

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY  
AUTHORIZING EXECUTION OF ADDENDUM 9 TO THE  
SALT LAKE CITY TRANSIT MASTER PLAN INTERLOCAL AGREEMENT  
FOR 2025-2026 FREQUENT TRANSIT NETWORK ROUTES**

R2025-07-02

July 23, 2025

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 eight addenda to the ILA, which provided for additional funding; and

WHEREAS, the Authority and the City have now negotiated Addendum 9 to the ILA which provides up to \$6,277,036.60 in additional funding allowing for UTA to provide enhanced frequent transit network service, starting in August of 2025; and

WHEREAS, the City, through its City Council, approved Addendum 9 to the ILA at a meeting on Jun 10, 2025.


R2025-07-02

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NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves Addendum 9 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 9 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 9 to the Interlocal Cooperation Agreement with Salt Lake City Corporation.
4. That the corporate seal shall be affixed hereto.

APPROVED AND ADOPTED this 23rd day of July 2025.

DocuSigned by:  
  
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\_\_\_\_\_  
Carlton Christensen, Chair  
Board of Trustees

ATTEST:

DocuSigned by:  
  
8D8A6B67F3AA459...  
\_\_\_\_\_  
Secretary of the Authority

(Corporate Seal)



Approved as to Form:

Signed by:  
  
0F6F046DE4724A2...  
\_\_\_\_\_  
Legal Counsel

**EXHIBIT A**  
(Addendum 9 to the Interlocal Agreement with Salt Lake City Corporation)

**ADDENDUM NO. 9**  
**TO SALT LAKE CITY CORPORATION AND UTAH TRANSIT AUTHORITY**  
**TRANSIT MASTER PLAN INTERLOCAL AGREEMENT**  
**(2025-2026 FSN Routes)**

This Addendum No. 9 (“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 2025-2026 (“**FSN Routes**”), to be provided by UTA and sponsored by the City for a one-year period from the August 2025 change day until the next succeeding August change day.

2. The description of those 2025-2024 FSN Routes is set forth in Attachment A hereto.

3. The description of the 2025-2026 Baseline Services is set forth in Attachment B hereto.

4. The description of the 2025-2026 Annual Agency Profile is set forth in Attachment C hereto.

5. The description of the 2025-2026 Cost Per Mile is set forth in Attachment D hereto.

6. The description of the 2025-2026 Paratransit Service is set forth in Attachment E hereto.

7. The calculation of the Annual Service Mile Charge for the City-sponsored 2025-2026 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. 9 to Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement]

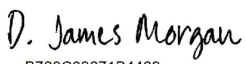
UTAH TRANSIT AUTHORITY

By \_\_\_\_\_  
Jaron Robertson  
Director of Planning

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

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

Approved as to Form

Signed by:  
  
\_\_\_\_\_  
B720C03671B4489...  
James Morgan  
Legal Counsel for UTA

[Signature pages to Addendum No. 9 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

