus Vehicle Revenue Hours (2024 NTD)
1,751,954	Total Vehicle Revenue Hours for Bus, Commuter Bus, and LRT
335,534	Total Demand Response Vehicle Revenue Hours (2024 NTD)
19%	<- plug into cost calculator, cell B16
	Demand Response Percentage of Total Vehicle Revenue Hours for Bus, Commuter Bus, and Light Rail

ATTACHMENT F
Cost Worksheet for the Total Amount Cost for City-sponsored 2026-2027 FSN

Routes
 For This Addendum No. 10

Draft for Spring 2026 Approval		SPONSORED SERVICE COST	
For Year	2026		
Addendum	10		
2026-2027 Sponsored Service: 1000 N, 200 South, 900 South, and 2100 South			
VARIABLE VALUES		SPONSORED SERVICE COST	
Most recent NTD Cost per Revenue Mile, Bus Service (1)	\$12.79	\$12.79	Most recent NTD Cost Per Mile - Bus Service
Annual escalator rate (2)	2.2%		
Number of Years since NTD report	2	13.35	NTD rate Adjusted to Service Year Costs
Administrative Discount off the 35% built into NTD (3)	20%	10.68	Discounted NTD Adjusted to Service Year Costs
Sponsored Revenue Miles: 1000 N, 200 S weekends, 900 S, and 2100 S	455,100	455,100	Sponsored Revenue Miles
		\$ 4,860,468.00	Total Mileage Cost, Without Fuel, Annual
Sponsored Paratransit Service rate (4)	19%	\$ 923,488.92	Add Paratransit Service
		\$ 5,783,956.92	Total Annual Operating Costs without fuel
Fuel Cost per Gallon (Service Year Budgeted Cost)	\$2.60	\$2.60	Fuel Cost per Gallon
Fuel Efficiency, Miles per Gallon (adjust per vehicle type)	4.90	4.90	Bus Miles per Gallon
		455,100	Sponsored Revenue Miles
		\$ 241,481.63	Total Fuel Cost
		\$ 5,925,438.55	
2019 Annual Sponsored Vehicle Lease Costs	\$ 172,571	\$ 49,306.14	Per Vehicle Principal + Interest Rate
Sponsored Vehicles	3.5	3.5	Vehicles needed for sponsored service
		\$ 172,571.49	Total Annual Vehicle Cost for Sponsored Service
2022 Annual Sponsored Vehicle Lease Costs	\$ 21,923	\$ 43,845.25	Per Vehicle Principal + Interest Rate
Sponsored Vehicles	0.5	0.5	Vehicles needed for sponsored service
		\$ 21,922.63	Total Annual Vehicle Cost for Sponsored Service
		\$ 194,494.12	Total Annual Vehicle Lease Costs for Sponsored Service
(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			
(5) Reduction in annual vehicle lease costs for routes meeting productivity (2026)			
Total Miles / Total Vehicles = Miles per Vehicle ,			
Sponsored Miles / Miles per Vehicle = Remaining Sponsored Vehicles			
		\$ 5,783,956.92	Total Annual Operating Costs without fuel
		\$ 241,481.63	Total Fuel Cost
		\$ 194,494.12	Total Annual Vehicle Lease Costs for Sponsored Service
		\$ 6,219,932.67	TOTAL