Utah Transit Authority

Board of Trustees

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, March 23, 2022 9:00 AM FrontLines Headquarters

The UTA Board of Trustees will meet in person at UTA FrontLines Headquarters (FLHQ) 669 W. 200 S., Salt Lake City, Utah.

For remote viewing, public comment, and special accommodations instructions, please see the meeting information following this agenda.

1.	**Call to Order and Opening Remarks**	Chair Carlton Christensen
2.	**Pledge of Allegiance**	Chair Carlton Christensen
3.	**Safety First Minute**	Cherryl Beveridge
4.	**Public Comment**	Chair Carlton Christensen
5.	**Consent**	Chair Carlton Christensen
	a. Approval of March 9, 2022 Board Meeting Minutes	
6.	**Reports**	
	a. Executive Director's Report - August Change Day Comment Period - UTA Team Tribute - Doug Malmborg - UTA Team Tribute - Procurement Group - APTA Legislative Conference	Jay Fox
	b. Pension Committee Report	Jeff Acerson
7.	**Resolutions**	
	a. R2022-03-04 - Resolution Approving the Title VI Service Equity Analysis for the April 2022 Change Day	Andrew Gray Megan Waters Eric Callison
	b. R2022-03-05 - Resolution Approving Rail Station Names for TRAX 600 South Station and FrontRunner Vineyard Station	Andrea Packer
	c. R2022-03-06- Resolution Adopting the Fare Rates and Types of Fare Media of the Agency and Authorizing FrontRunner Pass-Through Stations	Monica Morton Kensey Kunkel

d.	R2022-03-07 - Resolution Authorizing Execution of Amendment Two to the Interlocal Cooperation Agreement with the Redevelopment Agency of Salt Lake City for the Cooperative Construction of a TRAX Station at 650 South Main Street	David Hancock David Osborn
e.	R2022-03-09 - Resolution Declaring Official Intent of the Utah Transit Authority to Reimburse Itself for Certain Capital Expenditures Through Lease Financing	Emily Diaz
f.	R2022-03-10 - Resolution Modifying the Authority's Organizational Structure AND Technical Budget Adjustment - Operating	Jay Fox Kim Shanklin Bill Greene

8. Contracts, Disbursements and Grants

a.	Contract: Telematics Vehicle Tracking System (AT&T Mobility)	Daniel Hofer Trice Batty
b.	Contract: FrontRunner Forward Reimbursement Agreement (Union Pacific Railroad Company)	David Hancock Janelle Robertson
c.	Change Order: Ogden/WSU Bus Rapid Transit (BRT) Construction Change Order #17 - Additional Paving on 25th Street & McKay Dee & Windscreen Art Glass (Stacy & Witbeck Inc.)	David Hancock Andrea Pullos
d.	Change Order: Supplement Number 4 to Stakeholder Agreement for the 300 North Pedestrian Overpass Bridge TIGER Project (Salt Lake City) AND 2022 Technical Budget Adjustment - Capital - 300 North Pedestrian Bridge TIGER Project	Grey Turner

9. Service and Fare Approvals

a.	Sponsored Fare Agreement: Funding for Free System-Wide Fares During Free Fare February (Salt Lake City)	Monica Morton Kensey Kunkel
b.	Sponsored Fare Agreement: Funding for Free System-Wide Fares During Free Fare February (Salt Lake County)	Monica Morton Kensey Kunkel

10. Discussion Items

a.	Donated Vehicle Program	Cherryl Beveridge Tracy Young
b.	Criminal Ordinance Review	Nichol Bourdeaux Tim Merrill Megan Waters
c.	2021 Annual Transit-Oriented Development Report and Real Estate Inventory	Paul Drake Spencer Burgoyne

11. Other Business — Chair Carlton Christensen

a. Next Meeting: Wednesday, April 13th, 2022 at 9:00 a.m.

12. Closed Session — Chair Carlton Christensen

a. Strategy Session to Discuss Pending or Reasonably Imminent Litigation

13. Open Session — Chair Carlton Christensen

14. Adjourn — Chair Carlton Christensen

Meeting Information:

- Members of the Board of Trustees and meeting presenters will participate in person, however trustees may join electronically as needed.
- For in-person attendance please consider current CDC COVID-19 guidelines regarding masking and distancing.
- Meeting proceedings may be viewed remotely by following the Meeting Portal link on the UTA Board Meetings page - https://www.rideuta.com/Board-of-Trustees/Meetings
- In the event of technical difficulties with the remote live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.
- Public Comment may be given live during the meeting by attending in person at the meeting location.
- Public Comment may also be given through alternate means. See instructions below.
    - o Comment online at https://www.rideuta.com/Board-of-Trustees
    - o Comment via email at boardoftrustees@rideuta.com
    - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the board meeting.
    - o Comments submitted before 2:00 p.m. on Tuesday, March 22nd will be distributed to board members prior to the meeting.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.
- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3535. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jana Ostler, Board Manager
FROM: Jana Ostler, Board Manager

TITLE:

Approval of March 9, 2022 Board Meeting Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the March 9, 2022 Board of Trustees meeting

BACKGROUND:
A meeting of the UTA Board of Trustees was held in person at UTA Frontlines Headquarters and broadcast live via the UTA Board Meetings page on Wednesday March 9, 2022 at 9:00 a.m. Minutes from the meeting document the actions of the Board and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the Utah Public Notice Website <https://www.utah.gov/pmn/sitemap/notice/740101.html> and video feed is available through the UTA Board Meetings page <https://rideuta.com/Board-of-Trustees/Meetings>.

ATTACHMENTS:
1. 2022-03-09_BOT_Minutes_unapproved

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, March 9, 2022 **9:00 AM** **FrontLines Headquarters**

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:00 a.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Jay Fox, UTA Executive Director, delivered a brief safety message.

4. Public Comment

Public comment was given by Claudia Johnson. Ms. Johnson said improvements made to the bus stop near 1100 East Kensington Avenue in Salt Lake City are appreciated, but there is a car that consistently parks in front of the bus stop at that location. Ms. Johnson suggested a yellow strip be painted on the curb at bus stops so vehicles do not park in front of them. She recommended the addition of yellow strips become part of UTA's bus stop enhancement program. Ms. Johnson also requested UTA look at planning in smaller cities to better serve frequently accessed locations (e.g., grocery stores). (Note: no online public comment was received for the meeting.)

5. Consent

a. Approval of February 23, 2022 Board Meeting Minutes

A motion to approve the consent agenda was made by Trustee Acerson and seconded by Trustee Holbrook.The motion carried by a unanimous vote.

6. Reports

a. Executive Director's Report

- **Free Fare February**
- **Employee Commendation - Officer Preston Fenwick**

Free Fare February

Mr. Fox reviewed the preliminary ridership data from Free Fare February, including average daily ridership by mode. Overall, the data for February 2022 reflected an increase in ridership across all modes when compared to January 2022.

Trustee Acerson recommended tracking ridership trends associated with rising gas prices.

Employee Commendation - Officer Preston Fenwick

Mr. Fox recognized Preston Fenwick, UTA Transit Police Officer IV, and Alton Johnson, UTA Transit Police Officer IV, for an act of kindness shown to a family in need. The officers responded to a domestic altercation at one of UTA's stations. The cause of the altercation was a child custody dispute between a man and woman. The man was subsequently detained, and the officers took the woman home. While at the home, the officers discovered there was no food or other necessities on hand for the mother and her child. They purchased groceries and other essential items at their own expense for the family.

The board commended the officers for their generosity.

Attendance at FrontRunner Hiring Event

Mr. Fox reported a recent FrontRunner hiring event sponsored by the agency was well attended.

b. Government Relations and Legislative Update

Shule Bishop, UTA Government Relations Director, noted the following bills with UTA-related impacts were passed on the last day of the 2022 legislative session:

- HB 82 State Debt Review Commission
- HB 388 Local District(s) Amendments
- HB 399 Government Record Amendments
- HB 462 Utah Housing Affordability Amendments
- SB 140 Housing and Transit Reinvestment Zone Amendments
- HB 404 Large Public Transit District Amendments (procurements segment)

In addition, Mr. Bishop mentioned the agency received state appropriations for:

- Depot District Clean Fuels Technology Center
- Strategic double tracking ($75 million)
- Point of the Mountain ($75 million)

– Environmental work on a FrontRunner extension to Payson ($5 million)

c. Financial Report - January 2022

Brad Armstrong, UTA Senior Manager - Budget & Financial Analysis was joined by David Hancock, UTA Director of Capital Construction. Mr. Armstrong reviewed the financial dashboard, sales tax revenue, sales tax collections by county, passenger revenues, stimulus funding, and operating financial results. Mr. Hancock discussed capital spending, including spending by project type.

Discussion ensued. Questions on the status of stimulus grant awards, consideration given to economic forecasts, supply chain impacts on inflation, impact of recently passed legislation on procurement timelines, and status of requests for proposals on upgraded bus stops were posed by the board and answered by staff.

d. 457 Deferred Compensation Plan Committee Report

Ann Green-Barton, UTA Manager - Total Rewards, was joined by Troy Bingham, UTA Comptroller. Ms. Green-Barton provided background on the 457 Committee, which reviews the status of the 457 plan portfolios. Mr. Bingham spoke about the two different plans with MissionSquare and Mutual of America and said both plans are in good standing.

Discussion ensued. Questions on the competitiveness of UTA's plans, benefit for employees staying with the UTA plan, efforts to communicate options with employees, and 457 plan participation rates were posed by the board and answered by staff.

7. Resolutions

a. R2022-03-01 - Resolution Appointing a Plan Coordinator for the UTA Employee 457 Deferred Compensation Plan

Ms. Green-Barton summarized the resolution, which updates the 457 deferred compensation plan to reflect the UTA Chief People Officer as the plan coordinator.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

b. R2022-03-02 - Resolution Adding Managed Account Services to the Utah Transit Authority Employee 457 Deferred Compensation Plan

Ms. Green-Barton described the resolution, which adds a managed accounts feature to the MissionSquare 457 deferred compensation package. The feature provides employees with more personalized professional investment advice and ongoing

investment management support. There are no additional fees to UTA to add the service; employees who enroll in the service pay the fees directly from their own MissionSquare accounts.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

c. R2022-03-03 - Resolution Ratifying and Approving the Third and Fourth Amendments to the UTA Retirement Plan and Trust Agreement

Ms. Shanklin was joined by Ms. Green-Barton. Ms. Green-Barton reviewed the resolution, which ratifies and approves the third and fourth amendments to the UTA Retirement Plan and Trust Agreement (Agreement). The third amendment updates language clarifying employees who participate in UTA's 401(a) retirement program are not eligible for the pension retirement benefit and updates the "applicable interest rate" to 6.75% effective January 1, 2021. (Note: incorporating the latter provision allows the updated Agreement documents to be executed properly.) The fourth amendment removes Exhibit 1 from the Agreement, which included a benefit specific to an employee no longer employed at UTA.

Discussion ensued. A question on the requirement for employees returning to UTA to re-vest in the pension program was posed by the board and answered by staff. Chair Christensen and Trustee Holbrook recommended the vesting requirement be reviewed as the total rewards program is evaluated.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

8. Contracts, Disbursements and Grants

a. Contract: UTA Facilities Structural and Seismic Analyses (Reaveley Engineers)

Hal Johnson, UTA Manager - Project Research & Development, requested the board approve a $278,463 contract with Reaveley Engineers for structural and seismic analyses on UTA facilities. The initial contract is for work at Warm Springs, with options for additional work at Jordan River Rail Service Center, Midvale Rail Service Center, Meadowbrook, Riverside, Mt. Ogden, and Timpanogos facilities, which would be approved by future action of the board.

Discussion ensued. Questions on safety thresholds during retrofitting and recommendations for rebuilding rather than retrofitting were posed by the board and answered by Mr. Johnson.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

b. Change Order: On-Call Systems Maintenance - Task Order #003B - 2022 General Engineering and Maintenance Support (Rocky Mountain System Services)

Mr. Hancock was joined by Jared Scarbrough, UTA Manager - Systems Engineering. Mr. Scarbrough asked the board to approve a $300,000 change order to the contract with Rocky Mountain Systems Services for a variety of systems engineering and/or maintenance support activities. The total contract value, including the change order, is $4,436,931.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this change order be approved. The motion carried by a unanimous vote.

c. Change Order: On-Call Systems Maintenance - Task Order #001B - Contractor Full-Time Key Personnel Support - 2022 (Rocky Mountain System Services)

Mr. Hancock was joined by Mr. Scarbrough. Mr. Scarbrough requested the board approve a $912,521 change order to the contract with Rocky Mountain System Services for three full time contract employees to assist planning and management, project engineering, and field engineering. The total contract value, including the change order, is $5,609,972.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this change order be approved. The motion carried by a unanimous vote.

d. Pre-Procurements

- **JD Edwards 9.2 Upgrade**
- **Vendor Managed Inventory - Light Rail Tire Kits**

Todd Mills, UTA Director of Supply Chain, was joined by Kyle Brimley, UTA IT Director. Mr. Mills indicated the agency intends to procure the goods and/or services listed on the meeting agenda.

Discussion ensued. Questions on the potential vendor pools for the JD Edwards upgrade and light rail tire kits were posed by the board and answered by staff.

9. Discussion and Potential Action Items

a. UTA Policy - UTA.05.04 Administrative Employee Compensation Program

This agenda item was deferred to a future meeting.

10. Other Business

a. Next Meeting: Wednesday, March 23rd, 2022 at 9:00 a.m.

11. Closed Session

a. Strategy Session to Discuss Pending or Reasonably Imminent Litigation

Chair Christensen indicated there were matters to be discussed in closed session relative to pending or reasonably imminent litigation. A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, for a closed session. The motion carried by a unanimous vote.

Chair Christensen called for a short break at 10:35 a.m.

The meeting reconvened in closed session at 10:42 a.m.

12. Open Session

A motion to return to open session was made by Trustee Acerson, and seconded by Trustee Holbrook. The motion carried by a unanimous vote and the board returned to open session at 10:52 a.m.

13. Potential Action Item

a. Arbitration Award for Ortega v. UTA

David Wilkins, Assistant Attorney General, was joined by David Pitcher, UTA Claims & Insurance Manager, and Michael Benvegnu, UTA Claims Administrator. Mr. Wilkins summarized the incident precipitating the litigation. The matter was sent to arbitration. UTA was found to be at fault and the arbiter awarded $492,751.02 to Ms. Ortega.

Discussion ensued. A question on whether the settlement was included in the amount budgeted for losses was posed by the board and answered by Mr. Pitcher.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this arbitration award be approved. The motion carried by a unanimous vote.

14. Adjourn

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 10:55 a.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at https://www.utah.gov/pmn/sitemap/notice/740101.html for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

_____
Carlton J. Christensen
Chair, Board of Trustees

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
FROM: Jay Fox, Executive Director
PRESENTER(S): Jay Fox, Executive Director

TITLE:

Executive Director's Report

- **August Change Day Comment Period**
- **UTA Team Tribute - Doug Malmborg**
- **UTA Team Tribute - Procurement Group**
- **APTA Legislative Conference**

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

DISCUSSION:
Jay Fox, Executive Director, will report on recent activities of the agency and other items of interest.

- August Change Day - Comment Period
- UTA Team Tribute - Doug Malmborg - Operations Supervisor
- UTA Team Tribute - UTA's Procurement Group - Utah Purchasing Month
- Comments - APTA Legislative Conference

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jeff Acerson, Board of Trustees
PRESENTER(S): Jeff Acerson, Board of Trustees

TITLE:

Pension Committee Report

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

DISCUSSION:
The Pension Committee met on March 10, 2022. Trustee Jeff Acerson is Chair of the Pension Committee and will provide an update on Pension Committee activities.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Kim Shanklin, Chief People Officer
FROM: Andrew Gray, Civil Rights Compliance Officer
PRESENTER(S): Andrew Gray, Civil Rights Compliance Officer
Megan Waters, Community Engagement Manager
Eric Callison, Service Planning Manager

TITLE:

R2022-03-04 - Resolution Approving the Title VI Service Equity Analysis for the April 2022 Change Day

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2022-03-04 and the April 2022 Change Day Title VI Service Equity Analysis

BACKGROUND:
UTA has proposed one major change during April change day. Major changes, as defined by the authority, require public engagement and an equity analysis be performed. The proposed change is to extend the route 834 to provide service to and from the Vineyard FrontRunner station. A public input process took place from January 11 through February 10 to collect feedback on the proposed changes.

The analysis was performed in accordance with the Federal Transit Administration's (FTA) Circular 4702.1B, which outlines the Title VI requirements and guidelines for recipients of FTA funds. Title VI equity analyses are conducted to examine whether proposed changes to service negatively impact minority or low-income populations in a disproportionate way. The circular also requires any equity analysis be approved by UTA's governing entity.

DISCUSSION:
Staff will review the proposed changes and service planning process for Change Day. The Community Engagement Department will provide a summary of public engagement activities that were implemented, including an online engagement period and virtual public hearing. Staff will also review and summarize the

public input and major themes received during the public comment period for April Change Day.

The conclusion of the Title VI Equity Analysis was that there were no Title VI findings. The proposed addition would benefit low-income populations and provide new service in an area without any.

ALTERNATIVES:
Not approve Title VI Service Equity Analysis, recommend revisions, and bring resolution to approve in next meeting.

FISCAL IMPACT:
Not Applicable

ATTACHMENTS:
Resolution R2022-03-04 and April 2022 Change Day Title VI Service Equity Analysis

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY APPROVING THE TITLE VI SERVICE EQUITY ANALYSIS FOR APRIL 2022 CHANGE DAY

R2022-03-04 March 23, 2022

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

WHEREAS, the Board of Trustees of the Authority (the "Board"), in keeping with the Federal Transit Administration's requirements for public transit agencies and the Civil Rights Act of 1964 has considered and reviewed the Service Equity Analysis of the April 2022 Change Day ("Title VI Equity Analysis") prepared by Authority staff; and

WHEREAS, the Board has desires to approve the Title VI Service Equity Analysis.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority:

1. That the Title VI Service Equity Analysis prepared by Authority staff, a copy of which is attached hereto as Exhibit A, is hereby approved by the Authority.

2. That the Board hereby ratifies any and all actions taken by the Authority's Executive Director, staff, and counsel in furtherance of and effectuating the intent of this Resolution.

3. That a copy of this Resolution shall be submitted to the Federal Transit Administration.

4. That the corporate seal be attached hereto.

Approved and adopted this 23rd day of March 2022

_____

Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Tim Merrill
56A03BC7C491482...
_____
Legal Counsel

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

Exhibit A

APRIL 2022 TITLE VI SERVICE EQUITY ANALYSIS

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Title VI Service Equity Analysis

April 2022

Utah Transit Authority

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

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Introduction

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Utah Transit Authority has committed to the Federal Transit Administration's (FTA) Title VI objectives set forth in Circular 4702.1B by ensuring that UTA's services are equitably offered, and resources distributed without regard to race, color, or national origin.

The following analysis is of proposed changes to be implemented in April of 2022. These changes are being proposed to protect public funds and improve functionality of the system. Though the proposed changes are facially neutral, this analysis, in accordance with FTA requirements, will ensure that these changes will not have disproportionately negative impact on minority and low-income populations within UTA's service area. If these changes are found to be potentially discriminatory, UTA will take all prescribed and prudent steps to ensure services are equitable and compliant with federal guidelines and requirements.

Summary of Proposed Changes

UTA has proposed a major change to route 834 during the April Change Day. With the opening of a new FrontRunner station in the city of Vineyard, UTA has proposed to extend the existing alignment of the 834 to provide a bus connection to the station and increase frequency from 60 minutes to 30 minutes. This addition exceeds 25% of the alignment's original mileage which constitutes a major change.

Summary of Findings

The alignment change would provide service to a previously unserved area. The population it would serve has greater low-income and minority populations than the system average. As such, there were no Title VI concerns or findings with the proposed alignment change.

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UTA Policy and Definitions

UTA has developed corporate policy 1.1.28 Title VI Compliance Policy to define and evaluate the impacts of proposed major services changes on minority and low-income populations in conjunction with a public outreach process. In developing this policy, UTA solicited feedback through publications within the service area, published on UTA's website (rideuta.com), and Utah's government website in the public notices section (Utah.gov) which provides translation options. In conjunction with the Salt Lake County Office of Diversity Affairs, which maintains an email list of local entities and individuals with interest in diversity issues, UTA sent an email notification soliciting feedback in the development of this policy. Additional targeted outreach was done, which included mailing a letter and the policy or sending emails to community organizations that work with minority or low-income populations.

The following references to policy are from subsections of corporate policy 1.1.28 and were created to ensure that all equity analyses are performed using the same parameters and are in line with FTA Circular 4702.1B.

Definitions

A. *"Disparate Impact"* refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.

B. *"Disproportionate Burden"* refers to a neutral policy or practice that disproportionately affects the low-income population more than non-low-income populations.

C. "*Flex Route"* refers to a route that, upon request, can deviate from its fixed route to provide a curbside pick-up or drop-off of up to ¾ of a mile around the fixed route. Deviations from the fixed route cost an additional $1.25.

D. *"Low-income Population"* refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/ transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FTA program, policy or activity.

E. *"Minority Person"* include the following:

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1. American Indian or Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
2. Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
3. Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
4. Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
5. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

F. *''Minority Population''* means any readily identifiable group of minority persons who live in geographic proximity.

G. *"National Origin"* means the particular nation in which a person was born, or where the person's parents or ancestors were born.

H. *"Ridership Data"* The ridership data is the information gathered through the onboard survey showing the demographics of the people using a fare type and/or riding on a specific route. This data is used when analyzing proposed changes to fares and commuter routes. See below for the current ridership demographic gathered in 2019.

Low-Income Ridership Average:	
Population:	13,417
Low-Income Population:	4,515
Percent Low-income:	33.7%

Minority Ridership Average:	
Population:	13,378
Minority Population:	3,459
Percent Minority:	25.9%

I. *"System Average"* The system average is the averages of minorities and low-income persons within the total populous of the geographic regions UTA serves. The present system averages are expressed below in tabular format using 2015-2019 5-year population estimates provided by the American Community Survey (ACS).

Low-Income System Average:	
Population:	2,395,604
Low-Income Population:	387,141
Percent Low-income:	16.2%

Minority System Average:	
Population:	2,431,465
Minority Population:	565,563
Percent Minority:	23.3%

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Major Service Change

UTA will consider the following types of changes to be "major changes", which require public input and a Title VI equity analysis in compliance with FTA's Circular 4702.1B

a) The addition of service;
b) A proposed service level reduction in miles, hours, or trips of thirty three percent (33%) or more of any route;
c) The elimination of all service during a time period (peak, midday, evening, Saturday, or Sunday);
d) A proposed twenty-five (25%) or greater change in route alignment;
e) A proposed fare change.

Evaluation and Analysis of Service and Fare Changes

1. UTA will analyze proposed major changes to service and any proposed fare changes in accordance with FTA's Circular C 4702.1B as amended.
2. UTA will evaluate the impacts of all major service changes cumulatively when there is more than one route being affected for a service change period
3. UTA will primarily utilize American Community Survey (ACS) Data, block group data and/ or ridership data to evaluate and analyze any proposed major service and fare changes. This data will be analyzed with Geographic Information System (GIS) software.
4. UTA will rely on population data and use the smallest geographic area that reasonably has access to the stop or station effected by the proposed major service change. This will be translated into a one-quarter mile radius to a bus stop, one-half mile to a light rail station and three miles to a commuter rail station.

Disparate Impact and Disproportionate Burden

1. UTA will measure the burdens of service and fare changes on minority riders to determine when minority riders are bearing a disparate impact from the change between the existing service or fare and the proposed service or fare.
2. UTA will measure the burdens of service and fare changes on low-income riders to determine when low-income riders are bearing a disproportionate burden of the change between the existing service or fare and the proposed service or fare.
3. A threshold of 5% will be used to determine disparate impact on minority populations and disproportionate burden on low-income populations. This 5% is based on the margin of error from the US Census data that UTA uses to determine the populations in the service area. This means that if the burden of the service or fare change on minority

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or low-income populations is more than 5% worse than it is for the non-protected populations, then the change will be considered either a disparate impact or a disproportionate burden.

Finding a Disparate Impact

1. At the conclusion of UTA's Analysis, if UTA finds a disparate impact on the basis of race, color, or national origin, UTA shall seek to modify the proposed changes in a way that will mitigate the adverse effects that are disproportionately borne by minorities. Modifications made to the proposed changes must be reanalyzed in order to determine whether the modifications actually removed the potential disparate impacts.
2. If UTA chooses not to alter the proposed service changes despite the potential disparate impact on minority populations, or if UTA finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service or fare change, UTA may implement the change only if:
    a. UTA has substantial legitimate justification for the proposed change; and
    b. UTA can show that there are no alternatives that would have a less disparate impact on the minority riders but would still accomplish the transit provider's legitimate program goals. In order to show this, UTA must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative

Finding a Disproportionate Burden

If at the conclusion of the analysis, UTA finds that low-income populations will bear a disproportionate burden of the proposed major service change, UTA will take steps to avoid, minimize, or mitigate impacts where practicable. UTA will also describe alternatives available to low-income passengers affected by the service changes.

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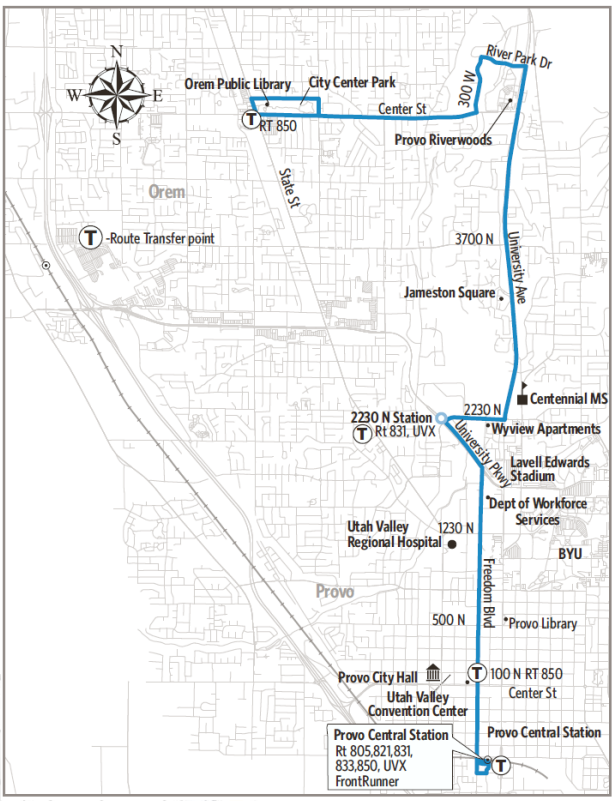
Proposed Changes

Route 834

Route 834 provides connections from Provo Central Station through downtown Provo and to retail locations in the Northern side of Provo and Western Orem. It performs a circuit around the Orem Public Library and City Center Park at present. The proposal would forego the circuit section in Orem and add further routing Eastward into Vineyard to the new FrontRunner station being opened. The frequency on the 834 would also increase from 60-minute service to 30-minute service.



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Analysis of Proposed Changes

UTA has analyzed the potential impacts of any major service change as it relates to low-income and minority populations and evaluated the potential for adverse impact on these groups. To this end, UTA has created the maps, tables and related data found in this section. The data in this section was compiled utilizing American Community Survey (ACS) 2019 5-year estimates, which was dispersed into census blocks, in lieu of the larger block groups to use the smallest geographic area possible for the analysis. The distribution was dictated by population ratios from 2010 Census Data. Proposed service changes were analyzed based on the stops, flex route radii, and stations serviced by the impacted route. Some stop locations are approximate and may be in a different location once land is acquired or permissions are granted for land use. All bus stop locations have had a one quarter mile walkability radius applied to them, which was based on the actual accessibility of the stop or station by road. If applicable, Flex routes have a three-quarter mile radius attached to the alignment due to the deviation capabilities of that service type. Any census block that was overlapped by any of these radii had its population included as those impacted by the proposed changes. These aggregated numbers were compiled as a comparison group to the service area average to determine whether there would be a disparate impact on minority populations and/or a disproportionate burden borne by low-income populations.

Total low-income population was calculated using ACS household income data which excludes certain housing types where a “household” does not reflect those within certain types of living quarters (e.g., prisons, college dormitories, etc.). For this reason, the total minority population and the total low-income population differed at varying degrees contingent upon the number of this household type within the impacted area.

The maps in this section show the route, individual stops, flex route radii and census blocks with concentrations of low-income households or minority individuals above the system average shaded.

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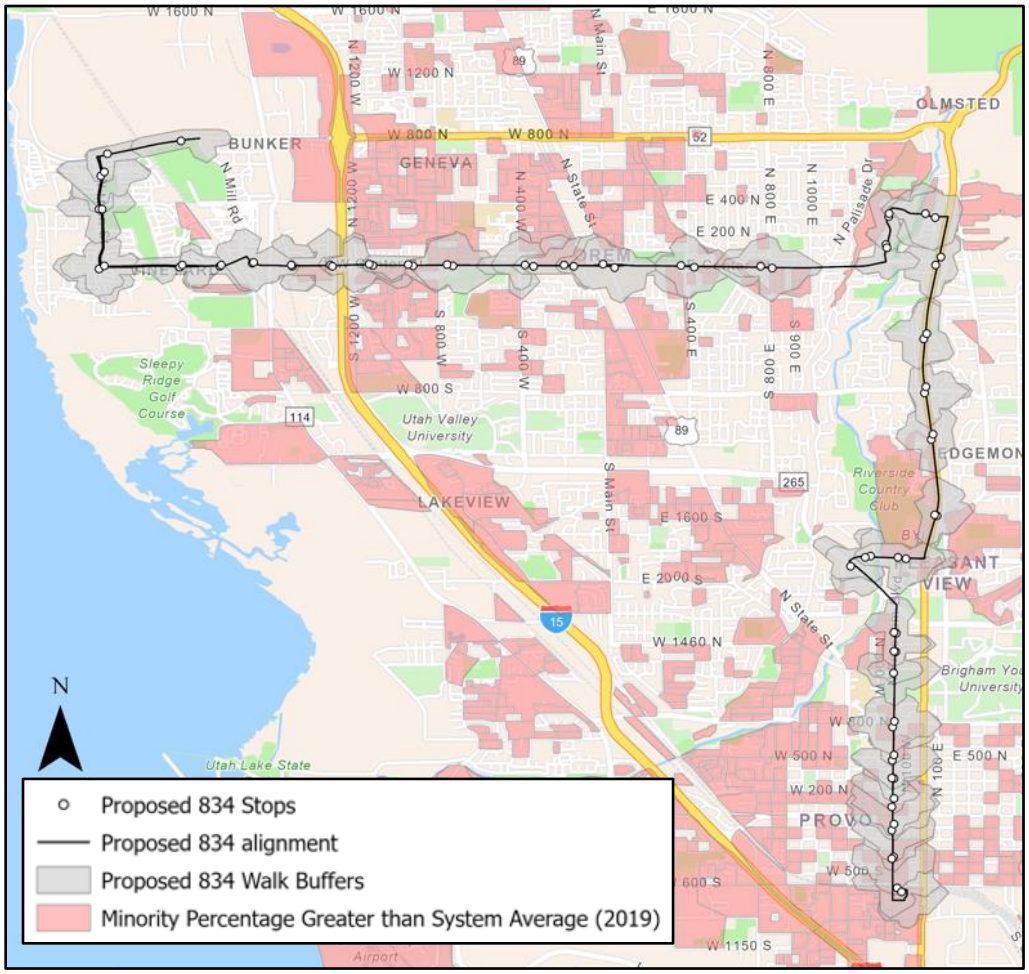
Route 834

Minority Analysis



The tables below show the current alignment's population, the overall proposed new alignment's impacted population, and the demographics of the people within the new service area being added to the route. Percentages in parenthesis are the system average difference.

Minority System Average	
Total Population:	2,431,465
Minority Population:	565,563
Percent Minority:	23.3%

Route 834 – Current	
Total Population:	29,396
Minority Population:	6,412
Percent Minority:	21.8% (-1.5%)

Route 834 – Proposed New Alignment	
Total Population:	37,451
Minority Population:	9,069
Percent Minority:	24.2% (.9%)

Route 834 – New Service Area	
Total Population:	8,055
Minority Population:	2,657
Percent Minority:	33% (9.7%)

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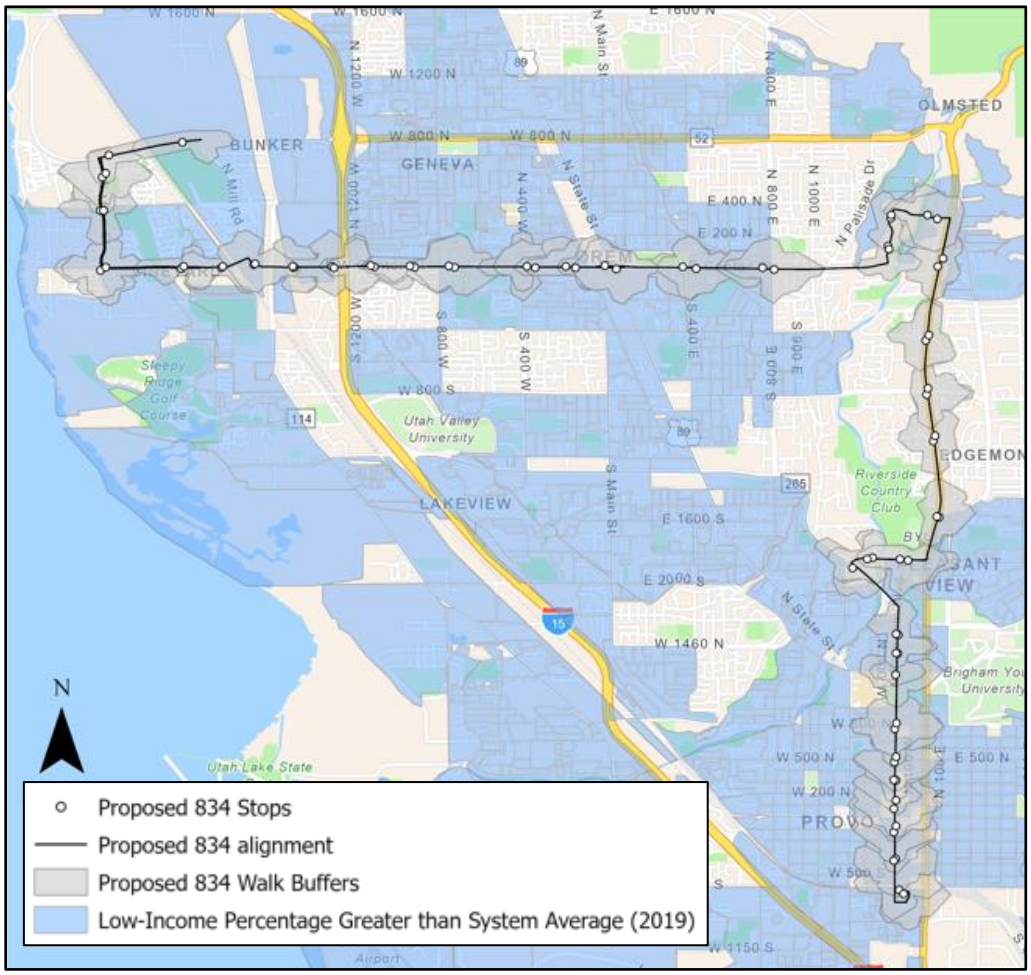
Low-Income Analysis



The tables below show the current alignment's population, the overall proposed new alignment's impacted population, and the demographics of the people within the new service area being added to the route. Percentages in parenthesis are the system average difference.

Low-income System Average	
Total Population:	2,395,604
Low-income Population:	387,141
Percent low-income:	16.2%

Route 834 – Current	
Total Population:	25,439
Low-income Population:	10,008
Percent low-income:	39.3% (23.1%)

Route 834 – Proposed New Alignment	
Total Population:	33,479
Low-income Population:	11,671
Percent low-income:	34.9% (18.7%)

Route 834 – New Service Area	
Total Population:	8,039
Low-income Population:	1,663
Percent low-income:	20.7% (4.5%)

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Conclusion

There were no findings of a disparate impact or disproportionate burden in the proposed alignment change to the 834. The impacted population from the change have a high number of minorities and an above average number of low-income individuals which results in a net gain for the population being served.

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Appendix A – April 2022 Change Day Public Comment Report

April 2022 Change Day – Public Involvement Report

Updated 02.28.22

Introduction

The Utah Transit Authority (UTA) proposed one major change to transit service for implementation on April Change Day (April 17). The change affects Route 834 in Utah County. Details are as follows:

- The frequency on Route 834 would increase from 60-minute service to 30-minute service on weekdays only (Saturday service will continue at 60-minute).
- The proposed modified routing includes an extension to the west to serve the new Vineyard FrontRunner Station. A small portion of the current Route 834 is proposed to be discontinued along 100 North in Orem. The rest of the route will remain the same.