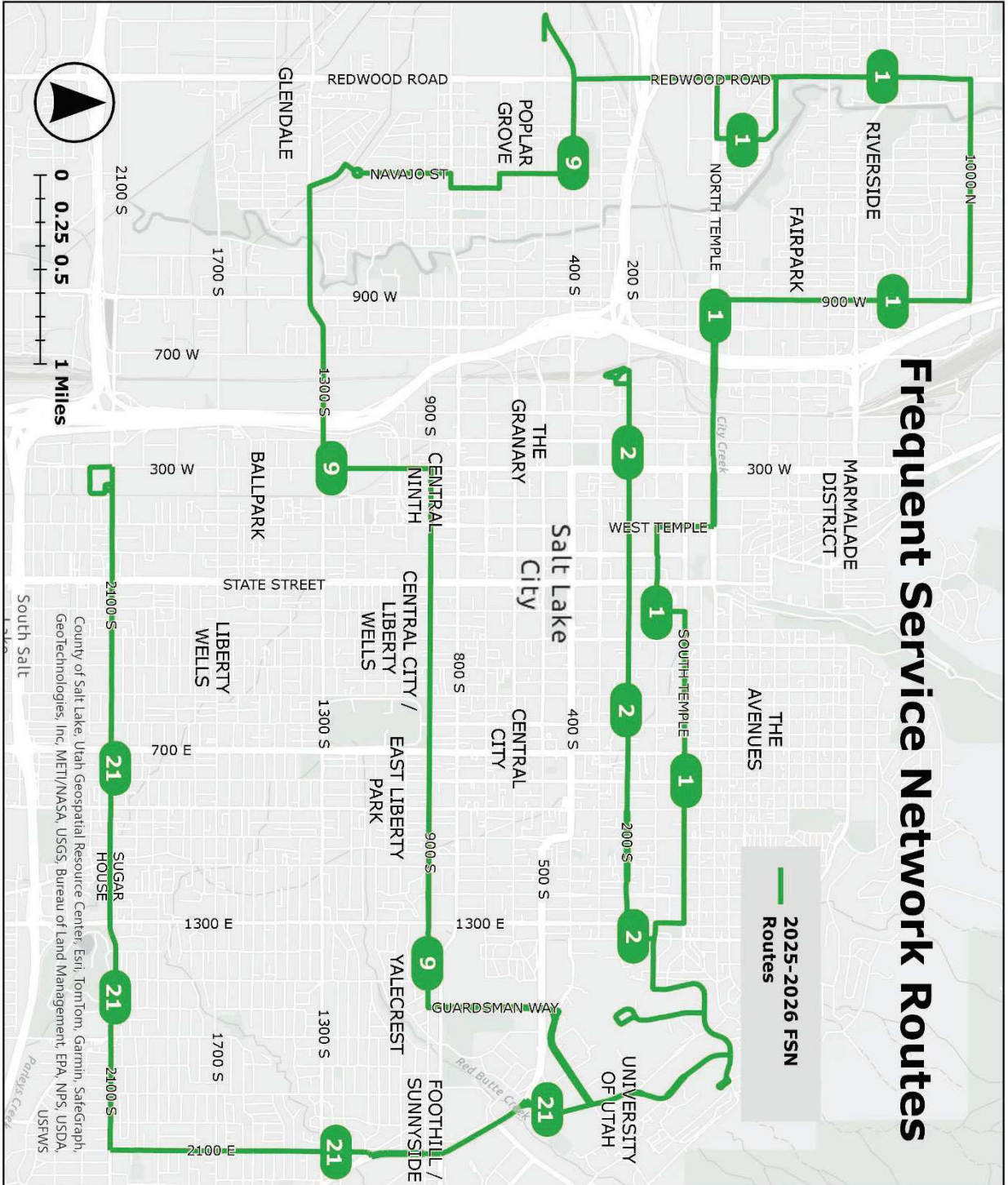
By: \_\_\_\_\_  
Deputy City Attorney  
Date: \_\_\_\_\_

ATTEST & COUNTERSIGN:  
Salt Lake City Recorder's Office

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

[Attach Salt Lake City Council Resolution Approving Addendum No. 9]

ATTACHMENT A  
Description of the 2025-2026 FSN Routes  
For This Addendum No. 9



## ATTACHMENT B 2025-2026 Baseline Services For This Addendum No. 9

Draft for Spring 2025 Approval

### Addendum 9: 2025 Baseline Service

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

[www.rideta.com/serviceplan](http://www.rideta.com/serviceplan)

**Summary:**

- Routes 1, 2, and 21 meet UTA's Service Design Standards for Tier 1 Service on weekdays and Sundays. Additionally, Route 9 meets UTA's Service Design Standards for Tier 1 Service on Sundays. These are now included in the baseline at no additional cost to SLC.
- 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.](#)

| Routes       | Nov 2024 Total Miles | 2025-2029 5YSP Baseline Miles | 2025 Sponsored Miles |
|--------------|----------------------|-------------------------------|----------------------|
| 1            | 509,660              | 454,986                       | 54,674               |
| 2            | 233,538              | 204,760                       | 28,778               |
| 9            | 471,242              | 136,718                       | 334,524              |
| 21           | 371,422              | 333,525                       | 37,897               |
| <b>Total</b> | <b>1,585,862</b>     | <b>1,129,989</b>              | <b>455,873</b>       |

