Utah Transit Authority

Board of Trustees

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, March 25, 2026 **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**	Katie Morrison
4.	**Public Comment**	Chair Carlton Christensen
5.	**Consent**	Chair Carlton Christensen
	a. Approval of the March 11, 2026, Board of Trustees Meeting Minutes	
6.	**Reports**	
	a. Executive Director Report - Quiet Zone Update	Jay Fox
	b. Strategic Plan Minute: Quality of Life - Radio Systems Replacement Update	Jay Fox
7.	**Resolutions**	
	a. R2026-03-05 - Resolution Approving the Authority's 2026 Annual Service Plan	Jaron Robertson
	b. R2026-03-06 - Resolution Adopting the Fare Rates and Types of Fare Media of the Agency	Monica Howe
	c. R2026-03-07 - Resolution Adopting the South Salt Lake Downtown Connect Station Area Plan	Paul Drake Valarie Williams
8.	**Contracts, Disbursements and Grants**	
	a. Contract: 2026 Support Fleet Order (Ken Garff Ford West Valley)	Kyle Stockley

b.	Contract: Onsite Wellness Clinic Services Contract (CareATC, Inc.)	Ann Green-Barton JD Tazoi
c.	Change Order: Next Generation Fare Collection System Change Order No. 17 - Mobile Fare Solution: Virtual Transit Card (Scheidt & Bachman USA, Inc.)	Brian Reeves Monica Howe
d.	Pre-Procurements - Capital Vehicle Consulting Contract - North Temple Escalator Design - North Temple Escalator Construction	Todd Mills

9. Discussion Items

a.	2025 Annual Transit-Oriented Communities Report and Real Estate Inventory	Paul Drake Spencer Burgoyne
b.	April 2026 Change Day/MVX Grand Opening	Ali Oliver Camille Glenn Katie Morrison
c.	Annual Ridership Campaign	Katie Morrison
d.	Board Policy Revisions - 1.2 Ethics	Neiufi Iongi
e.	UTA Policy - UTA.06.04 Non-Revenue Vehicle Fleet	Kyle Stockley

10. Other Business Chair Carlton Christensen

a. Next Meeting: Wednesday, April 8, 2026 at 9:00 a.m.

11. Closed Session Chair Carlton Christensen

a. Strategy Session to Discuss Topics as Defined in Utah Code 52-4-205 (1): Carlton Christensen
- Collective Bargaining

12. Open Session Chair Carlton Christensen

13. Adjourn Chair Carlton Christensen

Meeting Information:

- Special Accommodation: Information related to this meeting is available in alternate formats upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Requests for accommodations should be made at least two business days in advance of the scheduled meeting.
- Meeting proceedings may be viewed remotely by following the meeting video link on the UTA Public Meeting Portal - https://rideuta.legistar.com/Calendar.aspx
- In the event of technical difficulties with the remote connection or 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 OR by joining the remote Zoom meeting.
    - Comments are limited to 3 minutes per commenter.
    - One person's time may not be combined with another person's time.
    - Distribution of handouts or other materials to meeting participants or attendees is not allowed.
    - To support a respectful meeting environment, actions or words that disrupt the meeting, intimidate other participants, obstruct the view or hearing of others, or may cause safety concerns are not allowed.
    - To join by Zoom:
        - Use this link: https://bit.ly/UTA_BOT_03-25-26 and follow the instructions to register for the meeting.
        - Use the "raise hand" function in Zoom to indicate you would like to make a comment.
- Public Comment may also be given through alternate means. See instructions below.
    - Comment online at https://www.rideuta.com/Board-of-Trustees
    - Comment via email at boardoftrustees@rideuta.com
    - Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – please specify that your comment is for the upcoming Board of Trustees meeting.
    - Comments submitted before 2:00 p.m. on Tuesday, March 24 will be distributed to board members prior to the meeting and added to the public record.
- Meetings are audio and video recorded and live-streamed.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

TO: Board of Trustees
FROM: Curtis Haring, Board Manager
PRESENTER(S): Chair Carlton Christensen

TITLE:

Approval of the March 11, 2026, Board of Trustees Meeting Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the March 11, 2026, 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 Public Meeting Web Portal on Wednesday, March 11, 2026, 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/1057977.html> video feed is available through the UTA Public Meeting Portal <https://rideuta.granicus.com/player/clip/439>.

ATTACHMENTS:

- 2026-03-11_BOT_Minutes_Unapproved

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, March 11, 2026 **9:00 AM** **FrontLines Headquarters**

Present: Chair Carlton Christensen
Trustee Jeff Acerson
Trustee Beth Holbrook

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 9:01 a.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Kim Shanklin, UTA Chief of Staff, delivered a brief safety message.

4. Public Comment

In Person/Virtual Comment
No in person or virtual comment was given.

Online Comment
No online comment was received.

5. Consent

a. Approval of the February 25, 2026, Board of Trustees Meeting Minutes

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

6. Reports

a. Legislative Update

Paul Ray, UTA Government Relations Director, provided an update on the outcome of the state legislative session, which included:

-Senate Bill 197 Transportation Funding and Governance Amendments passed. This bill changes UTA's governance and increases transit funding.
-Senate Bill 242 Transportation Amendments passed. This bill includes bicycle lane amendments to accommodate buses, a provision to allow funding on the 5600 West project to be used for operations, and a provision to allow counties of the 2nd class to retain a portion of 5th 5th funding for public safety.
-House Bill 481 Transportation Modifications passed. This bill defines jurisdiction for UTA stations created by Utah Department of Transportation (UDOT) projects.

Ray also mentioned his department will be offering government relations training to UTA staff in the coming months.

Discussion ensued. A question on legislative sales tax forecasts was posed by the board and answered by Ray.

b. Executive Director Report

- **Utah County Commission Meeting**
- **Continuous Improvement Excellence Award: Operator De-Escalation Training**

Utah County Commission Meeting
Kim Shanklin, UTA Chief of Staff, requested Trustee Acerson speak to this agenda item.

Trustee Acerson commented on the Utah County Commission's recent decision to fund an innovative mobility zone (IMZ) in northern Utah County. Service is slated to begin in August 2026.

Continuous Improvement Excellence Award: Operator De-Escalation Training
Kim Shanklin was joined by Alisha Garrett, UTA Chief Enterprise Strategy Officer, and Susan Scadden, UTA Acting Manager of Organizational Excellence.

Scadden presented the Continuous Improvement Excellence Award to members of the Salt Lake Service Unit for their work in providing operator de-escalation training to 640 operators resulting in a decrease in operator assaults.

Discussion ensued. A question on operator assault trends was posed by the board and answered by staff.

c. Strategic Plan Minute: Achieving Organizational Excellence - Strengthen and Coordinate Safety Committees

Kim Shanklin was joined by Travis King, UTA Director of Safety & Security.

Shanklin highlighted efforts to strengthen and coordinate the agency's safety committees, which include:

-Creating a committee charter

-Training
-Defining roles and expectations
-Establishing communication channels
-Creating templates

Discussion ensued. A question on ongoing initiatives and training were posed by the board and answered by staff.

d. Financial Report - Preliminary January 2026

Viola Miller, UTA Chief Financial Officer, was joined by Brad Armstrong, UTA Director of Budget & Financial Strategy, and Jon Larsen, UTA Chief Capital Services Officer.

Staff reviewed the following preliminary results:

- Financial dashboard
- Sales tax revenue
- Sales tax collections by county
- Passenger revenues
- Full-time equivalent (FTE) staffing
- Operating financial results
- Capital spending by chief office
- Actual versus forecast spend year-to-date on capital expenses
- Capital funding sources
- Accounts payable, procurement, and fares metrics

Discussion ensued. Questions on fuel price volatility, Midvalley Express (MVX) staffing, debt service payments, federal funding, construction trends, and procurement staffing were posed by the board and answered by staff.

e. Quarterly Disbursement Report - Non-Inventory Vendors - Q4 2025

Rob Lamph, UTA Comptroller, was joined by Eric Barrett, UTA Deputy Comptroller.

Lamph reviewed total disbursements made to non-inventory vendors during the fourth quarter of 2025. Disbursements to five vendors exceeded board-approved limits. A resolution to ratify the overages will be addressed in this meeting (see agenda item 7.a.).

7. Resolutions

a. R2026-03-01 - Resolution Ratifying 2025 Expenditures and Disbursements to Non-Inventory Vendors

Rob Lamph summarized the resolution, which ratifies 2025 expenditures and disbursements to non-inventory vendors (see agenda item 6.e.).

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 Acerson, and Trustee Holbrook

b. R2026-03-02 - Resolution Authorizing the Issuance and Sale by the Authority of its Sales Tax Revenue and Refunding Bonds in the Aggregate Principal Amount of Not to Exceed $123,000,000 in One or More Series

Viola Miller was joined by Brian Reeves, UTA Associate Chief Financial Officer, and Brian Baker with Zions Public Finance.

Staff summarized the resolution, which authorizes the issuance and sale of UTA's sales tax and revenue refunding bonds in the aggregate principal amount not to exceed $123,000,000.

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 Acerson, and Trustee Holbrook

c. R2026-03-03 - Resolution Approving the First Amendment to the Authority's 2026-2030 Five-Year Capital Plan

Viola Miller was joined by Daniel Hofer, UTA Director of Capital Programming & Support.

Staff summarized the resolution, which approves the first amendment to the 2026-2030 Five-Year Capital Plan. The amendment accounts for the award of Federal Transit Administration (FTA) 5339(c) grant funding for the purchase of compressed natural gas (CNG) buses and low-emission diesel buses. The Five-Year Capital Plan will see an overall increase of $42,487,000 (increasing from $1,069,129,000 to $1,111,616,000). The increase in expense will be offset by incorporating $41,805,200 in new 5339(c) grant funds, and $681,800 in UTA funds.

Discussion ensued. A question on the bus manufacturing market was posed by the board and answered by staff.

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 Acerson, and Trustee Holbrook

d. R2026-03-04 - Resolution Approving the First Amendment to the Authority's 2026 Operating Budget

Viola Miller summarized the resolution, which approves the first amendment to the 2026 operating budget. The amendment incorporates new funding from UDOT and Utah County in the amount of $1,924,000 for the addition of microtransit service in northern Utah County.

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 Acerson, and Trustee Holbrook

8. Budget and Other Approvals

a. TBA2026-03-01 - Technical Budget Adjustment - 2026 Operating Budget

Viola Miller summarized the technical budget adjustment to the 2026 operating budget, which includes the following:

-Adjustment of fringe benefit amounts to move $387,000 from the chief operations officer contract services budget to the Salt Lake Service Unit fringe benefits budget
-Restoration of missing budgeted positions in operations resulting from a technical issue

There is no net dollar impact on the total 2026 budget resulting from this technical budget adjustment.

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

b. TBA2026-03-02 - Technical Budget Adjustment - 2026 Capital Budget

Viola Miller was joined by Daniel Hofer.

Staff reported this technical budget adjustment will reallocate $9.7 million in the existing 2026 capital budget to aid in project delivery. Twelve project budgets will increase and three project budgets plus the capital contingency will decrease.

Discussion ensued. Questions on the status of rail vehicle repair insurance claims and end of line enhancement locations were posed by the board and answered by staff. Trustee Holbrook requested an update on the transit system signal priority project.

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

9. Contracts, Disbursements and Grants

a. Revenue Contract: Transit Transportation Investment Program Funds (TTIF) Cooperative Agreement for the S-Line Extension Project (Utah Department of Transportation)

Jon Larsen was joined by Ethan Ray, UTA Project Manager II.

Staff requested the board approve a $18,900,000 TTIF cooperative agreement with UDOT for the S-Line extension project.

Discussion ensued. Questions on the status and timeframe of the project and S-Line vehicle needs were posed by the board and answered by staff.

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

b. Contract: 2026 Support Fleet Order (Tony Divino Toyota)

Kyle Stockley, UTA Director of Capital Vehicles, requested the board approve a $278,264 contract with Tony Divino Toyota for the purchase of seven Toyota Sienna all-wheel drive minivans.

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

10. Discussion Items

a. 2025 Ridership Report

Jay Fox, UTA Executive Director, was joined by Andrés Colman, UTA Chief Operations Officer, and Alisha Garrett.

Fox reported on the agency's 2025 accomplishments and ridership. Overall, 2025 ridership was down 0.4%. This was mostly attributable to state of good repair projects on the TRAX system, and most other modes showed a positive year-over-year change. Fox concluded with a summary of future service development.

Discussion ensued. Questions on Paratransit utilization and automated passenger counting systems data were posed by the board and answered by staff.

11. Other Business

a. Next Meeting: Wednesday, March 25, 2026 at 9:00 a.m.

12. 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 was adjourned at 10:34 a.m.

Transcribed by Cathie Griffiths
Board Administration Manager
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 or audio located at https://www.utah.gov/pmn/sitemap/notice/1057977.html for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at https://rideuta.granicus.com/player/clip/439.

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:** 3/25/2026

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

TITLE:

Executive Director Report

- **Quiet Zone Update**

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

DISCUSSION:
Jay Fox, Executive Director, will provide a report on the following:

- Quiet Zone Update

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

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

TITLE:

Strategic Plan Minute: Quality of Life - Radio Systems Replacement Update

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
This strategic minute highlights our strategic priority; Moving Utahns to a Better Quality of Life. As UTA expands our service area and our workforce it is imperative we upgrade mission critical technologies that support our service deployment.

DISCUSSION:
This initiative is a key cross functional initiative being run out of our Enterprise Strategy Office. UTA's radio system replacement is part of our state of good repair plan and has exceeded its useful life. At the end of 2024 we selected the solution we were going to use to replace our current radio system and will be moving to a radio over internet protocol (ROIP) system supported by a third-party provider. In 2025 we are focused on phase I of the radio replacement system and the procurement of all of the hardware and support services. We have achieved several key milestones that will be reported out in this strategic minute and are on-track for a successful phase I design and implementation.

ALTERNATIVES:
N/A

FISCAL IMPACT:
N/A

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S): Jaron Robertson, Director of Planning

TITLE:

R2026-03-05 - Resolution Approving the Authority's 2026 Annual Service Plan

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2026-03-05 Adopting the Authority's 2026 Annual Service Plan

BACKGROUND:
UTA Board of Trustees Policy No. 3.2, Service Planning, governs how the Utah Transit Authority (UTA) plans transit service changes. The purpose of the policy is to ensure a consistent, transparent, and a collaborative approach to service planning, one that aligns with the requirements of the Federal Transit Administration (FTA), the Utah Public Transit District Act, and the expectations of the communities and regional partners UTA serves.

As outlined in the policy, UTA prepares an Annual Service Plan each year, which is reviewed and approved by the Board of Trustees. This plan identifies operations and budget plans for any annual changes to baseline service, which are implemented on scheduled Change Days. The Annual Service Plan is developed in coordination with the Five-Year Service Plan and vetted through the agency's annual budget process to ensure resource and operational feasibility.

Consultation with the UTA Local Advisory Council on the proposed amended 2025-2029 Five-Year Service Plan and the 2026 Annual Plan occurred on August 27, 2025. The 2025-2029 Five-Year Service Plan was amended by the UTA Board of Trustees on October 8, 2025.

DISCUSSION:

UTA staff will provide an overview of the 2026 Annual Service Plan

- Baseline & Seasonal Service
- Changes to Baseline and Seasonal Service
- 2026 Budgetary Impacts

ALTERNATIVES:

Reject the 2026 Annual Service Plan and continue service as is.

FISCAL IMPACT:

- Sponsored Service Agreements as of January 1, 2026:
    - UTA - Salt Lake City Interlocal Agreement, Resolution R2019-02-02, Addendum No. 9
    - UTA - Salt Lake City Agreement, UTA Contract # 21-P00119-4
    - UTA - Ogden City Agreement, UTA Contract # 24-F0381-2
- Spring Change Day
    - MVX Implementation: $2.9 million, included in UTA's2026 Operating Budget
- Fall Change Day
    - Utah County IMZ Implementation: $1.9 million
    - Sponsored service, subject to partner funding agreement
- Winter Change Day
    - Route 667 Discontinuation: -$58,500

ATTACHMENTS:

- Resolution 2026-03-05
    - Exhibit A: 2026 Annual Service Plan

Docusign Envelope ID: 36DD723D-8A4C-4C2B-AA4A-94B112EAF97B

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY APPROVING THE AUTHORITY'S 2026 ANNUAL SERVICE PLAN

R2026-03-05 March 25, 2026

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

WHEREAS, Board Policy 3.2 - Service Planning Implementation requires the Board of Trustees of the Authority (the "Board") to approve an Annual Service Plan by resolution; and

WHEREAS, staff of the Authority developed the Annual Service Plan for the Year 2026 which seeks to align UTA's service network with the amended 2025-2029 Five-Year Service Plan and available resources, including the 2026 budget; and aims to achieve higher ridership long term by aligning service with emerging travel patterns; and works to strengthen customer confidence in UTA by ensuring that public transit is available when and where people need it; and

WHEREAS, the Board of the Authority now wishes to approve the Annual Service Plan for the Year 2026.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board of Trustees hereby approves the Annual Service Plan for the Year 2026, attached as Exhibit A.

2. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and counsel to prepare the Annual Service Plan for the Year 2026, attached as Exhibit A.