The agency held a 30-day public comment period from January 11 through February 10 with multiple opportunities for the public to engage in the input process, including a virtual public meeting on January 26. This report details public involvement and feedback on the proposed changes.

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Part 1: Public Engagement Efforts

Engagement Overview

Component	Dates	Additional Detail
Public Notice	January 11	A public notice was published across major news publications in areas with the proposed major change and on the Utah Public Notice Website.
Public comment period	January 11-February 10	30-day period was required. Public notice was published. Comment was accepted via email, mail, online form, and phone.
Public meeting (Virtual)	January 26	15 days after public comment period announced, this public hearing was held virtually over Zoom. UTA staff presented information about proposed changes and answered questions. Registered participants were invited to provide public comment during the meeting. A recording was made available following the event.
Virtual engagement	January 11-February 10	Available throughout the comment period online, included virtually accessible information and feedback opportunities through OpenUTA. (Rideuta.com/ChangeDay)

Information on proposed changes was shared widely via newspapers of general circulation in the service area, UTA's website, and UTA's social media platforms, including Instagram, Facebook, and Twitter, as well as Vineyard City communication channels.

Public Hearing Notice

A detailed public hearing notice was distributed via newspapers of general circulation for publication on January 11, including the Daily Herald, Deseret News, and the Salt Lake Tribune. The public notice was also shared via the Utah Public Notice Website.

Virtual Public Hearing

The virtual public hearing was held on Wednesday, January 26 at 6pm. The event was held over Zoom webinars. One individual from the public registered and attended the live event to make a comment on the broadcast. A recording of the virtual public hearing was also available for viewing following the events on the UTA Facebook and YouTube channel.

Facebook:

- 929 People Reached
- 19 Engagements
- 0 Comments
- Link to the event on Facebook: https://www.facebook.com/RideUTA/posts/5532200996809302

YouTube:

- 79 Views
- 2 Likes
- 0 Comments
- Link to the event on YouTube: https://www.youtube.com/watch?v=oEu6dTw4jHc

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Virtual Engagement

Detailed information was shared via UTA's website, along with a feedback form. A carousel on the main page directed the public to detailed information on the proposed changes at rideuta.com/ChangeDay. The public hearing information was also included on the public hearing page of the UTA website.

Information was also shared on UTA's social media channels to alert followers of the proposed changes and opportunities to provide feedback.

Part 2: Public Comment Analysis

Engagement by the Numbers

Mode	Comments (#)
Email	1
Mail	0
Customer Service	2
OpenUTA	27
Virtual Public Hearing	2
Total	**32**

Public Comment Overview

Comments received during the 30-day comment period expressed support for the addition of service to Vineyard and connection on the 834. There were also several comments referring to increasing frequency and span of service on multiple routes, as well as facilitating better transit connections. A complete list of public comments can be found in Appendix 1.

Comment Themes

Theme	Detail	Comments (#)
About Route 834/Vineyard Station?	Comment is regarding the proposed changes on Route 834 and the new Vineyard Station specifically	14
Route 834/Vineyard Support	Comment supports the changes proposed to Route 834	5
Route 834/Vineyard Oppose	Comment opposes the changes proposed to Route 834	1
Span of Service	Comment refers to span of service on various routes (times of day and days of the week)	4
Frequency	Comment refers to frequency of service on various routes	8
Connections	Comment suggests improved transit connections on various routes	7
Service Restoration	Comment refers to service that has been reduced or suspended	11
Routes Referenced	Comment refers to a specific route	16
2X	*Service Restoration*	1
39	*Connections: Route 509, West Valley*	1

47	*Frequency*	1
54	*Frequency*	1
205	*Frequency, Span of Service*	2
307	*Service Restoration*	2
354	*Service Restoration*	1
509	*Connections: Route 39, West Valley*	1
F504	*Service Restoration*	1
F556	*Span of Service*	1
806	*Connections: FrontRunner*	1
UVX	*Connections: Vineyard FR station/Route 834*	1
Ski	*Connections: Utah County Ski bus connections to Vineyard station*	1
FrontRunner	*Frequency, Span of Service, Connections*	4
TRAX	*Frequency*	1
Questions/Follow Up	Question or need for follow up	7

The summary above provides an overview of the major themes and topics expressed in the comments. Each comment was individually coded for themes. As noted in the table above, about half of the comments were specific to the proposed changes to Route 834 and service to the new Vineyard FrontRunner Station. Additionally, about half of the comments referred to other routes (not those with proposed major changes) and included requests for service to be restored or changed (increased frequency, increased span of service, etc.) on specific bus routes, TRAX, and FrontRunner.

**Note: the counts per theme in the table above will add up to more than 30; this is because multiple comments expressed more than one theme.*

Summary of Findings

Through the public engagement process, 32 official public comments were received.

- The proposed changes to Route 834 drew comments and questions from the public; five in support, one opposed, and others with questions or suggestions for serving the area.
- Comments also referred to other routes beyond those with proposed major changes for April Change Day, largely to request service restoration, increased frequency, and improved span of service.

Appendix 1 – Public Comments

A complete list of the 32 public comments received.

#	Comment
1	Please consider adding later bus times on the 500 E. bus. People depend upon this to get to work and cannot to get home from work due to the early stop being of the service. The only other closer ones to get into the valley is 900 E. or State Street and that's ridiculous. Having to take an Uber home at 11 o'clock at night or walking to 900 E. and then walking back to 500 E. in the dark is just unacceptable. This city is growing and there is a lot of people that can use more transportation. I am from Portland Oregon he didn't have to walk more than two or three blocks for a bus up until one in the morning at least consider having to 500 E. bus until the end of the 900 east bus timeframe thank you this is really a safety issue
2	I want to propose the 54 go back to 15 minute service. No matter what time of day it's crowded. We at least need peak times at 15 minutes on weekdays.
3	As one of the people in charge of coordinating Qualtrics' pre-pandemic commuter program [for our Provo Headquarters], I am heartened to see this proposed change, as it addresses the core of one of the biggest flaws in Utah County's current transit network (from the perspective of employees who must commute from the transit corridor at Frontrunner/I-15 all the way to the northeast corner of Provo at Riverwoods). As the transit network is currently configured, there is no efficient way to move commuters from Salt Lake County and northern Utah County to the Riverwoods business park without sending them all the way down to Provo and then north 20-35 minutes on the 834. Having the 834 connected at Vineyard and/or Orem would remove about 30 minutes from each direction for commuters who currently must go to Provo Central to make the connection. As long as a commuter can step off of the Frontrunner on a weekday to find a quick connection to the 834 bus, I fully support this change! Please reach out to me if you have any other questions about our situation! I would be happy to discuss in further detail.
4	The proposed new route would be a significant improvement to my commute, and the commutes of ~150 colleagues. I currently drive to work on I15. This proposed route would allow me to commute to via the frontrunner + this bus line.
5	I love that there is expanded bus service in Vineyard. I think where possible the route should service the apartments and condos on Mill Road and near the Vineyard Connector. It would also be great if this could connect with other bus hubs that have Sundance Ski Bus service or can connect to UVX. I'd REALLY love it if UVX was extended to Vineyard once the UVU campus opens here.
6	I would like to know if there will be any routes that run from the new station up and down Geneva Road. If "No," will there be consideration of routes along it in the future?
7	Thank you so much for the changes to be, made! What about the route that goes to Orem, Utah 400 East and Center Street? I go there at least once per month! It would be better if the 834 runs every 30 minutes and LESS (NOT MORE, LIKE 60 MINUTES!!!!!) In my opinion, 60 minutes is way, way, WAY too long for waitin to get on the bus/train! Please, please, PLEASE DO NOT have the buses/train to run every 60 minutes again! I think ALL the buses/trains should run 15 minutes and LESS! tHANK YOU, AND HAVE A great WEEK!

8	Hello, I have been a regular commuter on Frontrunner for over 10 years on the Clearfield to downtown Salt Lake City route. Ever since Covid hit, I've been anxiously awaiting your return of the 6:30pm Salt Lake Central/North Temple route north back to Clearfield. In the past few months you have restored and even added several new half hour routes, just not the 6:30pm one. If possible, I am requesting on behalf of myself and the decent number of commuters that used to catch this 6:30pm northbound Frontrunner route that you would now consider re-instating this particular route for us. Thank you for your time.
9	I like this proposal. This will let a lot of vineyard residents able to get to Orem or Provo without driving. Especially looks like it will pass by the Orem recreation center and Orem city center and groceries store on center street. I'm sure a lot of vineyard residents or students will use this bus route.
10	Very excited for this. This will allow several members of my household to take the bus to work and school.
11	Please add a bus stop going north and south on Main St and 400 N. In Vineyard. It is preferred that the bus arrival at Vineyard Station is timed to be 5 - 10 minutes before train departure at Vineyard station for trains leaving every 60 minutes and the half hour departure times. Thank you. This service will be used by us to travel to downtown SLC.
12	Please add SUNDAY service for Frontrunner!!! It is extremely disappointing that people can't get anywhere from Utah Co. Just because it's Sunday.
13	When will route 47 go back to every 15 min?
14	Will the new 834 stop somewhere on E Mill Rd, like Bus Stop 830311?
15	Please adjust the 509 to 39 connection at the West Valley hub... it is impossible to make the connection now.
16	Would like to see the 205 go back to every 15 minutes instead of every half hour it's hard for me to get to school when it start way
17	Have F556 turn into 256 run everyday until 11PM including Sundays
18	This regards Provo, specifically the Lakeview area, north of Provo River, and West of Geneva Road. Please: we really, really need a bus in this neighborhood, that runs east - west, and goes directly downtown, a direct east-west shot. Please run a bus east-west starting all the way back at from Lakeshore Drive (or maybe even from the Provo high school) and then east-west along 620 N and then under I-15, then keep going east-west along 800 N and then straight until at a minimum University Avenue, where it could T into Un.Ave. This would give our whole neighborhood (and the high schoolers) a realistically convenient way to get downtown, to shop (we have no grocery stores here, it is just a huge residential neighborhood), it would alleviate high school traffic for students, staff and teachers. Elderly people and disabled people would love a way to get downtown from Lakeview. But not going all the way down to the Provo FrontRunner station first. We would really like a straight east-west shot into town along 620 and 800 N. Thank you for reading this.
19	Can you bring back the 307 Cottonwood Heights? It was stopped at the beginning of the pandemic, but now that people are starting to return to the office, it would very helpful to me and others I know. Thank you
20	Que regrese a dar servicio la ruta 2X. La cual es necesaria para llegar a la U of U mas rapido
21	What happened to the the RT F504 that was in effect on Change Day April 18, 2021 ?

22	This new route should not be goin through Main Street in Vineyard. There are multiple school zones, parks and lots of kids out all the time. This would make way more sense to go down mill road pass apartments and the theater and business area than to go through single family homes. This route ABSOLUTELY needs to change. We cannot have the risk of big busses running through the middle of this quiet residential area with children all around. People that live in apartments are far more likely to use the UTA busses and having the route go through the business and shopping area by the theater on mill road will be much better for access to those things and for those businesses. Please do not go forward with the current route plan right through the areas where children are always out. I am sick to think of the tragedy that would happen if there are busses going on the proposed route.
23	I think it is time to bring 20 or 15 minute frequency to TRAX on Saturdays. I ride almost every week to go to work and the trains are normally crowded
24	Can you please reinstate the 307, Cottonwood Heights? It has been almost two years since it was discontinued due to the pandemic and now that people are going back to work, there are numerous people in my neighborhood who would benefit from this service.
25	I like the new routes and free fare day I would do blue to u of u with the red line and green to the airport/salt lake central with the blue line
26	Have bus 806 align with frontrunner schedule going North and South bound.
27	I'm commenting on the absence of updates for east-side/south-side routes like the 354 that have been "suspended" for a long time. When is this or similar route coming back? I have extremely poor options for getting to the U, and it's very frustrating at this point. I've not seen that UTA is currently under budget cuts, and seems to be expanding service elsewhere. So, frustrating that the east side fast busses are all still gone.
28	Will there be a bus stop in walking distance for residents near N Mill Rd?
29	When will FrontRunner go back to it's original schedule?
30	Customer would like to suggest that the 834 run every 15 minutes instead of every hour. There are people who need this bus and would like to have more flexibility when getting the bus.
31	The customer would like to request the 834 to be every 30 minutes instead of hourly. If it ran more frequently, they would have more riders.
32	1. Can you please add street names to the map showing the proposed changes? As is, the map is vague. 2. How early in the morning and how late in the evening would the route run? Currently, it begins too late and ends too early for my needs, and I would definitely welcome longer hours.

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669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jay Fox, Executive Director
PRESENTER(S): Andrea Packer, Communications Director

TITLE:

R2022-03-05 - Resolution Approving Rail Station Names for TRAX 600 South Station and FrontRunner Vineyard Station

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
That the Board of Trustees approve resolution R2022-03-05 as presented by staff.

BACKGROUND:
UTA has two new rail stations under construction, including a new TRAX station in Salt Lake City between 600 and 700 South, and a new FrontRunner station in the city of Vineyard in Utah County. Both stations are scheduled to open for service in spring 2022.

The Board of Trustees policy 3.1 - Advertising & Naming - requires board approval of station names and provides the following guidance to staff in developing proposed station names:

- The Authority will select primary station names that assist customers in navigating its transit system, such as names that incorporate geographical coordinates.
- The Authority will select secondary station names that relate to geographical landmarks, public activities, or names that have historical or cultural significance to the immediate area in which the station is located.
- The Authority will not name any stations, facilities, or service brands after any individual, either living or deceased.

In addition, staff have taken efforts in recent years to establish more consistent naming conventions for bus

and rail routes as well as station names, in an effort to provide more clarity and simplicity for riders.

DISCUSSION:
In accordance with the Board of Trustees policy and efforts to be consistent throughout the system, staff is proposing the following names for the two new stations:

- New FrontRunner station: “Vineyard Station.” This is consistent with the naming of all other FrontRunner stations, which reference the city in which the station is located. No secondary names have been applied to FrontRunner stations to date.

- New TRAX station: “600 South Station.” This is consistent with recent efforts to name TRAX stations according to the nearest cross street. No secondary name is being proposed at this time.

ALTERNATIVES:
Advise staff to go back and consider alternative station names.

FISCAL IMPACT:
None.

ATTACHMENTS:
Resolution R2022-03-05

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY APPROVING RAIL STATION NAMES FOR TRAX 600 SOUTH STATION AND FRONTRUNNER VINEYARD STATION

R2022-03-05 March 23, 2022

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

WHEREAS, in Board Policy 3.1, titled "Advertising and Naming" (the "Policy"), the Board of Trustees ("Board") reserves the authority to name stations, facilities, and service brands of the Authority; and

WHEREAS, under the Policy, the Board approves primary station names that assist customers in navigating its transit system, such as names that incorporate geographical coordinates; and

WHEREAS, under the Policy, the Board, when approving a secondary station name will select a name that relates to geographical landmarks, public activities, or names that have historical or cultural significance to the immediate area in which a station is located; and

WHEREAS, under the Policy, the Board of the Authority may not name any stations, facilities, or service brands after any individual, either living or deceased; and

WHEREAS, the Authority has sought to establish consistent naming conventions for rail and bus routes, as well as station names to provide clarity and simplicity for riders; and

WHEREAS, the Board of the Authority wishes to name two (2) new stations including a new TRAX station located at approximately 600 South Main Street in Salt Lake City, and a new FrontRunner station serving Vineyard City.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the new primary name for the TRAX station located at approximately 600 South Main Street in Salt Lake City shall be "600 South Station."

2. That the new primary name for the FrontRunner station serving Vineyard City shall be "Vineyard Station."

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3. That the Board of Trustees formally ratifies actions taken by the Authority, including those taken by the Executive Director, staff, and counsel, that are necessary or appropriate to give effect to this Resolution.

4. That the corporate seal be attached hereto.

Approved and adopted this 23rd day of March 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Tim Merrill
56A03BC7C491482...
Legal Counsel

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director
Kensey Kunkel, Manager Business Development-Sales

TITLE:

R2022-03-06- Resolution Adopting the Fare Rates and Types of Fare Media of the Agency and Authorizing FrontRunner Pass-Through Stations

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve and adopt Resolution R2022-03-06

BACKGROUND:
The new FrontRunner Vineyard Station anticipates an opening date in May 2022. Customers will have access to board or disembark the train at this station which is located between the Orem and American Fork FrontRunner Stations.

Fare rates are historically set by the UTA Board of Trustees through the UTA fare policy.

DISCUSSION:
FrontRunner fares are currently based on distance and a sixty-cent ($.60) charge is assessed per station travelled, except for North Temple station. Due to its proximity to adjacent stations, this station is considered a “pass-through” station and no additional charge is passed to the customer. Fare rates are historically set by the UTA Board of Trustees through the UTA fare policy.

Staff recommends positioning the Vineyard Frontrunner station as a pass-through station, where no fare will be assessed to the customer travelling to or through this station due to its proximity to adjacent stations.

Additionally, staff recommends updating the current FrontRunner fare matrix identifying both Vineyard and North Temple stations as pass-through stations with no charge. Both stations are less than 2.5 miles to the nearest adjacent station.

ALTERNATIVES:
Do not approve the Resolution and do not accept the North Temple and Vineyard Frontrunner Stations as pass through stations.

FISCAL IMPACT:
Neutral as compared to 2021 revenue.

ATTACHMENTS:
Resolution R2022-03-06

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY ADOPTING THE FARE RATES AND TYPES OF FARE MEDIA OF THE AGENCY AND AUTHORIZING FRONTRUNNER PASS-THROUGH STATIONS

R2022-03-06 March 23, 2022

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

WHEREAS, the Act Empowers the Board of Trustees ("Board") of the Authority to fix the fares charged to riders of the Authority's transit services; and

WHEREAS, on July 7, 2019, the Board of the Authority adopted Board of Trustee Policy 4.1 – Fares ("the Policy"); and

WHEREAS, the Policy also empowered the Board of the Authority to set base fares and approve new or modified fare media for transit services; and

WHEREAS, the Board of the Authority, on December 15, 2021, adopted a fare structure and approved new or modified fare media for transit services in Resolution R2021-12-09; and

WHEREAS, the Board of the Authority desires to rescind Resolution R2021-12-09, and to set a new fare structure and establish the types of fare media for the Authority; and

WHEREAS the FrontRunner North Temple Station and the Vineyard Station are both in close proximity to adjacent stations; and

WHEREAS, the Board of the Authority wishes to recognize the FrontRunner North Temple Station as a pass-through station with no charge, and designate the new FrontRunner Vineyard Station as a pass-through station with no charge.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority":

1. That Resolution R2021-12-09 is hereby rescinded in its entirety.

2. That the Fare Rates of the Authority are hereby adopted in substantially the same form as attached as Exhibit A.

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

3. That the FrontRunner North Temple and Vineyard Stations are designated as pass-through stations with no charge for the additional stops as defined in Exhibit A.

4. That the types of accepted Fare Media of the Authority are hereby adopted in substantially the same form as attached as Exhibit B.

5. That the Board of Trustees formally ratifies actions taken by the Authority, including those taken by the Executive Director, staff, and counsel, that are necessary or appropriate to give effect to this Resolution.

6. That the corporate seal be attached hereto.

Approved and adopted this 23rd day of March 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Tim Merrill
56A03BC7C491482...
Legal Counsel

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

Exhibit A

Utah Transit Authority Fare Rates
Effective April 1, 2022

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

Utah Transit Authority Fare Rates
Effective April 1, 2022

1) Base Fare and FrontRunner

Local Bus, TRAX, Streetcar

	Adult	Reduced Fare
One-way	$2.50	$1.25
Day	$5.00	None
Monthly	$85.00	$42.50

Express Bus, Ski

	Adult	Reduced Fare
One-way	$5.00	$2.50
Monthly	$170.00	$85.00

FrontRunner

	Adult	Reduced Fare
One-way	$2.50	$1.25
*Additional Stops**	$0.60	$0.30
Roundtrip	$5.00	$2.50
*Additional Stops**	$1.20	$.60

** Vineyard and North Temple stops are $0.00 fare*

2) Special pricing

	Adult
Route Deviation	$1.25
Group Pass	$15.00
Paratransit	$4.00
Paratransit 10-Punch	$40.00
Ride Van Plus	$50.00 Monthly
FAREPAY Discount	20%

3) Free Fare

The following special groups may ride free of charge under these parameters:

- Free Fare Zone – Customers boarding/alighting in the free fare zone
- Children – 5 years and younger when accompanied by a fare paying adult
- Employees – Agency employees, retirees, and eligibile dependents
- Personal Care Attendant – Must accompany a pre-qualified rider with a disability
- Paratransit Eligible – Individuals certified as ADA paratransit eligible
- Elementary Students – Must have a training safety course and travel with a school group
- Trainer/Trainees – Trainer with accompanying trainees learning to use the system
- Sworn Peace Officers – Either in or out of uniform and certified with proof of status

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4) Reduced Fare

A 50% reduced fare discount will be offered based on the following parameters:

- Seniors: 65 years or older, must show reduced fare card or proof of eligibility and identity when riding
- Disabled: pre-qualified by UTA, must show reduced fare card
- Medicare: valid Medicare card, must show reduced fare card or proof of eligibility and identity when riding
- Youth: between the ages of 6 and 18 years old, must show reduced fare card or proof of eligibility and identity when riding
- Low Income Individuals: Individuals with household income below 150% of the federal poverty level and who are pre-qualified to receive the reduced fare discount

A 75% reduced fare discount will be offered based on the following parameters:

- Human Service Organizations: agencies pre-qualified by UTA may participate in a low income program and purchase discounted transit passes to distribute free of charge to their clients

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Exhibit B

Utah Transit Authority Fare Media

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

Utah Transit Authority Fare Media

Effective April 1, 2022

5) Approved Fare Media

- Transfer Slip
- Electronic Card
- Mobile Phone
- Paper Pass/Ticket
- Sticker
- Cash
- Event Ticket (or similar document) issued for UTA-authorized high-volume events

6) Eliminated Fare Media

- Tokens
  **Token sales ended November 31, 2020, and were accepted through December Change Day 2021*

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): David Hancock, Director of Capital Construction
David Osborn, Project Manager

TITLE:

R2022-03-07 - Resolution Authorizing Execution of Amendment Two to the Interlocal Cooperation Agreement with the Redevelopment Agency of Salt Lake City for the Cooperative Construction of a TRAX Station at 650 South Main Street

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2022-03-07 authorizing Amendment Two for the Interlocal Cooperation Agreement (ILA) with Salt Lake City to extend the contract to June 30, 2022.

BACKGROUND:
On December 16, 2020 the UTA Board of Trustees approved a resolution R2020-12-12 for the Interlocal Agreement/Cooperative Construction Agreement with Salt Lake City Redevelopment Agency (SLCRDA) for the construction of the 650 South Main Street TRAX Station. A resolution R2021-07-01 for Amendment No. 1 was approved by the Board on July 14, 2021 with the initial construction bid and schedule.

DISCUSSION:
This Amendment No. 2 is to extend the milestone completion dates for the project. Unanticipated supply chain issues have necessitated the need for additional time to complete the project.

Milestone completion dates are being extended as shows in the tables below:

Current Construction Milestone Dates Contained in Exhibit B

*Construction**	Start Date	Completion Date
Mobilization	7/21/2021	7/22/2021
Construct Platform	7/22/2021	~~12~~1/1~~5~~4/202~~1~~2
Install Artwork	12/31/2021	~~12~~1/~~15~~14/202~~1~~2
Startup Testing	~~12~~1/1~~5~~4/2022~~1~~	~~1~~2/14/202~~1~~2
Punchlist	~~12~~1/~~15~~14/2022~~1~~	~~1~~2/14/202~~1~~2
Operation		
Opening Day		No later than ~~23~~/~~28~~31/2022

New Construction Milestone Dates contained in updated Exhibit B as a result of Amendment No. 2:

*Construction**	Start Date	Completion Date
Mobilization	7/28/2021	7/29/2021
Construct Platform	7/29/2021	6/30/2022
Install Artwork	3/31/2021	6/30/2022
Startup Testing	4/30/2022	6/30/2022
Punchlist	4/30/2022	6/30/2022
Operation		
Opening Day		No later than 6/30/2022

ALTERNATIVES:

If this amendment does not move forward, Utah Transit Authority is at risk of not completing the construction and opening the new platform within the timeframe of the agreement.

FISCAL IMPACT:

The project construction is funded in the 2022 Capital Budget and this contract will cover that funding. There is no additional funding required for this Amendment No. 2.

ATTACHMENTS:

- Resolution R2022-03-07

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY AUTHORIZING EXECUTION OF AMENDMENT TWO TO THE INTERLOCAL COOPERATION AGREEMENT WITH THE REDEVELOPMENT AGENCY OF SALT LAKE CITY FOR THE COOPERATIVE CONSTRUCTION OF A TRAX STATION AT 650 SOUTH MAIN STREET

R2022-03-07 March 23, 2022

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

WHEREAS, the Redevelopment Agency of Salt Lake City ("RDA"), and the Authority are "public agencies" as defined by the Utah Interlocal Cooperation Act, UTAH CODE § 11-13- 101 *et seq*. (the "Cooperation Act"), and, as such, are authorized by the Cooperation Act to each enter into an interlocal cooperation agreement to act jointly and cooperatively on the basis of mutual advantage; and

WHEREAS, the RDA has been working with developers to obtain funding for the design and construction of a new TRAX station at 650 South Main Street; 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 RDA and the Authority entered into a Interlocal Cooperation Agreement ("Agreement") approved in Resolution R2020-12-12 providing authorization and funding to the Authority for the construction of a new TRAX station at 650 South Main Street; and

WHEREAS the RDA and the Board of the Authority approved Amendment One to the Agreement on July 14, 2021, in Resolution R2021-07-01; and

WHEREAS the RDA and the Authority wish to further modify the Agreement by modifying the completion dates for the project, as supply chain issues have necessitated the need for additional time to complete the project.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves Amendment Two to the Interlocal Cooperation Agreement with the Redevelopment Agency of Salt Lake City in substantially the same form as attached as Exhibit A.

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

2. That the Executive Director is authorized to execute Amendment Two to the ILA with the Redevelopment Agency of Salt Lake City in substantially the same form as attached at Exhibit A.

3. That the corporate seal shall be affixed hereto.

APPROVED AND ADOPTED this 23rd day of March 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved as to Form:

DocuSigned by:
Tim Merrill
56A03BC7C491482...
Legal Counsel

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

EXHIBIT A

(Amendment Two to Interlocal Cooperation Agreement
with the Redevelopment Agency of Salt Lake City)

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

SECOND AMENDMENT TO CONSTRUCTION AGREEMENT FOR THE TRAX 650 SOUTH MAIN PASSENGER STATION

THIS SECOND AMENDMENT TO CONSTRUCTION AGREEMENT FOR THE TRAX 650 SOUTH MAIN PASSENGER STATION ("**Second Amendment**") is made as of the ____ of March 2022 ("**Effective Date**") by and between the Redevelopment Agency of Salt Lake City, a public entity ("**Agency**") and the Utah Transit Authority, a large public transit district and political subdivision of the State of Utah ("**UTA**" and collectively with Agency, the "**Parties**").

RECITALS

WHEREAS, on December 28, 2020, the Parties entered into a Construction Agreement for construction of the TRAX 650 South Main Passenger Station, as amended July 29, 2021 (the Construction Agreement together with the amendment are collectively referred to herein as "**Agreement**"); and

WHEREAS, unforeseen supply chain issues have necessitated the need for an adjustment to the construction schedule; and

NOW THEREFORE, in consideration of the above-stated premises and for other good and valuable consideration, the Parties agree to amend the Agreement as follows:

1. Exhibit B: Project Schedule. Exhibit B is hereby deleted in its entirety and replaced with the attached Exhibit B: Second Amendment to the Estimated Construction Schedule.

2. Miscellaneous. Except as expressly amended pursuant to the terms of this Second Amendment, the Agreement shall remain in full force and effect in accordance with its original terms. If any of the provisions of this Second Amendment conflict with the provisions of the Agreement, the provisions of this Second Amendment shall govern and control. To facilitate execution, this Second Amendment may be executed in as many counterparts as may be required and may be signed electrically. All counterparts shall collectively constitute a single agreement.

3. Representation Regarding Ethical Standards. UTA represents that it has not (1) provided an illegal gift or payoff to Salt Lake City Corporation ("**City**") officer or employee or former City officer or employee, or his or her relative or business entity; (2) retained any person to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, other than bona fide employees or bona fide commercial selling agencies for the purpose of securing business; (3) knowingly breached any of the ethical standards set forth in Salt Lake City's conflict of interest ordinance, Chapter 2.44, Salt Lake City Code; or (4) knowingly influenced, and hereby promises that it will not knowingly influence, a City officer or employee or former City officer or employee to breach any of the ethical standards set forth in Salt Lake City's conflict of interest ordinance, Chapter 2.44 Salt Lake City Code

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IN WITNESS WHEREOF, the parties have caused this Second Amendment to be executed by their duly authorized officers, effective as of the date first set forth above.

AGENCY:

_____
Danny Walz, Director

Approved as to form
Salt Lake City Attorney's Office

_____

Attest and countersigned
Salt Lake City Recorder's Office

_____

Utah Transit Authority:

_____
Jay Fox, Executive Director

_____
Mary DeLoretto
Chief Services Development Officer

DocuSigned by:
Mike Bell 2/25/2022
361F16F838704A9...
Approved as to form
Utah Legal Counsel

1 ATCH: Amendment 2 Revised Exhibit B

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

Exhibit B
Second Amendment to the Estimated Construction Schedule

Task/Milestone	Start Date	Completion Date
Bid Process		
Bid Advertisement	4/22/2021	5/11/2021
Open/Review Bids	5/11/2021	5/18/2021
Contractor Selection, Notice to Agency	5/18/2021	5/21/2021
UTA Board Approval of Contractor Selection	7/14/2021	7/14/2021
Developer Contributions		7/20/2021
Notice to Proceed		7/28/2021
*Construction**		
Mobilization	7/28/2021	7/29/2021
Construct Platform	7/29/2021	6/30/2022
Install Artwork	3/31/2021	6/30/2022
Startup Testing	4/30/2022	6/30/2022
Punchlist	4/30/2022	6/30/2022
Operation		
Opening Day		No later than 6/30/2022

*Construction milestones assume the NTP is issued on the last day (7/28/2021).

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Emily Diaz, Assistant Treasurer

TITLE:

R2022-03-09 - Resolution Declaring Official Intent of the Utah Transit Authority to Reimburse Itself for Certain Capital Expenditures Through Lease Financing

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Adopt Resolution R2022-03-09

BACKGROUND:
When issuing a lease, federal law permits a government to include capital items in the financing which have been purchased up to 60 days prior to the lease closing date. Federal law does allow a government to declare an intent to reimburse and establish an expanded period for including capital items in a lease financing.

UTA began leasing revenue service vehicles in 2015. Through 2018, the Board of Trustees adopted a resolution each year which authorized the Chief Financial Officer to enter that year's leases if lease maturities, interest rates, and lease amounts were within the parameters identified in the resolution.

Beginning in 2019, the process changed to have the Board of Trustees approve an Intent to Reimburse Resolution early in the year and a lease financing resolution later in the year which included the specific lease maturities, interest rates and lease amounts resulting from a lease financing RFP.

DISCUSSION:
The 2022 capital budget anticipated lease financing for the replacement of the following items:

Vehicle/Equipment Replacement	Number	Amount
Buses	20	$10,900,000

Paratransit	8	$1,100,000
Vanpool vans	39	$1,345,000
Non-Revenue Service Vehicles	13	$650,000
Totals	80	$13,995,000

These capital items will be delivered throughout the year. Rather than arranging for financing as capital items are delivered, it is much more efficient to arrange for lease financing near the time of the largest dollar amount of deliveries.

The resolution enacts the intent to reimburse provisions of federal law and will allow UTA to arrange for lease financing for these budgeted capital items at one time. The anticipated timing for issuing the lease financing RFP is late third quarter.

ALTERNATIVES:

UTA could conduct the lease financing solicitation and award the lease financing as soon as possible in 2022. The 2022 budget was prepared assuming the lease financing would take place in September. Lease financing could be put in place approximately every 60 days.

FISCAL IMPACT:

The budget assumed lease financing would take place in September. This action supports 2022 budget planning.

ATTACHMENTS:

1) Resolution R2022-03-09

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RESOLUTION DECLARING OFFICIAL INTENT OF THE UTAH TRANSIT AUTHORITY TO REIMBURSE ITSELF FOR CERTAIN CAPITAL EXPENDITURES THROUGH LEASE FINANCING

R2022-03-09 March 23, 2022

WHEREAS, 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 (the "Act"); and

WHEREAS, under the Act, the Board of Trustees ("Board") of the Authority is required to review and approve contractual expenditures exceeding $200,000; and

WHEREAS, the Authority expects to incur significant costs for transit system improvements, including without limitation, Vanpool vans, paratransit vehicles, non-revenue service vehicles, buses, and all related improvements (collectively, the "Project"); and

WHEREAS, the Authority has determined that it intends to finance the cost of the Project with the proceeds from one or more lease financings, the interest on which is excludable from gross income for federal income tax purposes (the "Leases"); and

WHEREAS, no costs of the Project were paid more than 60 days prior to the date of this Official Intent, other than preliminary expenditures (not exceeding 20% of the aggregate price of the Leases to be executed to finance the Project), provided that such preliminary expenditures shall not include cost of land acquisition or site preparation or other costs of construction or acquisition of the Project.

NOW, THEREFORE, the Board of Trustees of the Utah Transit Authority hereby declares the Official Intent of the Utah Transit Authority, AS FOLLOWS:

Section 1. Declaration of Official Intent to Finance Capital Expenditures; Maximum Authorized Debt. The Authority hereby declares its intention and reasonable expectation to use proceeds from the lease financings to reimburse itself for expenditures for costs of the Project. The Authority intends that the Leases are to be executed and the reimbursements are to be made by the later of 18-months after the payment of the costs or after the Project is placed in service, but in any event, no later than three years after the date the original expenditures was paid. The Authority anticipates that the maximum principal amount of the Leases executed to finance the Project will not exceed $14,000,000.

Section 2. Nature of Project Costs. The costs of the Project consist entirely of capital expenditures or costs of issuance of the Leases, and no cost of the Project to be reimbursed with the proceeds from the Leases is a cost of working capital.

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Section 3. No Replacement Proceeds. The Authority will not, at any time within one year after any allocation of proceeds from the Leases to reimburse any expenditure, use the reimbursed funds to create a sinking fund for the Leases, or to otherwise replace the proceeds of any of the Leases.

Section 4. Effective Date. This Official Intent shall take effect immediately.

Approved and adopted this 23rd day of March 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Tim Merrill
56A03BC7C491482...
Legal Counsel

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Kim Shanklin, Chief People Officer
PRESENTER(S): Jay Fox, Executive Director
Kim Shanklin, Chief People Officer
Bill Greene, Chief Financial Officer

TITLE:

R2022-03-10 - Resolution Modifying the Authority's Organizational Structure
AND
Technical Budget Adjustment - Operating

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Recommend the Board adopt resolution R2022-03-10 modifying the Authority's organizational structure and approve the supporting Technical Budget Adjustment.

BACKGROUND:
The Board of Trustees established an organizational structure in November of 2020. The Executive Director is recommending a structure adjustment to increase the effective administration of the Authority.

DISCUSSION:
It is recommended UTA modify the organizational structure to add a Chief Communications Officer to the executive team. This position will provide key strategic focus on the agency's communications plans, both internally and externally. Creation of this position elevates the function to an executive level which will ensure a more strategic connection between the agency's communications, public relations, and marketing functions and the broad work of the agency.

This request includes an addition of one FTE and a Technical Budget Adjustment moving $210,000 from the Operating Budget Contingency.

ALTERNATIVES:
Continue under the current organizational structure.

FISCAL IMPACT:
This organizational structure change will be accomplished by adding one FTE and processing a Technical Budget Adjustment that moves $210,000 in budget authority from the Operating Budget Contingency to UTA Administration.

This technical budget adjustment will not increase the 2022 Operating Budget and will not impact Operating Fund balances.