| Source: UTA NTD (2023) and Internal Reporting |                     | 2023        | From UTA record expense, General ledger, only Directly operated expenses                                       |
|---|---------------------|-------------|--|
| <b>YEAR</b>                                   |                     | <b>2023</b> |  |
| <b>Non-Propulsion Power Cost</b>              |                     |             |  |
| Diesel, non Rail                              | \$10,440,466        |             |  |
| Diesel, Commuter Rail                         | \$7,397,252         |             |  |
| Gasoline, Non Vanpool                         | \$1,344,181         |             |  |
| Gasoline, Vanpool                             | \$1,091,043         |             |  |
| CNG   | \$653,376           |             |  |
| <b>total</b>                                  | <b>\$20,926,318</b> |             |  |
| <b>Propulsion power Cost</b>                  |                     |             |  |
| Propulsion power, Bus                         | \$288,400           |             |  |
| Propulsion power, Demand Response             | \$8,270             |             | DR Propulsion power is not factored into the final calculation   |
| Propulsion power, Light Rail                  | \$5,997,532         |             |  |
| <b>total</b>                                  | <b>\$6,294,203</b>  |             |  |
| <b>2023 Total Fuel Expenses:</b>              | <b>\$27,220,520</b> |             | NTD Form F30 includes other fluids and lubrications, this is just fuel expense for all directly operated modes |
| <b>Hubo Miles (non Rail)</b>                  |                     |             | <b>From internal NTD Hubometer report</b>  |
| Diesel  | 16,297,867          |             |  |
| Gasoline                                      | 3,144,706           |             |  |
| CNG   | 1,754,970           |             |  |
| Propulsion power, Bus                         | 443,686             |             |  |
| <b>Total Hubo Miles, Non Rail:</b>            | <b>21,641,229</b>   |             |  |
| <b>Rail Miles (all miles)</b>                 |                     |             | <b>From internal UTA reporting</b>   |
| Commuter Rail                                 | 1,294,560           |             |  |
| Light Rail                                    | 6,587,701           |             |  |
| <b>Total Miles, Rail:</b>                     | <b>7,882,261</b>    |             |  |