3. That the corporate seal shall be affixed hereto.

Docusign Envelope ID: 36DD723D-8A4C-4C2B-AA4A-94B112EAF97B

APPROVED AND ADOPTED this 25th day of March 2026.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved as to Form:

Signed by:
David M. Wilkins
0F8F040DE4724A2...
Legal Counsel

Docusign Envelope ID: 36DD723D-8A4C-4C2B-AA4A-94B112EAF97B

EXHIBIT A

(2026 Annual Service Plan)

Docusign Envelope ID: 36DD723D-8A4C-4C2B-AA4A-94B112EAF97B

2026 Annual Service Plan

Changes to Baseline Service

UTA

Docusign Envelope ID: 36DD723D-8A4C-4C2B-AA4A-94B112EAF97B

1. Baseline Service: Effective January 1, 2026

Route	Route Name	Service Type	Tier of Service
1 (a.)	Rose Park/South Temple	Frequent Bus	Tier 1
2 (a.)	200 South	Frequent Bus	Tier 1
4	400 South/Foothill Drive	Local Bus	Tier 2
9 (a.)	900 South	Frequent Bus	Tier 1
F11	11th Ave Flex	Flex Bus	Tier 3
17	1700 South	Local Bus	Tier 3
21 (a.)	2100 South-2100 East	Frequent Bus	Tier 1
33	3300 South	Frequent Bus	Tier 1
35	3500 South	Frequent Bus	Tier 1
39	3900 South	Frequent Bus	Tier 1
45	4500 South	Local Bus	Tier 2
47	4700 South	Local Bus	Tier 2 +
54	5400 South	Local Bus	Tier 2
62	6200 South	Local Bus	Tier 3
72	7200 South	Local Bus	Tier 2
F94	Sandy Flex	Flex Bus	Tier 3
126	12600 South	Local Bus	Tier 3
200	State Street North	Frequent Bus	Tier 1
201	State Street South	Local Bus	Tier 2
F202	Bingham Junction Flex	Flex Bus	Tier 2
205	500 East	Local Bus	Tier 2
209	900 East	Frequent Bus	Tier 1
213	1300 East	Local Bus	Tier 2
217	Redwood Road	Frequent Bus	Tier 1
218	Sandy - South Jordan	Local Bus	Tier 2
219	South Redwood Road	Local Bus	Tier 3
220	Highland Drive-1100 East	Local Bus	Tier 2
223	2300 East-Holladay Blvd	Local Bus	Tier 3
227	2700 West	Local Bus	Tier 3
F232	3200 W Flex	Flex Bus	Tier 3
240	4000 West-Dixie Valley	Local Bus	Tier 2
248	4800 West	Local Bus	Tier 3
417	Redwood Road Intercounty	Local Bus	Tier 3
451	Tooele - Salt Lake	Limited Stop	Tier 4
F453	Tooele-SLC Flex	Flex Bus	Tier 2
455	U of U-Davis County-WSU	Local Bus	Tier 3
470	Ogden-Salt Lake Intercity	Local Bus	Tier 2
472	Riverdale-Salt Lake Express	Commuter Express	Tier 4
473	Ogden-Salt Lake Express via Highway 89	Commuter Express	Tier 4
IMZ 501	South Salt Lake County	On-Demand	Tier 2

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IMZ 502 (b.)	West Salt Lake	On-Demand	Tier 1
IMZ 541	Tooele Valley	On-Demand	Tier 3
IMZ 561	South Davis	On-Demand	Tier 3
IMZ 581	West Provo	On-Demand	Tier 2
509	900 W Shuttle	Local Bus	Tier 2
513	Industrial Business Park Shuttle	Limited Stop	Tier 4
F514	Jordan Gateway Flex	Flex Bus	Tier 3
F525	Midvale Flex	Flex Bus	Tier 2
551	International Center	Peak Hour Shuttle	Tier 4
F556	5600 W Flex	Flex Bus	Tier 2
F570	7000 S Flex	Flex Bus	Tier 3
F578	7800 S Flex	Flex Bus	Tier 2
F590	9000 S Flex	Flex Bus	Tier 2
601 (c.)	Ogden Trolley	Circulator	Tier 2
602	Wildcat Shuttle	BRT	Tier 2
603X	Ogden Express (OGX)	BRT	Tier 1
604	West Ogden	Local Bus	Tier 3
612	Washington Blvd	Frequent Bus	Tier 1
613	Weber Industrial Park	Local Bus	Tier 3
F618	Ogden BDO Flex	Flex Bus	Tier 2
F620	West Haven Flex	Flex Bus	Tier 2
625	ATC - Harrison Blvd - WSU	Local Bus	Tier 3
626	West Roy - Clearfield Station	Local Bus	Tier 3
627	WSU Davis-DTC	Local Bus	Tier 2
628	Layton Westside	Local Bus	Tier 2
630	Brigham City-Ogden Comm	Local Bus	Tier 3
F638	The Brigham City	Flex Bus	Tier 3
640	Layton Hills Mall - WSU Ogden Camp	Local Bus	Tier 3
645	Monroe Blvd	Local Bus	Tier 3
667 (d.)	Lagoon/Station Park Shuttle	Circulator	Tier 2
701	TRAX Blue Line	LRT	Tier 1
703	TRAX Red Line	LRT	Tier 1
704	TRAX Green Line	LRT	Tier 1
720	S-Line	Streetcar	Tier 1
750	FrontRunner	Regional Rail	Tier 2
805	Santaquin-Payson-Spanish Fork-Provo Stat.-UVU	Commuter Express	Tier 4
806	Eagle MTN-Saratoga Springs-Lehi Station-UVU	Commuter Express	Tier 4
807	North County-Lehi Station-UVU	Commuter Express	Tier 4
821	South County - Provo Station	Local Bus	Tier 2
822	South Utah County-BYU-UVU Limited	Commuter Express	Tier 4
823	Spanish Fork-Springville-Provo Station	Local Bus	Tier 2
830X	Utah Valley Express (UVX)	BRT	Tier 1
831	Provo Grandview	Local Bus	Tier 2

Docusign Envelope ID: 36DD723D-8A4C-4C2B-AA4A-94B112EAF97B

833	Airport - Provo Station	Local Bus	Tier 3
834	Riverwoods - Provo Station	Local Bus	Tier 2
850	State Street	Frequent Bus	Tier 1
862	Orem East-West	Local Bus	Tier 2
871	Tech Corridor Rail Connector	Local Bus	Tier 3
Paratransit	ADA Paratransit Services	Paratransit	N/A

(a.) Salt Lake City Sponsored Service: Interlocal Agreement, Resolution R2019-02-02

- Addendum No. 9. Expires June 30, 2026 (Planned Renewal)

(b.) Salt Lake City Sponsored Service: UTA Contract # 21-P00119-4. Expires December 31, 2026 (Planned Renewal)

(c.) Ogden City Sponsored Service: UTA Contract # 24-F0381-2. Expires April 14, 2026 (Planned Renewal)

(d.) Farmington City Sponsored Service: UTA Contract # 24-F0379. Expired December 31, 2024

1.1 Seasonal Service

Route	Route Name	Service Type	Tier or Service
674	Powder Mountain	Seasonal Recreation Service	Tier 4
675	Snowbasin Ski Service	Seasonal Recreation Service	Tier 4
677	Layton Snowbasin Ski Service	Seasonal Recreation Service	Tier 4
880	Sundance Ski Service	Seasonal Recreation Service	Tier 4
972	Midvale Ft Union Station To Solitude Brighton	Seasonal Recreation Service	Tier 4
994	Historic Sandy Station To Snowbird Alta	Seasonal Recreation Service	Tier 4
CS1 / CS2	Midvale Ft. Union Station to Snowbird & Alta	Seasonal Recreation Service	Tier 4
CS3	6200 S. to Solitude & Brighton	Seasonal Recreation Service	Tier 4

2. Changes to Baseline and Seasonal Service

Spring Change Day	
Route	**Change Description**
39	Route Modification (MVX Implementation)
47	Route Modification (MVX Implementation)
50X: MVX	New Route: Mid-Valley Express Bus Rapid Transit (BRT) Service
227	Route Modification & Improved Frequency (MVX Implementation)
674	Suspend Seasonal Service: Powder Mountain Ski Service
675	Suspend Seasonal Service: Snow Basin Ski Service
677	Suspend Seasonal Service: Layton Snow Basin Ski Service
880	Suspend Seasonal Service: Sundance Ski Service
972	Suspend Seasonal Service: Midvale Ft. Union Station to Solitude & Brighton
*994	Suspend Seasonal Service: Historic Sandy Station to Snowbird & Alta
CS1/CS2	Suspend Seasonal Service: Midvale Ft. Union Station to Snowbird & Alta
CS3	Suspend Seasonal Service: 6200 S. to Solitude & Brighton

*Maintains one am trip and one pm trip

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Fall Change Day	
Route	**Change Description**
*IMZ 582	New Eagle Mountain / Saratoga Springs UTA On Demand Service
*IMZ 583	New Lehi UTA On Demand Service

*Sponsored Service: Contingent upon Partnering Agreement with Utah County and the Utah Department of Transportation

Winter Change Day	
Route	**Change Description**
667	Farmington Trolley: Discontinue Service
674	Resume Seasonal Service: Powder Mountain Ski Service
675	Resume Seasonal Service: Snow Basin Ski Service
677	Resume Seasonal Service: Layton Snow Basin Ski Service
880	Resume Seasonal Service: Sundance Ski Service
972	Resume Seasonal Service: Midvale Ft. Union Station to Solitude & Brighton
974	Resume Seasonal Service: Historic Sandy Station to Snowbird & Alta
CS1/CS2	Resume Seasonal Service: Midvale Ft. Union Station to Snowbird & Alta
*CS3	Resume Seasonal Service: 6200 S. to Solitude & Brighton

*Sponsored Service: Contingent upon Partnering Agreement with the Utah Department of Transportation

3. 2026 Budgetary Impacts

2026 Budgetary Impacts			
	Spring Change Day	**Fall Change Day**	**Winter Change Day**
Baseline Service Change	Route 50X (MVX) Implementation	UTA On Demand Implementation	Route 667 Discontinuation
Operator Impact	+ 12	N/A	-2
Vehicle Impact	+ 5 Buses	N/A	-2 Buses
Budget Impact	+ $2.9 Million (a.)	+ $1.9 Millon (b.)	-$58,500

Note: Route 50X implementation estimates are developed by UTA's Service Planning team using Remix planning software. Final operator and bus impacts may vary, as UTA's Service Delivery Unit operationalizes the plan.

(a.) Approved per the 2026 UTA Operating Budget

(b.) Sponsored Service: Contingent upon Partnering Agreement with Utah County and the Utah Department of Transportation

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Monica Howe, Fares Director

TITLE:

R2026-03-06 - Resolution Adopting the Fare Rates and Types of Fare Media of the Agency

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Adopt Resolution R2026-03-06 to revise fare rates and types of fare media of the agency effective April 12, 2026 as presented.

BACKGROUND:
The Utah Public Transit District Act empowers the UTA Board of Trustees to set fares for the agency (Utah Code § 17B-2a-808.1). Further, Board of Trustees Policy 4.1, adopted on May 28, 2025, establishes the policy by which the UTA Board of Trustees enacts changes to fares and fare media.

DISCUSSION:
On August 14, 2024, the Board adopted Resolution R2024-08-01 which authorized a fare structure and approved new or modified fare media for transit services. UTA staff are recommending the Board rescind this resolution and set forth a new fare structure and establish the types of fare media for the authority through Resolution R2026-03-06. These changes are scheduled to begin concurrently with April Change Day on April 12, 2026. The Board approved the Title VI Fare Collection System Equity Analysis for this fare media type change in Resolution R2026-02-02 on February 25, 2026. The changes to the new resolution include:

- Exhibit A: Adjusting the table in Section 1, Reduced Fare, to refer to the specific Reduced Fare rate in Section 2.A
- Exhibit A: Eliminating the prior table in Section 4.A that had the parameters for the reduced fare discount and replacing it with the new Reduced Fare rate parameters in Section 2.A

- Exhibit B: Eliminating the reduced fare sticker
- Exhibit B: Eliminating ticket vending machine paper tickets

Staff recommend that the Board approve Resolution R2026-03-06 to adopt the revised fare media types.

ALTERNATIVES:
Do not adopt the Resolution and keep the fare media adopted in August 2024.

FISCAL IMPACT:
No fiscal impact.

ATTACHMENTS:
- Resolution R2026-03-06 including exhibits:
    - Exhibit A Fare Rates
    - Exhibit B Fare Medium

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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

R2026-03-06 March 25, 2026

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities-Special Districts Act and the Utah Public Transit District Act (collectively known as "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 May 28, 2025, the Board of the Authority adopted Board of Trustee Policy 4.1 – Fares ("the Policy"), which empowers the Board to set fares and approve new or modified fare media for transit services; and

WHEREAS, the Board of the Authority, on August 14, 2024, adopted a fare structure and approved new or modified fare media for transit services in Resolution R2024-08-01; and

WHEREAS, the Board of the Authority wishes to modify and adjust the fare structure and type of fare media, with no change to the base fare rate, in conjunction with Change Day, which occurs on April 12, 2026; and

WHEREAS, the Board of the Authority previously approved the Title VI Fare Collection System Equity Analysis on February 25, 2026 in Resolution R2026-02-02; and

WHEREAS, the Board of the Authority desires to rescind Resolution R2024-08-01, and to set a new fare structure and establish the types of fare media for the Authority.

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

1. That Resolution R2024-08-01 is hereby rescinded in its entirety.

2. That the fare structure and rates of the Authority are hereby adopted in substantially the same form as attached as Exhibit A.

3. That the types of accepted fare media of the Authority are hereby adopted in substantially the same form as attached as Exhibit B.

Docusign Envelope ID: DE35B85F-F75B-48DB-A70C-7833DDCB0720

4. 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.

5. That the corporate seal be attached hereto.

Approved and adopted this 25th day of March 2026.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:
David M. Wilkins
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Legal Counsel

Docusign Envelope ID: DE35B85F-F75B-48DB-A70C-7833DDCB0720

Exhibit A

Utah Transit Authority Fare Rates
Effective April 12, 2026

Docusign Envelope ID: DE35B85F-F75B-48DB-A70C-7833DDCB0720

Exhibit A
Utah Transit Authority Fare Rates
Effective April 12, 2026

1) Base Fare and FrontRunner

Local Bus, TRAX, BRT & Streetcar

	Adult	Reduced Fare
One-way	$2.50	See 2 A
Day	$5.00	See 2 A
Monthly	$85.00	See 2 A

Express Bus, Ski

	Adult	Reduced Fare
One-way	$5.00	See 2 A
Monthly	$170.00	See 2 A

FrontRunner

	Adult	Reduced Fare
One-way	$2.50	See 2 A
*Additional Stops**	$0.60	See 2 A
Roundtrip	$5.00	See 2 A
*Additional Stops**	$1.20	See 2 A
Monthly	$170.00	See 2 A

**Vineyard and North Temple FrontRunner 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

A. FAREPAY Cap Rates

	Local Bus, TRAX, BRT & Streetcar	
	Adult	**Reduced Fare**
One-way	$2.50	$1.00
Day	$5.00	$2.00
Week (Sun.-Sat.)	$20.00	$8.00

	Express Bus, Ski, FrontRunner	
	Adult	**Reduced Fare**
One-way	$5.00 (Express Bus, Ski), $2.50 (FrontRunner)	$2.00 (Express Bus, Ski), $1.00 (FrontRunner)
*Additional Stops **	$0.60	$0.30
Day	$10.00	$4.00
Week (Sun.-Sat.)	$40.00	$16.00

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

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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
- Student – Must receive access to a UTA safety training course and travel with a K-12 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

4) Reduced Fare

A. The reduced fare rate as found in section 2 A "Farecap Rates," will be offered based on the following parameters:

	Requirements	**Fare Payment Method**	**Proof of Eligibility**	**Proof of Identity**
Seniors	65 Years or Older and Pre-qualified by UTA	UTA Reduced FAREPAY Card	Proof of eligibility and identity is provided when card holder applies for the UTA reduced fare FAREPAY card	
Disabled	Pre-qualified by UTA			
Youth	Between the Ages of 6 and 18 and Pre-qualified by UTA			
Medicare	Valid Medicare Card and Prequalified by UTA			
Low Income	At or below 200% of the federal poverty guideline and Pre-qualified by UTA			

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B. 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

C. A Summer Youth Pass, valid June 1 through August 31 each calendar year, will be offered for the price of $49 based on the following parameters:

- Youth: between the ages of 6 and 18 years old, must show proof of identity when riding

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Exhibit B

Utah Transit Authority Fare Media
Effective April 12, 2026

Docusign Envelope ID: DE35B85F-F75B-48DB-A70C-7833DDCB0720

Exhibit B

Utah Transit Authority Fare Media
Effective April 12, 2026

1) Approved Fare Media

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

2) Eliminated Fare Media

- Paper Ticket
  **Ticket vending machine paper ticket sales will end June 30, 2026*

- 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:** 3/25/2026

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Jon Larsen, Chief Capital Services Officer
PRESENTER(S):	Paul Drake, Director of Real Estate and TOD Valarie Williams, TOC Project Specialist I

TITLE:

R2026-03-07 - Resolution Adopting the South Salt Lake Downtown Connect Station Area Plan

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve the resolution adopting the South Salt Lake Downtown Connect Station Area Plan.

BACKGROUND:
In 2022, HB462 legislation mandated all cities with a fixed-guideway public transit station (rail or BRT) to develop and certify a Station Area Plan (SAP). Station Area Plans are intended to promote shared objectives of 1) increasing housing availability and affordability, 2) enhancing access to opportunities, 3) promoting sustainable environmental conditions, and 4) increasing transportation choices and connections. Supported by UTA, the associated Metropolitan Planning Organization (MPO), Utah Department of Transportation, and other stakeholders, Station Area Plans are led by municipal staff to ensure general plans and zoning regulations will be updated for future Station Area Plan implementation. This Station Area Plan, “South Salt Lake Downtown Connect”, was led by the City of South Salt Lake and has been formally adopted by the City Council on May 14, 2025. The Wasatch Fron Regional Council certified the plan on October 23, 2025.

State Statute and UTA Board of Trustees Policy 5.1 require that Station Area Plans are reviewed by UTA’s Local Advisory Council and adopted by its Board of Trustees prior to pursuing development of UTA-owned property. The plan went to the Board of Trustees for a preliminary review on January 28, 2026, and the Local Advisory Council reviewed the plan on February 18, 2026.