ATTACHMENTS:
- Resolution R2022-03-10
- Technical Budget Adjustment - Operating Budget - Attachment A

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY MODIFYING THE AUTHORITY'S ORGANIZATIONAL STRUCTURE

R2022-03-10 March 23, 2022

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

WHEREAS, the Board of Trustees ("Board") established an organizational structure to provide for the administration of the Authority on November 4, 2020, in Resolution R2020-11-02; and

WHEREAS, the Board desires to modify the organizational structure established by Resolution R2020-11-02 to provide for the effective and efficient administration of the Authority; and

WHEREAS, the Board desires to establish an organization structure that empowers the Executive Director to make organizational adjustments below the Chief Officer level, in order to obtain organizational flexibility; and

WHEREAS, the Board desires to create a Chief Communications Officer position that will result in a more strategic approach to the Authority's communication, public relations, and marketing functions.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the Board hereby adopts the Organizational Structure establishing Chief Offices of: Operations, Planning and Engagement, Finance, People, Service Development, Enterprise Strategy, and Communications as set forth in Exhibit A to provide for the administration of the Authority.

2. That Resolution R2020-11-02 is hereby rescinded and superseded in its entirety.

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3. That the Board formally ratifies actions taken by the Authority, including those taken by the Executive Director, staff, and counsel that are necessary or appropriate to give effect to this Resolution.

4. That the corporate seal be attached hereto.

Approved and adopted this 23rd day of March 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Tim Merrill
56A03BC7C491482...
_____
Legal Counsel

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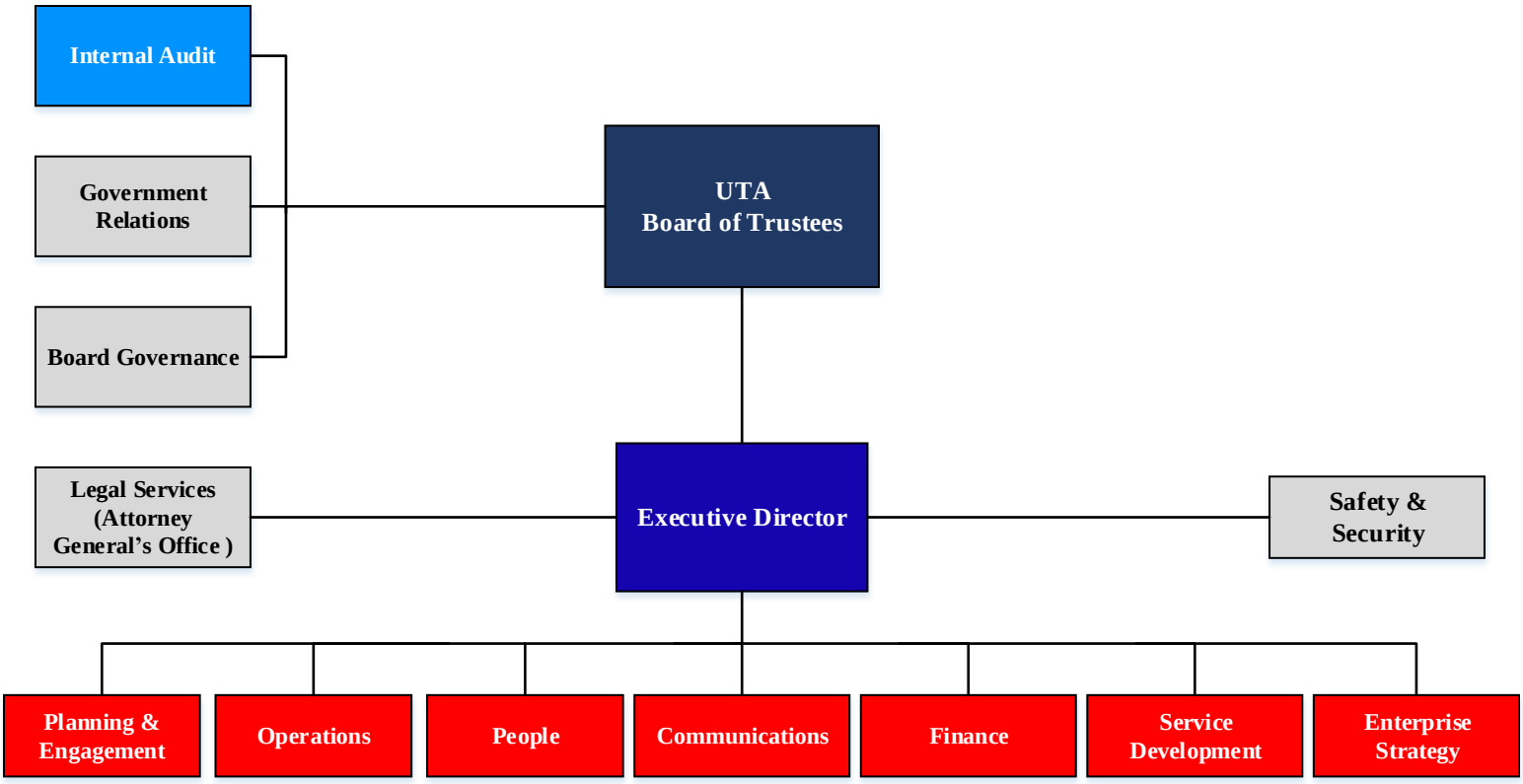
Exhibit A

(Organizational Chart of Chief Offices)

DocuSign Envelope ID: 2CAA70C4-8B05-4CD7-835C-7A878EB309F8

Organizational Chart



03.2022 AO

UTAH TRANSIT AUTHORITY
2022 AMENDED OPERATING BUDGET
April 27, 2022

Attachment A

	Revenue	2022 Final Budget	New Communications Chief	Other	Revised Budget
1	Sales Tax	$ 435,700,000			$ 435,700,000
2	Federal Preventive Maintenance	59,500,000			59,500,000
3	Passenger Revenue	34,200,000			34,200,000
4	Advertising	1,377,000			1,377,000
5	Investment Income	5,160,000			5,160,000
6	Other Revenues	15,121,000			15,121,000
7	Stimulus Funding	100,100,000			100,100,000
8	**Total Revenue**	**651,158,000**	**-**	**-**	**651,158,000**
	Operating Expense				
9	Bus	120,064,000			120,064,000
10	Commuter Rail	32,198,000			32,198,000
11	Light Rail	57,624,000			57,624,000
12	Paratransit Service	26,217,000			26,217,000
13	Rideshare/Vanpool	3,795,000			3,795,000
14	Operations Support	61,736,000			61,736,000
15	Management & Support	51,030,000	210,000		51,240,000
16	Planning/Capital Support	9,493,000		-	9,493,000
17	Non-Departmental	1,000,000	(210,000)		790,000
18	**Total Operating Expense**	**363,157,000**	**-**	**-**	**363,157,000**
	Debt Service, Contribution to Reserves, and Transfer to Capital				
19	Principal and Interest	144,837,000			144,837,000
20	Bond Service Utah County for UVX BRT program	3,374,000			3,374,000
21	Contribution to Reserves	15,904,000			15,904,000
22	Transfer to Capital	123,886,000			123,886,000
23	**Total Debt Service and Reserves**	**288,001,000**	**-**	**-**	**288,001,000**
24	**Total Expense**	**$ 651,158,000**	**$ -**	**$ -**	**$ 651,158,000**

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Daniel Hofer - Manager, Capital Assets and Project Controls
Trice Batty - Fleet Vehicle Administrator

TITLE:

Contract: Telematics Vehicle Tracking System (AT&T Mobility)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve request and authorize Executive Director to execute the contract and associated disbursements with AT&T to purchase a new vehicle tracking system and five-year software subscription for UTA's support fleet vehicles and the Van Pool fleet in the not to exceed amount of $1,032,500.

BACKGROUND:
UTA's support fleet currently utilizes the iDen radio system to support its current vehicle tracking infrastructure. The current tracking hardware is no longer in production and the vendor is no longer in business. In addition, the iDen radio system is set to be retired soon. This request is essentially for the replacement system for the items described above.

Contract was procured using the State Contract with AT&T.

DISCUSSION:
With the pending retirement of the iDen radio system and the obsolescence of the current vehicle tracking system, this request is to begin the implementation of its replacement system. This system uses the AT&T cellular network to transmit the data relating to the vehicles.

UTA has approximately 1,200 vehicles between the Support and Vanpool Fleets that will be using this service. The device mounts inside the dashboard and is hidden. This budget amount covers the purchase of the hardware, the software subscription and maintenance fees. The installation will be done using UTA personnel and is anticipated to be complete around the end of the year.

This initial budget for 2022 is coming from the REV237 GPS Telematics System project. The budget from 2023-2026 will be coming from the department operating budgets. UTA will develop 2023 budget requests to fund the ongoing Operating costs.

Item	2022	2023	2024	2025	2026	Total
Hardware and initial subscription	162,500					162,500
Support Fleet Subscription		95,000	125,000	130,000	130,000	480,000
Van Pool Subscription		80,000	100,000	105,000	105,000	390,000
Total	**162,500**	**175,000**	**225,000**	**235,000**	**235,000**	**1,032,500**

Some of the key benefits this system will provide are:

- Tracking of vehicles' physical location
- Actual usage data
- Health monitoring of the data (i.e. ability to monitor check engine codes or other data)
- Provide data to determine what the right size of support fleet UTA needs

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CONTRACT SUMMARY:

Contractor Name:	AT&T Mobility
Contract Number:	UTA Purchase Order 16802, State Contract MA149-1
Base Contract Effective Dates:	12/6/2019 - 8/11/2024
Extended Contract Dates:	8/11/2024 - 8/11/2029
Existing Contract Value:	NA
Amendment Amount:	NA
New/Total Amount Contract Value:	$1,032,500
Procurement Method:	State of Utah Existing Agreement
Funding Sources:	UTA Local Funds

ALTERNATIVES:
Do not execute the contract. UTA would not be able to monitor the fleet and this would delay compliance with FTA FMO recommendations.

FISCAL IMPACT:
If approved, the overall budget impact will be $162,500 in 2022 from existing project budget funds in the capital budget. Ongoing Operating cost will add approximately $217,500 on average each year to the operating budgets for the subscription fees. Budgets impacted will be Capital Asset & Project Controls group (6820) and the Van Pool group (7900).

ATTACHMENTS:
UTA Order 16802

Link to State of Utah Cooperative Agreement MA 149 <https://utah-das-contract-searchsp.s3.amazonaws.com/full_contract_MA149_MA149MA.pdf>
Link to Participation Addendum to Master Agreement MA149-1 <https://utah-das-contract-searchsp.s3.amazonaws.com/addl_doc_MA149_MA149UTPA.pdf>

AT&T MOBILITY **NATIONAL BUSINESS SERVICES** **P.O. BOX 9004** **Carol Stream IL 60197-9004**		**UTA** **Utah Transit Authority**	PURCHASE ORDER NUMBER **OG**	**16802**
			PO Number Must Appear On All Invoices And Shipments	
			VENDOR NUMBER	**PO DATE**
			1101226	3/2/2022
SEND INVOICE TO:	**SHIP TO:**	*An Equal Opportunity Employer*	**ORDER TAKEN BY**	**FOB**
AP@RIDEUTA.COM	**ATTENTION: RECEIVING**			*
669 W 200 S	**3600 S 700 W**	**801-287-3008**	**BUYER**	**PAGE NUMBER**
SLC, UT 84101	**Salt Lake City UT 84119**	**www.rideuta.com**	Gonzales, Chad	1 of 1

Confirmation: Do not Duplicate
Utah Transit Authority Is Tax Exempt Total PO Value: 1,032,500.00 Ship as soon as possible. Early Shipments Allowed

LINE #	REQ #	CONFIRMED DELIVERY DATE	QUANTITY	PART NUMBER ACCOUNT CODE	DESCRIPTION	UNIT PRICE	TOTAL PRICE
1	00010452	3/2/22	1 EA	40-6237.68912	GPS Telematic System Hardware + FirstNet 2022 Sub	162500.0000	162,500.00
2	00010452	1/31/23	1 EA	6820.50455.90	GPS Telematics - Support Fleet FirstNet Subscription 2023	95000.0000	95,000.00
3	00010452	1/31/24	1 EA	6820.50455.90	GPS Telematics - Support Fleet FirstNet Subscription 2024	125000.0000	125,000.00
4	00010452	1/31/25	1 EA	6820.50455.90	GPS Telematics - Support Fleet FirstNet Subscription 2025	130000.0000	130,000.00
5	00010452	1/31/26	1 EA	6820.50455.90	GPS Telematics - Support Fleet FirstNet Subscription 2026	130000.0000	130,000.00
6	00010452	1/31/23	1 EA	7900.50353.92	GPS Telematics - Vanpool FirstNet Subscription 2023	80000.0000	80,000.00
7	00010452	1/31/24	1 EA	7900.50353.92	GPS Telematics - Vanpool FirstNet Subscription 2024	100000.0000	100,000.00
8	00010452	1/31/25	1 EA	7900.50353.92	GPS Telematics - Vanpool FirstNet Subscription 2025	105000.0000	105,000.00
9	00010452	1/31/26	1 EA	7900.50353.92	GPS Telematics - Vanpool FirstNet Subscription 2026	105000.0000	105,000.00

Utah State Contract MA149-1

Unless otherwise expressly agreed in a written document executed by Utah Transit Authority ("UTA"), this Purchase Order is subject to UTA's standard terms and conditions revision date: September 2020, effective as of the date of this Purchase Order. UTA's standard terms and conditions are found at ***http://www.rideuta.com/-/media/872EE81C35F84C6C880E221E756EEA7B.ashx****. Vendor's acceptance of this Purchase Order is limited to the express terms of UTA's standard terms and conditions, without modification. Vendor's delivery of the Goods or commencement of performance of Services identified in this Purchase Order are effective modes of acceptance. Any proposal for additional or different terms or any attempt by Vendor to vary in any degree any of the terms of the Contract, are hereby objected to and rejected (and this Purchase Oder shall be deemed accepted by Vendor without the additional or different terms).*

If this Purchase order is purchased using a State Contract, then terms and conditions are pursuant to that State Contract.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Dave Hancock, Director of Capital Construction
Janelle Robertson, Project Manager

TITLE:

Contract: FrontRunner Forward Reimbursement Agreement (Union Pacific Railroad Company)

AGENDA ITEM TYPE:
Non-Procurement Agreement

RECOMMENDATION:
Approve and authorize Executive Director to execute Reimbursement Agreement with Union Pacific for Preliminary Engineering and Legal Expenses in the amount of $1,678,000

BACKGROUND:
UTA has identified sections of double tracking as a part of the Initial Investment Plan to improve FrontRunner speed and frequency. Each of the projects requires coordination with the Union Pacific Railroad Company (UP). Several of the projects require modifications to the UP Railroad to accommodate a second UTA FrontRunner track. UP requires the execution of a Preliminary Engineering (PE) Reimbursement Agreement to enable design coordination and review during the environmental study and final design process. The PE agreement commits UTA to compensate UP for the engineering review fees that they will incur as a result of the project. The agreement commits UP to coordinate with UTA and review design submittals in a timely manner.

DISCUSSION:
UTA is initiating environmental studies and design of several FrontRunner improvement projects that will require UP review of proposed modifications to UP track, signal systems, operations, and areas for which UTA proposes to purchase UP right-of-way. UP uses consultants to coordinate, perform engineering reviews, and make recommendations to UP management for official approval. UTA and UP will also amend the original

Purchase and Sale Agreement (2002) to account for new right-of-way purchase, operational changes, and new construction project coordination. This PE agreement covers the cost of the consultants and UP labor to perform these activities. UP will record actual costs of this work and will submit to UTA on a monthly basis for UTA review and reimbursement.

CONTRACT SUMMARY:

Contractor Name:	Union Pacific Railroad Company
Contract Number:	22-P00150
Base Contract Effective Dates:	March 23, 2022
Extended Contract Dates:	NA
Existing Contract Value:	NA
Amendment Amount:	NA
New/Total Amount Contract Value:	$1,678,000
Procurement Method:	NA
Funding Sources:	State Funding

ALTERNATIVES:

UTA could decide to design and construct all FrontRunner system expansion project improvements on existing UTA property (where available) or purchase only private right-of-way (where UTA property is not available). This approach will be more expensive, result in significant impacts to adjacent residents and businesses, and delay the progress of these projects

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FISCAL IMPACT:

$1,687,000 cost to the FrontRunner Forward Project Budget. Significant cost saving are expected by impacting UPRR versus adjacent businesses and residents.

ATTACHMENTS:

UPRR PE Agreement

DocuSign Envelope ID: F9B76740-C813-4F24-AE90-663AFCDB6907

REIMBURSEMENT AGREEMENT PRELIMINARY ENGINEERING AND LEGAL EXPENSES

THIS REIMBURSEMENT AGREEMENT (this "**Agreement**") is made and entered into as of _____ (the "**Effective Date**"), by and between UNION PACIFIC RAILROAD COMPANY, a Delaware corporation ("**Railroad**"), and UTAH TRANSIT AUTHORITY, a municipal corporation or political subdivision of the State of Utah ("**Agency**").

RECITALS

A. Agency desires to initiate a project affecting Railroad's track and right of way, such project and its location are more particularly described on Exhibit A attached hereto (the "**Project**").

B. Railroad agrees to collaborate with Agency on t he conceptualization and development of the Project, and Agency agrees to reimburse Railroad for its costs and expenses associated with services provided by Railroad, in accordance with the terms and conditions of this Agreement.

AGREEMENT

NOW THEREFORE, the parties hereto agree as follows:

1. Railroad, and/or its representatives, at Agency's sole cost and expense, agrees to perform (or shall cause a third party consultant to perform on Railroad's behalf) the preliminary engineering services work described on Exhibit B attached hereto (the "**PE Work**"). Agency acknowledges and agrees that: (a) Railroad's review of any Project designs, plans and/or specifications, as part of the PE Work, is limited exclusively to potential impacts on existing and future Railroad facilities and operations; (b) Railroad makes no representations or warranties as to the validity, accuracy, legal compliance or completeness of the PE Work; and (c) Agency's reliance on the PE Work is at Agency's own risk.

2. Railroad's estimated cost for the PE Work is ONE MILLION FIVE HUNDRED SEVENTY EIGHT THOUSAND and 00/100 Dollars ($1,578,000.00) (the "**PE Work Estimate**"). Notwithstanding the PE Work Estimate, Agency agrees to reimburse Railroad and/or Railroad's third party consultant, as applicable, for one hundred percent (100%) of all actual costs and expenses incurred by Railroad in connection with the Project. Agency's obligation hereunder to reimburse Railroad (and/or its third party consultant, as applicable) for the PE Work shall apply regardless if Agency declines to proceed with the Project or Railroad elects not to approve the Project.

3. Agency and Railroad anticipate the need to commence negotiation of one or more agreements documenting the design, construction, operation and/or maintenance of the Project (the **"Project Documents**"). Agency acknowledges Railroad (by utilizing its

inhouse legal staff and/or a private law firm retained by Railroad) will provide legal services in connection with the Project, and that Railroad, in its sole discretion, may select and retain a private law firm in connection with the Project, and that such law firm will represent only Railroad and provide services to only Railroad in connection therewith (the **"Legal Work"**). Agency hereby agrees to reimburse Railroad for all costs and expenses incurred by Railroad in connection with the Legal Work, including, without limitation, fees charged by such private law firm for its preparation, negotiation, review, and/or finalization of the Project Documents on behalf of Railroad.

4. Railroad's estimated cost for the Legal Work is ONE HUNDRED THOUSAND and 00/100 Dollars ($100,000.00) (the "**Legal Work Estimate**"). Notwithstanding the Legal Work Estimate, Agency agrees to reimburse Railroad and/or Railroad's third party consultant, as applicable, for one hundred percent (100%) of all actual costs and expenses incurred by Railroad in connection with the Project. Agency's obligation to reimburse Railroad for the Legal Work shall apply regardless whether the parties reach agreement as to terms and conditions of the Project Documents and proceed with the Project.

5. During the performance of the Railroad's work in connection with the Project, Railroad will provide (and/or will cause its third party consultant to provide) progressive billing to Agency based on actual costs. Within one hundred eighty days (180) days after receiving written notice from Agency that all Project work contemplated herein has been completed, Railroad will submit (and/or will cause its third party consultant to submit) a final billing to Agency for any balance owed for the Railroad's work. Agency shall pay Railroad (and/or its third party consultant, as applicable) within thirty (30) days after Agency's receipt of any progressive and final bills submitted by Railroad for its work in connection with the Project. Bills will be submitted to the Agency using the contact information on Exhibit C.

6. For purposes of clarity, this Agreement does not create any obligations or agreements whatsoever between Railroad and Agency in connection with the Project except for those that are expressly stated in this Agreement (for example, but not in any way limiting the generality of the foregoing, nothing in this Agreement shall be interpreted as either party undertaking any obligations related to the negotiation of the Project, or as an agreement between the parties to ultimately proceed with the Project), and no such additional obligations or agreements shall exist unless and until each party approves and executes, in its sole discretion, a final and definitive written agreement or agreements setting forth the same.

7. Agency acknowledges and agrees that Railroad may withhold its approval for the Project for any reason in its sole discretion, including without limitation, impacts to Railroad's safety, facilities or operations. If Railroad approves the Project, Railroad will continue to work with Agency to develop final plans and specifications and prepare material and force cost estimates for any Project related work performed by Railroad.

8. If the Project is approved by Railroad, Railroad shall prepare and forward to Agency a Project Agreement (the "**Project Agreement**") which shall provide the terms and conditions for the further design, construction, maintenance and operation of the Project. Unless otherwise expressly set forth in the ProjectAgreement, the further design,

construction, maintenance and operation of the Project shall be at no cost to Railroad. No construction work on the Project affecting Railroad's property or operations shall commence until the Project Agreement is finalized and executed by Agency and Railroad.

9. Neither party shall assign this Agreement without the prior written consent of the other party, which consent shall not be unreasonably withheld, conditioned or delayed.

10. No amendment or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties.

11. This Agreement sets forth the entire agreement between the parties regarding the Project. To the extent that any terms or provisions of this Agreement regarding the Project are inconsistent with the terms or provisions set forth in any existing agreement related to the Project, such terms and provisions shall be deemed superseded by this Agreement to the extent of such inconsistency.

IN WITNESS WHEREOF, the parties hereto have duly executed this Agreement as of the Effective Date.

UNION PACIFIC RAILROAD
COMPANY, a Delaware corporation

By:_____
Title:_____

UTAH TRANSIT AUTHORITY

By:_____
Title: Executive Director

By:_____
Title: Chief Service Development Officer

By: DocuSigned by: Mike Bell 361F16F838704A9... 2/17/2022
Title: Assistant Attorney General/UTA Legal Counsel

Exhibit A
Project Description and Location

Project Description

Utah Transit Authority proposes to install sections of double mainline track through the Salt Lake City Metro area to connect with existing double mainline track, including new track construction, track shifts, and reconstruction of the crossings referred to below.

Location

Subdivision	DOT	Crossing Type	Milepost	Street Name
Provo	254891W	Public	716.29	Center Street
Provo	254886A	Public	716.78	200 South Street
Provo	254884L	Public	716.95	Main Street
Provo	254882X	Public	717.23	500 West Street
Provo	254881R	Public	717.89	900 North Street
Provo	254879P	Public	718.59	1500 North Street
Provo	921199K	Private	726.38	Private
Provo	254876U	Private	724.59	1300 West
Provo	254762G	Public	736.71	5900 South
Frontrunner	970216G	Private	2.84	Private
Provo	254790K	Public	743.07	1700 South
Salt Lake	928484H	Private	783.44	Private
Salt Lake	805686P	Private	783.44	Private-Salt Lake Yard
Salt Lake	970182P	Private	783.44	Private
Salt Lake	805655R	Public	790.92	500 South
Salt Lake	805647Y	Public	792.55	1600 North
Salt Lake	805620P	Public	810.80	1300 North
Salt Lake	805619V	Public	811.31	1800 North
Salt Lake	805618N	Public	811.79	2300 North

Exhibit B

Scope

PE Work

1. Preliminary engineering and other related services, including review of any Project designs, plans and/or specifications

2. Preparation of force account cost estimates for any Project work to be performed by Railroad

3. Review of the Project's preliminary layouts

4. Field diagnostic(s) and inspections

5. Meetings and travel

6. Any investigation, analysis, participation and preparation of documents as may be required in Railroad's discretion from real property perspective, including but not limited to property surveys, researching surface and subsurface property impacts such as utilities and signboards.

Legal Work

1. Legal Work as necessary for progression of Project Documents and Project Agreement

Exhibit C
Billing Contact Information

Name	Janelle Robertson
Title	Project Manager
Address	669 W 200 S, Salt Lake City, UT, 84101
Work Phone	(801) 237-1951
Cell Phone	
Email	jarobertson@rideuta.com
Agency Project No.	

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): David Hancock, Director Capital Construction
Andrea Pullos, Project Manager

TITLE:

Change Order: Ogden/WSU Bus Rapid Transit (BRT) Construction Change Order #17 - Additional Paving on 25th Street & McKay Dee & Windscreen Art Glass (Stacy & Witbeck Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize Executive Director to execute change order #17 and associated disbursements with Stacy & Witbeck Inc. (SWI) in the amount of $1,856,064.

BACKGROUND:
In 2019, UTA released a best value procurement for the Ogden/WSU Bus Rapid Transit (BRT) CM/GC project. Bids were received and evaluated, and Stacy & Witbeck Inc. was awarded the project. An amendment to the project was awarded March 19, 2021 for the construction of the project.

DISCUSSION:
As part of the Ogden BRT project, art will be added at the stations for the Art in Transit program. Through discussions with the arts committee the art selected will be on the canopy windscreens at all 22 stations. The original bid for the windscreens did not include the type of glass needed to accommodate the art. This change order will add the difference from the original scoped glass and art glass into the scope of the CM/GC contract. This item will be $230,094 which will be offset by revenue from the art committees.

During construction of the Ogden BRT project, Ogden City approached UTA to include pavement restoration for 2 roads that the BRT will travel over, 25th and 4400 South. These roads have been reviewed and the

additional traffic created by the BRT will deteriorate the road at a faster rate than if the BRT was not on the road. This change order will allow the project to mill and overlay both roadways which will extend the life of the roadways. Once this project is complete, Ogden City and the Mckay-Dee Hospital will be responsible for the future upkeep of the roadway. This change order is for $1,625,970

CONTRACT SUMMARY:

Contractor Name:	Stacy & Witbeck Inc
Contract Number:	19-03114
Base Contract Effective Dates:	December 23, 2019
Extended Contract Dates:	October 9, 2023
Existing Contract Value:	$64,264,409
Amendment Amount:	$1,856,064
New/Total Amount Contract Value:	$66,120,473
Procurement Method:	Best Value
Funding Sources:	2022 Capital Budget (MSP185)

ALTERNATIVES:

- Do not pave the roadway and have a potential claim from the city in the future when the roadway fails sooner than planned
- No alternative for art

FISCAL IMPACT:

There are sufficient funds in the capital project budget.

ATTACHMENTS:

Change order

Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84101
Phone: (801) 741-8885
Fax: (801) 741-8892

UTA

CHANGE ORDER
No. **17**

TITLE:	Additional Paving on 25th Street & McKay Dee &Windscreen Art Glass	DATE:	2/18/2022
PROJECT/CODE:	MSP185 - Ogden-WSU BRT/Weber Intermodal	This is a change order to CONTRACT No:	19-3114BM
TO:	Stacy and Witbeck, Inc.		
ATTN:	Maverick Gibbons		

DESCRIPTION OF CHANGE: Brief scope, references to scope defining documents such as RFIs, submittals, specified drawings, exhibits, etc.

PCO-044: This change order is to enable SWI to pave both 25th streets and 4400 S. These roads are in poor condition and the addition of more frequent, heavier buses will cause them to deteriorate faster than they would under the current load. Funds are available in the project unallocated contingency fund. This change order will allow the mill and overlay work to continue at pace with the current project and not add any delays. There is no schedule impact associated with this change order request $1,625,970. PCO-041: This change order is to provide art for the Art in Transit project. The original bid did not include any art on the glass for the stations. After a year of discussion with arts committees the determination was made that the glass on the back of the stations will have laminated artwork in the glass. In order to accommodate the art, a thicker glass is required than what was previously bid. Specifically, the RFC plans specified 1/2" monolithic glass for the windscreens. To accommodate public art at the stations, glass panels A, B and C of the windscreen was requested to be changed to 9/16" clear float laminated glass. The artwork will be placed between the laminated glass layers. Glass panels D and E will remain 1/2" mono clear float glass. The windscreen design will be per the project plans, specifications and COR 020/PCO-025. This change order is for the increased cost associated with use of the thicker laminated glass panels for the station windscreens and the pricing includes an offset for the original windscreen design as well as the previously executed change order for windscreen mullion changes (COR 020/PCO-025). There is no schedule impact associated with this change order $230,094. Total change order amount = $1,856,064.

Direction or Authorization to Proceed (DAP) previously executed: YES _____ NO __X__

It is mutually agreed upon, there is a schedule impact due to this Change order: YES _____ NO __X__

The amount of any adjustment to time for Substantial Completion and/or Guaranteed Completion or Contract Price includes all known and stated impacts or amounts, direct, indirect and consequential, (as of the date of this Change Order) which may be incurred as a result of the event or matter giving rise to this Change Order. Should conditions arise subsequent to this Change Order that impact the Work under the Contract, including this Change Order, and justify a Change Order under the Contract, or should subsequent Change Orders impact the Work under this Change Order, UTA or the Contractor may initiate a Change Order per the General Provisions, to address such impacts as may arise.

Current Change Order

Lump Sum:	$1,856,064
Unit Cost:	-
Cost Plus:	-
Total:	**$1,856,064**

Contract

Original Contract Sum:	$61,572,136
Net Change by Previously Authorized Changes:	$2,692,273
Previous Project Total:	**$64,264,409**
Net Change This Change Order:	$1,856,064
Current Project Total:	**$66,120,473**

Schedule

Final Completion Date Prior to This Change:	10/9/2023
Contract Time Change This Change Order (Calendar Days):	**0**
Final Completion Date as of This Change Order:	10/9/2023

ACCEPTED: DocuSigned by: C963A5B280B24C0...
By:
Date: 2/24/2022

Maverick Gibbons
Stacy and Witbeck, Inc.

By:
Date:

Andrea Pullos
Project Manager <$10,000

By:
Date:

David Hancock
Director of Capital Construction <$50,000

By:
Date:

Mary DeLoretto
Chief Service Dev Officer <$100,000

By:
Date:

Brian Motes
Procurement

By: DocuSigned by: Michael Bell 70E3241F8A4F6...
Date: 2/23/2022

Michael Bell
Legal Review

By:
Date:

Jay Fox
Executive Director >$100,000

UTA

Change Order Summary Worksheet

Previously Authorized Changes

Contract 19-3114BM SWI

Change Order No	Date	Amount of CO	Running Contract Total	Subject
Original Contract			$61,572,136	
1	11/20/2020	$0	$61,572,136	Ogden BRT Phase 2 Early Utility Work and Demolition
2	3/19/2021	$0	$61,572,136	Phase II Construction Services Amendment
3	5/21/2021	$79,765	$61,651,901	25th and Washington Ogden City Water Line
4	6/18/2021	$248,604	$61,900,505	Change to Titan Concrete Mix
5	6/18/2021	$55,037	$61,955,542	PCO-004 Haz-Mat Testing and PCO-010 1st Qtr Contractor
6	7/16/2021	$107,977	$62,063,519	Various Scope Modifications for PCO-005, 008, 011, 012 and
7	7/16/2021	$96,940	$62,160,459	Furnish and Install Wi-Fi on WSU Campus
8	7/16/2021	$1,082,169	$63,242,628	Mount Ogden Business Unit (MOBU) Electric Bus Charging
9	8/20/2021	$227,400	$63,470,028	Harrison Waterline tie ins (NDC 002)
10	8/20/2021	$106,513	$63,576,541	Various Scope Modifications for PCO-07, 15 and 17
11	9/17/2021	$59,253	$63,635,794	Various Scope Modifications for PCO-019, -020 and -021
12	10/15/2021	$110,652	$63,746,446	Various Scope Modifications for PCO-022, -023, -024, -025,
13	11/19/2021	$161,027	$63,907,473	Various Scope Modifications for PCO-028, -029, -030, -031,
14	11/19/2021	$112,975	$64,020,448	Station Base Wall Detail Changes (NDC 006)
15	11/19/2021	$181,096	$64,201,544	Subterranean Concrete Removal-25th St._Washington to
16	12/17/2021	$62,865	$64,264,409	Various Scope Modifications for PCO-037, -038, -039 & -040
Total to Date		**$ $2,692,273**		

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Stacy and Witbeck

February 14, 2022 SWI Change Order Request 037

Andrea Pullos
Project Manager
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Reference: Ogden WSU BRT Project
UTA Contract No.: 19-3114BM

Subject: Additional Paving on 25th and McKay Dee

Dear Andrea,

We are pleased to submit our pricing for the additional paving on 25th street and at the McKay Dee hospital. This proposal includes a 3" mill and overlay of 24,645 SY on 25th street and 11,286 SY at McKay Dee Hospital. This scope of work was not included in the RFC plans; a pricing proposal for this work was requested by UTA. On 25th street we assumed that after milling 3", 90% of the subgrade would be ready for overlay and 10% may be previously disturbed and need additional subgrade preparation. At McKay-Dee Hospital, based on cores taken, we assumed that after milling 3", 50% of the area would need subgrade preparation as well as an additional 10% of the subgrade would be soft and need repair. Based on the proposed scope of work and our assumptions, we are proposing a change order in the amount of **$1,625,970 and 0 additional days** of which $919,387 is for 25th Street and $706,583 is for McKay-Dee Hospital. This proposal assumes that the work will be completed in 2022.

See attached additional breakdowns and exhibits.

If you have any questions or need any additional information, please do not hesitate to contact us.

Sincerely,
Stacy and Witbeck, Inc.