## ATTACHMENT C

### 2023 Annual Agency Profile – Utah Transit Authority (NTD ID 80001)

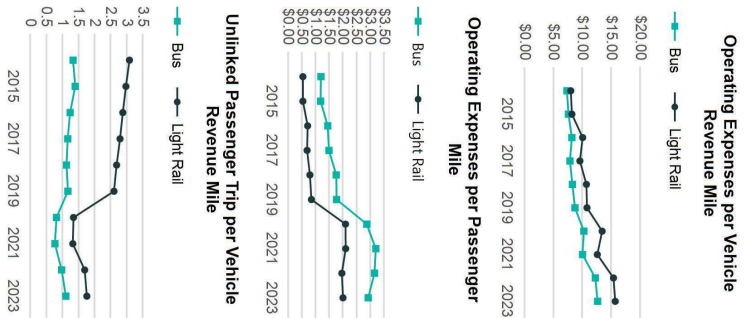
#### For This Addendum No. 9

**2023 Annual Agency Profile - Utah Transit Authority (NTD ID 80001)**

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

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

| Mode                                  | Geographic Coverage                              |                               |  | Service Consumed                |                              |                              | Service Efficiency            |            |             | Service Effectiveness |            |            | Fixed Directional Route Miles |
|---------------------------------------|--|-------------------------------|--|---------------------------------|------------------------------|------------------------------|-------------------------------|------------|-------------|-----------------------|------------|------------|-------------------------------|
|                                       | Primary Urbanized Area                           | Salt Lake City, UT            | Annual Passenger Miles Traveled (PMT)            | Annual Unlinked Trips (UPT)     | Average Weekday UPT          | Average Saturday UPT         | OE per VRM                    | OE per VRH | UPT per VRM | UPT per VRH           | OE per PMT | OE per UPT |                               |
| Population                            | 1,178,533  |                               |  | 117,563                         | 69,546                       | 28,397                       |                               |            |             |                       |            |            |                               |
| Other Areas Served:                   | Provo--Orem, UT; Ogden--Layton, UT; Utah Non-UZA |                               |  |                                 |                              |                              |                               |            |             |                       |            |            |                               |
| Service Area Population               | 2,539,272  |                               |  |                                 |                              |                              |                               |            |             |                       |            |            |                               |
| Service Area Sq. Miles                | 607  |                               |  |                                 |                              |                              |                               |            |             |                       |            |            |                               |
| <b>Assets</b>                         |  |                               |  |                                 |                              |                              |                               |            |             |                       |            |            |                               |
| Revenue Vehicles                      | 1,374  |                               | Annual Vehicle/Passenger Car Revenue Miles (VRM) | 39,401,636                      |                              |                              |                               |            |             |                       |            |            |                               |
| Service Vehicles                      | 739  |                               | Annual Vehicle/Passenger Car Revenue Hours (VRH) | 2,237,602                       |                              |                              |                               |            |             |                       |            |            |                               |
| Facilities                            | 301  |                               | Vehicles Operated in Maximum Service (VOMS)      | 1,044                           |                              |                              |                               |            |             |                       |            |            |                               |
| Lane Miles                            | 2.1  |                               | Vehicles Available for Maximum Service (VAMS)    | 1,446                           |                              |                              |                               |            |             |                       |            |            |                               |
| Track Miles                           | 237.61   |                               |  |                                 |                              |                              |                               |            |             |                       |            |            |                               |
| <b>Modal Characteristics</b>          |  |                               |  |                                 |                              |                              |                               |            |             |                       |            |            |                               |
| Mode                                  | Directly Operated VOMS                           | Purchased Transportation VOMS | Annual Passenger Miles Traveled                  | Annual Unlinked Passenger Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Fixed Directional Route Miles |            |             |                       |            |            |                               |
| Bus                                   | 302  | 7                             | 69,627,232                                       | 17,895,284                      | 16,122,956                   | 1,303,897                    | 9.50                          |            |             |                       |            |            |                               |
| Commuter Bus                          | 38   | 0                             | 9,082,299  | 592,631                         | 884,984                      | 41,017                       | 0.00                          |            |             |                       |            |            |                               |
| Commuter Rail                         | 40   | 0                             | 107,783,050                                      | 3,736,620                       | 3,848,784                    | 140,565                      | 174.50                        |            |             |                       |            |            |                               |
| Demand Response                       | 52   | 89                            | 5,338,854  | 758,542                         | 4,827,737                    | 284,664                      | 0.00                          |            |             |                       |            |            |                               |
| Light Rail                            | 74   | 0                             | 48,914,290                                       | 11,043,730                      | 6,262,545                    | 296,985                      | 93.90                         |            |             |                       |            |            |                               |
| Vanpool                               | 442  | 0                             | 38,627,420                                       | 1,033,123                       | 7,454,630                    | 170,474                      | 0.00                          |            |             |                       |            |            |                               |
| <b>Total</b>                          | <b>948</b>                                       | <b>96</b>                     | <b>279,373,145</b>                               | <b>35,059,930</b>               | <b>39,401,636</b>            | <b>2,237,602</b>             | <b>277.90</b>                 |            |             |                       |            |            |                               |
| <b>Operating Expenses per Vehicle</b> |  |                               |  |                                 |                              |                              |                               |            |             |                       |            |            |                               |
| Mode                                  | OE per VRM                                       | OE per VRH                    | UPT per VRM                                      | UPT per VRH                     | OE per PMT                   | OE per UPT                   |                               |            |             |                       |            |            |                               |
| Bus                                   | \$12.66  | \$156.54                      | 1.1  | 13.7                            | \$2.93                       | \$11.41                      |                               |            |             |                       |            |            |                               |
| Commuter Bus                          | \$12.64  | \$272.82                      | 0.7  | 14.4                            | \$1.23                       | \$18.88                      |                               |            |             |                       |            |            |                               |
| Commuter Rail                         | \$15.07  | \$412.65                      | 1.0  | 26.6                            | \$0.54                       | \$15.52                      |                               |            |             |                       |            |            |                               |
| Demand Response                       | \$7.48   | \$126.81                      | 0.2  | 2.7                             | \$6.76                       | \$47.59                      |                               |            |             |                       |            |            |                               |
| Light Rail                            | \$15.71  | \$331.29                      | 1.8  | 37.2                            | \$2.01                       | \$8.91                       |                               |            |             |                       |            |            |                               |
| Vanpool                               | \$3.27   | \$143.18                      | 0.1  | 6.1                             | \$0.63                       | \$23.63                      |                               |            |             |                       |            |            |                               |
| <b>Total</b>                          | <b>\$10.97</b>                                   | <b>\$193.15</b>               | <b>0.9</b>                                       | <b>15.7</b>                     | <b>\$1.55</b>                | <b>\$12.33</b>               |                               |            |             |                       |            |            |                               |