DISCUSSION:
South Salt Lake, in coordination with UTA and Wasatch Front Regional Council (WFRC), worked to develop the

Station Area Plans for South Salt Lake's Central Pointe TRAX station, Central Pointe S-Line station and South Salt Lake City S-Line station. The plan proposes to create a Station Area Plan that fulfills the requirements of HB 462, communicates the city's new plans for an approved Housing and Transit Reinvestment Zone (HTRZ), and updates the city's downtown vision in order to guide new zoning for the neighborhood and direct capital improvement investment. Key project goals include creating a vibrant community celebrating creative and entrepreneurial energy, lively human-centric districts with a blend of housing options and economic drivers and capitalizing on the city's location to create multi-modal connections to neighborhoods and the greater Salt Lake region. With a strong emphasis on removing impediments to accessibility by streamlining pedestrian, bicyclist, and vehicular traffic, South Salt Lake focuses on connectivity around their transit stations. The city also lays out plans to ensure all future development near the station are transit-oriented and equitable, supporting South Salt Lake's community and bolstering UTA's 2022-2030 Strategic Goals and Objectives.

ALTERNATIVES:

The Board may choose not to approve the South Salt Lake Downtown Connect Station Area Plan resolution. Without adoption by the Board of Trustees, UTA may not pursue development of its properties located within the South Salt Lake Downtown Connect station area.

FISCAL IMPACT:

The proposed South Salt Lake Downtown Connect Station Area Plan will better position UTA and South Salt Lake to coordinate redevelopment of the station area. This aligned coordination will promote future transit-oriented development in an efficient and fiscally responsible manner.

ATTACHMENTS:

- R2026-03-07 - Resolution Adopting the South Salt Lake Downtown Connect Station Area Plan
    - Exhibit A - South Salt Lake Downtown Connect Station Area Plan

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY ADOPTING THE SOUTH SALT LAKE DOWNTOWN CONNECT STATION AREA PLAN

R2026-03-07 March 25, 2026

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 in the Utah Limited Purpose Local Government Entities – Special Districts Act and the Utah Public Transit District Act (the "Act"); and

WHEREAS, the Act requires the Local Advisory Council of the Authority to review, and the Board of Trustees of the Authority (the "Board") to approve plans for transit-oriented development involving UTA property; and

WHEREAS, pursuant to the Act, the Board has adopted Board of Trustees Policy 5.1 – Transit-Oriented Development (the "Policy"); and

WHEREAS, the Policy requires the Authority to establish Station Area Plans in collaboration with applicable municipalities and metropolitan planning organizations; and

WHEREAS, pursuant to UTAH CODE §10-21-203(6), Station Area Plans shall promote the objectives of increasing the availability and affordability of housing, promote sustainable environmental conditions, enhance access to opportunities, and increase transportation choices and connections; and

WHEREAS, a Station Area Plan meeting those objectives was completed and adopted by South Salt Lake (the "South Salt Lake Downtown Connect Station Area Plan," attached as Exhibit A) for South Salt Lake, Salt Lake County, Utah; and

WHEREAS, the South Salt Lake Downtown Connect Station Area Plan was presented to the Local Advisory Council for review on February 18, 2026; and

WHEREAS, the Board finds it is in the best interest of the Authority and the municipality to adopt the South Salt Lake Downtown Connect Station Area Plan.

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

Docusign Envelope ID: 73A2A229-FEB4-42ED-8447-2C1986A615C5

1. That the South Salt Lake Downtown Connect Station Area Plan is hereby adopted, attached as Exhibit A.

2. That the Board hereby authorizes the Executive Director and his designee(s) to oversee the implementation of the South Salt Lake Downtown Connect Station Area Plan.

3. That the corporate seal be attached hereto.

Approved and adopted on this 25th day of March, 2026.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Annette Royle
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:
David M. Wilkins
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Legal Counsel

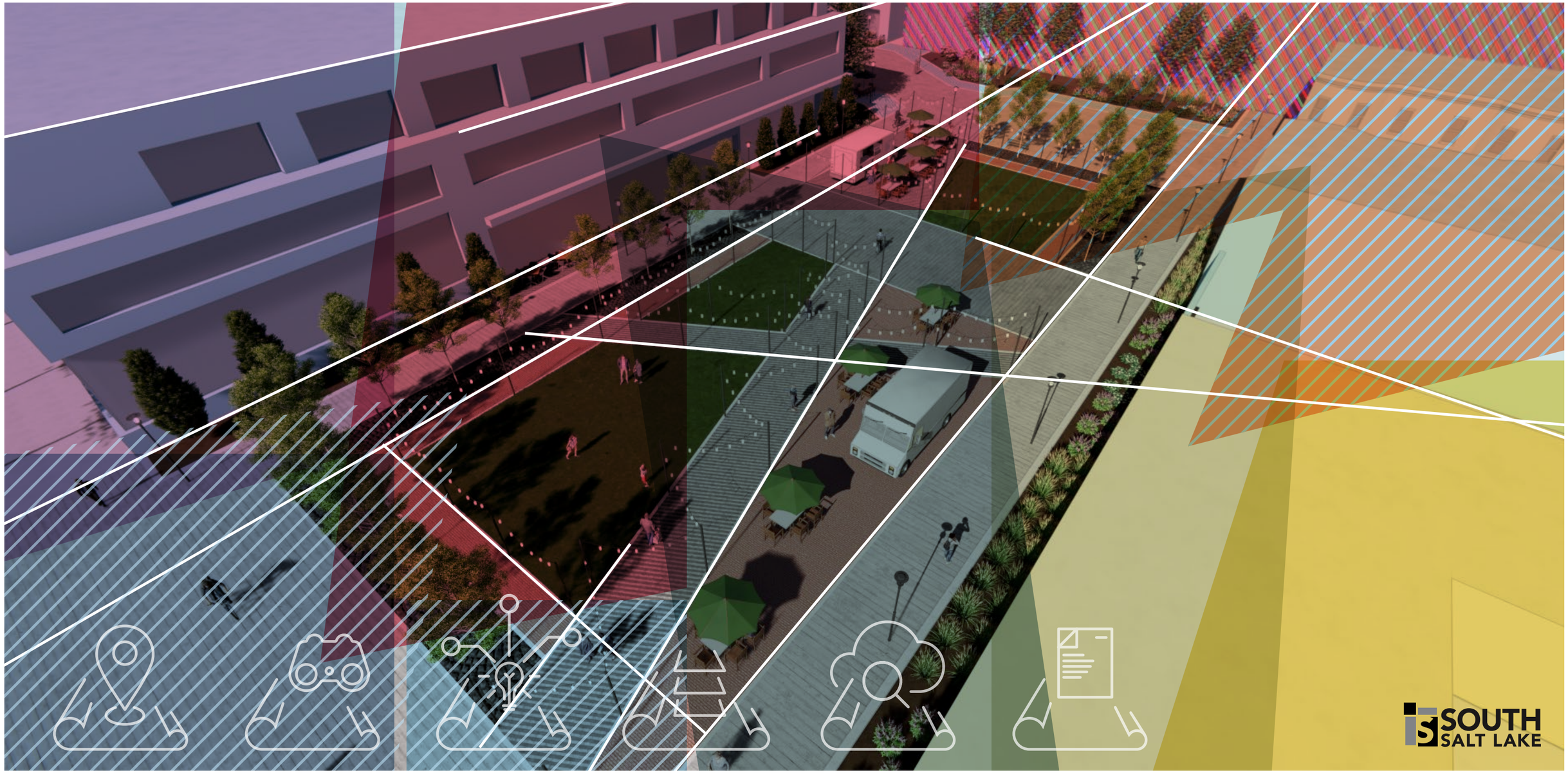
Docusign Envelope ID: 73A2A229-FEB4-42ED-8447-2C1986A615C5

Exhibit A

South Salt Lake Downtown Connect Station Area Plan

South Salt Lake

Downtown Connect



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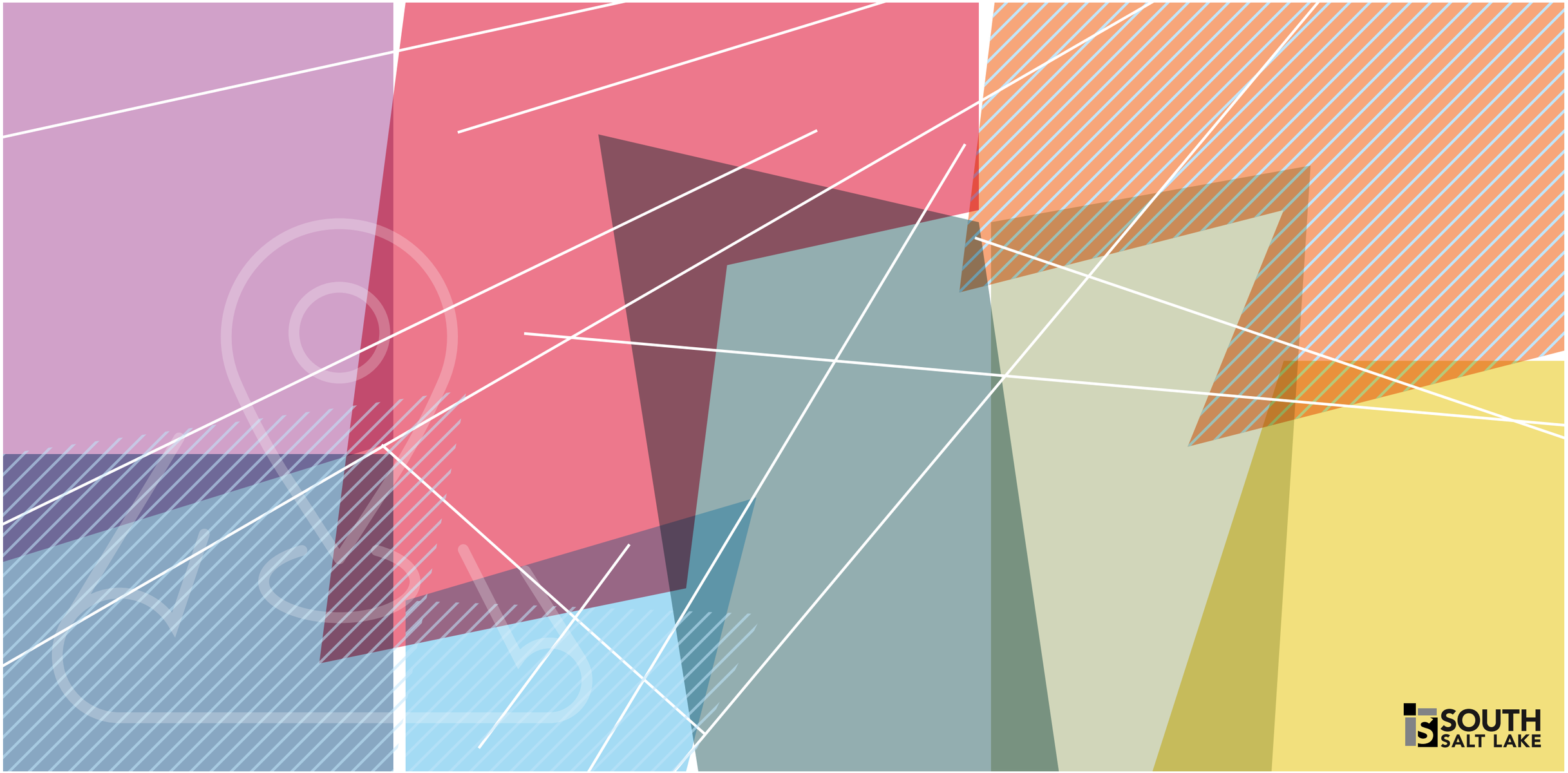
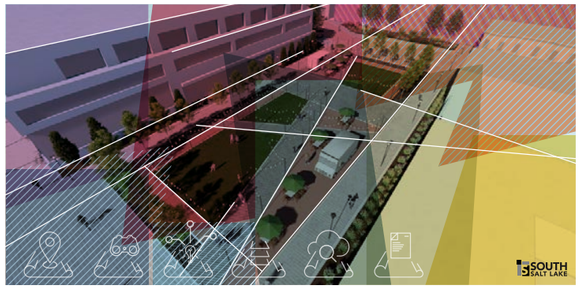
South Salt Lake Downtown Connect

Project Area and Context



Introduction



The South Salt Lake Downtown Connect

The South Salt Lake Downtown Connect plan is an aspirational document leading the city to a more exciting and prosperous urban future. The plan has three purposes:

1. **Creating a Station Area Plan that fulfills the requirements of Utah House Bill (HB) 462.**

2. **Communicating the city's new plans for a Housing and Transit Reinvestment Zone (HTRZ) in accordance with Utah House Bill (HB) 217.**

3. **Updating the city's downtown vision in order to guide new zoning for the neighborhood and direct capital improvements investment.**

Station Area Plan

South Salt Lake's Station Area Plan (SAP) is a combination plan for its two downtown stations - Central Pointe (TRAX) and South Salt Lake (Streetcar) and has the same boundaries as the HTRZ. This area is approximately 100 acres out of a total 200 acres in Downtown SSL, and is the focal point for transit-oriented development incentives.

Station Area Plans support the goals of the WFRC Wasatch Choice Vision 2050 plan, and fulfill the requirements the establishing legislation (HB 462) to consider how the transit-oriented area can:

- Increase the availability and affordability of housing,
- Promote sustainable environmental conditions,
- Enhance access to opportunities, and
- Increase transportation choices and connections

This plan gives an overview of these goals, establishes specific strategies to accomplish them, and details the tools that can be used to change policies, fund projects, and establish programs to create a more complete transit-oriented urban community.

Housing Transit Reinvestment Zone

The Housing and Transit Reinvestment Zone (HTRZ) is a tool for incentivizing and funding redevelopment. SSL was approved for an HTRZ in December 2023 after extensive research and planning that showed this funding tool would reduce "development impediments." HTRZs must include strategies that:

- Increase the availability of housing, including affordable housing.
- Promote greater utilization of public transit.
- Improve water conservation and air quality improvements through efficient land use and reduced fuel consumption/motor vehicle trips.
- Encourage transformative mixed-use development and collaborative investment in transit and transportation in strategic areas.
- Maximize planning and economic development tools to strengthen and grow major transit corridors.
- Increase access to employment, education opportunities, and child care.

SSL Downtown Planning and Zoning

South Salt Lake wrote its first Downtown Master Plan and adopted associated zoning in 2015. This plan was a groundbreaking move for the city, establishing where a downtown could be, what it should include and setting a standard for quality design and multi-modal transportation. This switch helped the city attract new development types, including high-density multifamily residential, office towers, and mixed-use buildings. It became an example regionally for converting industrial area to urban village uses, and for supporting the construction of an urban streetcar, in 2013. The 2020 Our Next Move General Plan reinforced the city's commitment to transit-oriented development and investing in its downtown and Creative Industries Zone.

The city primed the pump as it sold city property to be developed into a grocery store and quick-serve restaurants. It approved housing and office projects and created a special improvement district to increase the capacity of the sewer system. Shortly after, the majority of developable property had been purchased by investors and plans were laid for numerous projects. Over 600 units have been built to date, and the area is beginning to feel like a neighborhood.

This Station Area Plan, in combination with the HTRZ plan makes critical adjustments to the existing plan. The housing market has boomed, becoming unaffordable and office construction has plummeted. The assumptions of a decade ago no longer hold true, but development continues, in new and unexpected ways. This plan projects 25 years into the future, showing like development patterns and desired public infrastructure. Challenges today include overcoming high construction costs, high housing costs, and a desire to push the transition to other modes of transportation (walking, biking and transit) to help those with stretched budgets. This plan forms the foundation of new zoning decisions and helps prioritize where public dollars go first.

Partners in Planning

This plan was undertaken by the City of South Salt Lake with funding support from WFRC.

The City was supported in these efforts by leadership and contributions from Wasatch Front Regional Council (WFRC), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Salt Lake City, real estate developers, and other stakeholders.