Digitally signed by Maverick Gibbons
Date: 2022.02.14 11:08:28-07'00'

Maverick Gibbons
Project Manager

1958 West North Temple St.
Salt Lake City, UT 84116
t: 801-666-7840 f: 801-432-7489

DocuSign Envelope ID: B4B974E4-A5C6-45AA-AC73-445B8694B9FE

DESCRIPTION	QUANTITY	UNIT		TOTAL
ROTOMILL ASPHALT PAVEMENT 3-INCH	24,645.00	SY		$128,154.00
REMOVE CONC CROSSWALK	58.00	SY		$1,819.46
SUBGRADE PREPARATION - 10%	2,465.00	SY		$36,950.35
ASPHALT PVMT HMA 1/2-INCH - 24,645 SY	4,020.00	TON		$397,336.80
ADJUST VALVE BOXES TO FINISH GRADE	44.00	EA		$32,699.92
ADJUST MANHOLES TO FINISH GRADE	32.00	EA		$33,000.00
ADJUST VAULTS TO FINISH GRADE	4.00	EA		$14,400.00
MOBE/DEMOBE/CLEANUP & FINAL PUNCHLIST	1.00	LS		$7,604.11
M.O.T.	1.00	LS		$11,546.99
SWPPP	1.00	LS		$6,307.54
QC & QA	1.00	LS		$18,012.30
SURVEYING	1.00	LS		$7,859.92
OTHER INDRECTS & OVERHEAD	1.00	LS		$86,587.90
INSURANCE	1.00	LS		$17,376.91
BONDS	1.00	LS		$10,078.17
ESCALATIONS	1.00	LS		$19,308.38
RISK	1.00	LS		$26,199.71
25TH STREET SUBTOTAL			*$*	*855,242.45*
CMGC FEE (7.5%)	1.00	LS		$64,144.70
25TH STREET TOTAL			**$**	**919,387.14**
SOFT SUBGRADE REPAIR - 10%	11,286.00	SY		$106,878.42
ROTOMILL ASPHALT PAVEMENT 3-INCH	11,286.00	SY		$60,380.10
SUBGRADE PREPARATION - 50%	5,643.00	SY		$69,578.19
ASPHALT PVMT HMA 1/2-INCH - 11,286 SY	1,841.00	TON		$181,135.99
PERMANENT PAVEMENT MARKING, STRIPING	1.00	LS		$67,217.12
ADJUST VALVE BOXES TO FINISH GRADE	8.00	EA		$6,400.00
ADJUST MANHOLES TO FINISH GRADE	3.00	EA		$3,624.99
MOBE/DEMOBE/CLEANUP & FINAL PUNCHLIST	1.00	LS		$5,844.03
M.O.T.	1.00	LS		$8,874.28
SWPPP	1.00	LS		$4,847.58
QC & QA	1.00	LS		$13,843.12
SURVEYING	1.00	LS		$6,040.63
OTHER INDRECTS & OVERHEAD	1.00	LS		$66,545.99
INSURANCE	1.00	LS		$13,354.79
BONDS	1.00	LS		$7,745.44
ESCALATIONS	1.00	LS		$14,839.20
RISK	1.00	LS		$20,135.45
McKAY-DEE SUBTOTAL			*$*	*657,285.33*
CMGC FEE (7.5%)	1.00	LS		$49,297.56
McKAY-DEE TOTAL			**$**	**706,582.90**
BID TOTAL			**$**	**1,625,970.04**

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02/11/2022 12:12
1574-PCO0982 UTA Ogden-WSU BRT PCO 098 25th/Hosp Pave
*** Steve Smith, SS **BID TOTALS**

Biditem	Description	Quantity	Units	Unit Price	Bid Total
140610	ROTOMILL ASPHALT PAVEMENT 3-INCH	24,645.000	SY	5.20	128,154.00
140810	REMOVE CONC CROSSWALK	58.000	SY	31.37	1,819.46
141730	SUBGRADE PREPARATION - 10%	2,465.000	SY	14.99	36,950.35
143030	ASPHALT PVMT HMA 1/2-INCH - 24,645 SY	4,020.000	TON	98.84	397,336.80
146010	ADJUST VALVE BOXES TO FINISH GRADE	44.000	EA	743.18	32,699.92
146030	ADJUST MANHOLES TO FINISH GRADE	32.000	EA	1,031.25	33,000.00
146050	ADJUST VAULTS TO FINISH GRADE	4.000	EA	3,600.00	14,400.00
		25th Street			$644,360.53
240511	SOFT SUBGRADE REPAIR - 10%	11,286.000	SY	9.47	106,878.42
240610	ROTOMILL ASPHALT PAVEMENT 3-INCH	11,286.000	SY	5.35	60,380.10
241730	SUBGRADE PREPARATION - 50%	5,643.000	SY	12.33	69,578.19
243030	ASPHALT PVMT HMA 1/2-INCH - 11,286 SY	1,841.000	TON	98.39	181,135.99
245010	PERMANENT PAVEMENT MARKING, STRIPING	1.000	LS	67,217.12	67,217.12
246010	ADJUST VALVE BOXES TO FINISH GRADE	8.000	EA	800.00	6,400.00
246030	ADJUST MANHOLES TO FINISH GRADE	3.000	EA	1,208.33	3,624.99
		McKay-Dee Hospital			$495,214.81
6005000	YARD FACILITY & SUPPORT EQUIPMENT	1.000	LS	5,309.50	5,309.50
6006000	MOBE/DEMOBE/CLEANUP & FINAL PUNCHLIST	1.000	LS	13,448.14	13,448.14
		Direct Total			$1,158,332.98
70015000	Small Tools and Supplies	1.000	LS	8,894.71	8,894.71
70020000	M.O.T.	1.000	LS	20,421.27	20,421.27
70030000	SWPPP	1.000	LS	11,155.12	11,155.12
70040000	QC & QA (2.75%)	1.000	LS	31,855.42	31,855.42
70050000	Surveying (1.2%)	1.000	LS	13,900.55	13,900.55
70060000	Safety (Incl. Staff)	1.000	LS	15,436.53	15,436.53
71015000	Public Relations & Information	1.000	LS	10,589.40	10,589.40
71030000	Project Staff w/vehicles (No QC or Safety)	1.000	LS	108,679.75	108,679.75
71060000	Office (incl all cell phones)	1.000	LS	4,224.00	4,224.00
73000000	Insurance (1.89%)	1.000	LS	30,731.70	30,731.70
73020000	Bonds (0.65% + Sub Bonds)	1.000	LS	17,823.61	17,823.61
74010000	Escalations	1.000	LS	34,147.58	34,147.58
74020000	Risk (4%)	1.000	LS	46,335.16	46,335.16
		Indirect Total			$354,194.80
		Subtotal			$1,512,527.78

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1574-PCO0982 UTA Ogden-WSU BRT PCO 098 25th/Hosp Pave
*** Steve Smith, SS **BID TOTALS**

Biditem	Description	Quantity	Units	Unit Price	Bid Total
80000000	CMGC Fee (7.5%)	1.000	LS	113,442.26	113,442.26

Bid Total ========> $1,625,970.04

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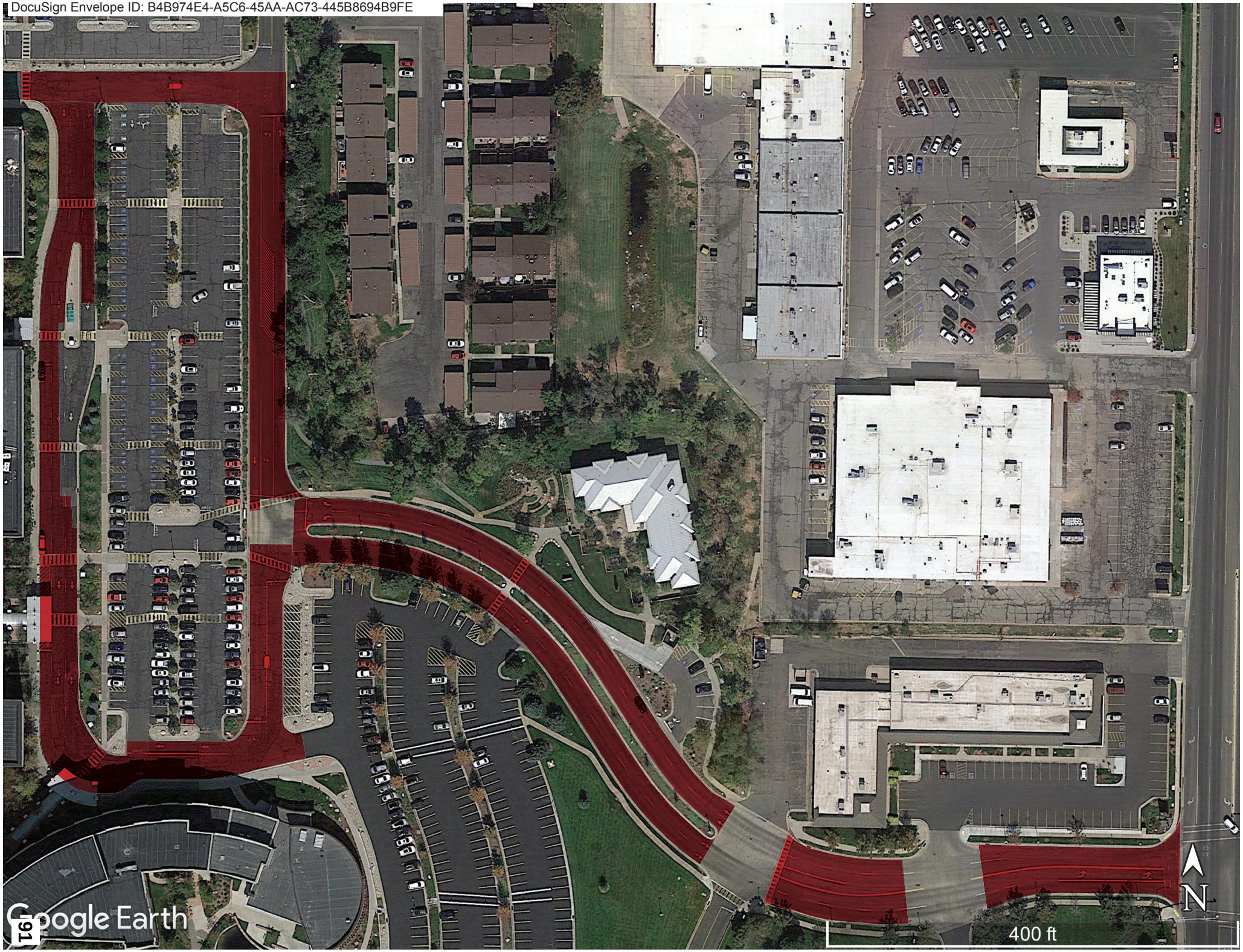

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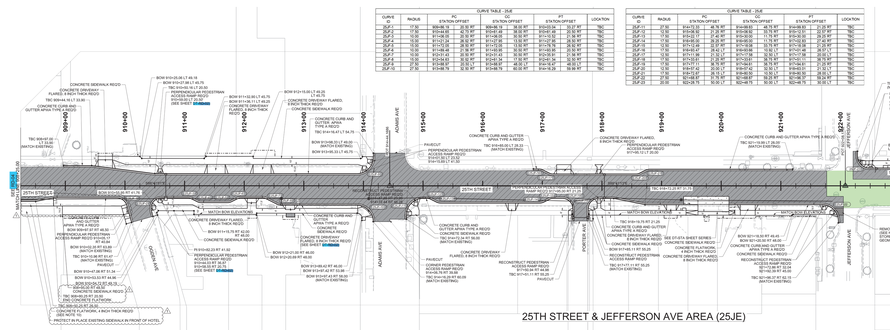
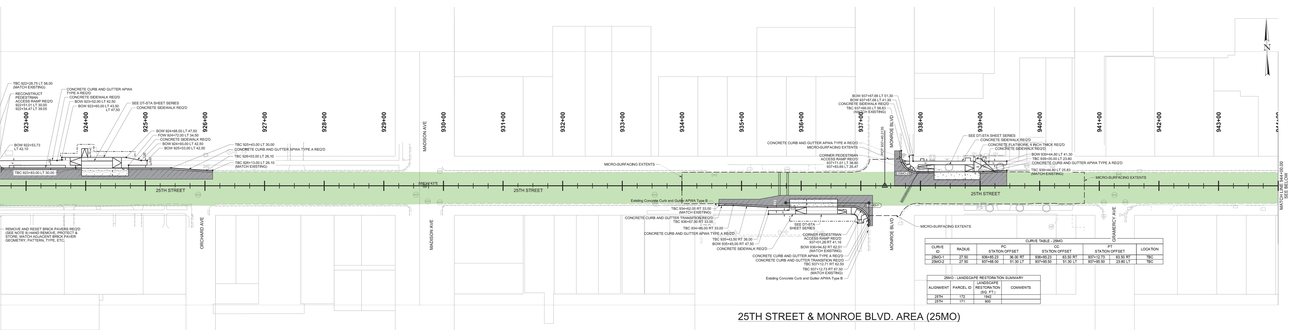
25JE - LANDSCAPE RESTORATION SUMMARY			
ALIGNMENT	PARCEL ID	LANDSCAPE RESTORATION (SQ. FT.)	COMMENTS
25TH	108	125	
25TH	109	72	
25TH	109	174	
25TH	109	48	
25TH	109	48	
25TH	150	408	
25TH	150	48	
25TH	174	72	
25TH	174	125	
25TH	174	267	

CURVE TABLE - 25JE											
CURVE ID	RADIUS	PC STATION	OFFSET	PC STATION	OFFSET	PT STATION	OFFSET	LOCATION
25JE-1	12.00	905+88.16	25.00 RT	905+88.16	25.00 RT	906+05.31	25.00 RT	TBC
25JE-2	12.00	910+44.55	42.00 RT	910+44.55	42.00 RT	910+61.68	25.00 RT	TBC
25JE-3	12.00	911+25.32	25.00 RT	911+25.32	25.00 RT	911+42.46	42.00 RT	TBC
25JE-4	12.00	911+52.00	25.00 RT	911+52.00	12.00 RT	911+78.76	25.00 RT	TBC
25JE-5	12.00	912+25.32	25.00 RT	912+25.32	25.00 RT	912+42.46	42.00 RT	TBC
25JE-6	12.00	912+51.91	25.00 RT	912+51.91	12.00 RT	912+78.67	25.00 RT	TBC
25JE-7	12.00	913+54.32	25.00 RT	913+54.32	17.00 RT	913+81.34	25.00 RT	TBC
25JE-8	12.00	914+54.32	25.00 RT	914+54.32	17.00 RT	914+81.34	25.00 RT	TBC
25JE-9	27.00	915+88.79	32.00 RT	915+88.79	40.00 RT	916+16.28	59.00 RT	TBC

CURVE TABLE - 25JE											
CURVE ID	RADIUS	PC STATION	OFFSET	PC STATION	OFFSET	PT STATION	OFFSET	LOCATION
25JE-10	12.00	918+53.32	46.00 RT	918+69.53	46.00 RT	918+86.51	31.00 RT	TBC
25JE-11	12.00	919+08.50	31.00 RT	919+08.50	19.79 RT	919+25.51	31.00 RT	TBC
25JE-12	12.00	919+42.51	31.00 RT	919+42.51	19.79 RT	919+59.51	31.00 RT	TBC
25JE-13	12.00	919+82.30	31.00 RT	919+82.30	19.79 RT	919+99.30	31.00 RT	TBC
25JE-14	12.00	919+12.48	31.00 RT	919+12.48	19.79 RT	919+29.48	31.00 RT	TBC
25JE-15	12.00	920+12.48	31.00 RT	920+12.48	19.79 RT	920+29.48	31.00 RT	TBC
25JE-16	12.00	921+12.48	31.00 RT	921+12.48	19.79 RT	921+29.48	31.00 RT	TBC
25JE-17	12.00	921+53.81	31.00 RT	921+53.81	19.79 RT	921+70.81	31.00 RT	TBC
25JE-18	12.00	922+53.81	31.00 RT	922+53.81	19.79 RT	922+70.81	31.00 RT	TBC
25JE-19	12.00	923+53.81	31.00 RT	923+53.81	19.79 RT	923+70.81	31.00 RT	TBC
25JE-20	17.00	924+07.47	26.10 LT	924+09.50	10.50 LT	924+08.50	26.50 LT	TBC
25JE-21	17.00	924+07.47	26.10 LT	924+09.50	10.50 LT	924+08.50	26.50 LT	TBC
25JE-22	20.00	925+08.79	30.00 LT	925+08.79	30.00 LT	925+08.79	30.00 LT	TBC



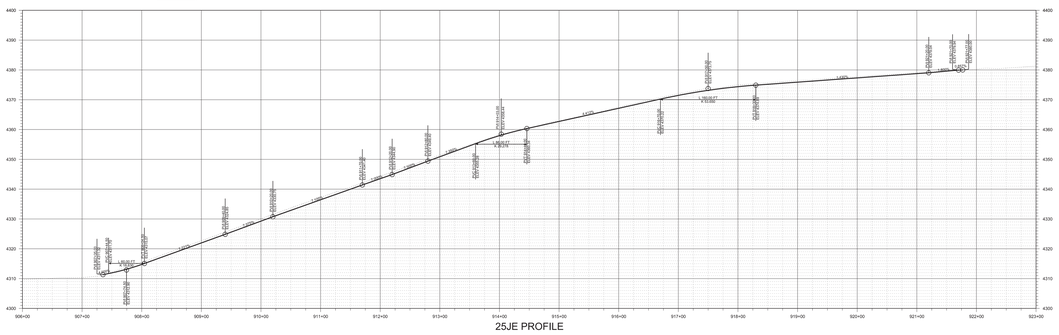
25TH STREET & JEFFERSON AVE AREA (25JE)



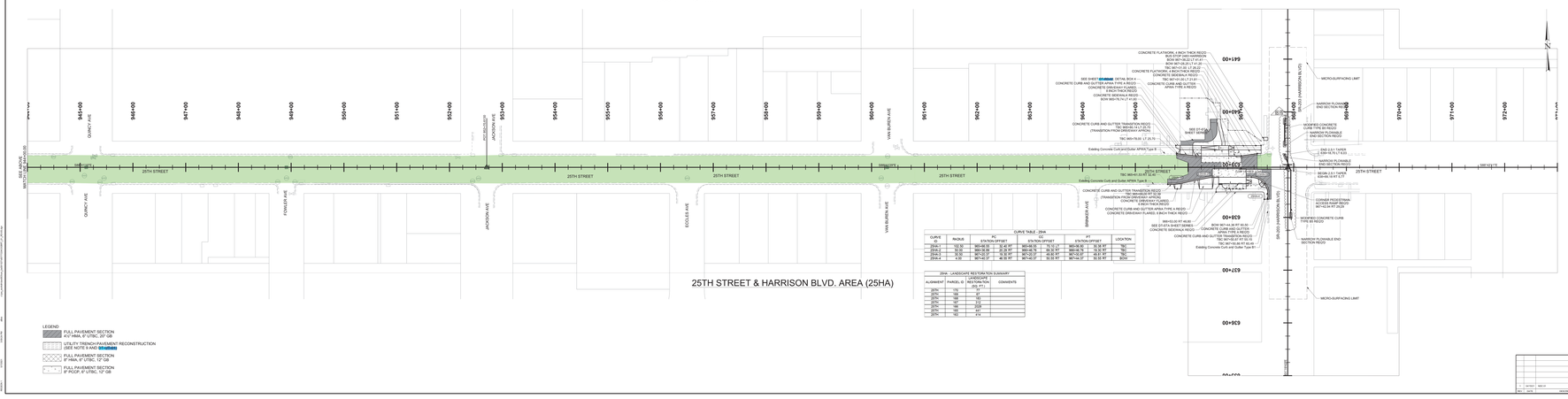
25TH STREET & MONROE BLVD. AREA (25MO)

25MO - LANDSCAPE RESTORATION SUMMARY			
ALIGNMENT	PARCEL ID	LANDSCAPE RESTORATION (SQ. FT.)	COMMENTS
25TH	13	242	
25TH	13	842	

CURVE TABLE - 25MO											
CURVE ID	RADIUS	PC STATION	OFFSET	PC STATION	OFFSET	PT STATION	OFFSET	LOCATION
25MO-1	27.00	936+06.23	36.32 RT	936+06.23	62.32 RT	937+17.73	62.32 RT	TBC
25MO-2	27.00	937+06.00	31.30 LT	937+06.00	31.30 LT	937+06.00	62.00 LT	TBC



25JE PROFILE



25TH STREET & HARRISON BLVD. AREA (25HA)

CURVE TABLE - 25HA											
CURVE ID	RADIUS	PC STATION	OFFSET	PC STATION	OFFSET	PT STATION	OFFSET	LOCATION
25HA-1	102.50	960+99.05	32.40 RT	960+99.05	15.10 LT	960+99.90	32.38 RT	TBC
25HA-2	102.50	961+00.90	32.38 RT	961+00.90	15.10 LT	961+01.75	32.40 RT	TBC
25HA-3	30.00	961+25.37	72.30 RT	961+25.37	42.30 RT	961+55.37	42.30 RT	TBC
25HA-4	4.00	961+44.37	46.30 RT	961+44.37	50.30 RT	961+44.37	52.30 RT	BOW

25HA - LANDSCAPE RESTORATION SUMMARY			
ALIGNMENT	PARCEL ID	LANDSCAPE RESTORATION (SQ. FT.)	COMMENTS
25TH	108	17	
25TH	108	42	
25TH	108	123	
25TH	108	212	
25TH	108	212	
25TH	180	447	
25TH	180	414	

LEGEND

- FULL PAVEMENT SECTION
  4"UT HMA, 6" UTBC, 20" GB
- UTILITY TRENCH PAVEMENT RECONSTRUCTION
  (SEE NOTE 9 AND DETAIL)
- FULL PAVEMENT SECTION
  8" HMA, 6" UTBC, 12" GB
- FULL PAVEMENT SECTION
  8" PCCP, 6" UTBC, 12" GB

NOTES:

1. ALL DIMENSIONS ARE CALLED OUT TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
2. SEE [illegible] FOR ALIGNMENT DATA.
3. SEE [illegible] FOR CURB, CURB AND GUTTER TRANSITION, PLOWABLE END SECTION, DRIVEWAY, AND BIKE RACK DETAILS.
4. SEE [illegible] FOR DRIVEWAY AND HANDICAP ACCESS RAMP DETAILS.
5. SEE RW SHEETS FOR PARCEL LOCATION AND INFORMATION.
6. SEE DT-STA SHEET SERIES FOR CURB AND GUTTER TRANSITIONS AT BRT STATIONS.
7. CONSTRUCT ALL PEDESTRIAN ACCESS RAMPS AND DRIVEWAYS IN THE FOLLOWING AREAS PER APWA STANDARD DRAWINGS: GWC, ZJ-L, ZJR, DJE, DWR, ZPR, ZPPA.
8. EXISTING CROSSWALK BRICK PAVERS MUST BE SURVEYED PRIOR TO BEING REMOVED. REMOVE AND RESET BRICK PAVERS AS NECESSARY TO MATCH EXISTING BRICK PAVERS OF SAME COLOR, SIZE, AND SHAPE TO MATCH ADJACENT PATTERN OF UNDISTURBED PAVERS. SALVAGE ANY REMAINING BRICK PAVERS TO ENSURE SUFFICIENT CROSSWALK CONCRETE CURBING TO MATCH ADJACENT ASPHALT GRADING.
9. AREAS SHOWN FOR UTILITY TRENCH PAVEMENT RECONSTRUCTION INDICATE WIDTH OF FULL-DEPTH TRENCH. SEE [illegible] FOR ASPHALT PAVING TAPER WIDTH REQUIREMENTS.
10. PLACE A MINIMUM OF 2 INCHES OF UNTREATED BASE COURSE BETWEEN EXISTING GUTTER AND PROPOSED FLATWORK.

REV	DATE	DESCRIPTION	REV	DATE	DESCRIPTION	REV	DATE	DESCRIPTION	REV	DATE	DESCRIPTION

RELEASE FOR CONSTRUCTION

CGS
Wasatch Group
Phone: 801-943-4144
Fax: 801-943-4146
Salt Lake City, Utah 84119
Phone: 801-545-8001
www.cgs-inc.com

UTA
UTAH TRANSIT AUTHORITY

DESIGNED	BEA	OGDEN WSU BRT FINAL DESIGN	SCALE: 80:1
DRAWN	BEA	DOWNTOWN OGDEN SEGMENT	DATE: 07/_/2021 (ISSUED FOR _ REVIEW)
CHK			DATE: 07/_/2021 (ISSUED FOR _ REVIEW)
D.E.		ROADWAY	DATE: 07/_/2021 (ISSUED FOR _ REVIEW)
D.M.			DATE: 07/_/2021 (ISSUED FOR _ REVIEW)

PDU05

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ICE
Mill and Overlay
Ogden BRT
MSP185

Item #			Unit	Quantity	Unit Cost	Costs
	25th					
1		mill and fill	sy	24645	$25.00	**$616,125.00**
2		soft spots	sy	2465	$15.00	**$36,975.00**
3		traffic control	8%	1	$52,248.00	**$52,248.00**
4		vaults	ea	4	$3,000.00	**$12,000.00**
5		manholes	ea	32	$1,000.00	**$32,000.00**
6		valves	ea	44	$800.00	**$35,200.00**
	44th					
1		mill and fill	sy	11286	$25.00	**$282,150.00**
2		subbase reinforcing	sy	11286	$10.00	**$112,860.00**
3		soft spots	sy	5643	$15.00	**$84,645.00**
4		striping	lf	13000	$5.00	**$65,000.00**
5		arrows	ea	6	$500.00	**$3,000.00**
6		traffic control	10%	1	$54,465.50	**$54,465.50**
7		valves	ea	8	$800.00	**$6,400.00**
8		manholes	ea	3	$1,000.00	**$3,000.00**
				Sub OH		**$97,724.80**
				OH&P		**$313,696.59**
				Total		**$1,807,489.89**

2/14/2022

Price Analysis: ICE is higher than CO amount/contractor price by $181,520 or 11.2%. UTA determines this price to be fair and reasonable.

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Stacy and Witbeck

February 14, 2022 SWI Change Order Request 035A

Andrea Pullos
Project Manager
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Reference: Ogden WSU BRT Project
UTA Contract No.: 19-3114BM

Subject: Windscreen Glass with Artwork

Dear Andrea,

We are pleased to submit our pricing for the Windscreen Glass with Artwork. The RFC plans specified 1/2-inch monolithic glass for the windscreens. To accommodate public art at the stations, glass panels A, B, and C of the windscreen was requested to be changed to a 9/16-inch clear float laminated glass. The artwork will be placed between the laminated glass layers. Glass panels D and E will remain 1/2-inch mono clear float glass. Due to time constraints related to this change, no separate windscreen mockup, or delegated windscreen design will be provided. The windscreen design will be per the projects plans, specifications, and COR 020.

We are requesting a change order in the amount of **$230,094 and 0 additional** days to incorporate the art into the windscreen. This change order request is the difference between the original bid and the final that includes the changes. This is approximately an additional $87 per SF and includes the following adjustments:

	TOTAL	UNIT PRICE
Original Windscreen Contract	$ (258,969.90)	$ (97.63)
COR 020 - Windscreen Mullion Changes	$ (101,830.95)	$ (38.39)
New 3Form Contract w/ Art Glass	$ 590,894.71	$ 222.77
TOTAL	**$ 230,093.86**	**$ 86.74**

If you have any questions or need any additional information, please do not hesitate to contact us.

Sincerely,

Stacy and Witbeck, Inc.

Digitally signed by Maverick Gibbons
Date: 2022.02.14 15:48:22-07'00'

Maverick Gibbons
Project Manager

1958 West North Temple St.
Salt Lake City, UT 84116
t: 801-666-7840 f: 801-432-7489

02/14/2022 12:47
1574-PCO097 UTA Ogden-WSU BRT PCO 097 ART GLASS
*** Steve Smith, SS **BID TOTALS**

Biditem	Description	Quantity	Units	Unit Price	Bid Total
801300	WINDSCREEN ART GLASS	1.000	LS	195,489.68	195,489.68
		Direct Total			$195,489.68
73000000	Insurance (1.89%)	1.000	LS	4,348.78	4,348.78
73020000	Bonds (0.65% + Sub Bonds)	1.000	LS	6,382.85	6,382.85
74020000	Risk (4%)	1.000	LS	7,819.59	7,819.59
		Indirect Total			$18,551.22
		Subtotal			$214,040.90
80000000	CMGC Fee (7.5%)	1.000	LS	16,052.96	16,052.96
		Bid Total ========>			$230,093.86

ICE
windscreen glass with art
Ogden BRT
MSP185

Item #		Unit	Quantity	Unit Cost	Costs
1	original cost-no art	sf	-2653	$48.00	**-$127,344.00**
2	2022 clear glass	sf	410	$80.00	**$32,800.00**
3	2022 art glass	sf	2243	$125.00	**$280,375.00**
4					**$0.00**
5					
			OH&P		**$37,166.20**
			Total		**$222,997.20**

2/10/2022

Price Analysis: CO amount/contractor price is higher than ICE by $7,097 or 3.2%. UTA determines this price to be fair and reasonable.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Mary DeLoretto, Chief Service Development Officer
Grey Turner, Manager of Engineering & Design

TITLE:

Change Order: Supplement Number 4 to Stakeholder Agreement for the 300 North Pedestrian Overpass Bridge TIGER Project (Salt Lake City)
AND
2022 Technical Budget Adjustment - Capital - 300 North Pedestrian Bridge TIGER Project

AGENDA ITEM TYPE:
Non-Procurement Agreement

RECOMMENDATION:
Approve and authorize the Executive Director to execute Supplement No. 4 to the existing Salt Lake City Corporation TIGER Stakeholder Agreement which provides additional UTA funds for the 300 North Pedestrian Bridge Project.

AND

Approve 2022 technical budget adjustment moving $300,000 from UTA project NP-60 “Public Partnership Projects” to UTA project MSP-205 “TIGER Program of Projects”.

BACKGROUND:
Agreement Supplement No. 4

TIGER Stakeholder Agreement (Stakeholder Agreement 18-02298BM) was executed on February 19, 2019 for the Salt Lake City Projects: the Folsom Trail Project (SLC_MUP_1) and the 300 North Pedestrian Bridge Project (SLC_OP_1) as part of the TIGER First/Last Mile Program.

Supplement No. 1 between UTA and Salt Lake City Corporation was executed on February 19, 2019 for design and construction of the Folsom Trail Project (SLC_MUP_1).

Supplement No. 2 between UTA and Salt Lake City Corporation was executed on March 6, 2020 for design and

construction of the 300 North Pedestrian Bridge Project (SLC_OP_1).

The Stakeholder Agreement, including Supplements No. 1 and No. 2, was approved by Resolution R2020-02-05 of the UTA Board of Trustees on February 26, 2020.

Supplement No. 3 between UTA and Salt Lake City Corporation, which added additional funds for the Folsom Trail project, was approved by the UTA Board of Trustees as a revenue contract on June 24, 2020.

This Supplement No. 4 proposes to increase the agreement project budget for the 300 North Pedestrian Bridge Project (SLC_OP_1) by $2,425,845, to be funded by State of Utah American Rescue Plan Act funds (ARPA), WFRC STP Funds, UTA partner funds, and Salt Lake City Corporation.

Technical Budget Adjustment

The 2022-26 Adopted 5-Year Capital Plan included $10 million in 2022 for Public Partnership Projects intended to support transit investments by UTA's local partners. This funding was programmed in project NP-60 with the intent of using the funds to support these local transit related projects.

This Technical Budget Adjustment would move $300,000 from the Public Partnership Project (NP-60) to the TIGER Program of Projects project (MSP-205). There would be no impact to the total 2022 budget amount and this action would not affect fund balances.

DISCUSSION:
Additional funding for the 300 North Pedestrian Bridge Project was received following execution of the Stakeholder Agreement and Supplement No. 2. This additional funding needs to be added to the existing agreement project budget.

This technical budget adjustment request moves $300,000 from project NP-60 to project MSP-205 as part of UTA's contribution to the project.

ALTERNATIVES:
Without the additional funding the 300 North Pedestrian Bridge Project could not be completed.

FISCAL IMPACT:
The additional funding will increase the overall agreement amount for this project by $2,425,845. This amount was anticipated and accounted for in the approved 2022 Capital Budget. No additional UTA budget authority is required.

ATTACHMENTS:
Supplement No. 4 to the existing Salt Lake City Corporation TIGER Stakeholder Agreement

Attachment A - Technical Budget Adjustment

SUPPLEMENT NO. 4 TO
STAKEHOLDER AGREEMENT
SALT LAKE CITY
TIGER GRANT
[300 NORTH BRIDGE ONLY]

TIGER GRANT

TIGER 2016 **GRANT NO. 2018-02**	**UTA CONTRACT NO.** **18-02298BM**	**STAKEHOLDER CONTRACT NO.**
SUMMARY OF CITY PROJECTS INCLUDED IN THIS SUPPLEMENT: **SLC_OP_1: PEDESTRIAN OVERPASS BRIDGE; 300 NORTH**		**PROJECT VALUE OF CITY PROJECTS** $ 8,629,892
		CITY REPRESENTATIVE: Stephanie Toombs/ Tom Millar

THIS SUPPLEMENT NO. 4 TO STAKEHOLDER AGREEMENT ("Supplement") is made and entered into this ____ day of _____2022, by and between **UTAH TRANSIT AUTHORITY**, a public transit district ("UTA"), and **SALT LAKE CITY CORPORATION**, a Utah municipal corporation ("City").

The parties entered into a Stakeholder Agreement dated February 19, 2019 (the "Stakeholder Agreement"), which Agreement contemplated execution of supplements outlining specific details for the City Projects to be completed thereunder. All definitions and terms of the Agreement remain in full force and effect unless otherwise specified herein.

The parties hereto entered into a Supplement No. 1 to Stakeholder Agreement dated February 19, 2019 to outline specific details for City Project SLC_MUP_1: Folsom Trail; Jordan River to North Temple to be completed thereunder, including the scope, schedule, and estimated budget of the City Project ("Supplement No. 1").

The parties hereto entered into a Supplement No. 2 to Stakeholder Agreement dated March 6, 2020 to outline specific details for City Project SLC_OP_1: Pedestrian Overpass Bridge; 300 North to be completed thereunder, including the scope, schedule, and estimated budget of the City Project.

The parties hereto entered into Supplement No. 3 to Stakeholder Agreement dated June 10, 2020 to outline specific details for City Project SLC_MUP_1: Folsom Trail; Jordan River to North Temple to be completed thereunder, including the scope, schedule, and estimated budget of the City Project.

The parties hereto desire to enter into this Supplement No. 4 ("Supplement No. 4") to increase the estimated funding ("Additional Funds") of City Project SLC_OP_1: Pedestrian Overpass Bridge; 300 North (the "Bridge Project") and assign the Additional Funds and the previous funding provided under Supplement No. 2 ("Initial Funds") for certain City purposes

related to the Bridge Project.

1. Estimated Total Cost of Work: The parties hereto desire to increase the estimated budget for the Bridge Project by **Two Million, Four Hundred Twenty-Five Thousand Eight Hundred Forty-Five Dollars ($2,425,845)** (the "Additional Funds"), for an estimated total budget of **Eight Million Six Hundred Twenty-Nine Thousand Eight Hundred Ninety-Two Dollars ($8,629,892)**. The Estimated Total Cost of Work and funding sources are summarized below:

SOURCE	TOTAL	UTA SECURED	CITY SECURED (FUNDS TO BE PAID TO UTA)
ESTIMATED BUDGET OF SUPPLEMENT 2:	**$6,204,047**	**$4,634,797**	**$1,569,250**
ESTIMATED AMOUNT OF TIGER GRANT	$2,466,951	$1,634,797	$ 832,154
ADDITIONAL FUNDING SOURCES (WFRC Federal STP Funds):	$2,681,540	$2,500,000	$ 181,540
ADDITIONAL FUNDING SOURCES (UDOT Federal Sec 130 Funds):	$ 555,556	$ 500,000	$ 55,556
ADDITIONAL FUNDING SOURCES (UPRR)	$ 500,000	$ 0	$ 500,000*
ESTIMATED BUDGET OF SUPPLEMENT 4:	**$2,425,845**	**$2,200,000**	**$225,845**
ADDITIONAL FUNDING SOURCES (WFRC Federal STP Funds):	$ 0	$400,000	$ 0
American Rescue Plan Act (ARPA) State Fiscal Recovery Fund	$ 0	$1,500,000	$ 0
ADDITIONAL FUNDING SOURCES (City)	$ 0	$ 0	$225,845
ADDITIONAL FUNDING SOURCES (UTA)	$ 0	$300,000	$ 0
TOTAL BUDGET SUPPLEMENT 2&4	**$8,629,892**	**$6,834,797**	**$1,795,095**

2. Of the Additional Funds shown in the above table, up to $125,845 (from Quarter Cent funding sources) of the $225,845 City Secured funds from Salt Lake City may only be used for the following purposes listed below:

a. Class A-D Roads
b. Traffic and pedestrian safety, infrastructure;
c. Sidewalk;
d. Curb and gutter;
e. Safety feature;
f. Traffic sign;
g. Traffic signal;
h. Street lighting;
i. Streets, alleys, roads, highways, and thoroughfares of any kind, including connected structures;
j. Active Transportation Facility that is for nonmotorized vehicles and multimodal transportation and connects an origin with a destination; or
k. Intelligent transportation system;
l. System for public transit
m. All other modes and forms of conveyance used by the public
n. Direct tie to bicycle and pedestrian enhancements

3. All permit fees will be paid by the contractor or UTA using either the Initial Funds or Additional Funds.

4. Upon full execution of this Supplement No. 4, UTA will invoice the City for the full amount of the Additional Funds. Invoices shall be paid by the City within sixty (60) days of being invoiced for those costs by UTA. To the extent that the actual total cost of designing and constructing the Bridge Project is less than the budget indicated in this Supplement No. 4 and/or Supplement No. 2, City shall be entitled to a refund of the remaining Initial Funds and/or Additional Funds that were originally provided by the City. Any such refund shall be payable to the City within six (6) months after the TIGER Grant for that City Project has been closed out.

5. Upon completion of the Bridge Project, UTA shall provide to the City the detailed accounting required to be kept by UTA under Section 6 of the Stakeholder Agreement showing the use of the Initial Funds and the Additional Funds. The City shall have the right to audit UTA's accounting provided and request additional reasonable details regarding the use of the Initial Funds and the Additional Funds. UTA shall also provide the following summary regarding the Bridge Project: the total cost of the 300 North Pedestrian Bridge; including the itemized cost from the contractor; a list the funding sources used; and the groundbreaking and completion dates of the Bridge Project.

6. Pursuant to Section 5 of the Stakeholder Agreement, the City and UTA have developed a preliminary budget for the Bridge Project, attached as Attachment No. 1 to this Supplement No. 4.

7. Construction Management, Third-Party Funding Sources, and Risk Matters for the Bridge Project shall be the same as specified in Section 4, 5, and 6 of Supplement No. 2.

a. UTA Secured Funds: UTA applied and secured American Rescue Plan Act State Fiscal Recovery (ARPA)funds reflected in the Cost Estimate Table. UTA is responsible for the management and reporting for these funds.

8. All definitions and terms of the Stakeholder Agreement, Supplement No. 1, Supplement No. 2, and Supplement No. 3 remain in full force and effect unless otherwise specified herein.

9. This Supplement No. 4 may be signed in counterparts and/or with electronic signatures.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first written above.