## 2023 Annual Agency Profile - Utah Transit Authority (NTD ID 80001)

### 2023 Funding Breakdown

#### Summary of Operating Expenses (OE)

|                                 |                      |               |
|---------------------------------|----------------------|---------------|
| Labor                           | \$286,112,242        | 66.2%         |
| Materials and Supplies          | \$87,849,781         | 20.3%         |
| Purchased Transportation        | \$13,355,257         | 3.1%          |
| Other Operating Expenses        | \$44,880,953         | 10.4%         |
| <b>Total Operating Expenses</b> | <b>\$432,198,233</b> | <b>100.0%</b> |

#### Sources of Operating Funds Expended

|                                       |                      |
|---------------------------------------|----------------------|
| Directly Generated                    | \$73,380,805         |
| Federal Government                    | \$64,368,534         |
| Local Government                      | \$398,881,698        |
| State Government                      | \$0                  |
| <b>Total Operating Funds Expended</b> | <b>\$536,631,037</b> |

#### Operating Funding Sources



#### Sources of Capital Funds Expended

|                                     |                      |
|-------------------------------------|----------------------|
| Directly Generated                  | \$0                  |
| Federal Government                  | \$44,433,596         |
| Local Government                    | \$96,449,787         |
| State Government                    | \$22,789,811         |
| <b>Total Capital Funds Expended</b> | <b>\$163,673,194</b> |

#### Capital Funding Sources



Reconciling OE Cash Expenditures \$251,353,817

#### Operating Expense Detail

| Mode            | Operating Expenses   | Fare Revenues       |
|-----------------|----------------------|---------------------|
| Bus             | \$204,107,773        | \$15,790,138        |
| Commuter Bus    | \$11,190,459         | \$554,898           |
| Commuter Rail   | \$58,003,120         | \$4,396,324         |
| Demand Response | \$36,098,907         | \$648,216           |
| Light Rail      | \$98,389,429         | \$10,330,916        |
| Vanpool         | \$24,408,545         | \$3,723,976         |
| <b>Total</b>    | <b>\$432,198,233</b> | <b>\$35,444,468</b> |

#### Uses of Capital

| Revenue Vehicles    | Systems and Guideway | Facilities and Stations | Other            |
|---------------------|----------------------|-------------------------|------------------|
| \$66,729,117        | \$19,633,952         | \$14,517,668            | \$229,992        |
| \$0                 | \$0                  | \$0                     | \$0              |
| \$2,083,953         | \$9,886,063          | \$3,072,124             | \$65,092         |
| \$1,826,021         | \$760,572            | \$0                     | \$21,697         |
| \$680,530           | \$38,891,096         | \$4,189,448             | \$117,165        |
| \$968,704           | \$0                  | \$0                     | \$0              |
| <b>\$72,288,325</b> | <b>\$69,171,683</b>  | <b>\$21,779,240</b>     | <b>\$433,946</b> |