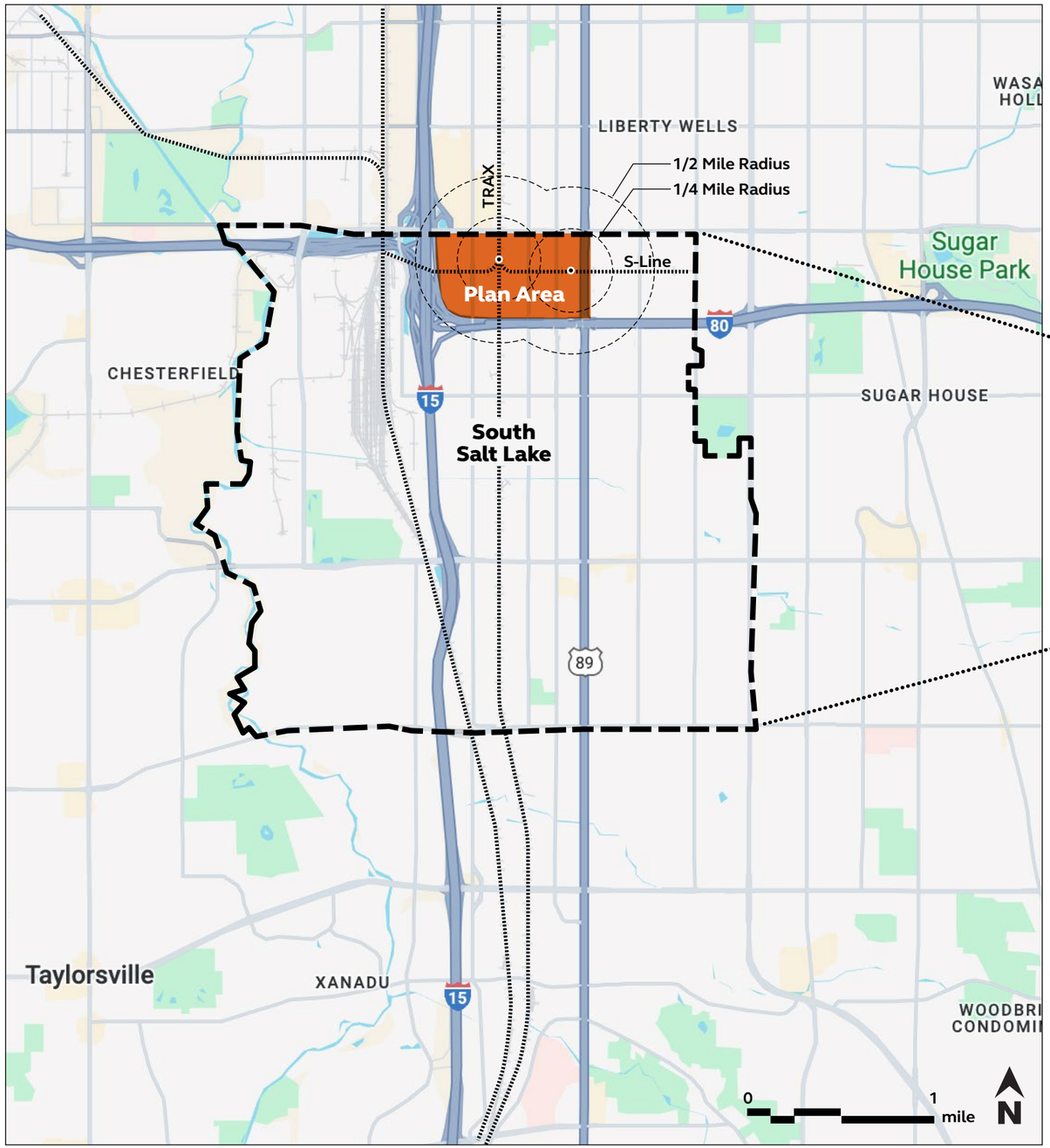
Plan development, design, writing, and graphics were provided by the Salt Lake City office of Arcadis.

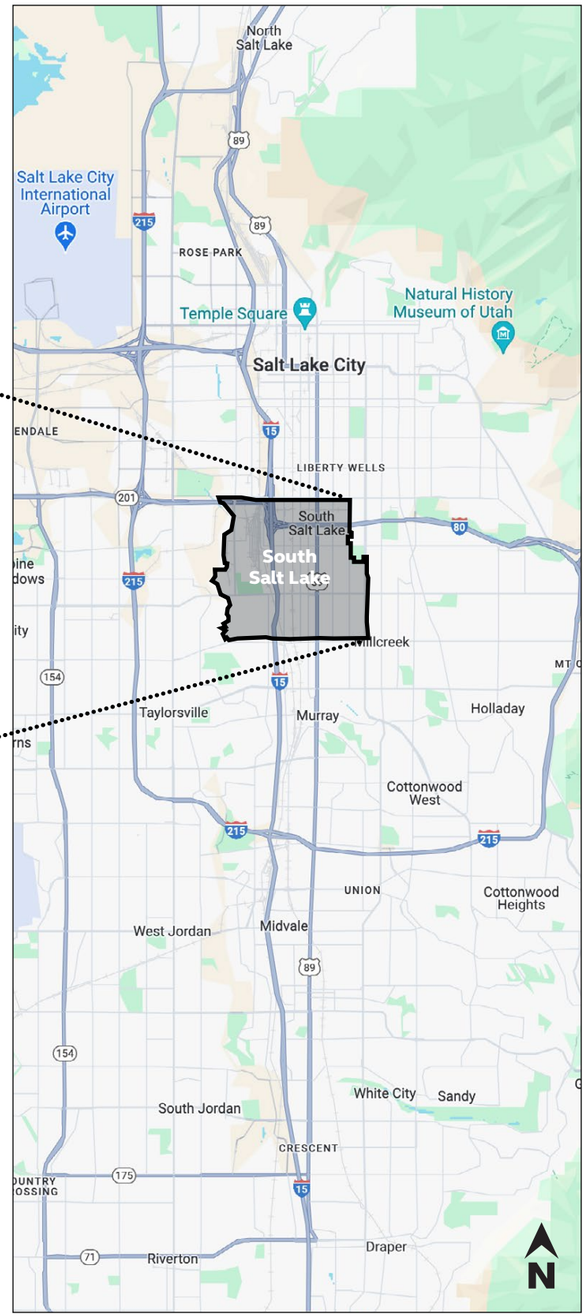
Regional Context

The **Plan Area** is in the northern portion of **South Salt Lake City**, Utah and shares a boundary with Salt Lake City to the north across 2100 South. This plan focuses on the redevelopment surrounding Central Pointe TRAX station, the S-Line Central Point Station and the S-Line South Salt Lake (Main Street) Station. The Central Pointe TRAX Station is one of the busiest stations due to the Red, Blue and Green Lines having stops in this location.

The presence of public transportation infrastructure and service within the Plan Area opens a variety of opportunities. This plan explores and outlines ways in which connections to Daybreak, the Salt Lake City Airport, University of Utah, and a variety of points in between may be used to catalyze economic investment around the transit stations.

Freeway access to and from I-15 and I-80 may be incorporated into the plan to enhance regional connectivity without inhibiting the quality of experience for pedestrians, bicyclists, and/or transit patrons. This plan will explore ways of strategically separating key activity nodes from streets that are planned and designed to maintain automobile priority.

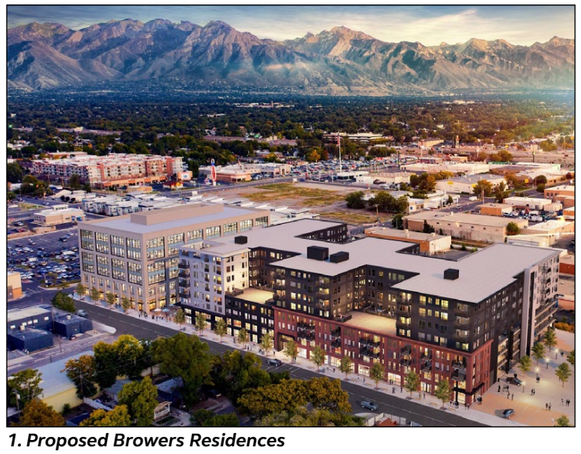




Plan Area

The **South Salt Lake Downtown Connect (SSL Downtown Connect) Plan Area** boundary consists of an approximate combination of half-mile areas around the transit station platforms (i.e., Central Pointe TRAX Station, S–Line South Salt Lake (Main Street) Streetcar). The area is bounded by 2100 South to the north, Interstate 80 (I-80) to the south, and the State Street and Interstate 15 (I-15) corridors to the east and west, respectively.

This area corresponds with an area recognized as the South Salt Lake Downtown. Plans for transit-oriented development shall be considered within a half-mile of each of these stations.



1. Proposed Browers Residences

Plan Area

2. Strata 99 Townhomes

3. Hi Grade Apartments

4. S-Line South Salt Lake Station

5. TRAX Central Pointe Station

Opportunities & Constraints

The **Plan Area** is characterized by numerous constraints and opportunities, illustrated on the right and summarized below:

Constraints

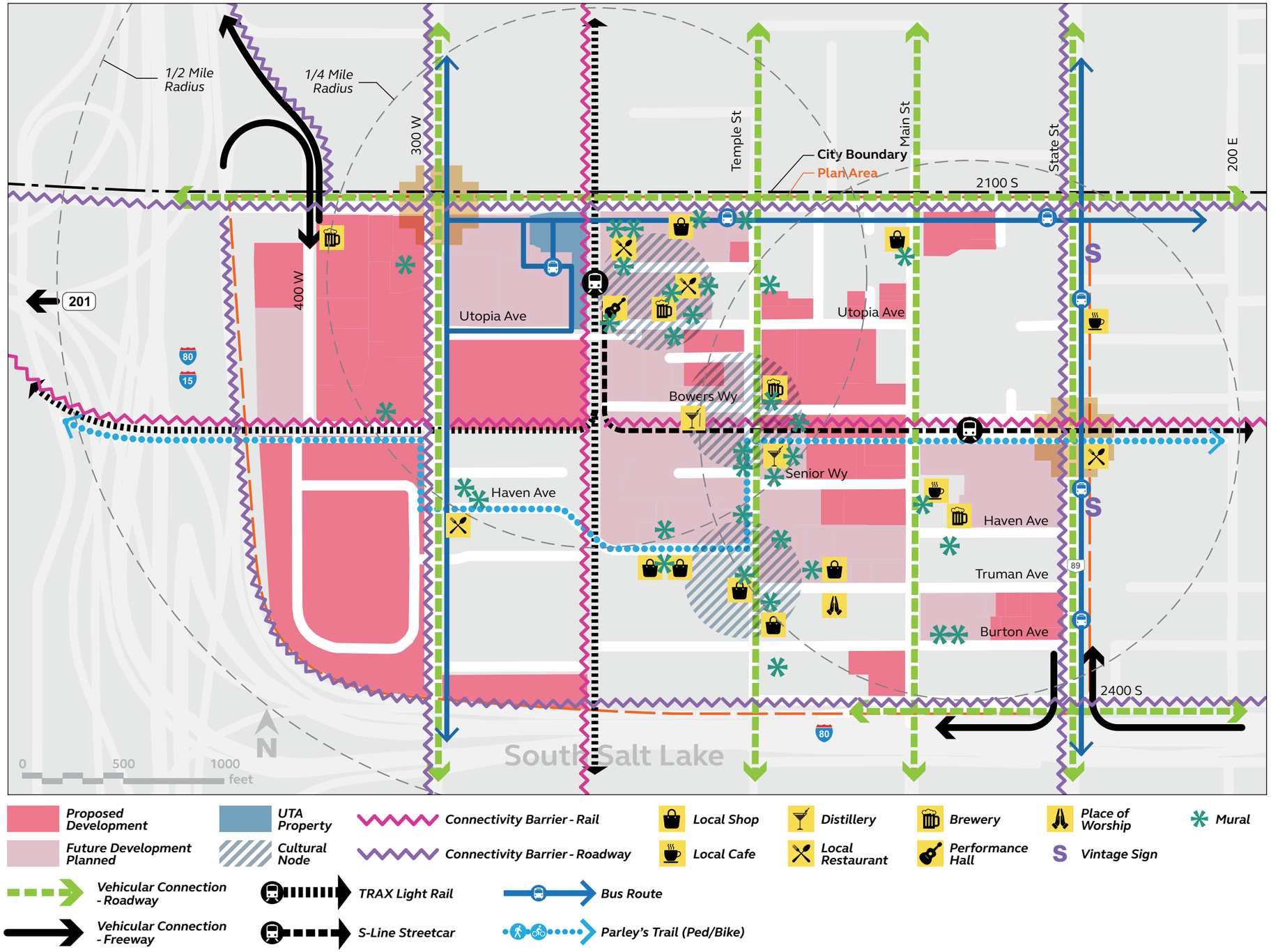
- Poor connectivity internal to the Plan Area (light rail track barriers, fragmented street grid, discontinuous active transportation routes) and externally (i.e., interstates, 2100 South, and State Street)
- Inhospitable environment for pedestrians

Opportunities

- Strong regional connectivity with one light rail station and one streetcar station within the plan area
- Proposed developments, redevelopment potential
- Cultural assets (public art, entertainment venues, events, and festivals)
- Existing small businesses

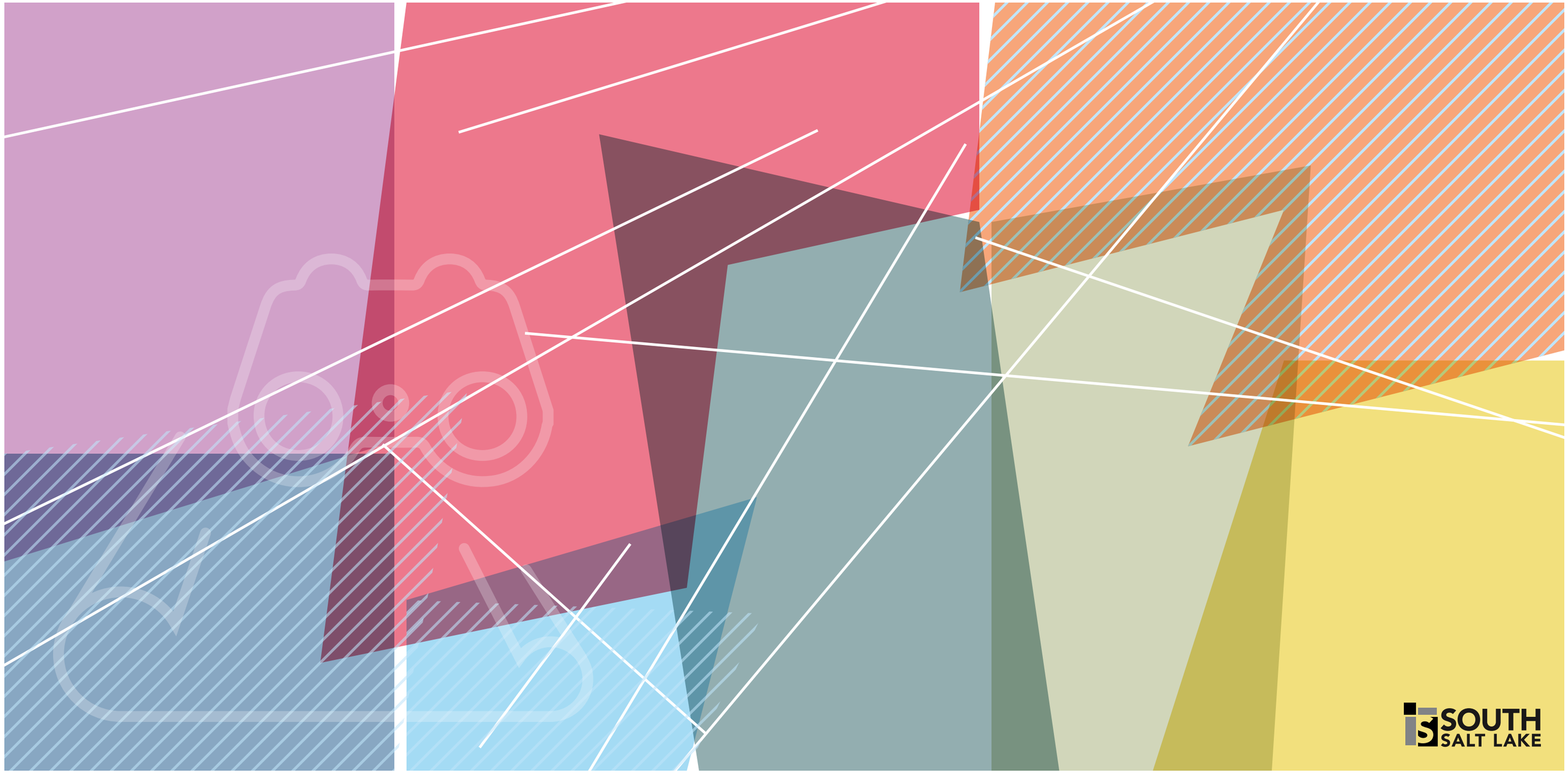
The primary focus of this plan is to improve multi-modal connectivity within the planning area. While the presence of the light rail lines is a major asset for the Plan Area, the lines themselves also create connectivity challenges by establishing barriers for vehicular transportation along with pedestrians and micromobility options.

South Salt Lake City is home to a variety of establishments that showcase the entrepreneurial and creative spirit of many of its current constituents. The eclectic array of breweries, distilleries, eateries, and shops are clustered in the Plan Area within approximately one quarter mile of the Central Pointe Station. Over 30 murals are dispersed across the Plan Area, brightening up the exterior faces of buildings, from local retail businesses to warehouses.



South Salt Lake Downtown Connect

Vision



Vision Statement

Vibrant Community

As an essential building block that positions cities to thrive, **Downtown South Salt Lake (SSL)** aspires to become a model community of lively neighborhoods that celebrate creativity and entrepreneurial energy.

Lively Districts

Districts will promote dynamic, human-centric, and safe places with vibrant streetscapes, lined with a blend of housing options and economic drivers including businesses and dining establishments.

Connected Network

Alternative transportation systems including transit and ped/bike corridors will form an interconnected network linking neighborhoods together while keeping the community connected to the greater Salt Lake region.