UTA:

UTAH TRANSIT AUTHORITY

By_____
Title_____
Date:_____

By_____
Title_____
Date:_____

Approved as to Form:
DocuSigned by:
Mike Bell 3/3/2022
70E33A415BA44F6...
UTA Legal Counsel

CITY:

SALT LAKE CITY CORPORATION

By BHT
Title Director of Community and Neighborhoods
Date: 02/08/2022

ATTEST AND COUNTERSIGN:
Salt Lake City Recorder's Office

_____
City Recorder

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

SRV
Rusty Vetter (Feb 8, 2022 14:34 MST)
Rusty Vetter, Senior City Attorney
Date: 02/08/2022

ATTACHMENT NO. 1
(Detailed Estimated Total Cost of Work)

Attachment No. 1
Detailed Estimated Total Cost of Work
SLC_OP_1: 300 North; Pedestrian Overpass Bridge

Description of Work	Original Estimated Cost of Work (Supplement No. 2)	Adjusted Estimated Cost of Work (Supplement No. 4)
Program Management	**$498,286.00**	**$498,286.00**
Design	**$494,342.00**	**$562,590.64**
Phase 1 Pre-Construction	**$62,643.00**	**$76,718.00**
Phase 2 Construction-Base Trail Construction (Per 100% Contractor Pricing)	**$4,262,659.00**	**$6,632,269.83**
UPRR Preliminary Engineering Agreement	**$30,000.00**	**$30,000.00**
UPRR Other Items Paid by SLC	**$120,000.00**	**$120,000.00**
UTA Flagging		**$46,800.00**
Contingency (Min. 10% Phase 2 Construction)	**$736,117.00**	**$663,226.98**
Estimated Total Cost of Work	**$6,204,047.00**	**8,629,892.00**

Initial Funds (Supplement No. 2)	
TIGER Grant Participation	$1,634,797.00
City Participation	$1,569,250.00
WFRC Federal STP Funds	$2,500,000.00
UDOT Section 130	$500,000.00
Total Initial Funds	**$6,204,047.00**
Additional Funds (Supplement No. 4)	
Additional WFRC STP Funds	$400,000
ARPA Funds	$1,500,000
Additional City Funds	$225,845
Additional UTA Funds	$300,000
Total Additional Funds	**$2,425,845.00**
Estimated Total Cost of Work	**$8,629,892.00**

UTAH TRANSIT AUTHORITY
2022 TECHNICAL CAPITAL BUDGET ADJUSTMENT - SUMMARY
March 23, 2022

Attachment A

	Funding Sources	2022 Final Budget	2021 Carry Forward	Transfer From Contingency	New Project Funding	Amended 2022 Budget
1	UTA Current Year Funding	$ 126,629,000				$ 126,629,000
2	Grants	45,568,000				45,568,000
3	Local Partner Contributions	10,693,000				10,693,000
4	State Contribution	33,446,000				33,446,000
5	Leasing	15,832,000				15,832,000
6	**Total Funding Sources**	**232,168,000**				**232,168,000**
	Expense					
6	State of Good Repair	70,588,000				70,588,000
7	Gap Filler on FR Stations	1,750,000				1,750,000
8	Depot District	32,562,000				32,562,000
9	Ogden/Weber BRT	25,465,000				25,465,000
10	Front Runner Forward	15,000,000				15,000,000
11	Mid Valley Connector	10,000,000				10,000,000
12	**TIGER Program of Projects**	**8,206,000**			**300,000**	**8,506,000**
13	**Public Partnership Projects**	**10,000,000**			**(300,000)**	**9,700,000**
14	Optical Detection Next Steps	475,000				475,000
15	Meadowbrook Expansion	1,816,000				1,816,000
16	Tooele Bus Facility	1,694,000				1,694,000
17	Capital Contingency	4,050,000				4,050,000
18	Other Capital Projects	50,162,000				50,162,000
19	**Total Expense**	**$ 231,768,000**	**$ -**	**$ -**	**$ -**	**$ 231,768,000**

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director
Kensey Kunkel, Manager Business Development & Sales

TITLE:

Sponsored Fare Agreement: Funding for Free System-Wide Fares During Free Fare February (Salt Lake City)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Approve and authorize the Authority to enter into a Funding Agreement with Salt Lake City for Free Fare February

BACKGROUND:
On January 26, 2022 the UTA Board of Trustees approved resolution R2022-01-05 empowering the Executive Director *"to declare "Free Fare February" for the entire of month of February, if the Authority is able to obtain commitments from partners that recover a majority of the lost fare revenue."* Subsequently Executive Director Fox declared Free Fare February, offering free fares, system-wide, on all UTA services from February 1-28, 2022.

Utah Transit Authority ("UTA") and Salt Lake City coordinated to obtain community support to recover lost fare revenues for *Free Fare February*. UTA committed to formalizing the agreements through contracts with potential Free Fare February Sponsors and obtaining board approval of the contracts.

One specific sponsor is Salt Lake City. The agreement details are in the discussion below.

DISCUSSION:
UTA will enter into this Agreement with Salt Lake City in an amount not to exceed one-hundred thirty-five thousand dollars ($135,000). This money will be used to offset fares for the month of February.

CONTRACT SUMMARY:

Contractor Name:	Salt Lake City
Contract Number:	22-F0265
Base Contract Effective Dates:	February 1-28, 2022
Extended Contract Dates:	NA
Existing Contract Value:	NA
Amendment Amount:	NA
New/Total Amount Contract Value:	$135,000
Procurement Method:	NA
Funding Sources:	NA

ALTERNATIVES:

Do not enter into an agreement and forego the revenue.

FISCAL IMPACT:

Up to one-hundred thirty-five thousand dollars ($135,000) in revenue that will offset lost fares for the month of February.

ATTACHMENTS:

Funding Agreement (Salt Lake City)

Funding Agreement
Subsidized System-wide Fare

This **FUNDING AGREEMENT** is effective on the 1st day of February 2022, between the **UTAH TRANSIT AUTHORITY**, a public transit district organized under the laws of the State of Utah ("Authority" or "UTA") and Salt Lake City Foundation, a Utah governmental nonprofit corporation ("Sponsor").

WHEREAS the Authority is a public transit district organized under the provisions of the Utah Public Transit District Act that provides public transportation service along the Wasatch Front; and

WHEREAS Sponsor desires to solicit sponsorships from third parties to partially subsidize transit fares for the entirety of the UTA system for the month of February as part of an initiative to be called Free Fare February; and

WHEREAS both the Sponsor and UTA recognize the benefits of public transit for the community for reducing congestion and improving the quality of air and the environment.

NOW THEREFORE, Sponsor and UTA hereby covenant and agree to be bound by the terms and conditions set forth in this Agreement:

TERMS AND CONDITIONS

1. Term. The term of this agreement will begin on the date stated above and end on February 28, 2022 or until funds committed under Paragraph 2 below have been paid in full.

2. Funding. In order to facilitate free fares on UTA's entire public transit system for the month of February, Sponsor agrees to pay UTA an amount not to exceed One Hundred Thirty-Five Thousand ($135,000) for a portion of the forgone fare revenue which is projected to have been received for the month of February 2022. The final payment amount is contingent on Sponsor's receipt of sponsorship funds, as determined in the Funding Analysis described in Paragraph 5, herein.

3. Payment. UTA and Sponsor agree that the payment may take the form of cash or grant funds transferred to UTA.

4. Use of Funds. UTA agrees to use such funds to provide free fares system-wide on the following services: Local Bus, Express Bus, TRAX, Streetcar, FrontRunner, Paratransit, Ski Bus, PC-Salt Lake Connect Bus, and Microtransit Services for the Free Fare February initiative.

5. Funding Analysis. On or before March 31, 2022, UTA shall perform an analysis of the actual amount owed by the Sponsor based on the number of sponsorships obtained and the amount of each sponsorship. A summary of this analysis shall be available to Sponsor upon request. UTA shall invoice Sponsor for the actual amount owed which shall not exceed the amount specified in paragraph 2 above. Sponsor shall reimburse the Authority for the amount invoiced

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within 30 days of receipt of funds by the Foundation, however, if the funds are not readily available (e.g., grant funding), Sponsor and UTA shall reach mutual agreement on a date for the transfer of funds.

6. Funding Only. This agreement pertains only to the payment of funds by Sponsor to UTA in return for providing free fares and does not otherwise impact UTA's operation of its transit system in any respect.

7. Notices. All notices shall be directed to the following addresses:

Sponsor	Salt Lake City Foundation Attention: Mary Beth Thompson, Chair P.O. Box 145451 Salt Lake City, Utah 84114-5451
UTA:	Utah Transit Authority Attention: Kensey Kunkel 669 West 200 South Salt Lake City, Utah 84101

8. No Third Party Rights. Nothing in this Agreement will be interpreted to provide any contractual or other rights to third parties.

9. Government Records Access and Management Act. Parties is subject to the requirements of the Government Records Access and Management Act, Chapter 2, Title 63G, Utah Code Annotated or its successor ("GRAMA"). All materials submitted by UTA pursuant to this Agreement are subject to disclosure unless such materials are exempt from disclosure pursuant to GRAMA. The burden of claiming an exemption from disclosure shall rest solely with UTA. Any materials for which UTA claims a privilege from disclosure shall be submitted marked as "Business Confidential" and accompanied by a concise statement of reasons supporting Consultant's claim of business confidentiality. Sponsor will make reasonable efforts to notify Consultant of any requests made for disclosure of documents submitted under a claim of business confidentiality. UTA may, at UTA's sole expense, take any appropriate actions to prevent disclosure of such material. UTA specifically waives any claims against Sponsor related to disclosure of any materials required by GRAMA

10. Entire Agreement. This Agreement contains the entire agreement between the parties hereto for the term stated and cannot be modified except by written agreement signed by both parties. Neither party shall be bound by any oral agreements or special arrangements contrary to or in addition to the terms and conditions as stated herein.

11. If either party pursues legal action to enforce any covenant of this Agreement, the parties agree that all costs and expenses of the prevailing party incident to such legal action, including reasonable attorney fees and court costs shall be paid by the non-prevailing party.

IN WITNESS WHEREOF, as evidenced by the signatures below, the Parties mutually agree to perform and execute this Agreement.

UTAH TRANSIT AUTHORITY

Name: Date
Title:

Name: Date
Title:

SPONSOR

DocuSigned by:
Mary Beth Thompson 3/1/2022
6C64C58FEB6F4C7...

Name: Mary Beth Thompson Date
Title: President

UTA Legal Counsel

DocuSigned by:
Mike Bell
70E33A415BA44F6...

ATTEST:

Salt Lake City Recorder

APPROVED AS TO FORM:

DocuSigned by:
Sara Montoya
2E9F40E9F76C48C...

Salt Lake City Attorney's Office

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director
Kensey Kunkel, Manager Business Development & Sales

TITLE:

Sponsored Fare Agreement: Funding for Free System-Wide Fares During Free Fare February (Salt Lake County)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Approve and authorize the Authority to enter into a Funding Agreement with Salt Lake County for free fare February

BACKGROUND:
On January 26, 2022 the UTA Board of Trustees approved resolution R2022-01-05 empowering the Executive Director "to declare 'Free Fare February' for the entire of month of February, if the Authority is able to obtain commitments from partners that recover a majority of the lost fare revenue." Subsequently Executive Director Fox declared Free Fare February, offering free fares, system-wide, on all UTA services from February 1-28, 2022.

Utah Transit Authority ("UTA") and Salt Lake City coordinated to obtain community support to recover lost fare revenues for Free Fare February. UTA committed to formalizing these agreements through contracts with potential Free Fare February Sponsors and obtaining Board approval of the contracts.

One specific sponsor is Salt Lake County. The agreement details are in the discussion below.

DISCUSSION:
On February 1 2022, the Salt Lake County Council unanimously passed Motion 22-0060 allocating up to $100,000 for the *"fareless initiative"*.

UTA will enter into this Agreement with Salt Lake County in an amount not to exceed one-hundred thousand dollars ($100,000). This money will be used to offset fares for the month of February.

CONTRACT SUMMARY:

Contractor Name:	Salt Lake County
Contract Number:	22-F0266
Base Contract Effective Dates:	February 1-28, 2022
Extended Contract Dates:	NA
Existing Contract Value:	NA
Amendment Amount:	NA
New/Total Amount Contract Value:	$100,000
Procurement Method:	NA
Funding Sources:	NA

ALTERNATIVES:

Do not enter into an agreement and forego the revenue

FISCAL IMPACT:

Up to one-hundred thousand dollars ($100,000) in revenue that will offset lost fares for the month of February

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ATTACHMENTS:

Funding Agreement/ “Interlocal Cooperation Agreement” (Salt Lake County)

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County Contract No._____
D.A. Log No. 22-19503

Interlocal Cooperation Agreement
Free Fare February

This **INTERLOCAL COOPERATION AGREEMENT** is effective on the 1st day of February 2022, between the **UTAH TRANSIT AUTHORITY**, a public transit district organized under the laws of the State of Utah ("Authority" or "UTA") and **SALT LAKE COUNTY** ("Sponsor").

WHEREAS The Authority is a public transit district organized under the provisions of the Utah Public Transit District Act that provides public transportation service along the Wasatch Front; and

WHEREAS Sponsor is a body corporate and politic and desires to subsidize transit fares for the UTA system for the month of February; and

WHEREAS both the Sponsor and UTA are "public entities" as defined by the Utah Interlocal Cooperation Act, Utah Code §§ 11-13-101 to -608 (the "Interlocal Act"), and as such, are authorized to enter into agreements to act jointly and cooperatively in a manner that will enable them to make the most efficient use of their resources and powers.

WHEREAS both the Sponsor and UTA recognize the benefits of public transit for the community for reducing congestion and improving the quality of air and the environment.

NOW THEREFORE, Sponsor and UTA hereby covenant and agree to be bound by the terms and conditions set forth in this Agreement:

TERMS AND CONDITIONS

1. The term of this agreement will begin on the date stated above and will terminate on February 28, 2022.

2. In order to facilitate free fares on UTA's public transit system for the month of February, Sponsor agrees to pay UTA an amount not to exceed $100,000 for a portion of the forgone fare revenue which is projected to have been received for the month of February 2022.

3. UTA and Sponsor agree that the payment may take the form of cash or grant funds transferred to UTA.

4. UTA agrees to provide free fares on the following services: Local Bus, Express Bus, TRAX, Streetcar, FrontRunner, Paratransit, Ski Bus, PC-Salt Lake Connect Bus, and Microtransit Services.

5. On or before March 31, 2022, UTA shall perform an analysis of the actual amount owned by the Sponsor based on the number of sponsorships obtained and the amount of each sponsorship. A summary of this analysis shall be available to Sponsor upon request. UTA shall invoice sponsor for the actual amount owed which shall not exceed the amount specified in paragraph 2 above. Sponsor shall reimburse the Authority for the amount invoiced within 30 days receipt

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of invoice, however, if the funds are not readily available (e.g., grant funding), Sponsor and UTA shall reach mutual agreement on a date for the transfer of funds. UTA may charge and Sponsor shall pay a one percent (1%) late fee on balances due under this Agreement which remain unpaid within thirty (30) days from the date of invoice or other mutually agreed upon payment date.

6. Funding Only. This agreement pertains only to the payment of funds by Sponsor to UTA in return for providing free fares and does not otherwise impact UTA's operation of its transit system in any respect.

7. This Agreement contains the entire agreement between the parties hereto for the term stated and cannot be modified except by written agreement signed by both parties. Neither party shall be bound by any oral agreements or special arrangements contrary to or in addition to the terms and conditions as stated herein.

8. For the purpose of satisfying specific requirements of the Interlocal Act, the Parties agree as follows:

    a. The Parties do not, nor intend to, create an interlocal entity or a joint or cooperative undertaking by this Agreement. To the extent this Agreement requires administration other than as set forth herein, the Executive Director of UTA and the Director of Sponsor's Office of Regional Development are hereby designated as the joint administrative board for all purposes of the Interlocal Act.

    b. There will be no jointly owned property upon the partial or complete termination of this Agreement, including the termination of any service to be provided hereunder. To the extent that a party acquires, holds or disposes of any real or personal property for use in the joint or cooperative undertaking contemplated by this Agreement, such party shall do so in the same manner that it deals with other property of such party.

    c. Except as otherwise specifically provided herein, each Party shall be responsible for its own costs of any action done pursuant to this Agreement, and for any financing of such costs.

[SIGNATURE PAGE TO FOLLOW]

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IN WITNESS WHEREOF, as evidenced by the signatures below, the Parties mutually agree to perform and execute this Agreement.

UTAH TRANSIT AUTHORITY

_____

Name: Date
Title:

_____

Name: Date
Title:

UTA Legal Counsel

DocuSigned by:
Mike Bell
70E33A415BA44F6...

Attest and Countersign

_____

SALT LAKE COUNTY

_____

Mayor or Designee

Date: _____

Recommended for Approval:

By: _____
Department Director

Date: _____

Approved as to Form:

By: _____
Deputy District Attorney

Date: 23 February 2022

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Cherryl Beveridge, Acting Chief Operating Officer
PRESENTER(S): Tracy Young, Coordinated Mobility Manager

TITLE:

Donated Vehicle Program

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion.

BACKGROUND:
The Donated Vehicle Program is an excellent resource for non-profit organizations, public safety agencies, and public education institutions to receive surplus vehicles that have reached the end of their service at UTA. This program allows organizations the ability to receive a used surplus vehicle at no cost. Though these vehicles come "as-is", UTA will be ensuring that the vehicles are safe and road worthy.

Previously the administration of this program was through the Chief Financial Officer's (CFO) office. In 2021 the Coordinated Mobility Department proposed to administer the program and help streamline the process.

DISCUSSION:
The Coordinated Mobility Department, with approval from the CFO's office, is now responsible for the administration of the Donated Vehicle program. The Coordinated Mobility Department works closely with human service transportation organizations within the UTA service area and is in the unique position to understand their need for vehicles.

The CFO (Bill Greene) will continue to sign all vehicle recipient agreements.

ALTERNATIVES:

N/A

FISCAL IMPACT:
N/A

ATTACHMENTS:
N/A

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S): Nichol Bourdeaux, Chief Planning and Engagement Officer
Tim Merrill, Utah Attorney General
Megan Waters, Community Engagement Manager

TITLE:

Criminal Ordinance Review

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Information item for discussion

BACKGROUND:
The UTA Ordinances are being revised and updated. UTA will be proposing three separate ordinances to cover the content of the previous ordinance, including Fare Payment, Criminal, and Trespassing.

DISCUSSION:
Staff will review and discuss with the Board the proposed changes to the Criminal Ordinance, provide context for decision-making on the update, and share process.

ALTERNATIVES:
The Board will have the opportunity to provide feedback on the draft ordinance that may inform a revised draft to be presented for review and approval later this year.

FISCAL IMPACT:
n/a

ATTACHMENTS:
Draft Criminal Ordinance

UTA Ordinances

Criminal Code

Section 1. Definitions

"Authority" means the Utah Transit Authority.

"Authority Property" means real property owned, leased, or licensed by the Authority, or in which it has a real property interest.

"Authority Representative" means an employee of the Authority, Transit Police Officer or other agent who is authorized by job title, job description, specific assignment, or request of Authority to act pursuant to these Ordinances.

"Board" means the Board of Trustees of the Utah Transit Authority.

"Boarding Zone" means an area used for the loading or unloading of passengers from a Transit Vehicle, including the area adjacent to such locations.

"Citation" means a written ticket issued by a Transit Police Officer to a person for a violation of these Ordinances.

"Infraction" means an offense designated as such pursuant to this Ordinance.

"Operator" means a person who drives, commands, or has control of a Transit Vehicle.

"Parking Facility" means an area designated for the parking of personal vehicles by the Authority.

"Platform" means an area within or adjacent to a fixed guideway system specifically designed for the access of passengers as they load and unload from a Transit Vehicle.

"Proof of Fare Payment" means valid fare media that authorizes a person to use the services of the Authority.

“Right-of-Way” means real property or an interest in real property, usually in a strip, acquired for or devoted to use by Transit Vehicles.

“Transit Facility” means real property, tangible property, buildings, improvements, structures, appurtenances, Parking Facilities, Transit Vehicles, or other property owned or leased by the Authority.

“Transit Police Officer” means a sworn law enforcement officer employed by the Authority.

“Transit Vehicle” means a car, bus, railcar, or other mode operated by or on behalf of UTA for the movement of persons, including the appurtenances to and from such Transit Vehicles.

“Vehicle” a means a device in, on, or by which a person or property is or may be transported or drawn on a roadway, such as a car, truck, trailer, wagon, bus, recreational vehicle, cart, and so on.

Section 2. Authority

A. Pursuant to the authority granted to large public transit districts under Utah Code §17B-2a-808.1(3), the Board hereby enacts the following ordinances necessary for its governance and for the management of the affairs of the Authority and the lawful execution of its powers.

B. The Board grants to the Executive Director, or designee, the duty to codify these and future Ordinances. In so doing, no substantive changes shall be made to these Ordinances or to any chapter, section, or provision, with the exception of renumbering, rearranging, reformatting and correcting clerical errors.

C. The Board’s adoption of these Ordinances constitutes its primary legislative act, while any subsequent codification represents an administrative function. In the event of a conflict between these Ordinances and their codified counterpart, these Ordinances shall control.

Section 3. Rules of Construction

A. The use of the singular form of any word includes the plural and vice versa.

B. The use of the present tense includes the future tense.

C. The words “shall” and “must” are to be construed as mandatory rather than discretionary.

D. Reference to any provision of these Ordinances includes any later amendments to that chapter, section, or provision, or any part thereof.

E. Nothing in these Ordinances shall prohibit or restrict Transit Police Officers, Law Enforcement Officers, UTA employees, or Authority Representatives from acting within the course and scope of their employment.

F. If any of these Ordinances, or any part thereof, are held unconstitutional or otherwise invalid, the remaining chapters, sections, and provisions shall remain in force.

G. These Ordinances shall be liberally construed to effectuate their purposes and the Board's intent in their passage.

Section 4. Adoption of Utah Codes

A. Utah Criminal Code Adopted. The Utah Criminal Code, as contained in Title 76 of the Utah Code Annotated, 1953, as amended, is adopted by UTA and incorporated as part its Ordinances.

B. Utah Code of Criminal Procedure Adopted. The Utah Code of Criminal Procedure, as contained in Title 77 of the Utah Code Annotated, 1953, as amended, is adopted by UTA and incorporated as part its Ordinances.

C. Utah Controlled Substances Act and Utah Drug Paraphernalia Act Adopted. The Utah Controlled Substances Act (Utah Code Title 58 Chapter 37) and the Utah Drug Paraphernalia Act (Utah Code Title 58 Chapter 37a), as amended, are adopted by UTA and incorporated as part its Ordinances.

D. Utah Traffic Code Adopted. The Utah Traffic Code, as contained in Title 41 Chapter 6a of the Utah Code, as amended, is adopted by UTA and incorporated as part its Ordinances, along with such other Ordinances as have been approved by the Board.

E. Utah Indoor Clean Air Act Adopted. The Utah Indoor Clean Air Act, as contained in Title 26 Chapter 38 of the Utah Code, as amended, is adopted by UTA and incorporated as part its Ordinances.

F. Utah Railroad Code Adopted. The Utah Railroad Code, as contained in Title 56 Chapters 1 thru 3 of the Utah Code, as amended, is adopted by UTA and incorporated as part of its Ordinances.

G. Citation to State Code. Where a citation, information, or complaint is issued under a section of the Utah State Code, it shall be sufficient to use the section number of the Utah Code to designate which law has been violated.

Section 5. Classification of Offenses

A. Violations of a section of the Utah State Code incorporated herein shall have the same classifications and penalties as provided by state law.

B. Violations of a section of the Utah State Code that are also violations of these Ordinances may be punishable under either the State Code or these Ordinances.

C. Where no penalty is otherwise prescribed, any violation of these Ordinances shall constitute an infraction and be punishable as provided in Utah Code §76-3-205, as amended.

Section 6. Vehicles

A. Parking. No person shall:

1. park a vehicle in a parking facility in a manner contrary to any posted sign or restriction.

2. park a vehicle in an area not designated as a parking space.

3. park a vehicle in a parking facility where such vehicle occupies more than one designated parking space.

4. use a parking facility for the purpose of displaying a vehicle "for sale."

5. block or restrict access to a boarding zone, access ramp, pedestrian walkway, or traffic lane.

6. park a vehicle in a parking facility that has expired registration, invalid insurance, or that is inoperable.

7. park a vehicle in a parking facility for more than 7 continuous days.

8. use a parking facility to store a trailer, boat, or other vehicle for any period.

B. Towing. Any vehicle parked, placed, or otherwise found to be in violation of these Ordinances may be towed and impounded at the registered owner's expense in compliance with state law.

C. Traffic. No person shall:

1. operate a vehicle in a transit facility at a speed exceeding the posted speed limit or at a rate exceeding a safe operating speed.

2. operate a vehicle in a transit facility in a reckless or hazardous manner.

3. obstruct the free movement of passengers and vehicular traffic.

4. operate a bike, skateboard, scooter, or other mode of personal transport in a manner that interferes with, disturbs, or impedes access to and from the boarding zone, platform or transit facility.

5. operate a bike, skateboard, scooter, or other mode of personal transport in violation of any posted sign.

D. Penalty

1. A violation of this Section is punishable as an Infraction.

Section 7. Use of Transit Facilities

A. Permitted Uses. A person shall occupy or use a transit facility only as authorized by this Section. Permitted uses of a transit facility are:

1. Boarding, riding, disembarking, or waiting for a transit vehicle;

2. Purchasing proof of fare payment;

3. Obtaining customer service from a Transit Police Officer or Authority Representative; or

4. Other activities directly related to public transit use.

B. Unpermitted Uses.

1. Transit facilities are non-public forums. In order to ensure safe access to and from transit facilities, activities that are non-transit related are prohibited in or on transit facilities unless authorized in these Ordinances or by written permission from Authority.

2. No person shall place, permit or cause to be placed any notice, sign, poster, placard or advertisement in a transit facility or transit vehicle without written permission from Authority

3. No person shall camp or sleep overnight in or upon a transit facility or upon any authority property.

C. Penalty

1. A violation of this Section is punishable as an Infraction.

Section 8. Conduct While Using Transit Facilities

A. Prohibited Conduct. In or upon any transit facility, a person shall not:

1. possess or consume an open alcoholic product.

2. use tobacco or e-cigarettes.

3. litter.

4. abandon any item or allow an object to block an aisle or stairway.

5. loiter.

6. deface, mark, or destroy any public or private property, including graffiti.

7. view, or use the Authority's internet or network services to access, any obscene materials, or for any unlawful or improper purpose.

8. fail to comply with or refuse any request made by an Operator, Authority Representative or Transit Police Officer.

9. disturb, threaten, or disrupt an Operator of a transit vehicle or an Authority Representative in the exercise of their duties.

10. extend any portion of the person's body or an object through any door, window, or other opening of a transit vehicle while it is in motion.

11. hang on to the exterior a transit vehicle, regardless of whether it is in motion.

12. throw any object at or from a transit vehicle.

13. place their foot or feet on a seat of a transit vehicle.

B. Disturbing the Peace. No person shall breach the peace in or upon a transit facility by:

1. igniting any flame.

2. spitting, defecating, or urinating.

3. intimidating, threatening, or harassing another person.

4. fighting, using violence or engaging in tumultuous behavior.

5. making excessive noise.

6. using obscene, lewd, or abusive language or gestures.

C. Animals.

1. *Service Animal*. A dog that is acting as a service animal is permitted in transit facilities if the dog is trained to assist an individual with a disability as defined by the American with Disabilities Act.

2. Other than a service animal, no person shall bring an animal into a transit facility unless the animal:

i. remains in an enclosed carry-on;

ii. does not occupy a seat;

iii. does not obstruct the movement of passengers or the Authority Representatives; and

iv. does not create a nuisance or disturbance.

D. Penalty

1. A violation of this Section is punishable as an Infraction.

Section 9. Property.

A. Conduct on Rights-of-Way. A person shall not:

1. enter or remain upon any Right-of-Way (other than the platforms, boarding zones, and designated walkways) unless authorized to do so by these Ordinances.

2. cross, occupy or remain in a Right-of-Way except to cross in a designated walkway in compliance with all signs and markings.

3. place or cause to be placed any object on a Right-of-Way that could make contact with a transit vehicle or interfere with the safe and uninterrupted passage of a transit vehicle.

4. operate a vehicle in a Right-of-Way in violation of any gate, barrier, sign, marking or signal.

B. Encroachment Upon Authority Property. Unless given permission by the Authority, no person shall:

1. deposit waste, garbage, grass clippings, soil, hazardous material, or any other material upon authority property.

2. plant vegetation or trees, cultivate, dig, or grade upon authority property.

3. construct or cause to be constructed any structure, fence, device, shed, wall, pedestrian or vehicular access, or other improvement upon authority property.

4. place any trampoline, playset, sports court or other item on authority property.

5. store personal property, including vehicles, on authority property.

6. house or permit to roam on authority property any livestock, horses, goats, chickens, or other animals.

7. drain water onto authority property or connect to utilities owned by the Authority.

C. Trespass. No person shall enter onto or remain on authority property when notice against entering or remaining is provided by:

1. direct communication or communication over a loudspeaker to the person by an Authority Representative or Transit Police Officer.

2. fencing, barricade, or other barrier designed to exclude intruders.

3. posted signs.

D. Penalty

1. A violation of this Section is punishable as an Infraction.

2. An encroachment is punishable for each separate day the violation persists.

Section 10. Enforcement

A. Transit Police Officers shall be responsible for preserving the public peace, preventing crime, detecting and arresting criminal offenders, protecting the rights of persons and property, regulating and controlling pedestrian traffic, and providing and maintaining police records and communications systems of the Authority.

B. A Transit Police Officer, Operator, or Authority Representative may eject or refuse service to any passenger who violates these Ordinances.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Paul Drake, Director Real Estate & TOD
Spencer Burgoyne, Manager Property Administration

TITLE:

2021 Annual Transit-Oriented Development Report and Real Estate Inventory

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion - No action required.

BACKGROUND:
Per UTA Board of Trustees Policy, the Executive Director and the UTA Real Estate Department have prepared the 2021 Annual Transit-Oriented Development Report and Real Estate Inventory.

BTP No. 5.1 Section III (A)(5):

"The Authority will report the findings of the TOD System Analysis to the Board of Trustees at least once a year and on an as-needed basis."

BTP No. 5.2 Section C:

"The Executive Director will present an annual report to the Board of Trustees that includes an inventory of the Authority's real property and a list of property acquisitions and dispositions occurring since the previous year's report."

DISCUSSION:
Report findings.

ALTERNATIVES:
Not Applicable.

FISCAL IMPACT:
Not Applicable

ATTACHMENTS:
1) 2021 Annual Transit-Oriented Development Report and Real Property Inventory

Annual Report to the

UTA Board of Trustees

In compliance with Board of Trustees Policy No 5.1 Section III (A)(5) and Exhibit A
and
Board of Trustees Policy No. 5.2 Section C

Annual Transit-Oriented Development Report and Real Estate Inventory

December 2021

Executive Summary

Purpose

This annual report is provided to the UTA Board of Trustees (the "Board") as information regarding UTA's Transit-Oriented Development ("TOD") activities and real property holdings. It is prepared and submitted to the Board to comply with the following Board of Trustees Policies ("BTP"):

BTP 5.1: "The Authority will report the findings of the TOD System Analysis to the Board of Trustees at least once a year and on an as-needed basis.

BTP 5.2: "The Executive Director will present an annual report to the Board of Trustees that includes an inventory of the Authority's real property and a list of property acquisitions and dispositions occurring since the previous year's report.

Annual TOD Report

This report includes the current status of UTA's TOD activities including development, investment, and revenue data associated with active projects. Those projects include TOD's at the Sandy Civic Center TRAX Station, the Jordan Valley TRAX Station, the South Jordan FrontRunner Station, and the 3900 South Meadowbrook TRAX Station. This report also includes ranking results from the TOD System Analysis Tool. The purpose of which is to assist the Board in prioritizing UTA's TOD efforts.

UTA and its partners have fourteen phases of TOD completed or under construction. These projects total 1,702 residential units, 570,000 square feet of office, 50,000 square feet of retail, and a 192-room hotel. This constitutes nearly $537 million in private investment and over $45.7 million in UTA capital. UTA's return to date totals $49.3 million. UTA has also partnered with metropolitan planning organizations and several municipalities to further transportation and land use planning efforts around transit hubs.

Real Estate Inventory

UTA owns and manages 2,374 acres of property with a book value of $425 million. Included in this report is a listing of each property, including its classification, square footage, location, and other key data. Other UTA property interests are also summarized.

2021 Transit-Oriented Development (TOD) Annual Report

	Development Data					Investment Data			Revenue Data			
	Phase	Residential	Office	Retail	Hotel	Property Contributed	UTA Capital	Private Investment	2017-2019 Revenue	2020 Revenue	2021 Revenue	Revenue to Date
Sandy Civic Center "The East Village"	Phase 1	269 units	0 sf	5,000 sf	0 rooms	5.29 acres	$ 1,382,072	$ 39,746,097	$ 3,578,054	$ -	$ -	$ 3,578,054
	Phase 2	0 units	60,000 sf	0 sf	0 rooms	2.37 acres	$ 619,423	$ 11,200,277	$ 1,057,141	$ -	$ -	$ 1,057,141
	Phase 3	67 units	0 sf	0 sf	0 rooms	0.75 acres	$ 196,804	$ 15,249,677	$ 1,167,477	$ -	$ -	$ 1,167,477
	Phase 4	0 units	150,000 sf	0 sf	0 rooms	6.50 acres	$ 1,698,840	$ 32,693,470	$ 3,234,646	$ 152,114	$ -	$ 3,386,760
	Phase 5*	304 units	0 sf	10,000 sf	0 rooms	6.05 acres	$ 1,580,316	$ 83,449,337	$ -	$ -	$ -	$ -
	Subtotal	**640 units**	**210,000 sf**	**15,000 sf**	**0 rooms**	**20.96 acres**	**$ 5,477,455**	**$ 182,338,858**	**$ 9,037,318**	**$ 152,114**	**$ -**	**$ 9,189,432**
Jordan Valley Station	Phase 1	270 units	0 sf	0 sf	0 rooms	7.50 acres	$ 1,687,002	$ 34,691,968	$ 9,970,077	$ -	$ -	$ 9,970,077
	Parking	0 units	0 sf	0 sf	0 rooms	0.00 acres	$ 3,896,000	$ -	$ 5,170,537	$ -	$ -	$ 5,170,537
	Phase 2	207 units	0 sf	0 sf	0 rooms	2.43 acres	$ 8,484,064	$ 44,095,513	$ -	$ -	$ 23,556,955	$ 23,556,955
	Phase 3	0 units	0 sf	5,000 sf	0 rooms	1.50 acres	$ 241,049	$ 977,227	$ -	$ 423,980	$ 423,980	$ 847,960
	Phase 4*	243 units	0 sf	0 sf	0 rooms	2.30 acres	$ 23,032,647	$ 57,332,057	$ -	$ -	$ -	$ -
	Phase 5*	184 units	0 sf	0 sf	0 rooms	9.69 acres	$ 1,337,431	$ 67,779,948	$ -	$ -	$ -	$ -
	Subtotal	**904 units**	**0 sf**	**5,000 sf**	**0 rooms**	**23.42 acres**	**$ 38,678,193**	**$ 204,876,713**	**$ 15,140,614**	**$ 423,980**	**$ 23,980,935**	**$ 39,545,529**
South Jordan Station "SoJo Station"	Phase 1	0 units	180,000 sf	5,000 sf	0 rooms	5.20 acres	$ 500,000	$ 32,759,199	$ 139,408	$ 91,040	$ 61,168	$ 291,616
	Phase 2	0 units	0 sf	5,000 sf	192 rooms	1.75 acres	$ 500,000	$ 47,264,118	$ 6,287	$ 10,075	$ 187,770	$ 204,132
	Phase 3	0 units	180,000 sf	5,000 sf	0 rooms	4.55 acres	$ 500,000	$ 29,172,242	$ -	$ -	$ -	$ -
	Subtotal	**0 units**	**360,000 sf**	**15,000 sf**	**192 rooms**	**11.50 acres**	**$ 1,500,000**	**$ 109,195,559**	**$ 145,695**	**$ 101,115**	**$ 248,938**	**$ 495,748**
Meadowbrook Station "The Hub of Opportunity"	Phase 1	158 units	0 sf	15,000 sf	0 rooms	2.80 acres	N/A	$ 40,248,790	$ -	$ -	$ 103,550	$ 103,550
	Subtotal	**158 units**	**0 sf**	**15,000 sf**	**0 rooms**	**2.80 acres**	**N/A**	**$ 40,248,790**	**$ -**	**$ -**	**$ 103,550**	**$ 103,550**
Program Total	**14 Phases**	**1,702 units**	**570,000 sf**	**50,000 sf**	**192 rooms**	**58.68 acres**	**$ 45,655,648**	**$ 536,659,920**	**$ 24,323,627**	**$ 677,209**	**$ 24,333,423**	**$ 49,334,259**

* under construction

Station Area Planning

Completed in 2021	
1300 S Ballpark Station*	Ogden Station (Amendment)*
Farmington Station*	

*awaiting adoption

TOD System Analysis Tool

The Utah Transit Authority, the Utah Department of Transportation, Wasatch Front Regional Council, and Mountainland Association of Governments have developed a tool to analyze and rank potential TOD sites according to criteria including Municipal Support, Accessibility, Market Strength, and Affordable Housing Need. Each site has been ranked three different ways: Overall TOD Ranking (composite score of all subcriteria), Growth Opportunity Ranking (focused on non-urban sites to encourage TOD land patterns), Affordable Housing Ranking (suitability for affordable housing projects). The top ten performing sites for each ranking are included in this report.