### 2023 Asset Management

| Transit Asset Management (TAM) | Tier            | Tier I (Rail)   | TAM Sponsor                       | NTD ID                              | Metrics         |                      |  |  |
|--------------------------------|-----------------|-----------------|-----------------------------------|-------------------------------------|-----------------|----------------------|--|--|
| Mode                           | Mode            | Mode            | Vehicles Operated in Max. Service | Vehicles Available for Max. Service | %Spare Vehicles | Avg. Fleet Age (yrs) |  |  |
| Bus                            | Bus             | Bus             | 309                               | 459                                 | 48.5%           | 7.3                  |  |  |
| Commuter Bus                   | Commuter Bus    | Commuter Bus    | 38                                | 113                                 | 197.4%          | 5.0                  |  |  |
| Commuter Rail                  | Commuter Rail   | Commuter Rail   | 40                                | 56                                  | 40.0%           | 15.1                 |  |  |
| Demand Response                | Demand Response | Demand Response | 141                               | 185                                 | 31.2%           | 4.0                  |  |  |
| Light Rail                     | Light Rail      | Light Rail      | 74                                | 114                                 | 54.1%           | 16.4                 |  |  |
| Vanpool                        | Vanpool         | Vanpool         | 442                               | 519                                 | 17.4%           | 5.7                  |  |  |

**ATTACHMENT D**  
**Cost Per Mile**  
**For This Addendum No. 9**

| <b>Utah Transit Authority</b>  |  |   |                       |                       |   |  |
|--|--|---|-----------------------|-----------------------|---|--|
| <b>2023 NTD Operating Cost per Mile by Mode</b>  |  |   |                       |                       |   |  |
| <b>Sources:</b>  |  |   |                       |                       |   |  |
| 2023 Federal Transit Administration's National Transit Database (NTD), Agency Profile, <a href="https://www.transit.dot.gov/ntd/transit-agency-profiles">https://www.transit.dot.gov/ntd/transit-agency-profiles</a> |  |   |                       |                       |   |  |
| 2023 Utah Transit Authority Annual Comprehensive Financial Report (ACFR), <a href="http://www.ridouta.com/About-UTA/UTA-Reports-and-Documents">http://www.ridouta.com/About-UTA/UTA-Reports-and-Documents</a>        |  |   |                       |                       |   |  |
| <b>2023 COST PER MILE</b>  |  |   |                       |                       |   |  |
|  | <u>2023 NTD</u><br><u>Operating</u><br><u>Expenses by</u><br><u>Mode</u> | <u>Less Fuel Costs</u><br><u>(Diesel, CNG</u><br><u>and Gasoline)</u> | <u>Depreciation</u>   | <u>Total Costs</u>    | <u>Annual Vehicle</u><br><u>Revenue Miles</u> | <u>Cost Per Vehicle</u><br><u>Revenue Mile</u><br><u>Without Fuel</u><br><u>excluding Vehicle</u><br><u>Depreciation</u> |
| Bus Service  | \$ 204,107,773   | \$ (11,689,810)   | \$ 29,211,282         | \$ 221,629,245        | 16,122,956                                    | \$ 11.93   |
| Commuter Bus   | \$ 11,190,459  | \$ (628,005)  | \$ 1,864,550          | \$ 12,427,004         | 884,984                                       | \$ 11.94   |
| Commuter Rail  | \$ 58,003,120  | \$ (7,652,923)  | \$ 35,565,322         | \$ 85,915,519         | 3,848,784                                     | \$ 13.08   |
| Light Rail   | \$ 98,389,429  | \$ (5,997,532)  | \$ 66,049,883         | \$ 158,441,780        | 6,262,545                                     | \$ 14.75   |
| Paratransit Service  | \$ 36,098,907  | \$ (1,651,378)  | \$ 7,286,951          | \$ 41,734,480         | 4,827,737                                     | \$ 7.14  |
| Other Service  | \$ 24,408,545  | \$ (1,095,612)  | \$ 6,943,025          | \$ 30,255,958         | 7,454,630                                     | \$ 3.13  |
| <b>NTD Totals</b>  | <b>\$ 432,198,233</b>  | <b>\$ (28,715,260)</b>  | <b>\$ 146,921,013</b> | <b>\$ 550,403,986</b> | <b>39,401,636</b>                             | <b>\$ 10.24</b>  |
| Fuel Costs   |  |   |                       | \$ 28,715,260         |   |  |
| NTD Plus Fuel  |  |   |                       | \$ 579,119,246        |   |  |
| ACFR expenses  |  |   |                       | \$ 579,128,611        |   |  |
| Difference   |  |   |                       | \$ (9,365)            |   |  |