Goals and Objectives

Vibrant Community

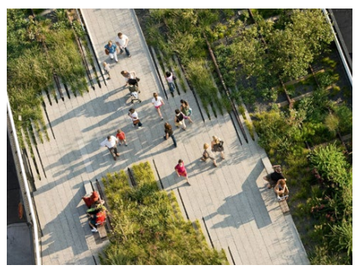
Lively Neighborhoods

Connected

The **SSL Downtown Connect** plan aspires to:

1. Grow and emphasize the identity of Downtown South Salt Lake City as an activity center

2. Encourage transit-supportive land use



3. Create a walkable, bikeable neighborhood with convenient transportation options

4. Reconfigure Central Pointe Station as a regional hub for multi-modal transportation

5. Manage vehicular traffic and parking while promoting other transportation options

6. Generate new and resilient economic opportunities and enhance existing markets

7. Promote entrepreneurship and creative industries

8. Increase housing availability & affordability

9. Create spaces that encourage community interaction and recreation

10. Promote safety and reduce opportunity for crime in public spaces

Goals and Objectives (Transportation-related)

1. Maximize the value of transit in the station area

a. Make a seamless connection from TRAX light rail to the S-Line Streetcar

b. Expand bus service with enhanced access to the station

c. Accommodate transit-focused amenities to ensure an efficient passenger-friendly experience

d. Ensure all future development near the station are transit-oriented and equitable

e. Align station area development with “Our Next Move” General Plan goals

2. Improve accessibility to and from the station for all modes of transportation

a. Connect Parley’s Trail to the station via an extension through Utopia Ave

b. Streamline vehicle access from to and from Interstate 15 via 2100 South and Interstate 80 via State Street

c. Maximize bicycle and pedestrian infrastructure by connecting to facilities on 300 West, West Temple, and Main Street

d. Remove barriers and dead ends to the station to allow access from all directions

e. Introduce micromobility and rideshare capabilities

3. Make Central Pointe the central point

a. Expand the station footprint to accommodate all modes and parking

b. Invest in vehicle and pedestrian/ bicyclist focused wayfinding and branding

c. Accommodate mixed land uses that provide additional mobility options

d. Utilize the nexus of transportation options to spur community development

e. Capitalize on the unique roadway network to develop Downtown’s sense of place

4. Align station area development with “Out Next Move” Goals

a. Take advantage of the opportunities related to the City’s location at the center of the regional transportation, transit, open space, and business systems

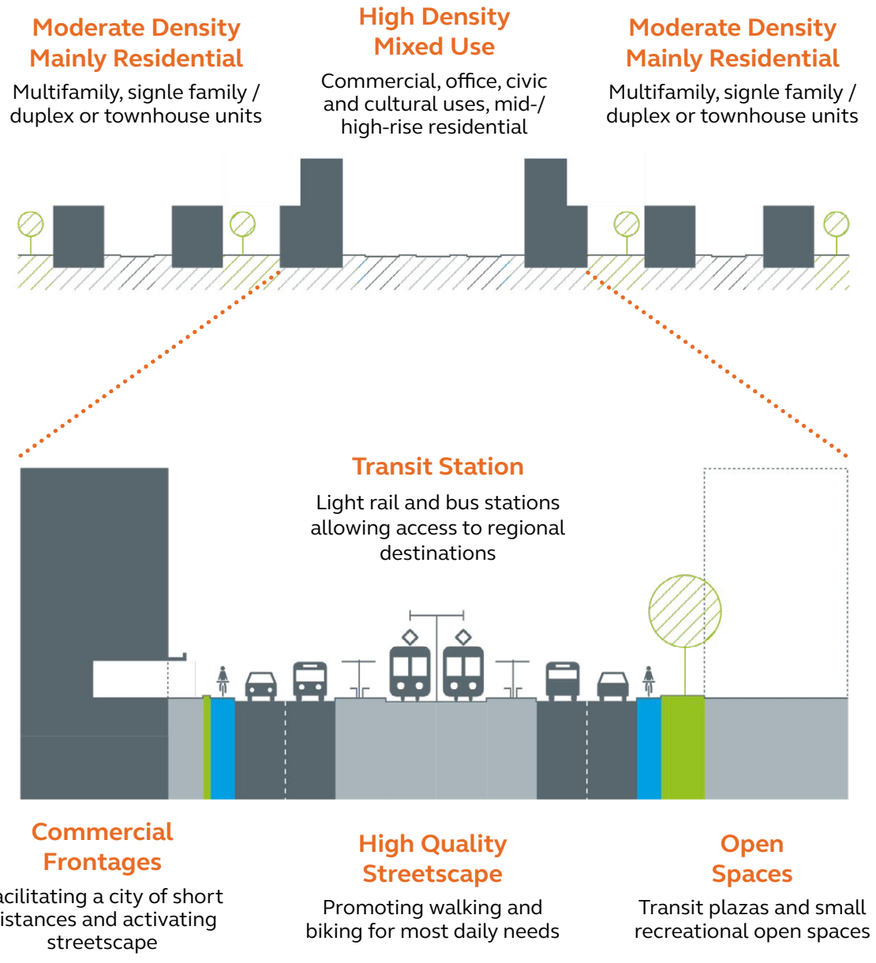
b. Support neighborhood livability by creating pedestrian, bike, and play environments

c. Concentrate higher density development near transit

Transit-Oriented Areas

Areas near transit stations can be planned and designed in ways that make relying on transit service much more intuitive, convenient, and pleasant experience for the user. Typically, these areas exist within approximately ½ mile from a fixed transit station, or a 10–15-minute walking distance. Special considerations may include; integration of transit-critical infrastructure into the surrounding environment, building orientation and form, the density and mixture of land uses nearest the transit station, and active transportation (i.e., pedestrian, bicycle, micromobility, etc). Planning and designing environments to this end is considered "orienting" that environment to the respective transit infrastructure and service. The result is called transit-oriented development (TOD). This plan applies these principles to areas within ½ mile of the Central Pointe Station and Streetcar Station.

The diagram below illustrates the concept of TOD and the distribution of densities and uses around a transit core.



Integration of Public Input

Community input was gathered early in the planning process to assure alignment between planning efforts and public needs. Detailed methods and findings can be found in Section 6: Base Data & Appendices, Public Visioning Survey. The key take-aways that were integrated throughout the plan are summarized below:

Improve what's here.

Build upon the existing character of the neighborhood, including the vibrant creative and arts scene, and existing assets, including Parley's Trail, breweries, and transit stations.

Make it a place.

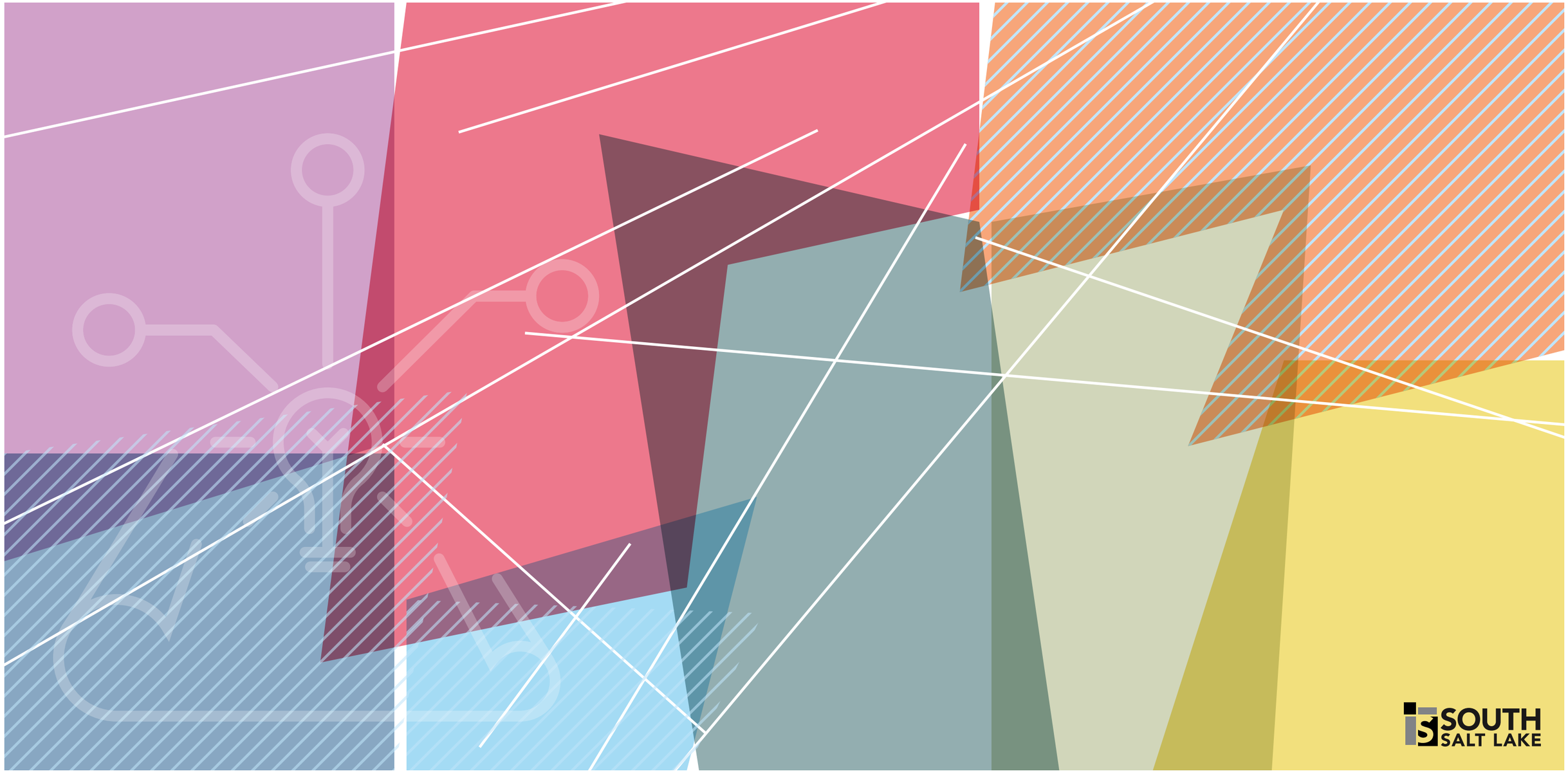
Create vibrant public spaces and encourage redevelopment, giving people reasons to live in, work in, and visit the neighborhood.

Walkability, bikeability, and public spaces are important.

Turn Downtown SSL into a safe and inviting neighborhood that encourages active lifestyles.

South Salt Lake Downtown Connect

Master Plan



Plan Overview

Unlocking the Potential of Downtown South Salt Lake

The future of downtown South Salt Lake is bright, with opportunities to create a vibrant hub that's deeply connected to transit infrastructure and services. Imagine a place that's bustling with activity, convenient for various mobility modes, and offers lively land uses and diverse open spaces for a range of interests and experiences.

Transforming the Transit Landscape

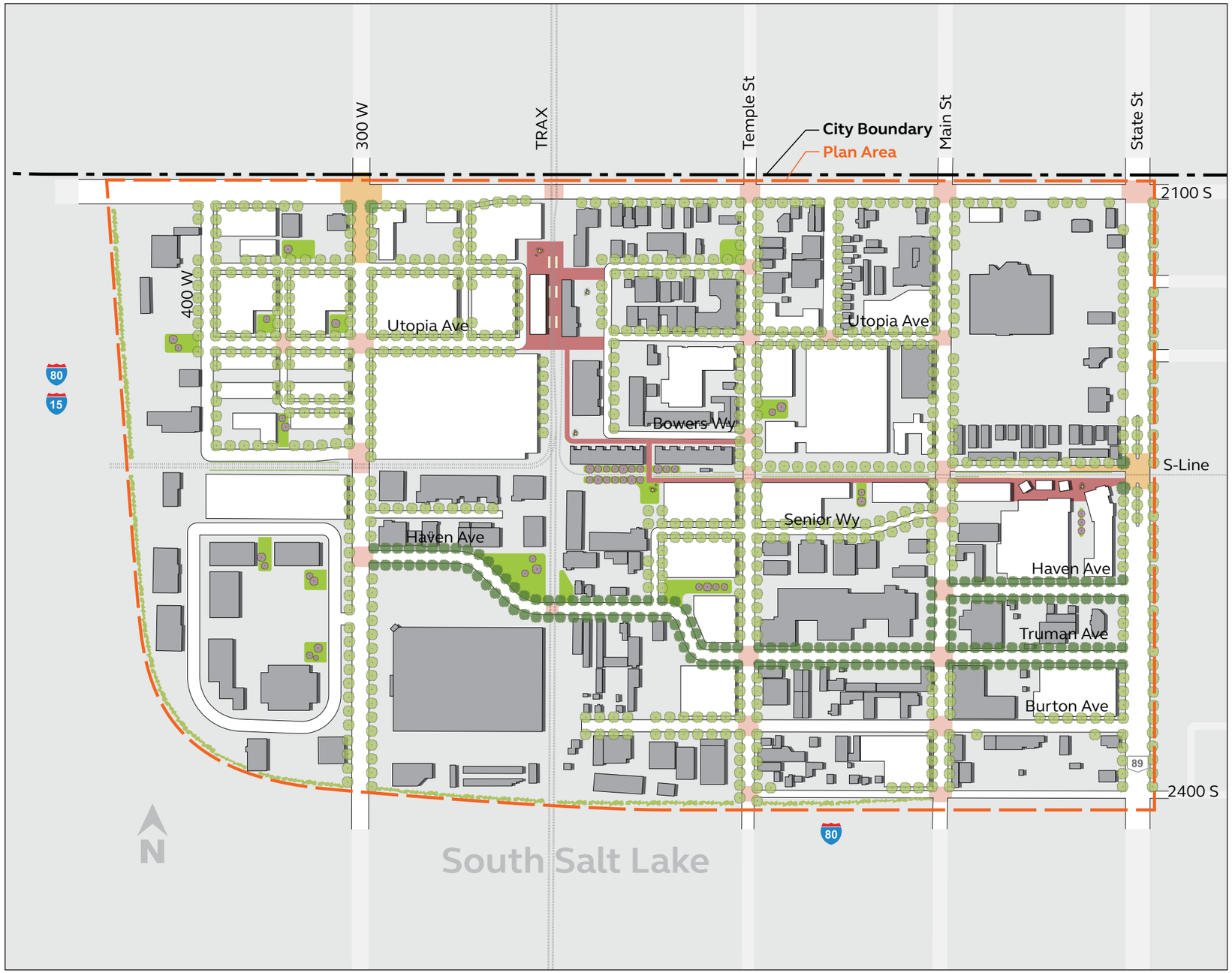
The core of this plan lies in upgrading transit-critical infrastructure to seamlessly integrate with surrounding redevelopment, streets, trails, and open spaces. Section 4: Framework outlines the specific modifications that will enable future growth in the area to be connected through enhanced active connections to and from the Central Pointe and Streetcar stations.

Prioritizing People-Centric Design

To make this vision a reality, it's crucial to design streets that prioritize people over cars. This plan achieves this by designating 300 West and Haven Avenue as primary north-south vehicular axes, while parking facilities are strategically located near the intersections of 2100 South & 400 West, 2100 South & the transit station, and Haven Avenue & State Street, thereby enhancing access to and from the Plan Area and the surrounding Interstate system.

Vibrant Land Uses and Open Spaces

Land uses are concentrated around the two stations, forming vibrant, mixed-use destinations. In between, land uses vary by district, as described in the Land Use Typology in Section 4. Open spaces are thoughtfully designed to include transit plazas, pedestrian realm enhancements, connections to Parley's Trail, and small infill spaces that coincide with activity nodes. Public open spaces will be supplemented by private development open spaces, like The Mill and Blox, to create a comprehensive network that reinforces active transportation connections and enhances land use patterns.



Plan Area Activity Nodes

Activity Nodes

A series of nodes have been identified within the plan area around which desired activities and amenities are desired by the community. These nodes represent an opportunity for private development interests to work with South Salt Lake, to add to the character of the downtown area and the vibrancy of the public realm, while enhancing the vitality of their respective projects.

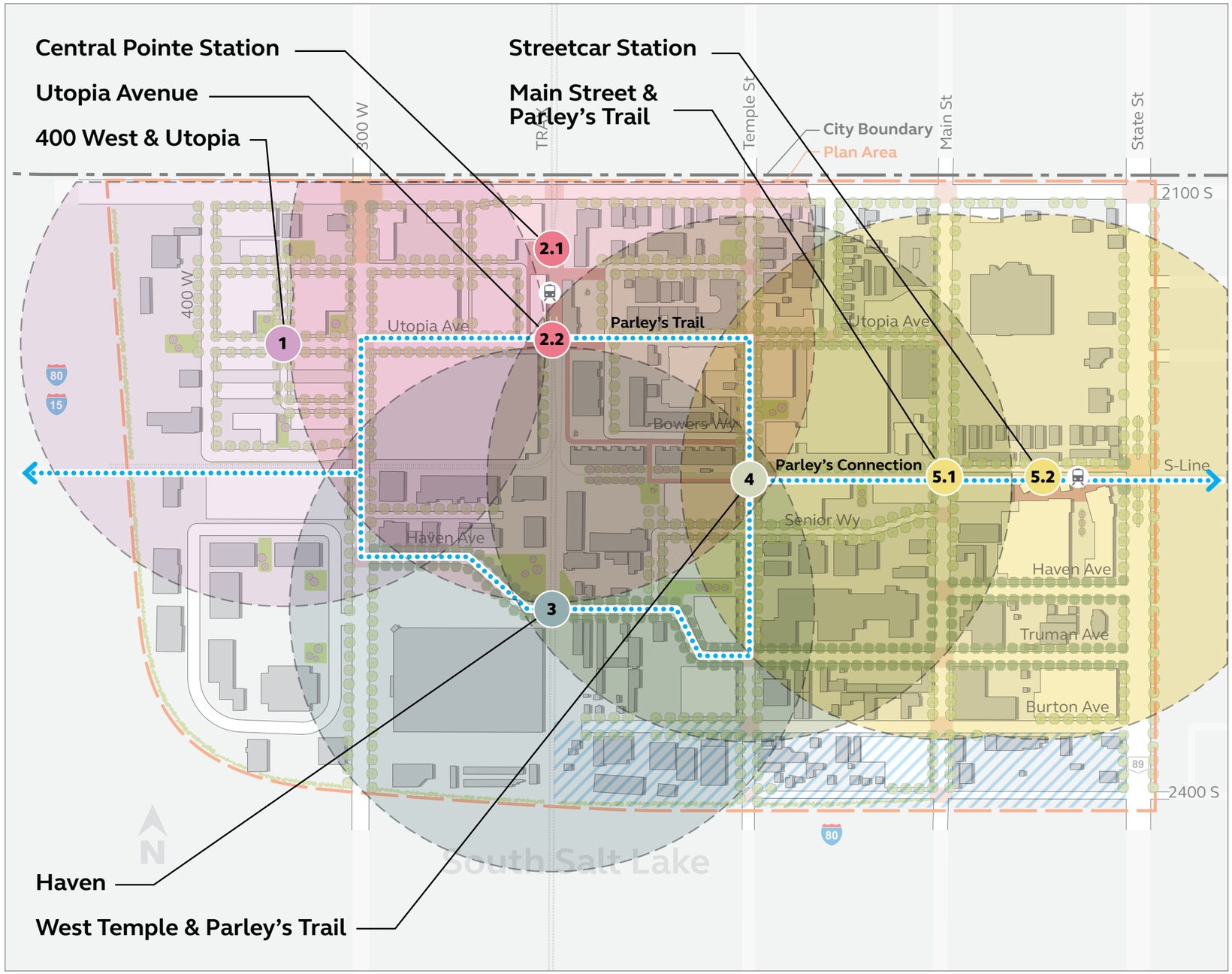
The location of these nodes have been informed by both the present and future conditions of the Plan Area. In particular, these nodes have been located where future development is anticipated, especially as it corresponds with the Parley's Trail.