2021 TOD System Analysis Tool Results

		Station	Overall Score	Municipal Support	Accessibility	Market Stength	Affordable Housing Need
Overall TOD Ranking	1	West Jordan City Center	0.340	0.183	0.048	0.109	N/A
	2	Farmington	0.339	0.163	0.068	0.108	N/A
	3	Murray Central	0.314	0.166	0.090	0.057	N/A
	4	American Fork	0.312	0.128	0.035	0.150	N/A
	5	Orem Central	0.307	0.141	0.074	0.093	N/A
	6	Roy	0.288	0.143	0.055	0.090	N/A
	7	Midvale Fort Union	0.282	0.154	0.036	0.092	N/A
	8	Midvale Center	0.268	0.149	0.030	0.089	N/A
	9	Ballpark	0.244	0.110	0.111	0.023	N/A
	10	Draper Town Center	0.175	0.106	0.057	0.012	N/A
Growth Opportunity Ranking	1	West Jordan City Center	0.368	0.219	0.031	0.118	N/A
	2	American Fork	0.358	0.154	0.037	0.167	N/A
	3	Roy	0.332	0.172	0.064	0.095	N/A
	4	Historic Sandy	0.188	0.121	0.043	0.025	N/A
	5	Lehi	0.186	0.122	0.049	0.015	N/A
	6	Draper Town Center	0.167	0.127	0.026	0.014	N/A
	7	Fashion Place West	0.167	0.113	0.050	0.004	N/A
	8	5651 W Old Bingham Hwy	0.157	0.108	0.022	0.028	N/A
	9	Pleasant View	0.145	0.127	0.012	0.006	N/A
	10	2700 W Sugar Factory Rd	0.132	0.103	0.026	0.003	N/A
Affordable Housing Ranking	1	Murray Central	0.504	0.200	0.066	N/A	0.238
	2	Midvale Fort Union	0.460	0.170	0.034	N/A	0.257
	3	Ballpark	0.443	0.178	0.117	N/A	0.148
	4	West Jordan City Center	0.430	0.208	0.052	N/A	0.170
	5	Fashion Place West	0.412	0.166	0.030	N/A	0.217
	6	Farmington	0.407	0.173	0.068	N/A	0.167
	7	Draper Town Center	0.407	0.168	0.072	N/A	0.167
	8	Midvale Center	0.406	0.165	0.022	N/A	0.219
	9	Lehi	0.386	0.183	0.036	N/A	0.167
	10	Kimballs Lane	0.386	0.151	0.068	N/A	0.167

Report to the UTA Board of Trustees

REAL ESTATE INVENTORY

December 2021

UTA Owned Properties

UTA owns 828 properties with a book value of $424,599,329.
UTA disposed of 0 acres and acquired 59.86 acres of property in 2021.

Book Value of UTA Properties	**$424,599,329**
Total Acreage of Properties	**2,527 acres**

Breakdown of Property Category

(Properties have been reclassified to comply with board policy)

Transit Critical **(TC)**	**2,374 acres**
Transit-Oriented Development **(TOD)**	**153 acres**
Surplus **(S)**	**0 acres**

PROPERTY CATEGORY DEFINITIONS

Transit Critical (TC): any interest in real property, including, without limitation, fee simple ownership, leasehold, easement, franchises, and licenses that is now needed or may be needed in the future for the provision of transit services within the Authority's district.

Transit-Oriented Development (TOD): any interest in real property acquired by the Authority designated for Transit-Oriented Development.

Surplus (S): properties that have been identified as having no current or future transit use and no potential for Transit-Oriented Development.

Incidental Uses of Properties

UTA licenses and leases property to third parties such as private businesses, individuals, utility companies and municipalities. These Licenses / Leases are summarized as follows:

	Effective	In Process	Total
Licenses and leases as of 12/31/2021 (incl. assigned from UPRR)	3,036	56	3,092

Asset Protection Activities

Physical inspections during past 12 months:

- Tintic Branch
- DRGW right of way
- Ogden property
- Central Ave. Sliver Parcel
- Bingham Industrial Lead / Dalton & Garfield Branch
- Trax Extension (1000 S. - Point of the Mountain)
- Trax Extension (Point of Mountain – Lindon)
- Sugar House Branch
- Various occupied and unoccupied structures throughout Utah, SL, Davis, and Weber Counties
- Various vacant parcels throughout Utah, SL, Davis, Weber, Tooele, and Box Elder Counties

Other UTA Property Interests

	Number	Nature
License or Leasehold interests with third party owners	38	• (1) TPSS Sites (Delta Center) • (12) Radio Tower Sites • (4) Access Agreements (Rose Canyon, Tooele Depot, Meadowbrook, Sugar House) • (7) Park and Ride Lots (U of U, Vineyard, Daybreak, West Valley City, 3900 S Wasatch, Provo Mall and SLC Hub) • (1) UVU Transit Police Micro Station • (13) Centerline Agreements (Provo, Orem, UDOT, SL Airport, SSLC, SLC, WVC, U of U, Ogden, Weber State University, McKay-Dee Hospital)
Easements	139	• Airport Light Rail = 2 easements • Bus Rapid Transit = 9 easements • Bus Shelters = 33 easements • Commuter Rail North = 17 easements • Commuter Rail South = 57 easements • Depot District = 1 easement • Draper Light Rail = 7 easements • Mid-Jordan Light Rail = 6 easements • North-South Light Rail = 1 easement • Trax Power Substations = 1 easement • West Valley Light Rail = 5 easements
Shared park & ride arrangements with Third party parking lot owners	128	• LDS Church, UDOT, SL County, Valley Fair Mall, South Towne Mall, Layton Hills Mall, Newgate Mall

Real Estate Inventory List Key

Project Identifies the UTA project with which the property is associated.

ALRT - Airport Light Rail	BPR- Bus Park & Ride
BRT - Bus Rapid Transit	BS- Bus Shelter
CF- Communications Facility	COM-N - Commuter Rail North
COM-S - Commuter Rail South	DD- Depot District Central Garage
DRLRT - Draper Light Rail	EIM - Eimco (Front Line Headquarters)
FRNX – FrontRunner North Extension	FTU- Future Transit Use
JVTOD- Jordan Valley Transit Oriented Dev.	
MF- Maintenance Facility	MJLRT - Mid-Jordan Light Rail
NSLRT- North South Light Rail	OIH - Ogden Intermodal Hub
PI - Provo Industrial Lead	PIH - Provo Intermodal Hub
SLIM - Salt Lake Intermodal Hub	SP-1591- 1300 E 500 S Lft Turn
Sugar House- Sugar House Trolley	TC- Transfer Center
ULRT- University Light Rail	UPRR- Union Pacific Railroad
WVLRT - West Valley Light Rail	

Project Code Identifies the abbreviation of which City the parcel is in or the corresponding project, and will be linked to a project number to assist in locating property on map

Project Number Property map identification number

Category Identifies the property category as either Transit Critical (TC), Transit-Oriented Development (TOD), or Surplus (S).

Fee SqFt Identifies the square footage of the land parcel

Street Address Identifies the address or other location description of the property

City Identifies the city within which the property is located

Bond Indicates whether or not the property is partially funded with bond money

Fed Indicates whether or not the property is partially funded with federal money

Un/Developed Indicates whether the property is currently undeveloped or is developed for transit use

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
ALRT	AP	006:A,:2A thru :13A	TC	491,612	(A-9A)3000, (10-13A) 4000 W North Temple; (As of 2013 - 51 N Bangerter Hwy, 3700 & 3701 W. Terminal Drive, 3180 W. IEIGHTYWEST FWY, 3121 & 3119 & 3117 & 3527 & 3325 W. North Temple St)	Salt Lake City	NO	NO	Developed
ALRT	AP	012, 012:E	TC	4,308	2185 W. North Temple Street	Salt Lake City	YES	NO	Developed
ALRT	AP	138, 140, 145, 147, 148, 148:E	TC	84,484	540, 594, 564, 558 W. North Temple (-013 = 140 N 600 W; -014 = 126 N 600 W; -015 = 118 N 600 W; -017	Salt Lake City	YES	NO	Developed
ALRT	AP	139	TC	4,792	112 N. 600 W.	Salt Lake City	NO	NO	Developed
ALRT	AP	141, 141:E 146, 146:E	TC	77,101	579 W North Temple	Salt Lake City	NO	NO	Developed/Undeveloped
ALRT	AP	149	TC	89,527	155 N. 500 W.	Salt Lake City	NO	NO	Developed
ALRT	AP	155:5, AP-200 North	TC	107,691	Approx. 200 North to 300 North along 500 West (As of 2015 - 202 N 500 W & 485 W 300 N)	Salt Lake City	NO	NO	Developed
BPR	BPR	001	TC	239,580	2054, 2044 E 9400 S	Sandy	NO	YES	Developed
BPR	BPR	002	TC	40,075	9517 S Highland Dr	Sandy	NO	YES	Developed
BPR	BPR	003	TC	130,680	Riverdale Frontage Road	Riverdale	NO	YES	Developed
BRT	BRT	003	TC	82	3490 S. 8000 W.	Magna	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
BRT	BRT	006, 006:E, 006:2E	TC	529	900 W. 3300 S. (SE Corner) (3415 S. per 2012 tax notice.)	South Salt Lake City	NO	NO	Developed
BRT	BRT	050	TC	73,486	6176 S. 5600 W.	West Valley City	YES	NO	Undeveloped
BRT	BRT	051	TC	104,979	5527 W. 3500 S.	West Valley City	NO	NO	Developed
BRT	FTU	026, RMP Easement Wright Subdivision	TC	43,560	3616 S. Market St (2825 W Lehman Ave. per 2012 tax notice.)	West Valley City	NO	NO	Developed
BRT - Ogden	MSP185	001	TC	17,860	1341 Country Hills Drive	Ogden	NO	YES	Developed
BRT - Ogden	MSP185	152	TC	35,284	3205 Harrison Blvd.	Ogden	NO	NO	Developed
BS	FTU	017, 017:E	TC	101	1050 W. Riverdale Rd.	Riverdale	NO	YES	Developed
BS	FTU	018, 018:E	TC	60	5570 South 1900 West	Roy	NO	YES	Developed
BS	FTU	020, 020:E	TC	77	20 E. Winchester	Murray	NO	NO	Developed
BS	FTU	028	TC	93	Bus Shelter Location - 4435 S. Highland Dr. (1760 E Osage Orange Ave. per 2012 tax notice)	Salt Lake City	NO	YES	Developed
BS	FTU	1360, 1360:E	TC	71	1360 East 1450 South	Layton	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
BS	FTU	2, 2:E	TC	116	880 W. Riverdale Road	Riverdale	NO	NO	Developed
BS	FTU	5311, 5311:E	TC	19	5311 S. State Street	Murray	NO	NO	Developed
BS	FTU	955, 955:E	TC	103	955 West 12th Street	Ogden	NO	NO	Developed
CF	CF	001	TC	2,062,130	SW SL County / NW Utah County		NO	NO	Developed
CF	CF	002	TC	51,400	Top of Little Mountain	Weber	NO	NO	Developed
COM-N	AMEND:10	001	TC	680	UTA XO X120(600 North)	SL County	NO	YES	Developed
COM-N	AMEND:10	002	TC	299	1050 North Grade Crossing	SL County	NO	YES	Developed
COM-N	AMEND:10	003	TC	265	UTA To T120 to Yard Trk 103	SL County	NO	YES	Developed
COM-N	AMEND:10	004	TC	4,263	I-15 SLC Sliver, Sec 14, T1N, R1W	SL County	NO	YES	Developed
COM-N	AMEND:10	005	TC	4,996	I-15 Ogden Sliver, Sec 31, T6N, R1W		NO	YES	Developed
COM-N	AMEND:10	006	TC	540	UTA To T910 to UTA Storage Trk#2		NO	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	AMEND:10	007	TC	217	UTA To T940 & T960 To UTA #2		NO	YES	Developed
COM-N	AMEND:10	008	TC	47,730	UDOT M-2038(001)		NO	YES	Developed
COM-N	AMEND:10	009	TC	12,881	UDOT NS-560(1)		NO	YES	Developed
COM-N	AMEND:10	010	TC	3,193	UPRR 03-099-0018 (Sliver adjacent M-2038(001))		NO	YES	Developed
COM-N	AMEND:10	011	TC	66,857	Cecil Junction to 15th Street Ogden	Ogden	NO	YES	Developed
COM-N	CLD	002	TC	22,367	1700 S. 1000 E.	Clearfield City	NO	NO	Developed
COM-N	CLD	003	TC	3,636	approx. 1600 s 900 E	Clearfield	YES	NO	Developed
COM-N	CLD	006	TC	1,307	1080 South 550 East	Clearfield	NO	YES	Undeveloped
COM-N	CLD	007	TC	3,485	1078 South 550 East (approx.)	Clearfield	YES	YES	Developed
COM-N	CLD	008, 009, 010	TC	17,313	430 East 700 South	Clearfield	YES	YES	Developed
COM-N	CLD	011	TC	4,356	840 West 700 North	Clearfield	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	CLD	012	TC	3,485	122 West 350 North	Clearfield	YES	YES	Developed
COM-N	CLD	014	TC	1,307	305 East 700 South	Clearfield	YES	YES	Developed
COM-N	CLD	015	TC	436	650 South Depot Street	Clearfield	YES	YES	Developed
COM-N	CLD	063	TC	240	South of Antelope 1000 East	Clearfield	NO	YES	Developed
COM-N	FAR	034	TC	5,349	Southwest quadrant Burke Lane at Interstate 15	Farmington	YES	YES	Developed
COM-N	FAR	034B	TC	3,466	Southwest quadrant Burke Lane	Farmington	YES	YES	Developed
COM-N	FAR	15-7:12:AQ	TOD	199,332	450 N. 850 W.	Farmington	NO	NO	Developed
COM-N	FAR	15-7:13D:Q	TOD	181,651	450 N. 850 W.	Farmington	NO	NO	Developed
COM-N	KAY	008	TC	871	151 North 600 West	Kaysville	YES	YES	Developed
COM-N	KAY	038, 038:E	TC	526	Approx. 5000 South of Old Mill Lane	Kaysville	YES	YES	Developed
COM-N	KAY	039	TC	128	Approx. Old Mill Village Phase 2A Open Space A	Kaysville	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	KAY	066	TC	360	520 North 900 West	Kaysville	YES	YES	Developed
COM-N	LTN	002	TC	2,538	200 S Main St.	Layton	YES	YES	Developed
COM-N	LTN	003:T	TC	20,471	170 South Main Street	Layton	YES	YES	Developed/Undeveloped
COM-N	LTN	004:T	TC	37,073	164 South Main Street	Layton	YES	YES	Developed
COM-N	LTN	009:T	TC	95,853	36 South Main Street	Layton	YES	YES	Developed
COM-N	LTN	010:T	TC	30,263	130 West Gentile Street	Layton	NO	YES	Developed
COM-N	LTN	011	TC	3,325	133 West Gentile Street	Layton	NO	YES	Developed
COM-N	LTN	012	TC	1,457	145 W Gentile Street	Layton	YES	YES	Developed
COM-N	LTN	013	TC	104	175 Gentile St	Layton	YES	YES	Developed
COM-N	LTN	020	TC	764	377 N. Main St	Layton	YES	YES	Developed/Undeveloped
COM-N	LTN	026	TC	1,022	1033 West Hillfield Road	Layton	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	LTN	029	TC	3,549	200 West Gordon Avenue	Layton	YES	YES	Developed
COM-N	LTN	089, 089:E, 089:2E	TC	83	1755 N Celia Way, Layton 84041	Layton	YES	NO	Developed
COM-N	LTN	090, 90:E, 90:2E	TC	16	1759 N Celia Way	Layton	YES	NO	Developed
COM-N	LTN	100	TC	295	943 South 250 East	Layton	YES	YES	Developed
COM-N	NSL	004	TC	852	100 West Center Street	North Salt Lake	YES	YES	Developed
COM-N	NSL	012	TC	174	approx. 100 North West of Main	North Salt Lake	YES	YES	Developed
COM-N	NSL	012A	TC	326	approx. 100 North West of Main	North Salt Lake	NO	NO	Developed
COM-N	NSL	016	TC	2,773	685 North Main	North Salt Lake	NO	YES	Developed
COM-N	NSL	017	TC	7,606	25 East Pacific Avenue	North Salt Lake	YES	YES	Developed
COM-N	NSL	018	TC	9,784	20 East Union Avenue	North Salt Lake	YES	YES	Developed
COM-N	NSL	019	TC	16,169	25 East Union Avenue	North Salt Lake	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	NSL	020	TC	896	130 East 1100 North	N SLC	YES	YES	Developed
COM-N	NSL	021	TC	38	1000 West 2600 South	Woods Cross	NO	NO	
COM-N	OGD	014	TC	593	Address not assigned, Ogden	Ogden	YES	YES	Developed
COM-N	OGD	040	TOD	403,540	22nd - 23rd St West of Wall Ave.	Ogden	NO	YES	Developed/Undeveloped
COM-N	OGD	055	TC	829	approx. 1700 South Glasgow Avenue	Ogden	NO	YES	Developed
COM-N	OGD	057	TC	7,472	approx. 1700 South Glasgow Avenue	Ogden	NO	YES	Developed
COM-N	OGD	058	TC	414	424 W. 17th Street	Ogden	NO	YES	Developed
COM-N	OGD	061	TC	151	424 W. 17th Street	Ogden	NO	YES	Developed
COM-N	PLV	009	TC	114	2650 North 1150 West	Pleasant View	YES	YES	Developed
COM-N	PLV	010 & 013	TC	49,223	1157 West 2700 North	Pleasant View	YES	YES	Developed
COM-N	PLV	011	TC	1,405	2660 North 1150 West	Pleasant View	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	PLV	015	TC	382,631	1100 W. 2700 N.	Pleasant View	YES	YES	Developed/Undeveloped
COM-N	ROW:UP	001	TC	2,128,777			NO	YES	Preserved Corridor
COM-N	ROY	001	TC	4,131	2365 West 6000 South	Roy	NO	YES	Developed
COM-N	ROY	021	TC	369	5189 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	022	TC	456	5177 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	023	TC	419	5159 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	024	TC	392	5147 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	025	TC	395	5129 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	026	TC	431	5105 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	027	TC	428	5099 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	028	TC	451	5089 South 2675 West	Roy	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	ROY	029	TC	282	5077 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	030	TC	224	5065 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	031	TC	214	5057 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	032	TC	140	5045 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	033	TC	107	5039 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	034	TC	115	5033 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	035	TC	75	5021 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	036	TC	86	5015 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	037	TC	149	5007 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	038	TC	202	5001 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	039	TC	168	4997 South 2675 West	Roy	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	ROY	040	TC	199	4977 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	041	TC	188	4969 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	042	TC	233	4961 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	043	TC	335	4951 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	044	TC	367	4949 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	045	TC	444	4939 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	046	TC	398	4919 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	047	TC	429	4901 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	048	TC	469	4897 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	049	TC	475	4877 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	050	TC	446	4875 South 2675 West	Roy	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	ROY	051	TC	370	4863 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	052	TC	234	4851 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	053	TC	54	4841 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	055	TC	456	4809 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	056	TC	671	2684 West 4800 South	Roy	YES	YES	Developed
COM-N	ROY	057	TC	347	4777 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	058	TC	409	4765 South 2675 West	Roy	YES	NO	Developed
COM-N	ROY	059	TC	374	4753 South 2675 West	Roy	YES	NO	Developed
COM-N	ROY	060	TC	307	4741 South 2675 West	Roy	YES	NO	Developed
COM-N	ROY	061	TC	297	4733 South 2675 West	Roy	YES	YES	Developed
COM-N	ROY	062	TC	344	4721 South 2675 West	Roy	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	ROY	063	TC	368	4713 South 2675 West	Roy	YES	NO	Developed
COM-N	ROY	105:T	TC	4,227	706 West 4075 South	Roy	YES	NO	Developed
COM-N	ROY	106:T	TOD	941,332	2450 West 4000 South	Roy	YES	YES	Developed/Undeveloped
COM-N	ROY	110	TC	18,669	3900 South to 1900 west	Roy	NO	YES	Developed
COM-N	ROY	111	TC	4,074	approx. 2000 West 3650 South	Roy	NO	NO	Developed
COM-N	ROY	111B	TC	662	approx. 2000 West 3650 South	Roy	NO	NO	Developed
COM-N	ROY	112	TC	337	Approx. 2460 West 4000 South	Roy	YES	NO	Developed
COM-N	SLC	020	TC	51,401	476 West 200 North	Salt Lake City	YES	YES	Developed
COM-N	SLC	021	TC	7,811	476 West 200 North (202 N 500 W per 2012 & 2015 tax notice.) (249 N 490 W Plat Map 2017)	Salt Lake City	YES	YES	Developed
COM-N	SLC	021B	TC	2,178	476 West 200 North (now 202 N. 500 W. per 2012 tax notice.)	Salt Lake City	YES	YES	Developed
COM-N	SLC	022	TC	42,689	476 West 200 North (485 W 300 N per tax notice 2015), (495 W 300 N Plat Map 2017)	Salt Lake City	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	SLC	023	TC	30,928	476 West 300 North (454 N 500 W per 2012 tax notice.)	Salt Lake City	YES	YES	Developed
COM-N	SLC	024	TC	29,621	476 West 500 North (452 N 500 W per 2012 tax notice)	Salt Lake City	YES	YES	Developed
COM-N	SNT	089	TC	52	2191 North 450 West	Sunset	YES	YES	Developed
COM-N	SNT	090	TC	118	2205 North 450 West	Sunset	YES	YES	Developed
COM-N	SNT	091	TC	141	2219 North 450 West	Sunset	YES	NO	Developed
COM-N	SNT	092	TC	161	2233 North 450 West	Sunset	YES	YES	Developed
COM-N	SNT	093	TC	181	2247 North 450 West	Sunset	YES	YES	Developed
COM-N	SNT	094	TC	201	2261 North 450 West	Sunset	YES	YES	Developed
COM-N	SNT	095:T	TC	9,148	2300 North 450 West	Sunset	YES	YES	Developed
COM-N	SNT	096	TC	365	2331 North 475 West	Sunset	YES	YES	Developed
COM-N	SNT	096B, 96:BE	TC	40	482 West 2300 North	Sunset	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	SNT	096D	TC	206	482 West 2300 North	Sunset	YES	YES	Developed
COM-N	SNT	097	TC	175	2353 North 475 West	Sunset	YES	YES	Developed
COM-N	SNT	098	TC	242	2367 North 475 West	Sunset	YES	YES	Developed
COM-N	SNT	099	TC	202	2383 North 475 West	Sunset	YES	YES	Developed
COM-N	SNT	100	TC	199	2397 North 475 West	Sunset	YES	YES	Developed
COM-N	SNT	101	TC	190	2413 North 475 West	Sunset	NO	YES	Developed
COM-N	SNT	102	TC	148	2429 North 475 West	Sunset	YES	YES	Developed
COM-N	SNT	103	TC	273	2441 North 475 West	Sunset	YES	YES	Developed
COM-N	SNT	104	TC	385	2443 North Sequoia Drive	Sunset	YES	YES	Developed
COM-N	SNT	105	TC	515	SW Terminus of Santa Ana Street west of 475 West	Sunset	YES	YES	Developed
COM-N	SNT	106	TC	10,368	Approx. 2450 North 475 West	Sunset	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	WBL	004	TC	130,244	Approx. 350 N. I-15 Southbound On Ramp	West Bountiful	NO	NO	Undeveloped
COM-N	WBL	005	TC	130,244	Approx. 300 N. I-15 Southbound On Ramp	West Bountiful	NO	NO	Undeveloped
COM-N	WBL	023	TC	456	1168 North 550 West	West Bountiful	YES	YES	Developed
COM-N	WBL	045	TC	469	approx. 1800 North 500 West	West Bountiful	YES	YES	Developed
COM-N	WBL	045:B, 045:E	TC	121	Approx. 1800 North 500 West	West Bountiful	YES	YES	Developed
COM-N	WBL	045:D	TC	84	Approx. 1800 North 500 West	West Bountiful	NO	YES	Developed
COM-N	WBL	046	TC	252	500 South, 1100 West to I-15	West Bountiful	NO	NO	Developed
COM-N	WCU	001	TC	690	approx. 1850 West 3300 South	Weber County	NO	YES	Developed
COM-N	WCU	002	TC	523	1561 West 3300 South	Weber County	YES	YES	Developed
COM-N	WCU	005	TC	871	1440 West 3300 South	Weber County	YES	YES	Developed
COM-N	WX	001	TC	28	Approx. 1000 West 2600 South	Woods Cross	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	WX	002	TC	22,664	245 E. 1100 N.	Woods Cross	YES	YES	Developed
COM-N	WX	005	TC	113	2224 South 925 West	Woods Cross	YES	YES	Developed
COM-N	WX	005:B	TC	75	2224 South 925 West	Woods Cross	NO	YES	Developed
COM-N	WX	035, 035:B	TC	902	885 West 1500 South Street	Woods Cross	YES	YES	Developed
COM-N	WX	052	TC	395	1104 South 800 West	Woods Cross	YES	YES	Developed
COM-N	WX	053	TC	488	1088 South 800 West	Woods Cross	YES	YES	Developed
COM-N	WX	054	TC	2,515	1040 South 800 West	Woods Cross	YES	YES	Developed
COM-N	WX	055	TC	365	986 South 800 West	Woods Cross	YES	YES	Developed
COM-N	WX	056	TC	5,227	960 South 800 West	Woods Cross	YES	YES	Developed/Undeveloped
COM-N	WX	057	TC	98,010	918 South 800 West	Woods Cross	YES	YES	Developed/Undeveloped
COM-N	WX	058:T	TC	90,169	898 South 800 West	Woods Cross	YES	YES	Developed/Undeveloped

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-N	WX	059:T	TC	42,253	826 South 800 West	Woods Cross	YES	YES	Developed/Undeveloped
COM-N	WX	060:T	TC	14,375	800 South 800 West	Woods Cross	YES	YES	Developed/Undeveloped
COM-N	WX	061, 061:T	TC	56,716	784 South 800 West	Woods Cross	NO	YES	Developed/Undeveloped
COM-N	WX	062	TC	124,320	766 W. 700 S.	Woods Cross	YES	NO	Developed/Undeveloped
COM-N	WX	063:T	TC	69,565	728 West 700 South	Woods Cross	NO	YES	Developed/Undeveloped
COM-N	WX	065, 066, 066EQ	TC	1,228	700 South 800 West	Woods Cross	NO	YES	Developed
COM-N	WX	067	TC	172	Corner of 700 South and 800 West	Woods Cross	NO	YES	Developed
COM-S	AMEND:11	001	TC	29,549	MP 757.25 to 757.28 and 705.73 to 706.10 Lakota Jct, - Eliminate Pinch & Relocate	Provo	NO	NO	Developed
COM-S	AMEND:11	002	TC	1,504	MP 757.11 to 757.18 Lakota Jct, - Eliminate Pinch & Relocate	Provo	NO	NO	Developed
COM-S	AMEND:11	003	TC	56,279	MP 711.02 - 711.95		NO	NO	Developed
COM-S	AMEND:11	004	TC	10,937	MP 713.13 - 714.40 - Tract 1	American Fork	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	AMEND:11	005	TC	69,511	MP 713.13-714.40 - Tract 2	American Fork	NO	NO	Developed
COM-S	AMEND:11	006	TC	107,967	MP 715.01 - 716.53	Lehi	NO	NO	Developed
COM-S	AMEND:11	007	TC	12,239	MP 717.25-717.55 - Tract 1	Lehi	NO	NO	Developed
COM-S	AMEND:11	008	TC	18,191	MP 717.04-717.23 - Tract 2	Lehi	NO	NO	Developed
COM-S	AMEND:11	009	TC	7,592	MP 716.61-716.69 - Tract 3	Lehi	NO	NO	Developed
COM-S	AMEND:11	010	TC	5,520	MP 716.55-716.60 Tract 4	Lehi	NO	NO	Developed
COM-S	AMEND:11	011	TC	198,581	Mesa Siding relocation & South Jordan Narrows MP 719.65 to 721.85		NO	NO	Developed
COM-S	AMEND:11	012	TC	383,930	Relocate UPRR to the East (722.11 to 724.53)		NO	NO	Developed
COM-S	AMEND:11	013	TC	47,012	MP 725.40 - 726.31		NO	NO	Developed
COM-S	AMEND:11	014	TC	12,307	Sliver Parcel (not in 2002 PSA) MP 728.61 to 728.68 CONVEYED BY UDOT AFTER 2002 SALE		NO	NO	Developed
COM-S	AMEND:11	015	TC	4,741	MP 732.08 - 732.32 - Tract 1		NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	AMEND:11	016	TC	59	MP 732.03 - 732.04 - Tract 2		NO	NO	Developed
COM-S	AMEND:11	017	TC	418,960	R/W swap and South Jordan Orange Area (6.2 map 5) MP 732.04-732.08		NO	NO	Developed
COM-S	AMEND:11	018	TC	10,312	UTA Curve 1520 (North of 9000 South) MP 732.90 to 733.12		NO	NO	Developed
COM-S	AMEND:11	019	TC	64,708	MP 733.88 to 734.96		NO	NO	Developed
COM-S	AMEND:11	020	TC	2,878	Curve 1640 (South of 5900 South) MP 736.44 to 736.57		NO	NO	Developed
COM-S	AMEND:11	021	TC	164,103	Sliver Parcel (not in 2002 PSA) MP 738.02 to 738.25 EXCEPTED OUT, NOT A SLIVER PARCEL		NO	NO	Developed
COM-S	AMEND:11	022	TC	202,327	MP 741.57 to 742.28		NO	NO	Developed
COM-S	AMEND:11	023	TC	6,308	MP 752.32-752.40		NO	NO	Developed
COM-S	AMEND:12	001	TC	25,258	Salt Lake County, Provo Subdivision, 3.4c (Midvale Pinch 735.84-736.18)	Midvale	NO	NO	Developed
COM-S	AMEND:12	002	TC	52,117	Salt Lake County, Provo Subdivision, 3.4c (South of 1300 S 743.57 to 743.63 & 1300 S. to Martin Resources 743.64 to 743.76 & SLC 34 743.75 to 743.81)	Salt Lake	NO	NO	Developed
COM-S	AMEND:12	003	TC	38,088	Salt Lake County, Provo Subdivision, 3.4c	Salt Lake	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	AMEND:12	004	TC	5,524	Salt Lake County, Provo Subdivision, 3.4c	Salt Lake	NO	NO	Developed
COM-S	AMF	001	TC	67,407	American Fork	American Fork	YES	NO	Developed
COM-S	AMF	004	TC	117,399	200 North 2600 West	Lindon	YES	NO	Developed
COM-S	AMF	007, 006:E, 007:E, 007:2E, 007:3E	TC	1,251	Portion of 6400 North 56050 West	American Fork	NO	NO	Developed
COM-S	AMF	009, 010	TC	28,312	American Fork	American Fork	YES	NO	Developed
COM-S	AMF	011, 011:E	TC	28,446	5296 W. 6400 N.	American Fork	YES	NO	Undeveloped
COM-S	AMF	012	TC	1,729	1300 S 500 E	American Fork	YES	NO	Developed
COM-S	AMF	013	TC	33,934	American Fork	American Fork	YES	NO	Developed
COM-S	AMF	014, 014:ST	TC	66,228	1150 South 500 East Near American Fork	American Fork	YES	NO	Developed
COM-S	AMF	015	TC	3,514	398 E. 1100 S.	American Fork	YES	NO	Developed
COM-S	AMF	016	TC	28,998	American Fork	American Fork	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	AMF	017, 018, 019	TC	63,508	850 N. 860 E.	American Fork	YES	NO	Developed
COM-S	AMF	020	TC	35,290	American Fork	American Fork	YES	NO	Developed
COM-S	AMF	021, 021:E, 021:2E	TC	44,074	7405 N. 5750 W.	American Fork	YES	NO	Developed
COM-S	AMF	022	TC	3,225	500 S. 100 W.	American Fork	YES	NO	Developed
COM-S	AMF	023, 024, 025, 026, 027, 028, 028:ST	TC	18,925	383 S., 415 S., 417 S., 431 S., 433 S., 50 West Circle	American Fork	YES	NO	Developed
COM-S	AMF	029, 030	TC	8,037	Approx. 400 S 100 W	American Fork	YES	NO	Developed
COM-S	AMF	031, 031:E, 032, 032:E	TC	14,465	American Fork	American Fork	NO	NO	Developed
COM-S	AMF	033	TC	3,118	American Fork	American Fork	YES	NO	Developed
COM-S	AMF	049; 049:E	TC	10,816	463 W. 200 S.	American Fork	YES	NO	Developed
COM-S	AMF	051	TC	20,405	410 W. 200 S.	American Fork	YES	NO	Developed
COM-S	AMF	052	TC	24,221	American Fork	American Fork	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	AMF	053, 054, 055	TC	27,924	6670 W. 7750 N. & 7086 W. 7750 N. & 7110 W. 7750 N.	American Fork	YES	NO	Developed
COM-S	AMF	056 (Parcel 2)	TC	20,000	6786 W. 7750 N.	American Fork	YES	NO	Developed
COM-S	AMF	056 (Parcel 1)	TC	313,234	6786 W. 7750 N.	American Fork	YES	NO	Undeveloped
COM-S	AMF	058, 059	TC	75,505	7800 N. 6800 W. & American Fork UT, 84003	American Fork	NO	NO	Developed
COM-S	AMF	060	TC	8,146		American Fork	NO	NO	Developed
COM-S	AMF	066	TC	2,903	6500 North 5300 West	American Fork	YES	NO	Developed
COM-S	BLU	001, 001:E, 038:E	TC	10,555	Approx. 900 W. 1700 S.	Bluffdale	NO	NO	Developed
COM-S	BLU	002, 002B	TC	50,990	1302 West Jordan Narrows Road (16400 S. Pony Express Rd. per 2012 tax notice)	Bluffdale	YES	NO	Developed
COM-S	BLU	006, 008	TC	33,886	16311 S Camp Williams Rd. (16200, 16400 S. Pony Express Rd. per 2012 tax notices)	Riverton	YES	NO	Developed
COM-S	BLU	009	TC	8,458	1361 W 16101 S	Bluffdale	YES	NO	Developed
COM-S	BLU	015, 015:E, 015:2E, 040	TC	14,446	1300 W. 15200 S. (15000 S. per 2012 tax notice)	Bluffdale	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	BLU	016, 016B, 016:2E, 016:3E, 017, 017B, 017:2E, 017:3E	TC	5,526	14820 S 1300 W9 (2013 - 14844 & 14996 S 1300 W)	Bluffdale	YES	NO	Developed
COM-S	BLU	018	TC	70,928	14871 S. 1300 W.	Riverton	NO	NO	developed
COM-S	BLU	019, 020	TC	2,052,765	1269 West 14600 South	Bluffdale	NO	NO	Undeveloped
COM-S	BLU	023	TC	18,876	800 W. 14600 S.	Bluffdale	YES	NO	Developed
COM-S	BLU	024	TC	1,680	1012 W. 14600 S.	Bluffdale	YES	NO	Developed
COM-S	BLU	029	TOD	256,133	613 W. 13300 S.	Draper	NO	NO	Developed/Undeveloped
COM-S	BLU	031	TC	648	451 West 13124 South (2013 - 12673 Vista Station Blvd)	Bluffdale	NO	NO	Developed
COM-S	BLU	032	TC	455	451 West 13124 South (2013 - 12673 Vista Station Blvd)	Bluffdale	NO	NO	Developed
COM-S	BLU	033, 33:2, 33:3	TC	3,621	16131 S. Camp Williams Rd.	Bluffdale	YES	NO	Developed
COM-S	BLU	034, 035, 035:ST	TC	162,070	1200 W 16000 S (15200 S Pony Express Rd. per 2012 tax notice)	Bluffdale	YES	NO	Developed
COM-S	BLU	041	TC	7,085	15500 South 1300 West	Bluffdale	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	BLU	044	TC	772	15301 S. 1300 W.	Bluffdale	YES	NO	Developed
COM-S	DRA	001, 001:B, 001:E	TC	33,164	438 W. 12300 S.	Draper	YES	NO	Developed
COM-S	DRA	002	TC	6,067	477 West 12300 South	Draper	NO	NO	Developed
COM-S	DRA	005:T, 007:T	TC	13,649	484 West 12300 South (2013 - 490 W 12300 S)	Draper	NO	NO	Developed
COM-S	DRA	006:T	TC	1,221	482 West 12301 South (2013 - 490 W 12300 S)	Draper	NO	NO	Developed
COM-S	DRA	008:T	TC	4,653	472 West 12300 South (2013 - 490 W 12300 S)	Draper	NO	NO	Developed
COM-S	DRA	009:T	TC	61,043	490 West 12101 South (2013 - 490 W 12300 S)	Draper	NO	NO	Developed
COM-S	DRA	010:T	TC	5,977	11875 South 700 West (2013 - 490 W 12300 S)	Draper	NO	NO	Developed
COM-S	DRA	011:T	TC	4,235	11875 S 700 West	Draper	NO	NO	Developed
COM-S	DRA	012, 012:E, 012:2E	TC	35,314	11875 S. 700 W.	Draper	YES	NO	Undeveloped
COM-S	DRA	013, 013:E	TC	51,948	11713 S. 700 W. (425 w 11400 S per 2012 tax notice)	Draper	YES	NO	Developed