ATTACHMENT E  
Paratransit Costs  
For This Addendum No. 9

|                                       |   |
|---------------------------------------|---|
| <b>DRAFT for Spring 2025 Approval</b> |   |
| <b>Paratransit Costs</b>              |   |
| <b>Sponsored</b>                      |   |
|                                       |   |
|                                       |   |
| 41,017                                | Commuter Bus Vehicle Revenue Hours (2023 NTD)   |
| 296,985                               | Light Rail Vehicle Revenue Hours (2023 NTD)   |
| 1,303,897                             | Bus Vehicle Revenue Hours (2023 NTD)  |
| <b>1,641,899</b>                      | <b>Total Vehicle Revenue Hours for Bus, Commuter Bus, and LRT</b>                               |
|                                       |   |
| 284,664                               | Total Demand Response Vehicle Revenue Hours (2023 NTD)  |
|                                       |   |
| 17%                                   | <- 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 Annual Cost for City-Sponsored 2025-2026 FSN Routes For This Addendum No. 9

| Draft for Spring 2025 Approval   |  |    |                        |  |
|--|--|----|------------------------|--|
| <b>Addendum 9</b>  |  |    |                        |  |
| <b>2025-2026 Sponsored Service: 1000 N, 200 South, 900 South, and 2100 South</b>   |  |    |                        |  |
| VARIABLE VALUES  |  |    | SPONSORED SERVICE COST |  |
| \$ 11.93   | Most recent NTD Cost per Revenue Mile, Bus Service (1)             | \$ | 11.93                  | Most recent NTD Cost Per Mile - Bus Service            |
| 2.2%   | Annual escalator rate (2)  |    |                        |  |
| 2  | Number of Years since NTD report                                   | \$ | 12.45                  | NTD rate Adjusted to Service Year Costs                |
| 20%  | Administrative Discount off the 35% built into NTD (3)             | \$ | 9.96                   | Discounted NTD Adjusted to Service Year Costs          |
| 455,873  | Sponsored Revenue Miles: 1000 N, 200 S weekends, 900 S, and 2100 S | \$ | 455,873                | Sponsored Revenue Miles                                |
|  |  | \$ | 4,540,495.08           | Total Mileage Cost, Without Fuel, Annual               |
| 17%  | Sponsored Paratransit Service rate (4)                             | \$ | 787,207.67             | Add Paratransit Service                                |
|  |  | \$ | 5,327,702.75           | Total Annual Operating Costs without fuel              |
| \$3.05   | Fuel Cost per Gallon (Service Year Budgeted Cost)                  |    | \$3.05                 | Fuel Cost per Gallon                                   |
| 4.95   | Fuel Efficiency, Miles per Gallon (adjust per vehicle type)        |    | 4.95                   | Bus Miles per Gallon                                   |
|  |  |    | 455,873                | Sponsored Revenue Miles                                |
|  |  | \$ | 280,891.44             | Total Fuel Cost  |
| \$ 493,061   | 2019 Annual Sponsored Vehicle Lease Costs                          | \$ | 49,306.14              | Per Vehicle Principal + Interest Rate                  |
| 10   | Sponsored Vehicles   |    | 10                     | Vehicles needed for sponsored service                  |
|  |  | \$ | 493,061.40             | Total Annual Vehicle Cost for Sponsored Service        |
| \$ 175,381   | 2022 Annual Sponsored Vehicle Lease Costs                          | \$ | 43,845.25              | Per Vehicle Principal + Interest Rate                  |
| 4  | Sponsored Vehicles   |    | 4                      | Vehicles needed for sponsored service                  |
|  |  | \$ | 175,381.00             | Total Annual Vehicle Cost for Sponsored Service        |
|  |  | \$ | 668,442.40             | 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).<br>(2) The annual escalator is a calculated average of the PCE CPI over a twenty year period.<br>(3) UTA will discount the administrative charges in proportion to the scale of the service increase in revenue miles.<br>(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. |  |    |                        |  |
|  |  | \$ | 5,327,702.75           | Total Annual Operating Costs without fuel              |
|  |  | \$ | 280,891.44             | Total Fuel Cost  |
|  |  | \$ | 668,442.40             | Total Annual Vehicle Lease Costs for Sponsored Service |
|  |  | \$ | 6,277,036.60           | TOTAL  |