Areas surrounding these nodes are approximate and intended to depict the potential reach of each node and how they may be experienced by the individual.

Public Amenities

South Salt Lake has an opportunity to actively collaborate with future development interests, to encourage amenities that enhance the overall experience of Downtown South Salt Lake. As detailed in the Implementation Section, a variety of funding sources may be used to make such amenities economically viable.

Amenities considered within this section are a menu of possibilities that may be oriented around activity nodes. Specific improvements to the public realm will be negotiated between South Salt Lake and individual development interests at the time of development.



Activity Nodes

1

400 West & Utopia

It is envisioned that this node will anchor transit supportive uses that are easily accessible by all modes of transportation. This node is a significant anchor point that establishes relationships to the Central Pointe Station, parking district facility, and a potential at-grade pedestrian crossing across the light rail line to the south.

Amenities

- Open space anchoring and orienting development along Utopia Ave.
- Enhanced streetscape extending from Utopia Ave.
- Shared-use path along 300 West
- Parking Structure near 2100 South

2.1

Central Pointe Station

The Central Pointe Station is the most significant activity node within this plan, including the adjacent plaza space and architectural features. As detailed in the Mobility section, it recommended that South Salt Lake work with UTA, to redesign this station with side-loading platforms to optimize access.

Amenities

- Station reconfiguration that includes side-loading platforms
- Transit plaza on west side of Central Pointe Station
- Natural and built canopies
- Street furnishings and waiting areas

2.2

Utopia Avenue

This node represents the intersection of the TRAX corridor and Utopia Ave. This intersection is an opportunity to connect the Parley's Trail to the station, and provide a clear and intuitive route for pedestrians and cyclists. This may be accomplished by introducing an at-grade crossing for active transportation modes.

Amenities

- At-grade crossing at Utopia Ave.
- Intuitive signage and safety facilities
- Public art (i.e. sculptures, murals, etc)
- Natural & built canopies
- Street furnishing and waiting areas

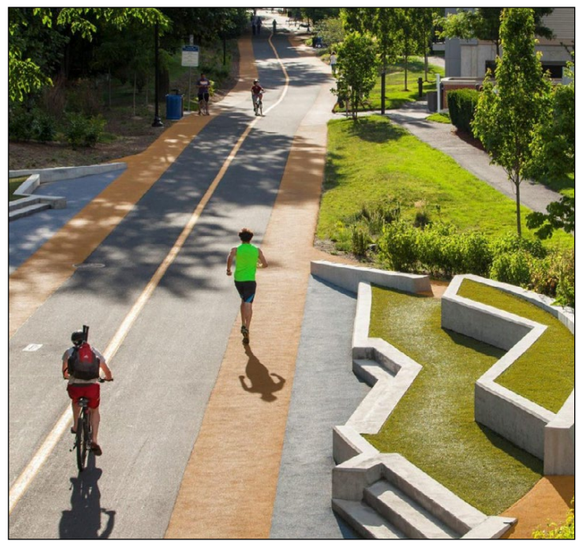
3

Haven

It is envisioned that Parley's Trail will continue to cross the TRAX corridor along Haven. Where this crossing occurs is an opportunity to introduce new open space and other facilities that improve visibility and safety for pedestrians and cyclists.

Amenities

- At-grade crossing at Haven Ave.
- Enhanced active transportation facilities
- Open space that enhances visibility



Activity Nodes

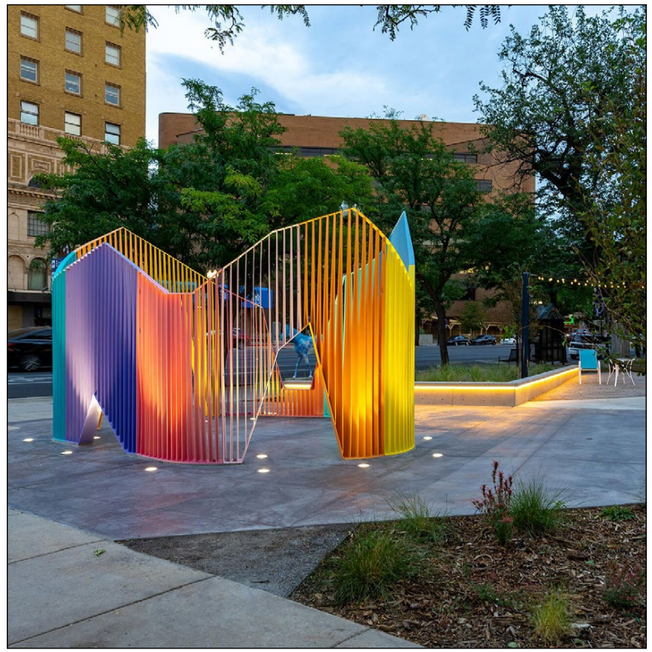
4

West Temple & Parley's Trail

The Parley's trail is envisioned to diverge into a loop beginning at West Temple, directing pedestrians and cyclist to north to Utopia, and South to Haven. There is an opportunity to cultivate an environment in the surrounding area that centers active retail, food, and services around this intersection.

Amenities

- Decorative and prominent street crossing
- Integration of furnishings along Parley's Trail into surrounding development (i.e. benches, material types, etc)
- Public art (i.e. sculpture, murals, installations, etc)



5.1

Main Street & Parley's Trail

It is envisioned that Main Street will grow into a retail corridor, with a mixture of re-purposed and new architecture. It is recommended that the activity of such retail uses be oriented around the intersection of Main Street and Parley's Trail, making it accessible and attractive to active modes of transportation.

Amenities

- Integrated outdoor retail facilities
- Decorative and prominent street crossing
- Open space (i.e. pocket parks)
- Public art (i.e. sculpture, murals, installations, etc)

5.2

Streetcar Station

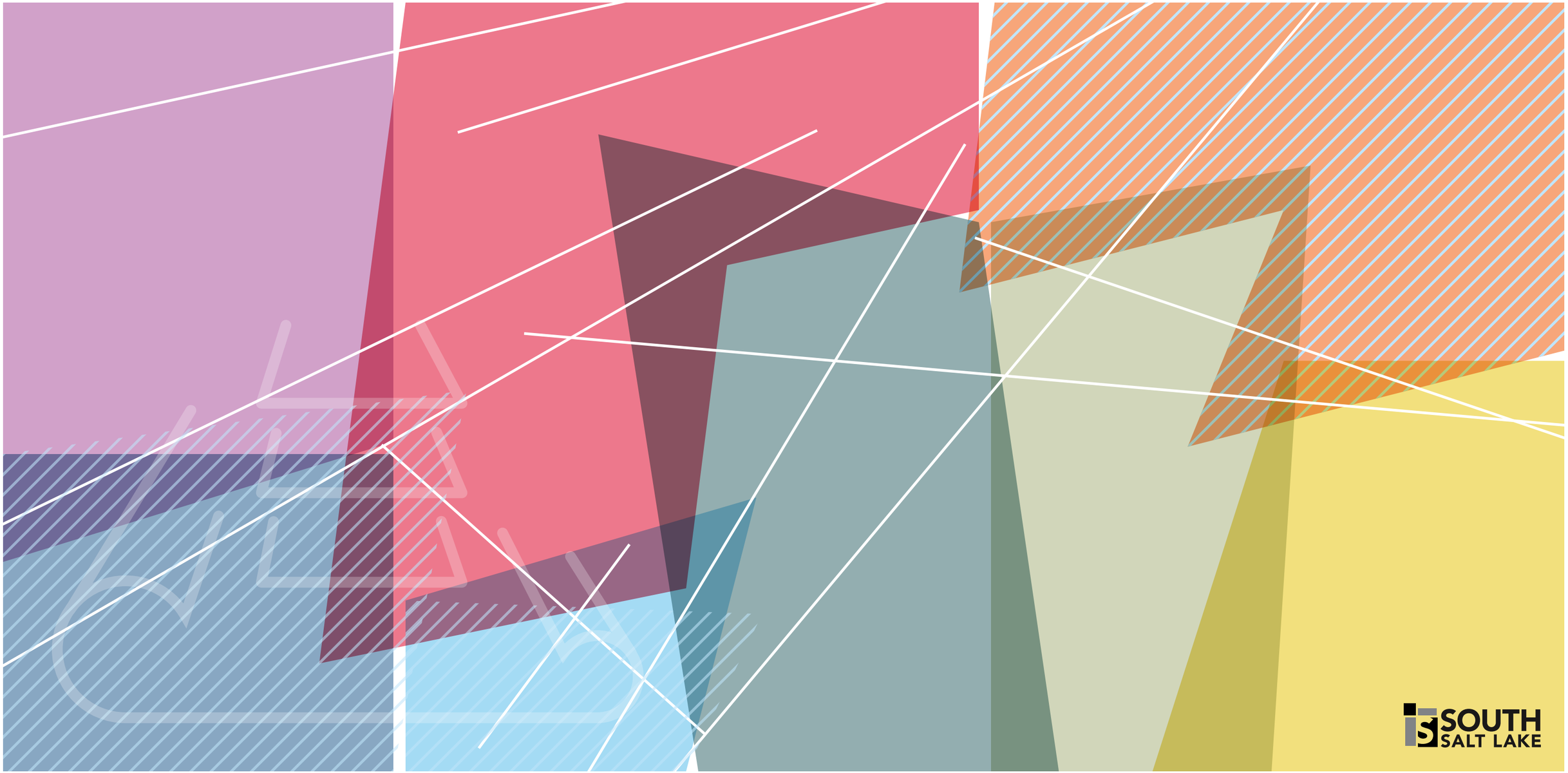
Next to the Central Pointe Station, the Streetcar Station and plaza immediately to the south is the most significant activity node. This is an opportunity to integrate the Parley's Trail and orient future adjacent developments to the station, thereby optimizing access for transit riders.

Amenities

- Transit plaza with integrated retail facilities
- Public art (i.e. sculpture, installations, etc)
- Integration of Parley's Trail and Streetcar station
- Shared parking structure

South Salt Lake Downtown Connect

Framework



Land Use

Housing & Transportation Reinvestment Zone (HTRZ)

The City has been approved for a Housing & Transportation Reinvestment Zone (HTRZ), which is contained within the boundaries of the station area plan. Totaling nearly 100 acres, the approved plan calls for a mix of residential, office, and hotel uses within the area. In total, the plan provides for 5,127 residential units, 268,000 sf of office development, 64,564 sf of commercial space, and 130 hotel keys, and is projected to be absorbed over five years.

According to the HTRZ plan, residential densities are expected to be 51.37 units per acre and encompass approximate 89% of the total developable square footage. With the City's median household size of 2.36, this is projected to add an additional 12,100 residents to the City.

Current retail trends suggest that there is less retail development needed per capita, with around 16 – 30 sf per capita anticipated. With just the new growth, this population could support approximately 194,000 sf of new retail development. Not all this development will occur with the area, but even with 40 percent capture, this area could support an additional 77,400 sf of retail space. The proposed 64,564 sf of commercial space would be supported in this area.

Current market conditions make office development more difficult due to high vacancy rates and higher rental rates.

TABLE 2: 2023 SALT LAKE COUNTY OFFICE MARKET CONDITIONS

Property Type	Total Vacancy	Absorption	Average Asking Rent
Class A	20.58%	(401,145)	$31.65
Class B	28.38%	(784,048)	$25.54
Class C	8.82%	99,597	$21.29
Total	**21.23%**	**(1,085,596)**	**$27.21**

Source: Colliers 2023 Q4 Salt Lake County Office Report

South Salt Lake Moderate-Income Housing Plan

The City's General Plan includes a Moderate-Income Housing Plan provides strategies for the City to pursue, to aid in the development of affordable housing across various income levels. Development within the station area relates to multiple strategies proposed in the plan.

TABLE 3: CITY OF SOUTH SALT LAKE MODERATE-INCOME HOUSING PLAN STRATEGIES

Goal from Plan	Support Provided through Station Area Plan
Encourage development and maintenance of an affordable and attainable supply of housing for all income levels	SAP, and HTRZ, plans for additional housing units to be built, including 640 units set aside for households at 80 percent AMI or lower
Encourage the development of housing that ranges in size and scale to accommodate the needs of all residents	Units provided in SAP and HTRZ will include a variety of sizes to accommodate varying income levels and not be limited to one unit type
Incentivize the development of multi-family units with access to transit and community and city services	5,127 multi-family units are proposed to be created with HTRZ plan with easy access to transit and retail offerings
Utilize ADU legislation in designated areas through a streamlined process to provide housing options for small families or individuals	SAP boundaries includes single-family units are proposed to be created with HTRZ plan with easy access to transit and retail offerings
Ensure that all residents have access to retail, services and neighborhood amenities that are easily and safely accessible by foot, bike, or transit	

Source: City of South Salt Lake, ZPFI

Land Use

Affordable Housing Distribution

Rental affordability is calculated based on area income limits set by the United States Department of Housing and Urban Development (HUD). Affordable housing costs are calculated to be 30 percent of a household's income. The following table represents varying levels of rental affordability, based on HUD's income limits. Monthly utility costs are estimated at $300 and must be accounted for to determine final affordable rent levels.

Across the City, median rents show that for households in the 50 to 80 percent AMI level, many rents are currently considered affordable. However, there are potential gaps for households below the 50 percent AMI level, especially those under the 30 percent AMI level.

Affordability for owner-occupied housing is calculated similarly, although additional costs are included to account for mortgage insurance, homeowners' insurance, and property taxes.

Due to current housing prices, combined with high interest rates, housing affordability is extremely limited within the area, as very few owner-occupied units exist at affordable levels.

Creation of affordable housing is a key component of the HTRZ process. Due to the City's median household incomes, the City's HTRZ is provided with an exemption from affordable housing requirements in this area. However, the City is "committed to restricting 12.5% of the units for households with a gross household income equal to or less than 80% AMI." This will provide 640 affordable units within this area. These units will provide a positive impact to residents in the area and allow for more affordability of housing.

The prevalence of transit in the area provides an opportunity to center the creation of these affordable units near transit stops. This aids these households in access to employment, services, and retail shopping opportunities, especially in situations where they may not have access to a private vehicle. The distribution of affordable units could be limited to one cluster, or it may be spread across the area.

TABLE 4: RENTAL AFFORDABILITY

Household Income Range			Monthly Housing Costs		Monthly Utilities	Affordable Rent	
	Income Range - Low	Income Range - High	Low	High		Low	High
< 30% of AMI	$0	$28,650	$0	$716	$300	$0	$416
30% to 50% of AMI	$28,650	$47,700	$716	$1,193	$300	$416	$893

TABLE 6: MORTGAGE AFFORDABILITY

Household Income Range			Home Price Range					
			5% Mortgage		6% Mortgage		7% Mortgage	
	Income Range - Low	Income Range - High	Low	High	Low	High	Low	High
< 30% of AMI	$0	$28,650	$0	$72,149	$0	$0	$0	$59,660
30% to 50% of AMI	$28,650	$47,700	$72,149	$154,698	$65,468	$140,372	$59,660	$127,919
50% to 80% of AMI	$47,700	$76,350	$154,698	$278,847	$140,372	$253,024	$127,919	$230,578

Source: HUD FY 2023 Income Limits, ZPFI

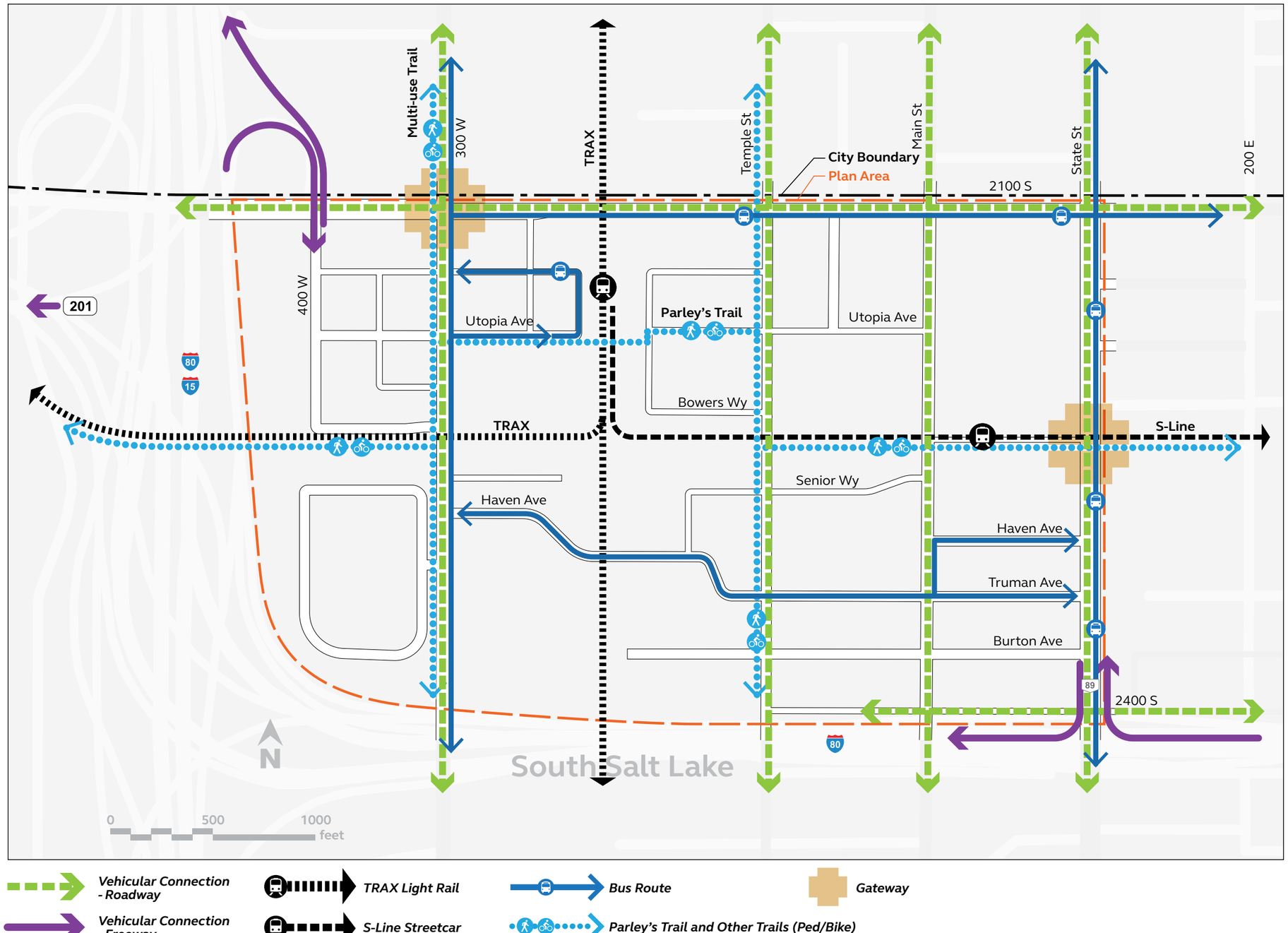
Mobility

The Plan Area is surrounded by high-capacity streets. On the north and east, 2100 South and State Street are high-capacity arterial streets, each with on and off ramps connecting to Interstate 15 and 80, respectively. The nature of these streets almost exclusively prioritizes automobiles, creating substantial barriers on all sides of the Plan Area. This presents a variety of challenges to improve connections for pedestrians and bicycles from within and without the Plan Area.