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COM-S	DRA	015	TC	2,747	501 W 12300 S	Draper	YES	NO	Developed
COM-S	DRA	016	TC	359	12225 South Galena Park Blvd	Draper	YES	NO	Developed
COM-S	DRA	018:T	TC	40,458	483 West 12300 South	Draper	NO	NO	Developed
COM-S	LEH	002, 002:E, 002:2E	TC	395	700 S. Center Street	Lehi	YES	NO	Developed
COM-S	LEH	008, 008:E; 008:B, 008:2E	TC	97	431 W. 200 S.	Lehi	YES	NO	Developed
COM-S	LEH	009, 009:E, 010B	TC	1,654	404 W. 200 S.	Lehi	YES	NO	Developed
COM-S	LEH	010:ST, 010:A	TC	4,050	143 S. 400 W.	Lehi	YES	NO	Developed
COM-S	LEH	011	TC	869	411 W. 100 S.	Lehi	YES	NO	Developed
COM-S	LEH	012, 082	TC	1,455	portion of 420 W. 100 S.	Lehi	YES	NO	Developed
COM-S	LEH	013, 013:E	TC	1,474	441 West Main Street (part of) .0338 Acres	Lehi	NO	NO	Developed
COM-S	LEH	014:T, 014B	TC	18,035	430 W. Main & 41 N. 400 W.	Lehi	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	LEH	015:T, 015B	TC	7,000	65 N. 400 W.	Lehi	YES	NO	Developed
COM-S	LEH	016	TC	8	Rodeo/500 W.	Lehi	NO	NO	Developed
COM-S	LEH	017	TC	32	Rodeo/ 500 W.	Lehi	NO	NO	Developed
COM-S	LEH	018:T; 018B	TC	14,960	93 N. 400 W.	Lehi	YES	NO	Developed
COM-S	LEH	022, 022:E	TC	2,178		Lehi	NO	NO	Developed
COM-S	LEH	023, 023:E	TC	414	WD/Allred Park	Lehi	YES	NO	Developed
COM-S	LEH	024	TC	3,495	WD/Allred Park	Lehi	NO	NO	Developed
COM-S	LEH	025	TC	9,625	620 N. Woods Dr.	Lehi	YES	NO	Developed
COM-S	LEH	026, 026:E, 026:2E	TC	13	644 N Woods Dr.	Lehi	YES	NO	Developed
COM-S	LEH	027, 027:E, 027:2E	TC	618	660 N. Woods Dr.	Lehi	YES	NO	Developed
COM-S	LEH	028, 028:E, 28:2E	TC	422	680 N. Woods Drive	Lehi	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	LEH	029, 029:E, 029:2E	TC	422	706 N. Woods Dr.	Lehi	YES	NO	Developed
COM-S	LEH	030, 030:E, 030:2E, 030:3E	TC	433	726 N. Woods Drive	Lehi	YES	NO	Developed
COM-S	LEH	031, 031:E, 031:2E, 031:3E	TC	485	748 N. Woods Dr.	Lehi	YES	NO	Developed
COM-S	LEH	032, 032:E, 032:2E, 032:3E	TC	667	768 N. Woods Drive	Lehi	YES	NO	Developed
COM-S	LEH	033, 033:E	TC	820	782 N. Woods Dr.	Lehi	NO	NO	Developed
COM-S	LEH	034, 034:E, 034:2E	TC	96	812 N. Timber Dr.	Lehi	YES	NO	Developed
COM-S	LEH	035, 035:E, 035:2E	TC	623	826 N. Timber Drive	Lehi	YES	NO	Developed
COM-S	LEH	036, 036:E	TC	352	850 N. Timber Drive	Lehi	YES	NO	Developed
COM-S	LEH	037, 037:E, 037:2E	TC	360	862 N. Timber Dr.	Lehi	YES	NO	Developed
COM-S	LEH	038, 038:E, 038:2E	TC	544	876 N. Timber Drive	Lehi	YES	NO	Developed
COM-S	LEH	039, 039:E, 039:2E	TC	18,553		Lehi	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	LEH	040, 040:E. 040:2E	TC	20,047	1200 W. 1220 N.	Lehi	YES	NO	Developed
COM-S	LEH	041, 041:E	TC	5,099	1346 W. 1220 N.	Lehi	YES	NO	Developed
COM-S	LEH	042, 042:E	TC	5,709	Vacant Land (Approx. 1500 W. 1350 N.)	Lehi	YES	NO	Developed
COM-S	LEH	043, 043:E	TC	11,607	Approx. 1600 W. 1500 N.	Lehi	YES	NO	Developed
COM-S	LEH	045, 045:E, 046, 047	TC	28,903	9152 W. 9600 N.	Lehi	YES	NO	Developed
COM-S	LEH	048, 048:E	TC	977	Greenfield Park	Lehi	NO	NO	Developed
COM-S	LEH	049, 049:E	TC	1,228	1839 W. 1835 N.	Lehi	YES	NO	Developed
COM-S	LEH	050, 050:E	TC	795	1848 W. 1835 N.	Lehi	YES	NO	Developed
COM-S	LEH	051, 051:E	TC	1,076	1884 N. 1935 W.	Lehi	YES	NO	Developed
COM-S	LEH	052, 052:E	TC	733	1915 N. 1935 W.	Lehi	YES	NO	Developed
COM-S	LEH	053, 053:E	TC	11,166	Lehi, UT 84043	Lehi	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	LEH	054, 054:E	TC	10	2218 N. 2230 W.	Lehi	YES	NO	Developed
COM-S	LEH	055, 055:E	TC	744	2124 N. 2230 W.	Lehi	YES	NO	Developed
COM-S	LEH	056, 056:E	TC	364	2136 N. 2230 W.	Lehi	NO	NO	Developed
COM-S	LEH	057, 057:E	TC	260	2142 N 2230 W	Orem	YES	NO	Developed
COM-S	LEH	058, 058:E	TC	260	2150 N. 2230 W.	Lehi	YES	NO	Developed
COM-S	LEH	059, 059:E	TC	260	2158 N. 2230 W.	Lehi	YES	NO	Developed
COM-S	LEH	060, 060:E	TC	260	2168 N. 2230 W.	Lehi	YES	NO	Developed
COM-S	LEH	061, 061:E	TC	260	2178 N. 2230 W.	Lehi	YES	NO	Developed
COM-S	LEH	062, 062:E	TC	253	2266 N. 2230 W.	Lehi	YES	NO	Developed
COM-S	LEH	063, 063:E	TC	491	2192 N. 2230 W.	Lehi	YES	NO	Developed
COM-S	LEH	064, 064:E	TC	19	2238 W 2150 N	Lehi	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	LEH	065, 065:E	TC	151	2208 N 2270 W	Lehi	YES	NO	Developed
COM-S	LEH	066, 066:E	TC	427	2218 N 2270 W	Lehi	YES	NO	Developed
COM-S	LEH	067, 067:E	TC	478	2230 N. 2270 W.	Lehi	YES	NO	Developed
COM-S	LEH	068, 068:E	TC	370	2235 N. 2270 W.	Lehi	YES	NO	Developed
COM-S	LEH	069, 069:E, 069:2E	TC	378	2280 N. 2350 W.	Lehi	YES	NO	Developed
COM-S	LEH	070, 070:E	TC	314	2288 N. 2350 W.	Lehi	YES	NO	Developed
COM-S	LEH	071, 071:E	TC	247	2296 N 2350 W	Lehi	YES	NO	Developed
COM-S	LEH	072, 072:E	TC	206	2304 N 2350 W	Lehi	YES	NO	Developed
COM-S	LEH	073, 073:E	TC	288	2316 N . 2350 W.	Lehi	YES	NO	Developed
COM-S	LEH	074	TC	511	2332 N. 2350 W.	Lehi	NO	NO	Developed
COM-S	LEH	075:T	TC	6,254	Lehi	Lehi	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	LEH	076	TC	260	Open Space, Lehi, UT 84043	Lehi	YES	NO	Developed
COM-S	LEH	077, 077:B, 077:E, 077:2E, 077:3E	TC	28,961	part of 3100 N. and 3300 N. Garden Drive	Lehi	YES	NO	Undeveloped
COM-S	LEH	079, 079:B, 079:D	TC	110,777	part of 3100 N. and 3300 N. Garden Drive	Lehi	YES	NO	Undeveloped
COM-S	LEH	080	TC	479,160		American Fork	YES	NO	Undeveloped
COM-S	LEH	084	TC	4,449		Lehi	YES	NO	Developed
COM-S	LEH	085	TC	6,275	3049 W. Executive Parkway	Lehi	YES	NO	Developed
COM-S	LEH	088	TC	6,919	Approx. 11000 W. 11600 N.	Lehi	NO	NO	Developed
COM-S	LEH	089, 089:ST	TC	1,793	No address listed by assessor	Lehi	YES	NO	Developed
COM-S	LEH	090, 90:E	TC	707	portion of 1036 W. Timber Drive	Lehi	YES	NO	Developed
COM-S	LEH	093, 093B, 093:E	TC	1,775	Rodeo/500 W.	Lehi	NO	NO	Developed
COM-S	LEH	098	TC	918	2000-2400 West 2100 North	Lehi	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	LEH	400W-1, 2, 3	TC	67,462	400 West from Main Street to 200 South - Street Purchase	Lehi	NO	NO	Developed
COM-S	MUR	004	TC	1,861	6234 S. 300 W.	Murray	YES	NO	Developed
COM-S	MUR	005, 005:E	TC	17	6160 S. 357 W.	Murray	YES	NO	Developed
COM-S	MUR	006, 006:E, 006:2E, 006:B, 007, 007:E, 007:2E	TC	735	338 W. 6160 S. & 6114 S. 350 W. (6100 S 300 W per 2012 Tax Notice)	Murray	YES	NO	Developed
COM-S	MUR	008, 008:E, 008:2E	TC	105	6130 S. 350 W.	Murray	YES	NO	Developed
COM-S	MUR	009, 009:E, 009:2E	TC	123	6110 S. 350 W. B	Murray	YES	NO	Developed
COM-S	MUR	012, 012:E, 012:2E	TC	1,526	5914 S. 350 W.	Murray	YES	NO	Developed
COM-S	MUR	013, 013:E, 055:E	TC	2,606	328, 358 W. 5900 S.	Murray	NO	NO	Developed
COM-S	MUR	016	TC	3,537	5790 S. 300 W. (5788 S. per Tax Id. No.)	Murray	YES	NO	Developed
COM-S	MUR	017, 017:E	TC	2,029	5780 S. 300 W. (5778 So. per 2012 tax notice.)	Murray	YES	NO	Developed
COM-S	MUR	018, 018:E, 018:2E	TC	3,676	5680 S. 300 W. (5678 S. per 2012 tax notice.)	Murray	NO	NO	Developed

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COM-S	MUR	019, 019:E, 020	TC	6,881	5650-5662 S. 300 W. (5648 S per 2012 tax notice. [-003]); (5664 S per 2012 tax notice. [-004])	Murray	YES	NO	Developed
COM-S	MUR	021	TC	18,783	5590 S. 300 W. (5604 So. per 2012 tax notice.)	Murray	NO	NO	Developed
COM-S	MUR	022	TC	2,936	5568 S. 300 W.	Murray	YES	NO	Developed
COM-S	MUR	023, 023:E	TC	2,486	312 W. Anderson Avenue (5560 S.) #SEG (310 W. per 2012 tax notice.)	Murray	YES	NO	Developed
COM-S	MUR	024	TC	528	5510 S. 300 W.	Murray	NO	NO	Developed
COM-S	MUR	025, 026, 027	TC	218,671	149,151, 171 West Vine Street	Murray	YES	NO	Developed
COM-S	MUR	028, 028:E	TC	26,852	100 W. 4th Ave. (136 W. Vine St. pper 2012 tax notice.)	Murray	YES	NO	Developed
COM-S	MUR	030, 030:E	TC	2,444	4800 S. 153 W. (153 W. Vine St. per 2012 tax notice.)	Murray	YES	NO	Developed
COM-S	MUR	031, 031:E	TC	338	4642-4656 S. 160 W. (4640 S per 2012 tax notice.)	Murray	YES	NO	Developed
COM-S	MUR	032	TC	2,530	4538 S. 160 W. (153 W 4500 S per 2012 tax notice.)	Murray	NO	NO	Developed
COM-S	MUR	033	TC	270	4537 S. 200 W.	Murray	YES	NO	Developed

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COM-S	MUR	034	TC	19,737	175 W. 4500 S.	Murray	YES	NO	Developed
COM-S	MUR	035, 035:E	TC	2,194	120 W Fireclay Ave.	Murray	NO	NO	Developed
COM-S	MUR	036, 036:E	TC	2,743	175 W. Central Ave. #REAR	Murray	NO	NO	Developed
COM-S	MUR	037, 037:E, 037:2E, 037:3E	TC	413	4010 S. Howick St. (4008 S. per 2012 tax notice.)	Murray	NO	NO	Developed
COM-S	MUR	039, 039:E	TC	82	3942 S. Howick Street (299 W 3900 S per 2012 tax notice.)	Murray	YES	NO	Developed
COM-S	MUR	041, 041:E	TC	1,607	3808 S. 300 W.	Murray	NO	NO	Developed
COM-S	MUR	042, 042:2	TC	8,965	205 W. 4500 S.	Murray	YES	NO	Developed
COM-S	MUR	043	TC	998	573 W. 2890 S.	Salt Lake City	YES	NO	Developed
COM-S	MUR	044	TC	311	154 W. 4800 S.	Salt Lake City	YES	NO	Developed
COM-S	MUR	048, 048:E	TC	656	part of 174 W. 4800 S.	Murray	YES	NO	Developed
COM-S	MUR	050, 050:E	TC	107	6160 S. 357 W.	Murray	YES	NO	Developed

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COM-S	MUR	051, 051:E	TC	94	5948-5956 South 350 West	Murray	YES	NO	Developed
COM-S	MUR	052, 052:E	TC	208	5948-5956 South 350 West	Murray	YES	NO	Developed
COM-S	MUR	053, 053:E	TC	199	5932 S. 350 W.	Murray	YES	NO	Developed
COM-S	MUR	054, 054:E, 054:2E	TC	249	5918-5924 S. 350 W. (5916 So. per 2012 tax notice.)	Murray	YES	NO	Developed
COM-S	MUR	056	TC	340	168 W. 4800 S. (166 W. per 2012 tax notice.)	Murray	YES	NO	Developed
COM-S	MUR	057	TC	447	158 W. 4800 S.	Murray	YES	NO	Developed
COM-S	MUR	058	TC	53	156 W. 4800 S. (160 W per 2012 tax notice.)	Murray	YES	NO	Developed
COM-S	MUR	064	TC	1,844	5958 S. 350 W. (5960 So. per 2012 tax notice.)	Murray	YES	NO	Developed
COM-S	MUR	067, 067B, 067D, 067:E	TC	16,195	219 W. Central Avenue (217 W. per 2012 tax notice.)	Murray	NO	NO	Developed
COM-S	ORM	000	TOD	58,066	1357 W. 800 S.	Orem	NO	YES	Developed
COM-S	ORM	003, 003:E	TC	1,199	1054 W. 1290 S.	Orem	NO	NO	Developed

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COM-S	ORM	005	TC	4,935	1200 S. 1200 W.	Orem	YES	NO	Developed
COM-S	ORM	007, 006	TC	36,493	Approx. 1100 S. 800 W.	Orem	YES	NO	Developed
COM-S	ORM	008, 009	TOD	362,637	1000 S. 1200 W.	Orem	NO	YES	Undeveloped
COM-S	ORM	010, 010:ST	TOD	60,463	1341 W. 800 S.	Orem	YES	YES	Developed
COM-S	ORM	011, 011:ST, 011ST:E	TC	11,239	1348 W. 800 S.	Orem	YES	NO	Developed
COM-S	ORM	012	TC	1,945	779 S. 1370 W.	Orem	YES	NO	Developed
COM-S	ORM	013	TC	1,293	769 S. 1370 W.	Orem	YES	NO	Developed
COM-S	ORM	014	TC	981	759 S 1370 W	Orem	NO	NO	Developed
COM-S	ORM	016	TC	1,099	743 S. 1370 W.	Orem	YES	NO	Developed
COM-S	ORM	017	TC	1,040	731 S. 1370 W.	Orem	YES	NO	Developed
COM-S	ORM	018	TC	1,040	723 S. 1370 W.	Orem	YES	NO	Developed

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COM-S	ORM	019	TC	1,040	713 S 1370 W	Orem	YES	NO	Developed
COM-S	ORM	020	TC	1,053	707 S. 1370 W.	Orem	YES	NO	Developed
COM-S	ORM	021	TC	1,039	701 S. 1370 W.	Orem	YES	NO	Developed
COM-S	ORM	022	TC	1,850	1431 W. 650 S.	Orem	YES	NO	Developed
COM-S	ORM	023	TC	1,515	1432 West 650 South	Orem	YES	NO	Developed
COM-S	ORM	024	TC	425	1438 W. 650 S.	Orem	YES	NO	Developed
COM-S	ORM	025	TC	808	623 S 1470 W.	Orem	YES	NO	Developed
COM-S	ORM	026	TC	904	611 S 1470 W	Orem	YES	NO	Developed
COM-S	ORM	027	TC	720	601 S. 1470 W.	Orem	YES	NO	Developed
COM-S	ORM	028	TC	720	591 S. 1470 W.	Orem	YES	NO	Developed
COM-S	ORM	029	TC	720	579 S. 1470 W.	Orem	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	ORM	030	TC	880	571 S. 1470 W.	Orem	YES	NO	Developed
COM-S	ORM	038, 038:E, 039, 039:E, 040, 040:E	TC	6,376	part of 435 & 519 S. Geneva Road	Orem	YES	NO	Undeveloped/Developed
COM-S	ORM	UVU-1, UVU-2	TOD	1,215	800 S. University Parkway	Orem	NO	NO	Developed
COM-S	PRV	001, 001:E	TC	13,966	376 E. 900 S.	Provo	YES	NO	Developed
COM-S	PRV	002	TC	9,647		Provo	NO	NO	Developed
COM-S	PRV	003	TC	8,615	Part of 600 N. 300 W.	Provo	YES	NO	Developed
COM-S	PRV	004, 005, 006	TC	8,658	801 S. 250 E.	Provo	YES	NO	Developed
COM-S	PRV	007	TC	3,601	765 S. 100 E.	Provo	YES	NO	Developed
COM-S	PRV	008, 009	TC	7,732	55 E. 680 S.	Provo	YES	NO	Developed
COM-S	PRV	010, 011	TC	3,743	600 S. 250 W.	Provo	YES	NO	Developed
COM-S	PRV	012, 012ST	TC	7,932	283 W. 600 S.	Provo	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	PRV	013	TC	2,601	1900 West 600 North	Provo	YES	NO	Developed
COM-S	PRV	014, 014:2E	TC	3,672		Provo	YES	NO	Developed
COM-S	PRV	018	TC	143,847	2575 W. 1680 N.	Provo	NO	NO	Developed
COM-S	PRV	021, 022, 048:1, 048:2	TC	1,843	700 S. 300 W.	Provo	YES	NO	Developed
COM-S	PRV	029, 029:E	TC	2,196	530 W. 2000 S.	Provo	YES	NO	Developed
COM-S	PRV	030	TC	11,611	1000 W. 1600 S.	Provo	YES	NO	Developed
COM-S	PRV	031	TC	685	370 North Draper Lane	Provo	YES	NO	Developed
COM-S	PRV	032, 033:1, 033:2	TC	8,408	Part of 600 N. Draper Lane	Provo	YES	NO	Developed
COM-S	PRV	034, 034:E, 034:2E	TC	1,837	650 S. 200 W.	Provo	YES	NO	Developed
COM-S	PRV	039:T	TC	6,970		Provo	YES	NO	Developed
COM-S	PRV	040	TC	3,123	455 South 900 West	Provo	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	PRV	050	TC	1,620	750 S. 650 W.	Provo	YES	NO	Developed
COM-S	PRV	052, 052:E, 052:2E	TC	449	623 S. 700 W.	Provo	YES	NO	Developed
COM-S	PRV	078	TC	1,261	670 S. 100 E.	Provo	YES	NO	Developed
COM-S	PRV	080	TC	399	600 S. 300 W.	Provo	YES	NO	Developed
COM-S	PRV	085	TC	1,800	450 East 900 South	Provo	YES	NO	Developed
COM-S	SAN	001, 1:E, 2, 2:E, 11, 11:E, 11:2E, 13:E	TC	5,785	459, 474 W 10000 S, 9765 S 500 W (2013 - 9767 S. Parkway, 9869 & 9901 S Jordan Gateway,	Sandy	NO	NO	Developed
COM-S	SAN	003 & 004, 003B, 003:E, 003:2E 003:4E	TC	91,618	9424, 9768 S. 300 W.	Sandy	YES	NO	Developed/Undeveloped
COM-S	SAN	005, 005:E	TC	1,502	9238-9334 S 370th West (410 W 9400 S per 2012 tax notice)	Sandy	YES	NO	Developed
COM-S	SAN	006, 006:E, 006:2E, 007, 007:E , 007:2E, 007:3E	TC	2,562	9150 S. 300 W. (9162 S per 2012 tax notice for both)	Sandy	YES	NO	Developed
COM-S	SAN	008, 008:E, 008:2E, 008:3E	TC	424	9110 S. 300 W.	Midvale	YES	NO	Developed
COM-S	SAN	009, 009:E, 009:2E	TC	723	9084 S. 300 W.	Sandy	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	SAN	010, 010:E, 010:2E, 010:3E	TC	423	355-385 W. 9000 S.	Midvale	YES	NO	Developed
COM-S	SLC	001, 001:E	TC	241	3766 S. 300 W.	South Salt Lake	YES	NO	Developed
COM-S	SLC	003, 003:E, 004, 004:E	TC	236	3732 & 3724 S. 300 W.	Salt Lake City	YES	NO	Developed
COM-S	SLC	005, 005:E	TC	60	3690 S. 300 W.	Salt Lake City	NO	NO	Developed
COM-S	SLC	006, 006:E	TC	294	3650 S. 300 W.	Salt Lake City	YES	NO	Developed
COM-S	SLC	007	TC	4,180	3636 S. 300 W. (3634 S. per 2012 tax notice.)	Salt Lake City	YES	NO	Developed
COM-S	SLC	008	TC	3,088	3596-3604 S. 300 W. (3594 S per 2012 tax notice.)	Salt Lake City	NO	NO	Developed
COM-S	SLC	009, 009:E, 010, 010:E	TC	1,968	3592 S & 3586 S. 300 W. (3590 So. per 2012 tax notice.)	Salt Lake City	NO	NO	Developed
COM-S	SLC	011, 011:E, 012, 012:E, 013, 013:E	TC	5,176	3580, 3572, 3566 S. 300 W. - Revised addresses per 2012 tax notice. (3578 S. for -015 [prev. 3580]); (3564 So. for -003 [prev. 3566])	Salt Lake City	NO	NO	Developed
COM-S	SLC	014, 014:E	TC	2,139	3530 S 300 W	Salt Lake City	NO	NO	Developed
COM-S	SLC	016, 016:E	TC	1,920	3202 S. 460 W. (450 W 3300 S per 2012 tax notice.)	South Salt Lake	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	SLC	017	TC	6,333	3180 S. Davis Drive (3182 S. per 2012 tax notice.)	Salt Lake City	YES	NO	Developed
COM-S	SLC	018	TC	3,413	3140 S. Davis Drive (460 W)	South Salt Lake City	NO	NO	Developed
COM-S	SLC	019, 019:E	TC	2,970	3124 S. Davis Drive	Salt Lake City	YES	NO	Developed
COM-S	SLC	020, 020:E	TC	10,841	3096 S. 460 W. (Davis Drive)	Salt Lake City	NO	NO	Developed
COM-S	SLC	021	TC	6,479	3052 S. Davis Drive	South Salt Lake	NO	NO	Developed
COM-S	SLC	022, 022:E, 022:3E	TC	23,415	573 W. 2890 S.	Salt Lake City	YES	NO	Developed
COM-S	SLC	023, 23B, 23E	TC	415,225	573 W 2890 South, SLC	Salt Lake City	YES	NO	Developed
COM-S	SLC	024, 024:E	TC	3,311	2747 S. 600 W. # APXBT (2772 S. per 2012 tax notice.)	South Salt Lake City	NO	NO	Developed
COM-S	SLC	025	TC	4,019	1890 S. 500 W.	Salt Lake City	NO	NO	Developed
COM-S	SLC	028, 028:E, 028:2E	TC	320	536 W. Pickett Circle	Salt Lake City	YES	NO	Developed
COM-S	SLC	030	TC	7,430	551 W. 1700 S.	Salt Lake	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	SLC	031, 031:E	TC	35,046	550 W. 1700 S.	Salt Lake City	NO	NO	Developed
COM-S	SLC	032, 032:E, 032:2E, 032:3E	TC	11,407	1514 S. 500 W. (1532 S. per 2012 tax notice.)	Salt Lake City	NO	NO	Developed
COM-S	SLC	033	TC	2,929	525 W. 1300 S.	Salt Lake City	NO	NO	Developed
COM-S	SLC	035, (023 ~ property trade)	TC	47,916	614 W. 600 S.	Salt Lake City	YES	NO	Developed
COM-S	SLC	039, 039:E	TC	615	619 W. 700 S. (618 W. 800 S. per 2012 tax notice.)	Salt Lake City	NO	NO	Developed
COM-S	SLC	043, 043:E	TC	67	3650 S. 300 W.	Salt Lake City	YES	NO	Developed
COM-S	SLC	045, 045:E	TC	17,745	1050 S. 500 W. (1052 S. per 2012 tax notice.)	Salt Lake City	NO	NO	Developed
COM-S	SLC	047	TC	7,788	604 West 700 South	Salt Lake City	NO	NO	Developed
COM-S	SLC	048	TC	3,960	615 W. 800 S.	Salt Lake City	NO	NO	Developed
COM-S	SLC	051	TC		643 West 800 South	Salt Lake City	NO	NO	Developed
COM-S	SOJ	002, 002:E	TC	2,953	part of 11351 S. 445 W.	South Jordan	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	SOJ	003, 003:E	TC	991	11337 S. 445 W. (11295 S. per 2012 tax notice)	South Jordan	YES	NO	Developed
COM-S	SOJ	004	TC	1,792	11321 S. 445 W.	South Jordan	YES	NO	Developed
COM-S	SOJ	005	TC	2,288	11295 S. 445 W.	South Jordan	YES	NO	Developed
COM-S	SOJ	006	TC	1,656	11279 S. 445 W.	South Jordan	YES	NO	Developed
COM-S	SOJ	007	TC	1,487	portion of 11263 S. 445 W.	South Jordan	YES	NO	Developed
COM-S	SOJ	008, 009	TC	2,858	11231 S. 445 W.	South Jordan	YES	NO	Developed
COM-S	SOJ	010	TC	21,551	11065 South Sterling Veiw Drive	South Jordan	NO	NO	Developed
COM-S	SOJ	012, 012:B, 012:E, 012:2E, 012:3E, 012:4E, 012:5E	TC	1,327	10726 S. 418 W. (10715 S Jordan Gateway per 2012 tax notice.)	South Jordan	YES	NO	Developed
COM-S	SOJ	013, 013:E, 013:2E, 013:3E, 013:4E, 013:5E	TC	7,872	10619 South Jordan Gateway (10617 S per 2012 tax notice)	South Jordan	NO	NO	Developed
COM-S	SOJ	014, 014:E	TC	10,007	10512 S. 300 W.	South Jordan	NO	NO	Developed
COM-S	SOJ	015, 015:E; 015:2E	TC	5,596	10499 South Jordan Gateway	South Jordan	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
COM-S	SOJ	016:T, 016:3E (RMP Wo# 005499863)	TOD	39,204	10447 S. Jordan Gateway	South Jordan	YES	NO	Developed
COM-S	SOJ	017, 018, 017:E, 017:2E, 018:E	TC	14,231	10401, 10421 S. Jordan Gateway	South Jordan	NO	NO	Developed
COM-S	SOJ	019, 020, 023	TOD	201,926	10278 S 300 W, 10351 & 10383 S Jordan Gateway	South Jordan	YES	NO	Undeveloped
COM-S	SOJ	021	TOD	125,918	10278 S. 300 W. (2012 - 10333 S. Jordan Gateway)	South Jordan	NO	NO	Developed
COM-S	SOJ	022, 024, 024:E, 024:2E, 028	TOD	237,307	10278 S. 300 W. (377 W 10200 S per 2012 Tax Notice)	South Jordan	NO	NO	Undeveloped
COM-S	SOJ	025B, 025B:E, 025B:2E, 025B:3E, 025B:4E, 025B:5E	TC	9,331	10200 S. 406 W. (364 W 10200 S, 10097 S Jordan Gateway per 2012 tax notice)	South Jordan	NO	NO	Developed
COM-S	VIN	002	TC	385,440	ROW between 1600 N. & 400	Vineyard	YES	NO	Developed
COM-S	VIN	002B, 002D	TC	1,938	ROW between 1600 N. & 400	Vineyard	YES	NO	Developed
COM-S	VIN	003	TC	8,672	257 S. Vineyard Road	Vineyard	YES	NO	Developed
COM-S	VIN	006	TC	239	A portion of Vineyard road just north of the 3600 North intersection	Vineyard	YES	NO	Developed
DD	MSP102	001	TC	10,890	714 & 716 West 300 South	Salt Lake	NO	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
DD	MSP102	003	TC	5,395	716 West 300 South	Salt Lake	NO	YES	Developed
DD	MSP102	004	TC	1,562	400 South 600 West	Salt Lake City	NO	YES	Developed
DRLRT	DRE	003:T	TC	991	362 E 11400 S (361 E per 2012 tax notice)	Draper	NO	NO	Developed
DRLRT	DRE	009, 009:E	TC	389	12091 S. 800 E.	Draper	NO	NO	Developed
DRLRT	DRE	011, 011:E, 011:2E	TC	5,646	781 E. 11900 S. (Vacant 11900 S. State (800 E. per 2012 tax notice)	Draper	NO	YES	Developed
DRLRT	DRE	015, 15:E	TC	221,000	1075 - 1085 E. 12300 S. (2013 - 1085 & 1086 E Draper Pkwy & 1134 E Pioneer Rd)	Draper	NO	YES	Developed
DRLRT	DRE	017:T, 018:T, 017:E	TC	113,692	11824, 11832, 11840 S 700 E	Draper	NO	YES	Undeveloped
DRLRT	DRE	019, (19:E, 19:2E conveyed by UTA)	TC	53,934	689 E 11900 So (2013 -- 11868 S 700 E & 636 E Kimballs Ln)	Draper	NO	YES	Developed
DRLRT	DRE	021:T	TC	117,612	11400 S. 361 E. (358 E La Vera Lane per 2011 tax notice)	Sandy	NO	NO	Undeveloped
DRLRT	DRE	022:T	TC	89,734	331 E. 11400 S.	Draper	NO	YES	Developed
DRLRT	DRE	026	TC	2,676	466 E. Camden Park Ct.	Draper	NO	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
DRLRT	DRE	027	TC	762	469 E. Camden Park Ct.	Draper	NO	YES	Developed
DRLRT	DRE	028	TC	7,343	409 E 11000 S	Draper	NO	YES	Developed
DRLRT	DRE	029	TC	12,056	411 E 11400 S (2013 - 409 E 11400 S)	Draper	NO	YES	Developed
DRLRT	DRE	042	TC	278	476 E Camden Park Court	Draper	NO	NO	Developed
DRLRT	DRE	043	TC	1,189	11462 Camden Park Lane	Draper	NO	YES	Developed
DRLRT	DRE	044	TC	1,120	11476 S Camden Park Lane	Draper	NO	YES	Developed
DRLRT	DRE	045, 045:E	TC	475	11486 South Camden Park Lane	Draper	NO	YES	Developed
DRLRT	DRE	046, 046:E	TC	94	11498 South Camden Park Lane	Draper	NO	NO	Developed
DRLRT	DRE	052	TC	82	12300 South St. (SE Corner - Draper Parkway & UTA ROW)	Draper	NO	NO	Developed
DRLRT	DRE	053	TC	-			NO	YES	Developed
EIM	EIM	001	TC	752,891	669 W 200 South	Salt Lake City	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
FRNX	BRG	1121	TC	469,927	Approx. 1200 West 1100 South	Brigham City	NO	NO	Developed
FRNX	BRG	1142, 1142:E	TC	45,832	532 South 900 West	Brigham	NO	NO	Developed
FRNX	BRG	1143	TC	3,519	450 South 900 West	Brigham City	NO	NO	Developed
FRNX	PER	1087:T, & REF 1087:T	TC	65,049	Approx. 3350 South Perry Street	Perry	NO	NO	Developed
FRNX	PER	1097	TC	16,664	Approx. 1501 West 3225 South	Perry	NO	NO	Developed
FRNX	PER	1118, 1118:2	TC	205,800	Approx. 1380, 1450 & 1502 West Davis Drive	Perry	NO	NO	Developed
FRNX	WLD	1051	TC	8,921	188 South 200 West	Willard	NO	NO	Developed
FRNX	WLD	1055	TC	4,428	68 South 500 West	Willard	NO	NO	Developed
FRNX	WLD	1070	TC	1,632,572	Willard, UT	Willard	NO	NO	Developed
FRNX	WLD	1071:T	TC	164,025	Approx. 500 West 750 North	Willard	NO	NO	Developed
FRNX	WLD	1083, 1083:2	TC	90,102	3630 South Perry Street	Willard	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
FRNX	WLD	800	TC	941,394	±8700 South to ±6800 South 200 West, South Willard	Willard	NO	NO	Undeveloped
FTU	BC	001	TC	196,455	199 South 800 West	Brigham City	NO	NO	Developed/Undeveloped
FTU	BRT	052	TC	311,310	5600 W 5400 S	West Valley City	NO	NO	Undeveloped
FTU	FTU	001	TC	123,275	17th Street and Gibson Ave	Ogden	NO	YES	Undeveloped
FTU	FTU	002	TC	12,197	1763 Gibson Ave	Ogden	NO	YES	Undeveloped
FTU	FTU	003	TC	416,434	1731 Gibson Ave	Ogden	NO	YES	Undeveloped
FTU	FTU	004	TC	226,076	1700 South Street	Ogden	NO	YES	Undeveloped
FTU	FTU	005	TC	108,900	18th and Wall Ave	Ogden	NO	YES	Developed
FTU	FTU	006	TC	8,276	17th and wall	Ogden	NO	YES	Undeveloped
FTU	FTU	024	TC	29,621	1300 S. 525 W.	SLC	NO	NO	Undeveloped
FTU	FTU	025	TC	259,182	2053 S. 900 W. (2050 S for Tax ID -008; 2330 S for Tax ID -010; 2360 S for Tax ID -012; 2302 S for Tax ID -002)	South Salt Lake City	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
FTU	FTU	029	TC	86,684	4864 S Box Elder St	Murray	NO	NO	Developed
FTU	FTU	031	TC	94,090	41 W 4800 S	Murray	NO	NO	Undeveloped
FTU	FTU	033 (Disp. UDOT Ref. Parcel 18)	TC	10,590	7776 S State St	Midvale	NO	NO	Undeveloped
FTU	FTU	034 (Disp. UDOT Ref. Parcel 18, 18:2E, 18P)	TC	20,471	7788 S State	Midvale	NO	NO	Undeveloped
FTU	FTU	035 (Disp. UDOT Ref. Parcel 18)	TC	12,632	7768 S State St	Midvale	NO	NO	Undeveloped
FTU	FTU	036 (Disp. UDOT Ref. Parcel 18)	TC	21,780	7750 S State St	Midvale	NO	NO	Undeveloped
FTU	FTU	038	TC	8,320	8245 S. State St.	Midvale	NO	NO	Developed/Undeveloped
FTU	FTU	039	TC	4,704	8236 S. 100 E. (8245 So. State per 2012 tax notice)	Sandy	NO	NO	Undeveloped
FTU	FTU	043	TC	17,860	Part of Sec 23, T43, R1W, SLB &M	Draper	NO	NO	Undeveloped
FTU	FTU	044	TC	464,350	211 W Highland Drive	Draper	NO	NO	Undeveloped
FTU	FTU	045	TC	108,464	2340 South 900 West	South Salt Lake	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
FTU	FTU	046	TC	37,435	3475 W Norris View Lane	West Jordan	NO	NO	Developed
MF	MF	007	TC	174,240	153 West 17th St	Ogden	NO	YES	Developed
MF	MF	008	TC	136,343	17th St and Wall	Ogden	NO	YES	Developed
MF	MF	009	TC	6,011	1717 Wall Ave	Ogden	NO	YES	Developed
MF	MF	010	TC	27,443	145 West 17th St	Ogden	NO	YES	Developed
MF	MF	011	TC	21,780	151 West 17th St	Ogden	NO	YES	Developed
MF	MF	012	TC	6,055	17th St and Wall Ave	Ogden	NO	YES	Developed
MF	MF	013	TC	13,939	177 West 17th St	Ogden	NO	YES	Developed
MF	MF	014	TC	7,841	157 W 17th St	Ogden	NO	YES	Developed
MF	MF	015	TC	5,663	17th Street and Wall	Ogden	NO	YES	Developed
MF	MF	016	TC	13,939	187 West 17th Street	Ogden	NO	YES	Undeveloped