Within the Plan Area are a series of fragmented and disconnected local streets that were created over long periods of gradual industrial and flexible redevelopment. Streets such as Haven Avenue, Burton Avenue, Senior Way, and Bower's Way all exhibit remnants of a historic grid work, but have become skewed and disconnected over time.

Concepts presented within the Mobility Framework improve and resolve many of the issues within the Plan Area by:

- Establishing a new through-street that improves connectivity without inhibiting active modes of transportation
- Improving interior connectivity by reestablishing a grid of local streets
- Identifying key connections along 2100 South and State Street, that may improve connectivity from outside the Plan Area
- Enhancing active transportation corridors and connections, establishing destination streets
- Insulating destination streets from major arterial traffic destination streets
- Enhancing access to and from the Central Pointe and Streetcar stations



Mobility

Transit Service

The Plan Area receives the highest amount of transit service within the UTA System. The Red, Blue, and Green light rail lines all service the Central Pointe Station, establishing connections to the Salt Lake City Airport, University of Utah, Daybreak, Draper Town Center, and all points in between. Additionally, the Central Pointe Streetcar Station is the terminal station of the S-Line, connecting to Sugar House. To supplement fixed-rail service, there are several bus routes planned that will provide first-last mile connections throughout the surrounding neighborhood. This amount of transit service gives reason to enhance connectivity, active transportation infrastructure, and stations that are reconfigured to be more intuitive and accessible to patrons. This framework will also encourage development patterns that are better connected to their respective streets, creating a sense of transit-orientation within the Plan Area.

Station Access

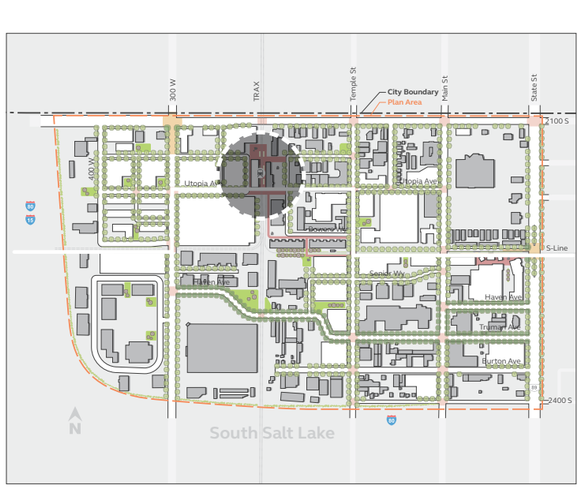
The current configuration of transit-critical infrastructure (i.e., platforms, park & ride facilities, bus staging bays, and plazas) is not conducive to transit ridership. To improve access to both the Central Pointe and Streetcar stations, along with the overall experience of using public transportation, the following infrastructural modifications are recommended.

Central Pointe Station

On the west side, Central Pointe Station is lined by ballast abutting a chain link fence, precluding patrons from accessing the platform. On the east, the station is lined by fence chicanes, an array of bus staging bays, and a surface UTA surface park & ride facility. These conditions create a very austere environment for patrons trying to access transit services and surrounding land uses and limits the majority of access to and from 2100 South, the least pedestrian-friendly environment of the Plan Area.

It is recommended that this environment be modified to make access to transit services more intuitive, comfortable, and safer for patrons. This may be accomplished by removing the central-loading platform using the extra space within the corridor to bend the north-bound light rail line adjacent to the south-bound. Side-loading platforms may be provided on either side of the light rail lines, to allow for intuitive boarding and alighting. The Streetcar line may then be extended north, adjacent to the eastern side-loading platform.

By reconfiguring the rail infrastructure in such a way, a crossing may be established to connect both east and west sides of Utopia Ave. This street will become the preferred street for those arriving via bicycle. It is recommended that this crossing be managed for pedestrian safety by using a moving and lighted gate arm, like those used within rights of way. It is recommended that a northern connection be established to connect both ends of Commonwealth Ave, even if not perfectly aligned. This connection will prioritize the pedestrian and will best connect with the immediately surrounding transit-oriented development. In addition to these connections, it is also recommended that enhanced pedestrian paths be provided that enhance a patron's experience arriving from 2100 South.



TRAX Central Pointe Station Plan View Location

TRAX Central Pointe Station Plan View

Mobility

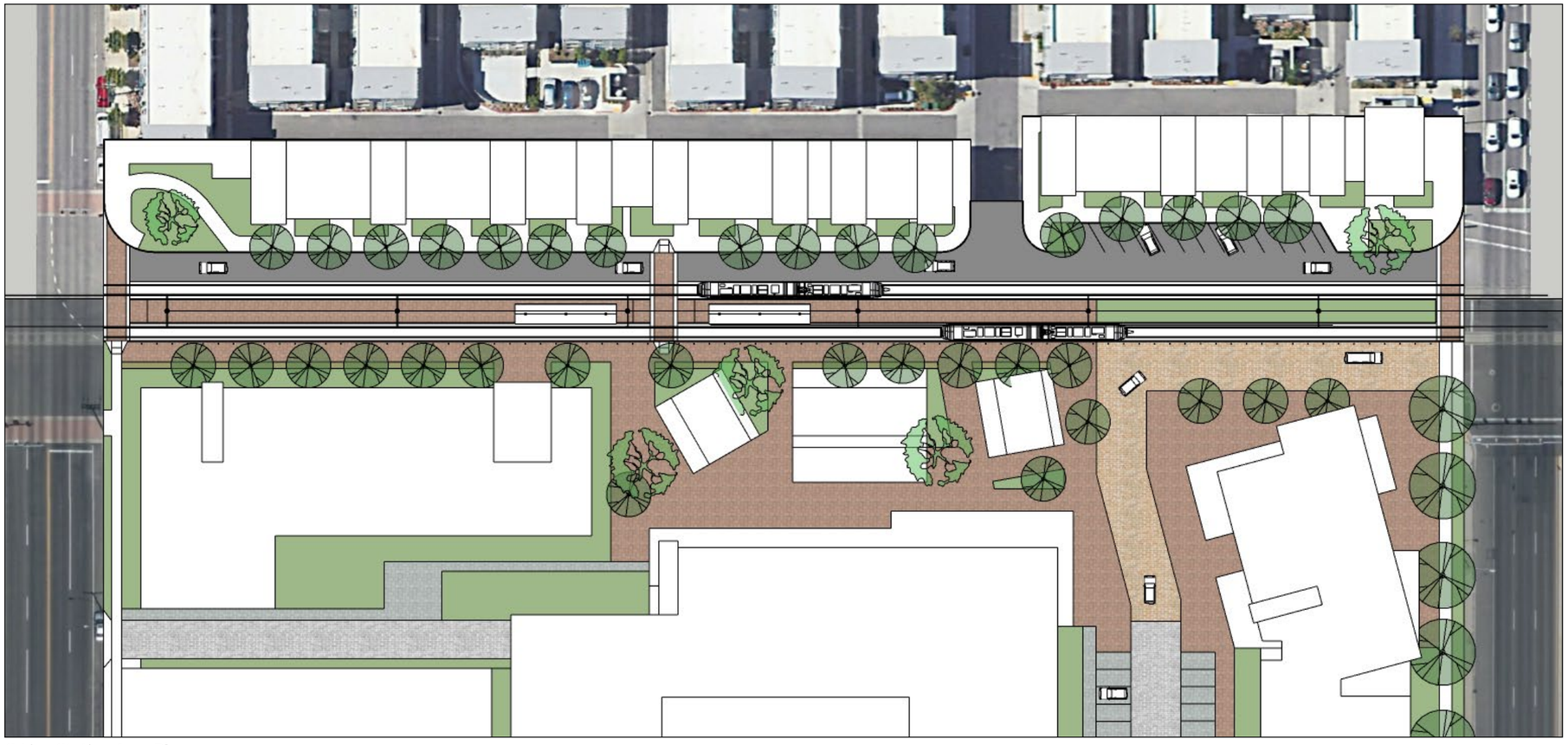
Bus Loop

It is recommended that bus staging areas be relocated to the area immediately adjacent to 2100 South and the rail corridor. This location is easily accessible from 2100 South, easily accessed by patrons who are transferring between bus and rail and does not inhibit the future development potential of properties immediately adjacent to the reconfigured platform. It is recommended that boarding, alighting, and staging of buses be removed from the bus loop and integrated into the redeveloped street network. General routing will rely on 300 West as the primary north-south connection, and new streets included in a future transit-oriented development for boarding and alighting. Further studies need to be conducted to understand the sequencing and prioritization of signals to make right and left turn movements into and out of the bus loop efficient and reliable for operations.

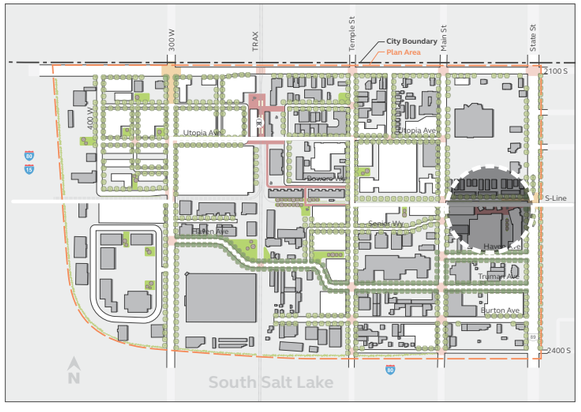
Streetcar Station

The Streetcar Station is in the middle of Central Pointe Place and is surrounded by general purpose lanes of traffic. To the north of these lanes are a series of medium-density townhomes that have reasonable sidewalk connections. To the south of these lanes is diagonal on-street parking and disconnected fragments of asphalt sidewalk.

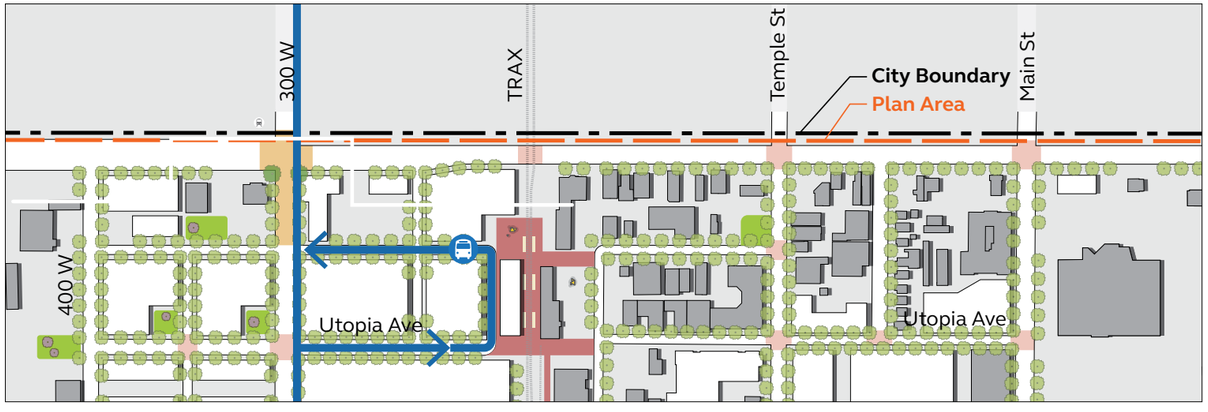
It is recommended that Central Pointe Place be modified, and that automobile access be limited to service the townhomes to the north. This right of way may then be transformed into a transit plaza that is seamlessly integrated into Parley's Trail to the east and west, and into future development to the south. Automobile traffic will then be relocated to Haven Ave, where it can run through the Plan Area without inhibiting connections between the Streetcar station and adjacent development.



S-Line Station Area Plan



S-Line Station Plan View Location



Proposed Bus Loop at Central Pointe Station

Mobility

Connectivity

Connectivity within the Plan Area is currently limited and fragmented within four separate quadrants, each separated by rail lines. The following recommendations will enhance connectivity within each quadrant, while also connecting each quadrant to one another. The result will be a street network better connected, more resilient, and oriented around each transit station.

Modal Hierarchy

It is recommended that streets within the Plan Area be structured in a hierarchy, each street prioritizing a particular mode of transportation. By structuring streets in this way, the Plan Area will accommodate a broader range of transportation modes, while avoiding potential conflicts between them.

Vehicular Streets

Two vehicular connections to 2100 South and State Street will allow a reasonable level of service to be maintained. 300 West will be maintained as the primary north-south vehicular axis and connect the north-west and south-west quadrants. To supplement this function within the hierarchy, it is recommended that the 300 West multi-use path north of 2100 South be extended southward, through the Plan Area, thereby enhancing the overall function and how it relates to other streets within the network.

It is recommended that Haven Ave be reconfigured to extend contiguously through the Plan Area, creating a primary east-west vehicular axis and connecting the south-west and south-east quadrants. Together, 300 West and Haven will form an efficient route for automobiles to travel through the Plan Area without adding points of conflict for pedestrians and bicycles.

Bicycle Streets

West Temple and Utopia Avenue will function within the hierarchy as the primary bicycle routes through the Plan Area, providing convenient connections between the Central Pointe and Streetcar stations and surrounding destinations. It is recommended that Utopia Avenue cross the Central Pointe station at grade, along the newly configured bicycle way, and connect with the multi-use path created along 300 West and Main Street. It is recommended that Main Street be maintained as a business-oriented street with on-street parking to accommodate high-turnover patronage for small retail business. To supplement this, it is recommended that bicycle infrastructure be enhanced to form a connection between existing bicycle facilities north of 2100 South.

Local Streets

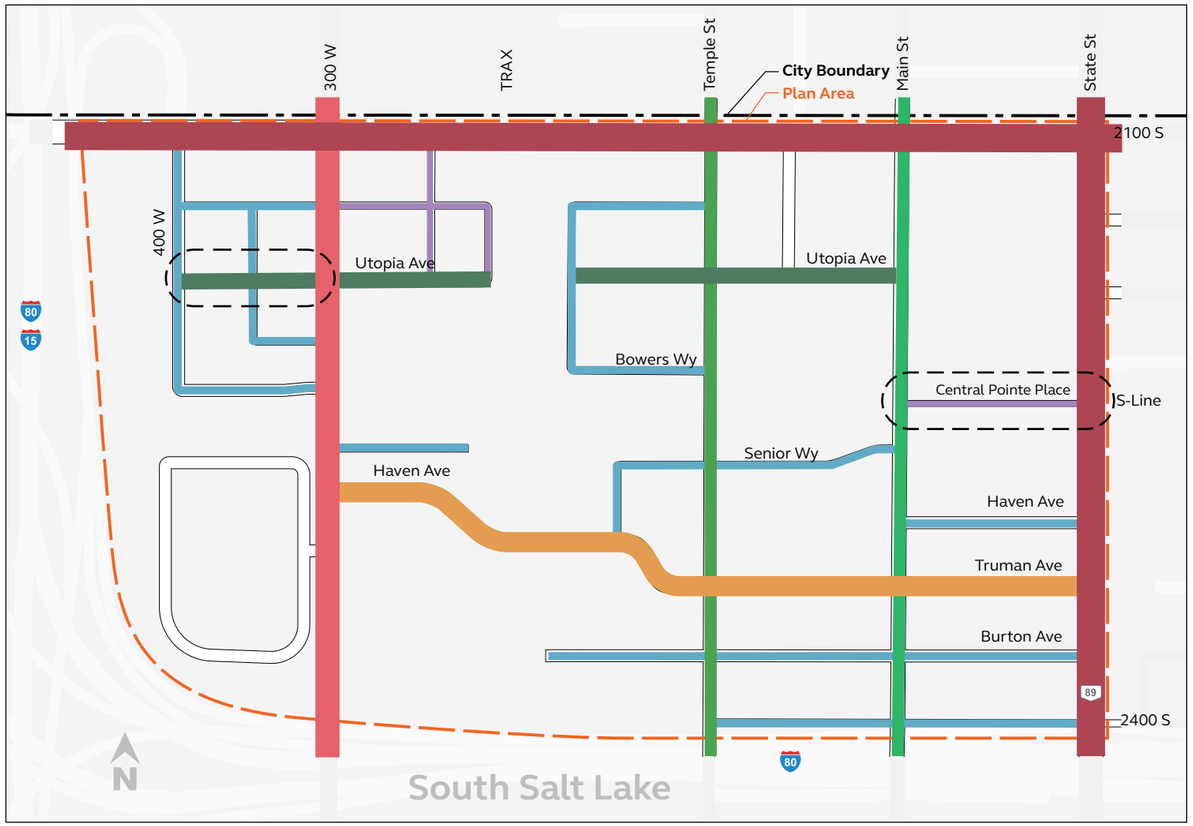
Streets within each quadrant connecting to those prioritized for vehicular and/or bicycle traffic, will be considered local streets. These streets will add redundancy to the network, thereby providing alternative routes in the event of necessary accidents, detours, and other unexpected failures of the vehicular and bicycle streets. In character, these streets will prioritize the pedestrian experience and be the most direct means by which people interface with destinations.