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
MF	MF	019	TC	95,832	120 South 600 West (630 W 200 S per recorder's site)	Salt Lake City	NO	YES	Developed
MF	MF	020	TC	13,504	143 S 700 West	Salt Lake City	NO	YES	Developed
MF	MF	021	TC	154,638	630 W 200 S	SLC	NO	YES	Developed
MF	MF	022	TC	12,632	161 South 700 West	SLC	NO	YES	Developed
MF	MF	023	TC	40,511	133 S 700 W (630 W. 200 S. per 2012 tax notice.)	SLC	NO	YES	Developed
MF	MF	027	TC	4,881,769	3667 S 1030 W (2015) & 3562 & 3610 S 900 W. & 898 W Fine Drive (2015)	Salt Lake	NO	YES	Developed/Undeveloped
MF	MF	032	TC	618,116	582 W. 6960 S. (602 W 6960 S, 600 W 6961 S per 2012 tax notice.)	SLC	YES	YES	Developed
MF	MF	045	TC	94,961	1100 West Geneva Road	Orem	NO	YES	Developed
MF	MF	046	TC	786,258	1200 South Geneva Road	Orem	NO	YES	Developed
MF	MSP081	001	TC	45,482	90 S Garnet Street, Suite 2	Toole	NO	YES	Developed
MJLRT	MJ	000	TC	4,286,304	Remainder of Bingham Industrial Lead from 0.18 to 6.60 and Dalton Spur	West Jordan	YES	YES	Preserved Corridor

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
MJLRT	MJ	001, 001:E	TC	13,359	6300 South 300 West	Murray	YES	YES	Developed
MJLRT	MJ	002	TC	101,524	6395 S Cottonwood Street (2012)	Murray	YES	YES	Developed
MJLRT	MJ	004	TC	21,780	301 W. Winchester, 6429 S. Meyers Lane.	Murray	NO	YES	Developed
MJLRT	MJ	005	TC	16,932	6425 S. Meyers Lane	Murray	YES	YES	Developed
MJLRT	MJ	012:T	TC	11,288	6435 S. Meyers Lane	Murray	YES	YES	Developed
MJLRT	MJ	014, 014:E, 015, 015:E	TC	8,092	6450 S. & 6464 S. Cottonwood St.	Murray	YES	YES	Developed
MJLRT	MJ	016	TC	252	389 W Winchester Ave	Murray	YES	YES	Developed
MJLRT	MJ	017, 017:E, 018, 018:E	TC	2,046	397 W. Winchester St.	Murray	YES	YES	Developed
MJLRT	MJ	019, 020	TC	1,223	411 W. Winchester St.	Murray	YES	YES	Developed
MJLRT	MJ	023, 023:E	TC	1,951	7125 S. 600 W. #SEG	Murray	NO	YES	Developed
MJLRT	MJ	024, 024:2	TC	8,999	591 West Ninth Ave.	Midvale	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
MJLRT	MJ	025, 025:E	TC	2,691	621 W. Ninth Ave.	Midvale	YES	YES	Developed
MJLRT	MJ	026, 026:E, 026:2E, 098:E, 104:E	TC	191,229	7387 S. Bingham Junction Blvd.	Midvale	YES	YES	Developed
MJLRT	MJ	031, 032	TC	20,909	1073 W. 7800 S.	West Jordan	YES	YES	Developed
MJLRT	MJ	033	TC	28,314	1099 W 7800 S (1095 W per 2012 tax notice)	West Jordan	NO	YES	Developed
MJLRT	MJ	034:T, 039:T	TC	23,479	1100 W 7800 S	West Jordan	YES	NO	Developed
MJLRT	MJ	035	TC	33,106	1135 W. 7800 S.	West Jordan	YES	YES	Developed
MJLRT	MJ	037	TC	784	997 W. 7800 S.	West Jordan	YES	YES	Developed
MJLRT	MJ	038	TC	222	991 W. 7800 S.	West Jordan	NO	YES	Developed
MJLRT	MJ	041, 091, 099, 100, 102, 102:E, 102B	TC	20,216	2150 West Sugar Factory Road (-041 = 7901 S 1300 W; -099 = 1094 W 7800 S per tax notice) (-004 = 1099 W 7800 S)	West Jordan	YES	NO	Developed
MJLRT	MJ	042:T	TC	3,049	7897 S. 1300 W.	Salt Lake City	YES	YES	Developed
MJLRT	MJ	046, 046:E, 046:2E, 046:3E	TC	3,152	7902 S. 1410 W.	West Jordan	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
MJLRT	MJ	047, 048, 048B	TC	351,530	1563 W. 8020 S. & 8021 S. Redwood Rd. (8059 So. per 2012 Tax Notice for -002, the other two retain the same address)	West Jordan	YES	YES	Developed
MJLRT	MJ	051	TC	3,073	8065 S. Redwood Road	West Jordan	YES	YES	Developed
MJLRT	MJ	052	TC	627	8071 S. Redwood Road	West Jordan	YES	YES	Developed
MJLRT	MJ	055, 055:2, 055:2:E, 055:E, 057:T	TC	195,584	8305 S, 8323 S 2700 W. (8351, 8349 S. for -005, -006 per 2012 tax notice.)	West Jordan	YES	YES	Developed
MJLRT	MJ	056	TC	67,954	8349 S. 2700 W.	West Jordan	YES	YES	Developed
MJLRT	MJ	058	TC	17,758	8399 S. Dunlop Dr.	West Jordan	YES	YES	Developed
MJLRT	MJ	058B	TC	19,331	8399 S. Dunlop Dr.	West Jordan	YES	YES	Developed
MJLRT	MJ	060, 060:E	TC	3,500	8523 S. 2940 West	West Jordan	YES	YES	Developed
MJLRT	MJ	065, 066	TOD	1,555,528	3295 W 8600 S (8756, 8759 S 3400 W per 2012 tax ID No. and 8628; 8643 S Norris View Lane)	West Jordan	YES	YES	Undeveloped
MJLRT	MJ	067, 068 (UDOT 003:T, 004:T)	TC	119,172	4742, 4766 West Old Bingham Hwy	West Jordan	YES	NO	Undeveloped
MJLRT	MJ	069, 069:E	TC	744	9780 S. 5200 W. (5401 W Old Bingham Hwy per 2012 tax notice)	West Jordan	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
MJLRT	MJ	070	TC	1,008,633	5650 W. Old Bingham Hwy.	West Jordan	YES	YES	Developed/Undeveloped
MJLRT	MJ	071, 071:E, 071:2E	TC	26,328	5701 W 10301 S	Salt Lake City	YES	YES	Developed
MJLRT	MJ	076, 076:E	TC	506	2802 W Haun Dr	West Jordan	NO	YES	Developed
MJLRT	MJ	077:T	TC	10,575	6419 S. Cottonwood St.	Murray	YES	NO	Developed/Undeveloped
MJLRT	MJ	078	TC	12,316	6390 S. 300 W.	West Jordan	YES	YES	Developed
MJLRT	MJ	079, 079:E, 013:T	TC	12,197	6477 S. Cottonwood Street (6430 So. Meyers Lane per 2012 tax notice.	Murray	YES	YES	Developed
MJLRT	MJ	081, 081:2, 081:E, 081:2E	TC	436	6490 S. Cottonwood Street	Murray	YES	YES	Developed
MJLRT	MJ	082, 083	TC	1,590	2792 West Fahnian Circle	West Jordan	YES	YES	Developed
MJLRT	MJ	089, 089:E	TC	948	377 W. Winchester Street	Murray	YES	YES	Developed
MJLRT	MJ	090, 090:E	TC	1,358	372 W. Winchester Street	Murray	YES	YES	Developed
MJLRT	MJ	092, 092:2	TC	260	8399 S. Dunlop Dr. #APXBT	West Jordan	YES	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
MJLRT	MJ	093, 093:B	TC	2,778	2874 W. 8421 S.	West Jordan	YES	YES	Developed
MJLRT	MJ	094, 094:E	TC	6,201	1100 W. 7800 S. (1098 W 7800 S per 2012 tax notice)	West Jordan	YES	YES	Developed
MJLRT	MJ	095	TC	14,263	646 W. Ninth Ave	West Jordan	YES	YES	Developed
MJLRT	MJ	101	TC	-	8398 South 2700 West	West Jordan	YES	YES	Developed
MJLRT	MJ	101B, 101	TC	220	8397 Spaulding Court	West Jordan	NO	YES	Developed
MJLRT	MJ	119A	TC		2728 Fahnian Circle	West Jordan	NO	NO	Developed
MJLRT	MJ	120, 120:E	TC	845	3189 West 8565 South	West Jordan	NO	YES	Developed
MJLRT	MJ	121A	TC		2708 West Fahnian Circle	West Jordan	NO	NO	Developed
MJLRT	MJ	123, 123:E	TC	359	3187 W. 8565 S.	West Jordan	NO	NO	Developed
MJLRT	MJ	124, 124:E	TC	71	3173 W. 8565 S.	West Jordan	NO	NO	Developed
MJLRT	MJ	125A	TC		2736 West Fahnian Circle	West Jordan	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
MJLRT	MJ	127, 127:E	TC	66	3547 W. Norris View Lane (as of 2013 3573 W. Norris View Ln)	West Jordan	NO	YES	Developed
MJLRT	MJ	128, 128:E, 128:2E	TC	5,086	3573 W Norris View Lane	West Jordan	NO	YES	Developed
MJLRT	MJ	130	TC	58,825	3970 W Old Bingham Hwy	West Jordan	NO	YES	Developed
NSLRT	NS	001	TC	12,437,345	775.19 - 798.74		NO	YES	Developed Corridor
NSLRT	NS	002	TC	6,534	969 S. 200 W.	SLC	NO	YES	Developed
NSLRT	NS	003	TC	77,537	1300 S. 189 W. (180 W. per 2012 tax notice.)	SLC	NO	YES	Developed
NSLRT	NS	004	TC	54,450	142 W. 1300 S. (180 W. per 2012 tax notice.)	SLC	NO	YES	Developed
NSLRT	NS	005	TC	34,848	2100 S. 221 W.	South SLC	NO	YES	Developed
NSLRT	NS	006	TC	35,284	3197 S. Washington St. (3187 S. per 2012 tax notice)	South SLC	NO	YES	Developed
NSLRT	NS	007	TC	18,295	210 W. 3300 S.	South SLC	NO	YES	Developed
NSLRT	NS	008	TC	28,314	3205 S. Washington St.	South SLC	NO	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
NSLRT	NS	009	TC	15,682	3227 S. Washington St.	South SLC	NO	YES	Developed
NSLRT	NS	010	TOD	326,700	3844 S. West Temple St.	SLC	YES	YES	Developed
NSLRT	NS	011	TC	189,486	4350 S. Main Street	Murray	NO	YES	Developed
NSLRT	NS	012	TC	69,696	89 W. Fireclay Ave. (4350 S main St per 2012 tax notice)	Murray	NO	YES	Developed
NSLRT	NS	013, 013:E	TC	100,188	4340 S. Main St. (aka 71 West Clay Ave) (4350 S. per 2012 tax notice)	Murray	NO	YES	Developed
NSLRT	NS	014	TC	12,632	4916 S. Box Elder St. (4936 S. per 2012 tax notice.)	Murray	NO	YES	Developed
NSLRT	NS	015	TC	284,011	5200 S. Main St. (5202 So. Cottonwood St. per 2012 tax notice.)	Murray	NO	YES	Developed
NSLRT	NS	018	TC	160,736	222 W. Winchester	Murray	YES	YES	Developed
NSLRT	NS	019	TC	19,166	202 W. Winchester	Murray	NO	YES	Developed
NSLRT	NS	020	TC	3,466	6225 S 300 W - per 2012 tax notice.	Murray	NO	YES	Developed
NSLRT	NS	021	TC	45,738	5813 and 5823 South 300 West	Murray	NO	NO	Undeveloped

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NSLRT	NS	022	TC	231,304	6960 S. 600 W. (6850 S 550 W for 353-004 per 2012 tax notice)	Midvale	YES	NO	Developed
NSLRT	NS	023	TC	25,265	175 W. 7200 S.	Midvale	NO	YES	Developed
NSLRT	NS	024	TOD	255,697	205 W. 7200 S.	Midvale	NO	YES	Developed/Undeveloped
NSLRT	NS	025	TC	3,049	107 W. Center St. (95 W Center per 2012 tax notice.)	Midvale	NO	YES	Developed/Undeveloped
NSLRT	NS	026	TC	46,174	724 E Center St (95 W Center per 2012 tax notice.)	Midvale	NO	NO	Developed
NSLRT	NS	027	TC	12,632	686 E Center St (95 W Center per 2012 tax Notice -004) 7756 S Coolidge St. per 2012 tax Notice -012)	Midvale	NO	YES	Developed
NSLRT	NS	028	TC	41,818	740 E Center St (95 W Center per 2012 tax notice.)	Midvale	NO	YES	Developed
NSLRT	NS	029	TC	21,780	740 East Center (95 W Center St. per 2012 tax notice.)	Midvale	NO	YES	Developed
NSLRT	NS	030	TC	5,663	19 S Coolidge St. (95 W Center St. per 2012 tax notice.)	Midvale	YES	YES	Developed
NSLRT	NS	031	TC	39,640	7900 South State Street (7951 S per 2012 tax notice)	Midvale	NO	YES	Developed
NSLRT	NS	032	TC	7,841	7877 So. Taft St. (Residential home lot)	Midvale	NO	YES	Undeveloped

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NSLRT	NS	033T	TC	15,682	7877 South Taft Street	Midvale	NO	YES	Developed
NSLRT	NS	034	TC	2,768	7800 S State Street	Midvale	NO	NO	Undeveloped
NSLRT	NS	035	TC	5,401	8960 S. 180 E. (177 E 9000 S per 2012 tax notice)	Sandy	NO	YES	Developed
NSLRT	NS	036	TC	10,019	8960 S. 180 E.	Sandy	NO	YES	Developed
NSLRT	NS	037	TC	10,019	9650 S. 170 E. (9607 S State St. and 170 E 9650 S per 2012 tax notice.)	Sandy	NO	YES	Undeveloped
NSLRT	NS	038	TC	87,120	9949 S State St	Sandy	NO	YES	Undeveloped
NSLRT	NS	040	TC	996,202	9949 S State St (120 E Sego Lily Drive per 2012 tax notice)	Sandy	NO	YES	Developed/Undeveloped
NSLRT	NS	041	TC	8,276	100 E 9900 S (120 E Sego Lily Drive per 2012 tax notice)	Sandy	NO	YES	Developed
NSLRT	NS	042	TC	158,994	10000 South (120 E Sego Lily Drive per Assessors site)	Sandy	NO	YES	Developed
NSLRT	NS	045	TC	2,331	7105 S Cottonwod Street	Midvale	NO	NO	Developed
NSLRT	NS	5900 S	TC	265	519 South 275 West	Murray	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
NSLRT/MJLRT	NS/MJ	044/003	TC	12,632	6417 S. Cottonwood St.	Murray	NO	YES	Developed
OIH	OIH	001	TOD	229,997	2393 Wall Avenue	Ogden	NO	YES	Developed/Undeveloped
PI	PI	1682A	TC	4,736	92 N 1200 E	Lehi	NO	NO	
PI	PI	1682B	TC	5,333	945 W 500 N	American Fork	NO	NO	
PIH	PIC	001	TOD	26,395	701 S. Freedom Blvd.	Provo	NO	YES	Developed
PIH	PIC	002	TOD	167,270	721 Freedom Blvd.	Provo	NO	YES	Developed
PIH	PIC	003	TOD	105,328	721 Freedom Blvd.	Provo	NO	YES	Developed
PIH	PIC	004	TOD	217,800	721 Freedom Blvd.	Provo	NO	NO	Developed
PIH	PIC	005	TOD	10,007	721 Freedom Blvd.	Provo	NO	YES	Developed
PIH	PIC	006	TOD	95,919	721 Freedom Blvd.	Provo	NO	YES	Developed
PIH	PIC	008	TOD	19,474	721 Freedom Blvd.	Provo	NO	YES	Developed

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SLIM	SLIM	001	TOD	579,348	600 West 200, 300 South	Salt Lake City	NO	NO	Developed/Undeveloped
SP-1591	SP-1591	UTA TL-1, 1:E	TC	58	1250 E 500 S.	Salt Lake City	NO	NO	Developed
Sugarhouse	SH	001, 001:E, 001:2E(RMP WO# 5622744)	TC	6,220	2212 S West Temple St	South Salt Lake	NO	YES	Developed
ULRT	UL	001	TC	2,614	450 South State St	Salt Lake	NO	YES	Developed
ULRT	UL	002	TC	208	375 South State	Salt Lake City	NO	YES	Developed
ULRT	UL	004, 005, 005A	TC	1,799	200 E. 400 S.	Salt Lake City	NO	YES	Developed
ULRT	UL	007	TC	549	525 E 400 South	Salt Lake City	NO	YES	Developed
ULRT	UL	008	TC	200	564 East 400 South	Salt Lake City	NO	YES	Developed
ULRT	UL	009	TC	457	650 East 400 South	Salt Lake City	NO	YES	Developed
ULRT	UL	010-1	TC	235	664 East 400 South	Salt Lake City	NO	YES	Developed
ULRT	UL	010-2	TC	536	680 East 400 South	Salt Lake City	NO	YES	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
ULRT	UL	011	TC	70	677 East 400 South	Salt Lake City	NO	YES	Developed
ULRT	UL	012	TC	122	710 East 400 South	Salt Lake City	NO	YES	Developed
ULRT	UL	013-1	TC	1,307	701 East 400 South	SLC	NO	YES	Developed
ULRT	UL	013-2	TC	984	765 East 400 South	SLC	NO	YES	Developed
ULRT	UL	014	TC	450	860 East 400 South	Salt Lake City	NO	NO	Developed
ULRT	UL	015	TC	4,000	860 East 400 South	Salt Lake City	NO	NO	Developed
ULRT	UL	016	TC	823	333 South 900 East	SLC	NO	YES	Developed
ULRT	UL	017	TC	6,970	928 East 400 South	SLC	NO	YES	Developed
ULRT	UL	018	TC	1,198	471 South 1000 East	SLC	NO	YES	Developed
ULRT	UL	019	TC	70	491 South 1100 East	SLC	NO	YES	Developed
ULRT	UL	020	TC	989	400 South 900 East (928 E per 2012 tax notice.)	SLC	NO	YES	Developed

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ULRT	UL	021	TC	48	1320 East 500 South	SLC	NO	YES	Developed
UPRR-01	UP	001	TC	3,756,179	782.48-818.05 (35.57) UP Salt Lake Subdivision (OSL) 3.4a	Salt Lake-Ogden	YES	NO	Preserved Corridor
UPRR-01	UP	002	TC	628,048	M.P. 817.5, W. of Ogden Yd., 30th St.	Ogden	YES	NO	Undeveloped
UPRR-01	UP	003	TC	220,631	M.P. 817.5, W. of Ogden Yd., 30th St.	Ogden	YES	NO	Undeveloped
UPRR-01	UP	004	TC	427,280	M.P. 813.0, N & S 2500 ft. of 5600 So.	Roy	YES	NO	Undeveloped
UPRR-01	UP	005	TC	133,337	M.P. 813.0, N & S 2500 ft. of 5600 So.	Roy	YES	NO	Undeveloped
UPRR-01	UP	006	TC	64,861	775.0 5600 South	Roy	YES	NO	Undeveloped
UPRR-01	UP	007	TC	163,350	M.P. 809.0, 200 So.	Clearfield	YES	NO	Undeveloped
UPRR-01	UP	008	TC	2,986,909	1250 South, Highway 91	Clearfield	YES	NO	Developed/Undeveloped
UPRR-01	UP	009	TC	40,032	Milepost 807.3 S Side Antelope Dr	Layton	YES	NO	Undeveloped
UPRR-01	UP	010	TC	59,154	Mile Post 767.1Gentile	Layton	YES	NO	Undeveloped

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
UPRR-01	UP	011	TC	1,481	M.P. 805.3, 800 No., West of King St.	Layton	YES	NO	Undeveloped
UPRR-01	UP	012	TC	20,647	M.P. 802.3, Near Grain Elev. 100 North	Kaysville	YES	NO	Undeveloped
UPRR-01	UP	013	TC	109,248	MP 755.5 Pages Lane	Bountiful	YES	NO	Undeveloped
UPRR-01	UP	014	TC	11,349,558	MP. 754.31-778.0 (23.69)DRGW 3.2a	North Salt Lake -Ogden	YES	NO	Preserved Corridor
UPRR-01	UP	015	TC	1,589,940	Beck Street	Salt Lake	YES	NO	Developed
UPRR-01	UP	016	TC	41,251	M.P. 743.0, SW Cor 1700 S. & I-15 (589 W 1700 S per 2012 tax notice)	SLC	YES	NO	Undeveloped
UPRR-01	UP	017	TC	7,579	M.P. 740.6, SW Cor 3300 S & I-15	SLC	YES	NO	Undeveloped
UPRR-01	UP	018	TC	112,820	M.P. 739.5, South of 3900 S.	South SLC	YES	NO	Undeveloped
UPRR-01	UP	019	TC	1,446,627	0.00-2.74 (2.74) Sugarhouse Spur 3.2e 2240 S Main St. (-501-004) & 3100 S. West Temple (-280-002) & 400 W Andy Ave (-126-004)	South Salt Lake-Salt Lake	YES	NO	Preserved Corridor
UPRR-01	UP	020	TC			Wasatch Front	YES	NO	Preserved Corridor
UPRR-01	UP	021	TC	2,215,810	Northern 35' of MP 0.00 - 6.60 and all of 6.60 - 11.81 Bingham Industrial Lead (6045, 6081 W Old Bingham Hwy per 2012 tax Notice)	West Jordan	YES	NO	Preserved Corridor

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
UPRR-01	UP	022	TC	2,091,773	729.50 -745.50 (16) Subdivision (Salt Lake) 3.4c	Sandy -Salt Lake	YES	NO	Preserved Corridor
UPRR-01	UP	023	TC	131,116	12800 South Milepost 728 Mainline	Draper	YES	NO	Undeveloped
UPRR-01	UP	024	TC	159,430	Milepost 727.5 13200	Draper	YES	NO	Undeveloped
UPRR-01	UP	025	TC	484,823	Milepost 725.0 13400 South	Riverton	YES	NO	Undeveloped
UPRR-01	UP	026	TC	201,509	MP 723.7 Narrows (inaccessible)	Bluffdale	YES	NO	Undeveloped
UPRR-01	UP	027	TC	185,043	MP 723.0 Narrows (inaccessible)	Bluffdale	YES	NO	Undeveloped
UPRR-01	UP	028	TC	108,447	MP 722.5 Narrows (Inaccessible)	Bluffdale	YES	NO	Undeveloped
UPRR-01	UP	029	TC	40,946	MP 721.5 Narrows (inaccessible)	Bluffdale	YES	NO	Undeveloped
UPRR-01	UP	030	TC	260,184	Milepost 771.00 2100 North Lehi	Lehi	YES	NO	Undeveloped
UPRR-01	UP	031	TC	15,420	MP 717.0	Lehi	YES	NO	Undeveloped
UPRR-01	UP	032	TC	6,698,657	MP 775.23-762.00 (13.23) Provo Industrial Lead 3.2f	Lindon-Lehi	YES	NO	Preserved Corridor

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UPRR-01	UP	033	TC	25,134	Milepost 766.5 100 N & 200 East	American Fork	YES	NO	Developed
UPRR-01	UP	034	TC	21,606	Milepost 763.5 HWY 89 & 300 S	Pleasant Grove	YES	NO	Undeveloped
UPRR-01	UP	035	TC	74,705	MP 698.5 N of Geneva	Geneva	YES	NO	Undeveloped
UPRR-01	UP	036	TC	1,686,643	MP 752.41-757.25 (4.84) Sharp Subdivision 3.2c	Provo-Lindon	YES	NO	Preserved Corridor
UPRR-01	UP	037	TC	2,489,890	705.71-729.50 (23.79) UP Provo Subdivision (Lakota) 3.4b		YES	NO	Preserved Corridor
UPRR-01	UP	038	TC	348,454	752.41-750.18 (2.23) Sharp Subdivision (University)3.4d	Provo-Springville	YES	NO	Preserved Corridor
UPRR-01	UP	039	TC	23,522	Milepost 701.1 800 West 600 South	Provo	YES	NO	Undeveloped
UPRR-01	UP	040	TC	3,572	MP 695.8 South of Provo Yard	Provo	YES	NO	Undeveloped
UPRR-01	UP	041	TC	27,704	M.P. 695.8, 400 So., W. of Springville	Springville	YES	NO	Developed
UPRR-01	UP	042	TC	440,392	749.99-745.82 (4.17) Sharp Subdivision (Springville)3.4e	Springville	YES	NO	Preserved Corridor
UPRR-01	UP	043	TC	4,826,884	0.00-13.06 (13.06) Tintic Industrial Lead 3.2d	Spanish Fork-Payson	YES	NO	Preserved Corridor

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
UPRR-02	UP2	001	TC	1,028,887	500 West and 900 North	Salt Lake City	YES	NO	Developed
UPRR-02	UP2	001A	TC	17,672	600-800 North 500 West	Salt Lake City	NO	NO	Developed
UPRR-03	UP3	001	TC	1,187,023	Dalton Spur - 6045 W Old Bingham Highway	West Jordan	YES	NO	Preserved Corridor
WVLRT	WV	001, 001:E, 001:E1	TC	6,443	2791 W 3650 S	West Valley	NO	NO	Developed
WVLRT	WV	002, 002:E, 002:E1, 002:E2	TC	3,743	3610 S 2870 W	West Valley	NO	NO	Developed
WVLRT	WV	003, 003:E	TC	25,869	2850 W. 3590 S. (2850 W. Lehman Ave. per Recorder's website)	West Valley	NO	NO	Developed
WVLRT	WV	006	TC	9,205	2841 W. Lehman Avenue	West Valley	YES	NO	Developed
WVLRT	WV	013	TC	103,673	2842 W. Lehman Ave	West Valley	NO	YES	Developed
WVLRT	WV	053:Q, 053:2Q	TC	58,630	3100 South at I-215 (3100 S Maple Way per 2012 tax notice)	West Valley City	NO	NO	Developed
WVLRT	WV	054:Q, 054:2Q I-215-9(6)297	TC	30,492	3100 South at I-215 (3100 S Constitution Blvd per 2012 tax notice)	West Valley	NO	NO	Developed
WVLRT	WV	092:2, RMP WO# 5126636-30	TC	53	2690 W. 3100 S. (2096 W per 2012 tax notice.)	West Valley City	NO	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
WVLRT	WV	100:T	TC	10,691	2681 West 3100 South	West Valley	YES	NO	Developed
WVLRT	WV	101:T 101-RMP WO 5126636-1	TC	8,284	2655 West 3100 South	West Valley	YES	NO	Developed
WVLRT	WV	102:T	TC	8,283	2653 West 3100 South	West Valley	YES	NO	Developed
WVLRT	WV	103:T	TC	9,417	3116 South Maple Way	West Valley	YES	NO	Developed
WVLRT	WV	104:T	TC	9,723	3115 South Maple Way	West Valley	YES	NO	Developed
WVLRT	WV	105:T	TC	12,768	2589 West 3100 South	West Valley	YES	NO	Developed
WVLRT	WV	106:T	TC	10,360	2587 West 3100 South	West Valley	YES	NO	Developed
WVLRT	WV	107	TC	772	2574 W. Robin Way (2572 W. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	121	TC	10,101	2313 W Parkway Blvd	West Valley	NO	NO	Developed
WVLRT	WV	140, 141	TC	4,356	2745 S REDWOOD RD (2771 S per 2012 tax notice.) 2013 - 2767 S. Redwood Road (-002 only)	West Valley	NO	NO	Developed
WVLRT	WV	142, 143, 144	TC	26,543	1690, 1692, 1686 W. Claybourne Ave.	West Valley	YES	NO	Undeveloped

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
WVLRT	WV	145	TC	2,291	1680 W Claybourne Ave. (2771 So. Redwood Rd. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	146	TC	1,090	1676 W Claybourne Ave. (2771 So. Redwood Rd. per 2012 tax notice.)	West Valley	YES	NO	Undeveloped
WVLRT	WV	147	TC	741	1674 W Claybourne Ave. (2771 So. Redwood Rd. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	148	TC	391	1620 W Claybourne Ave. (2771 So. Redwood Rd. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	149	TC	165	1618 W. Claybourne Ave. (2771 So. Redwood Rd. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	150	TC	114	1616 W. Claybourne Ave.	West Valley	YES	NO	Developed
WVLRT	WV	151, 152 (RMP WO 10035151.YJ)	TC	74	1614 W. Claybourne Ave. (2771 S Redwood Rd. per Tax Notice)	West Valley	YES	NO	Developed
WVLRT	WV	153	TC	310	1600 W. Claybourne Ave. (2771 S Redwood Rd. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	157, RMP RW# 20080131-3, RMP RW#20080131.UTA	TC	291	1633 W. Southgate Ave.	West Valley	YES	NO	Developed
WVLRT	WV	158, RMP RW# 20080131-4, RMP RW#20080131.UTA	TC	433	1601 W. Southgate Ave.	West Valley	YES	NO	Developed
WVLRT	WV	159, RMP RW# 20080131-5, RMP RW#20080131.UTA	TC	208	2752 S. Lester Street	West Valley	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
WVLRT	WV	169, RMP RW# 20080131-6, RMP RW#20080131.UTA	TC	212	1577 W Southgate Ave.	West Valley	YES	NO	Developed
WVLRT	WV	170, RMP RW# 20080131-7, RMP RW#20080131.UTA	TC	239	1569 W. Southgate Ave.	West Valley	YES	NO	Developed
WVLRT	WV	171, 171.1, RMP RW# 20080131-8, RMP RW#20080131.UTA	TC	225	1547 W Southgate Ave.	West Valley City	YES	NO	Developed
WVLRT	WV	172, RMP RW# 20080131-9, RMP RW#20080131.UTA	TC	225	1555 W. Southgate Ave.	West Valley	YES	NO	Developed
WVLRT	WV	173, RMP RW# 20080131-10, RMP RW#20080131.UTA	TC	254	1545 W Southgate Ave.	West Valley	YES	NO	Developed
WVLRT	WV	174, RMP RW# 20080131-11, RMP RW# 20080131.UTA	TC	1,381	1531 W Southgate Ave.	West Valley	YES	NO	Developed
WVLRT	WV	175, RMP RW#20080131.UTA	TC	7,569	1525 W Southgate Ave.	West Valley	YES	NO	Developed
WVLRT	WV	181	TC	18,497	1493 W. Crystal Ave.	West Valley	YES	NO	Developed
WVLRT	WV	182	TC	21,625	1400 W. Crystal Ave.	West Valley	YES	NO	Developed
WVLRT	WV	183	TC	23,100	1401 West Crystal Ave.	West Valley	YES	NO	Developed
WVLRT	WV	184	TC	43,580	1363 W. Crystal Ave.	West Valley	YES	NO	Undeveloped

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
WVLRT	WV	185, RMP Easement Chesterfield West	TC	22,155	1225 W 2625 South (2632 S Hempstead St. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	187, RMP Easement Chesterfield West	TC	22,686	1235 West Crystal Ave. (2631 S Hempstead St. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	188:T	TC	13,939	2656 S. Chesterfield St	WVC	YES	NO	Developed
WVLRT	WV	189, 189:E	TC	5,855	3650 S Chesterfield St (2700 S Chesterfield St. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	191, 192, 193, 193:E	TC	89,822	2910, 2625, 2645 S. Chesterfield St. (2700 So. Chesterfield St. per 2012 tax notice.)	West Valley	NO	NO	Developed
WVLRT	WV	194, 194:E	TC	25,099	2613 S Chesterfield St.	West Valley	YES	NO	Developed
WVLRT	WV	195, 195:E; 195:E1	TC	4,884	2593 S Chesterfield St	West Valley	YES	NO	Developed
WVLRT	WV	196	TC	1,131	2581 South Chesterfield Street	West Valley	YES	NO	Developed
WVLRT	WV	200	TC	5,512	2551 South Chesterfield Street	West Valley	YES	NO	Developed
WVLRT	WV	201, 201:1	TC	1,136	2516 South Winton St.	West Valley	YES	NO	Developed
WVLRT	WV	207, 208, 209	TC	36,627	2505 South Winton Street (WV-207 & -209); 2501 S Winton Street (WV-208)	West Valley	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
WVLRT	WV	231, 231:1, 231:ST	TC	287,725	1264 West 2240 South - (1298 W 2200 S & 2249 S 1070 W [-022 only]; (1288 W 2240 S [-023 only]) per 2012 tax notice.	West Valley	YES	NO	Developed
WVLRT	WV	232, 233	TC	1,060,118	2200 South 900 West (2264 per 2012 tax notice for -003)	West Valley	YES	NO	Developed
WVLRT	WV	234, 234:E; 234:2E, 234:3E, RMP Easement Section 23	TC	34,362	2265 S. 900 W. (2177 S. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	237, 237:E, 237:SQ, RMP Easement Section 23	TC	89,743	823 W. Davis Rd.	West Valley	YES	NO	Developed
WVLRT	WV	238:A, 238:AQ, 238:2E, 239:A, 239:AQ, 239:2E, 243:Q, 243:EQ	TC	35,869	830 West Davis Road	West Valley City	NO	NO	Developed
WVLRT	WV	246, 247, 248	TC	7,243	2225 S 300 W - Revised Addresses per 2012 tax notice. (2249 S 400 W [-008]; 2150 S 300 W [-008,-012,-013 all]	West Valley	YES	NO	Developed
WVLRT	WV	253, 253:1	TC	6,727	360 W. Bugatti Ave (358 W per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	255, 255:1	TC	230	360 W. Bugatti Ave (358 W Bugatti Ave. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	259	TC	2,753	250 W Crossroads Sq. (252 W. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	260	TC	1,501	210 W. Crossroads Sq. (212 W. per 2012 tax notice.)	West Valley	YES	NO	Developed
WVLRT	WV	261	TC	2,185	2191 S. 300 W.	West Valley	YES	NO	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Bond	Fed	Un/Developed
WVLRT	WV	Interlocal Agreement	TC	22,246	2825 W Lehman Ave., 3650 S Market Street	West Valley City	NO	NO	Developed
WVLRT	WV - Amend:11	240, 241, 241:2E, 241:EX	TC	43,253	Parcel 240 & 241	West Valley	YES	NO	Developed
WVLRT	WVIH	WVIH or BRT-25T	TC	7,841	3600 S Market Street	West Valley	NO	YES	Developed

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/23/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jay Fox, Executive Director
PRESENTER(S): Carlton Christensen, Chair of the Board of Trustees

TITLE:

Strategy Session to Discuss Pending or Reasonably Imminent Litigation

AGENDA ITEM TYPE:
Closed Session

RECOMMENDATION:
Approve moving to closed session for discussion of pending or reasonably imminent litigation.

BACKGROUND:
Utah Open and Public Meetings Act allows for the Board of Trustees to meet in a session closed to the public for various specific purposes.

DISCUSSION:
The purpose for this closed session is:

- Strategy session to discuss pending or reasonably imminent litigation