Transit-Oriented Streets

Streets adjacent to Central Pointe and the Streetcar Stations will be planned and designed as part of the redevelopment of the respective properties. This will allow them to be sacrificially designed to enhance the orientation of adjacent land uses to transit infrastructure and build in additional functionality that enhances the overall experience of using transit as a primary mode of transportation.

LEGEND

- *Primary Arterial*
- *Complete Arterial*
- *Boulevard*
- *Primary Station Access*
- *Main Street*
- *Primary Bike Street*
- *Local Street*
- *Transit-Oriented Street*

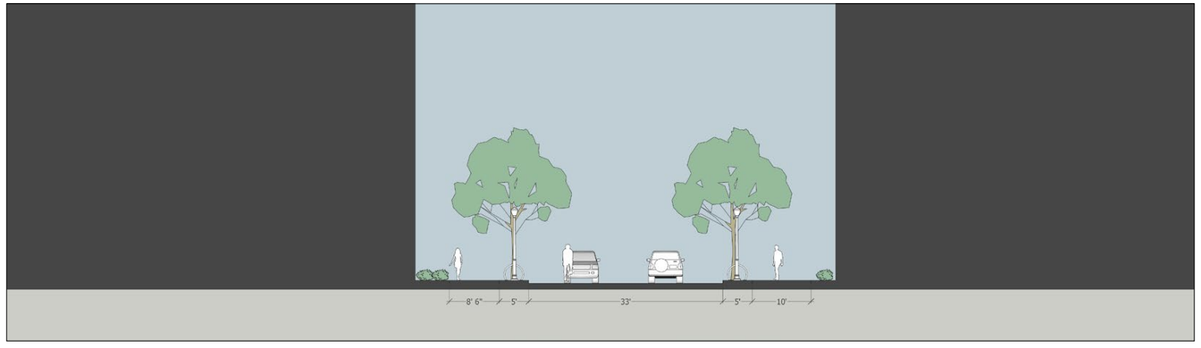


Refer to Street Plans and Sections on the following page

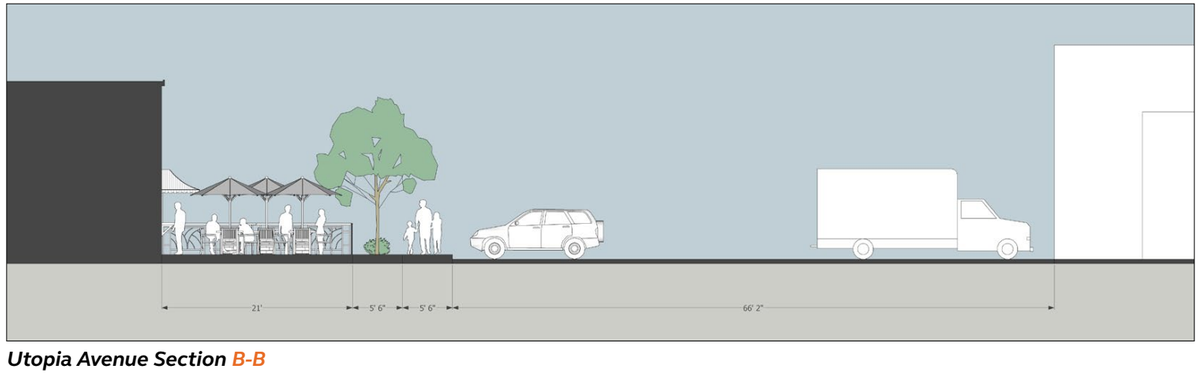
Mobility

Utopia Avenue

Proposed Utopia Avenue Plan

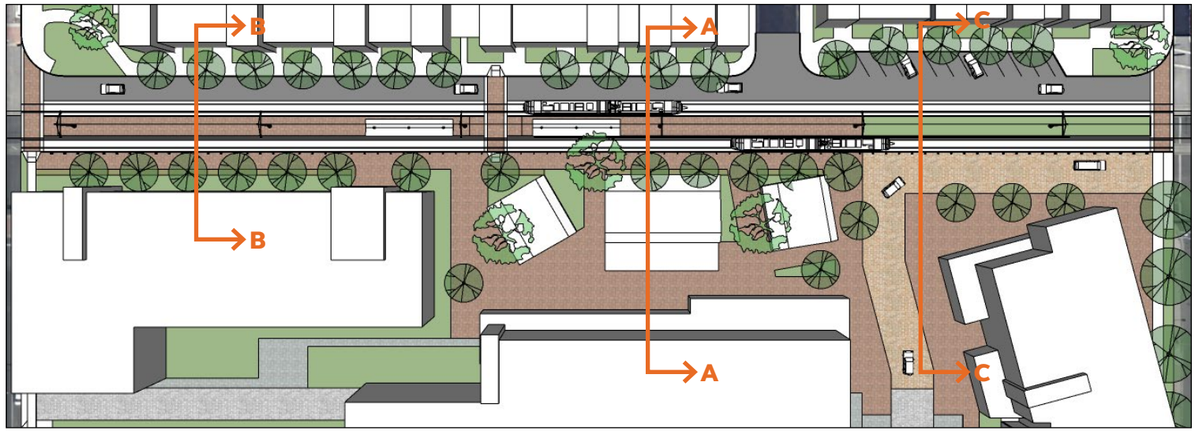


Utopia Avenue Section A-A

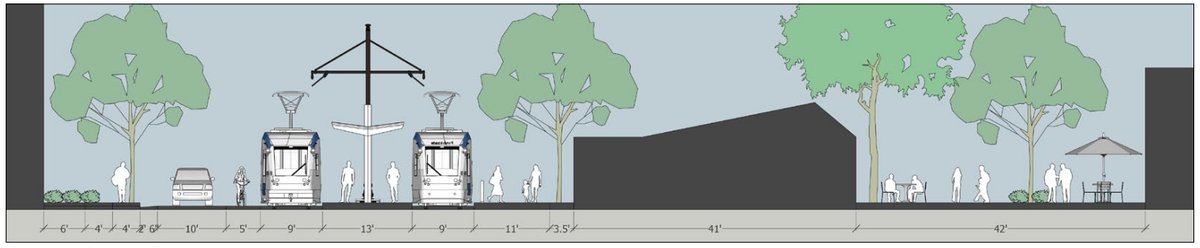


Utopia Avenue Section B-B

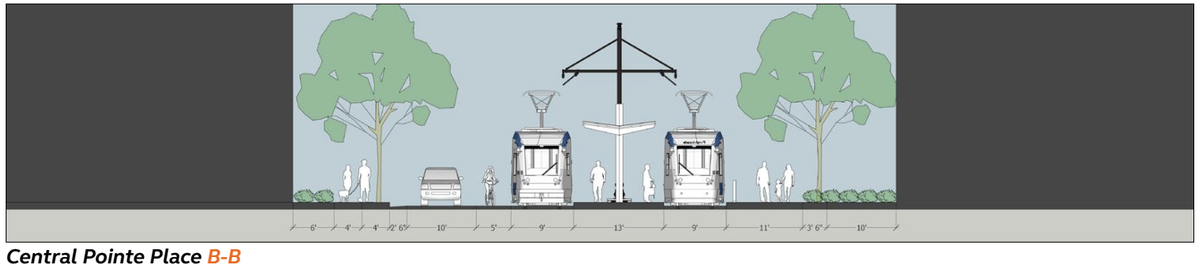
Central Pointe Place



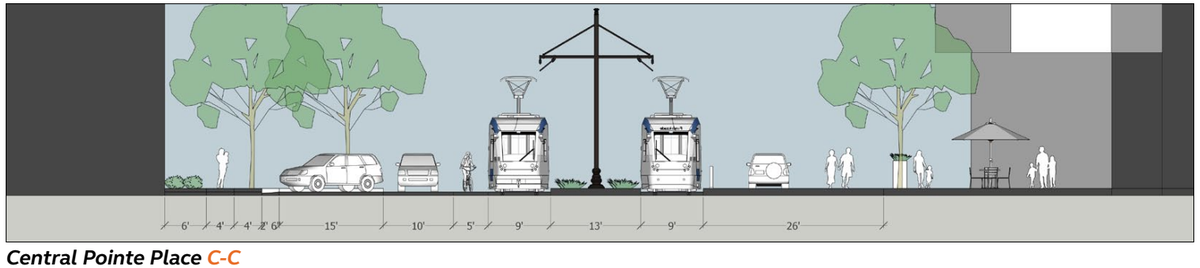
Proposed Central Pointe Place Plan



Central Pointe Place A-A



Central Pointe Place B-B



Central Pointe Place C-C

Open Space

Downtown South Salt Lake City is a historically industrial district that lacks greenspace, tree canopy, and public gathering spaces. Thus, integration of a robust open space system in the Plan Area is imperative to the quality of the user experience.

Recommendations presented within the Open Space Framework improve and resolve many of these issues by:

- Creating a network of public spaces that are comfortable, safe, and enjoyable for those visiting and residing in the Plan Area
- Enhancing the transportation and sense of orientation within the Plan Area
- Introducing a variety of open space types to accommodate a variety of activities and community needs
- Identifying opportunities for natural features to be reintroduced and woven into the urban fabric

Due to the fragmented ownership within the Plan Area, infill strategies are recommended, allowing open spaces to be created and connected through an open space network. Such an approach will focus on small-scale spaces such as corner plazas and parklets, and streetscape. Where plans for redevelopment occur, it is recommended that open space amenities be incentivized by South Salt Lake and provided through negotiation by the respective development interest.

The open space plan was developed in tandem with planning efforts around the circulation and connectivity plans centered around the Central Pointe and Streetcar Stations. The character, programming, and potential uses of the proposed districts were also considered while developing an open space strategy to ensure a cohesive experience. The open space network can be seen as the glue that connects the several blocks surrounding the two Downtown SSL transit stations together, leaving visitors and residents with a sense of the identity of this new and vibrant Downtown SSL.

Public input is an important consideration in crafting an open space framework with "staying power." As part of the community engagement effort for the Station Area Plan, the community was surveyed early on to identify the public's aspirations for open space within the Downtown area. A few recurring topics surfaced as primary elements to address in the plan:

1. walkability and bikeability needs to be improved;
2. public open spaces are important and needed;
3. Parley's Trail access and connectivity needs to be included in the plan;
4. trees and other forms of vegetation are desired for their environmental and aesthetic benefits.

Specific preferred programming uses and other details (such as amenities and safety features) are outlined in the description of Open Space Typology below.

Natural Features

Except occasional street trees and rainwater detention basin-related wetlands under the Interstate 15 and Interstate 80 interchange, the Plan Area comprises mainly impervious surfaces and buildings. Therefore, as Downtown SSL continues to plan for its future growth and redevelopment, it is recommended that the plans include areas where natural elements will be reintroduced into the urban fabric. While this plan proposes an open space network at a high level, future design work should strive to incorporate green infrastructure solutions wherever possible, including stormwater management solutions such as bioswales and permeable pavement, greatly increasing the urban tree canopy (possibly through implementing urban forestry initiatives), and introducing pollinator gardens to encourage biodiversity (e.g., along the Parley's Trail). A number of these reintroduced natural features offer many ecosystem services that would benefit the City, perhaps most significantly, reducing temperatures during the heat of the summer. The introduction of a green tree buffer along the interstate perimeter of Downtown may simultaneously provide a visual and audible buffer between the freeway and Downtown, as well as introduce additional urban wildlife habitat, without infringing on land better suited for development. Care must be taken to consider maintenance, water usage, and safety concerns when planning future reintroduction of natural features into the Downtown SSL area.

Open Space

Open Space Network

The open space network comprises nodes (e.g., plazas, parklets) and connections between the nodes (e.g., destination streets, multi-use paths). As illustrated on the right, the plan emphasizes connections between open spaces to enhance mobility and Downtown SSL's cultural identity. This can be accomplished with a system of open space, comprising both public and private space, which collectively invite visitors and residents to explore and spend time Downtown. While the plan draws attention to opportunities for public open space, it is also recommended to introduce private open space amenities including balconies, roof top terraces, and living walls as options for developers to consider, contributing to the overall open space network and the people-focused character of Downtown SSL.

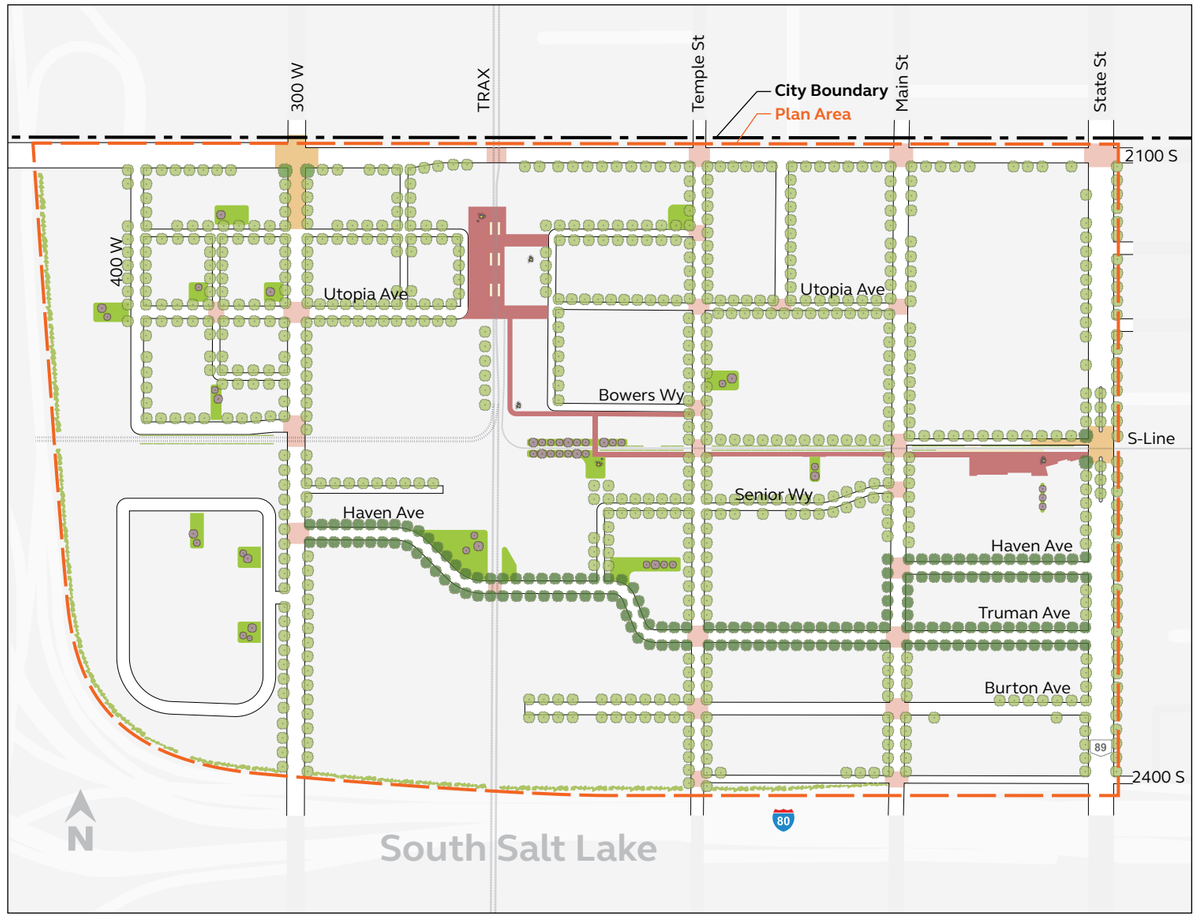
The transit stations are the nucleating features around which the open space network extends, featuring transit plazas that both improve the functionality and accessibility of the stations themselves, but also offer civic spaces that signal the importance of Downtown SSL to the surrounding community.

Much like the transit system that converges at Central Pointe, the Downtown SSL open space framework comprises a network of spaces that work together to improve the quality of the user experience. Nodes include places that act as destinations or focal points in the urban fabric. These are places in which people can spend time, recreating with friends and family, gathering for public events, or they can simply pass through on their way to another destination. They include plazas and parklets located at the intersections of major activity corridors, such as by the transit platforms (e.g., transit plazas) or as bookend nodes on either side of the Destination Street.

They support and can respond to adjacent uses, such as dining establishments or small business retail, or mixed use residential. These can also mark experiential "moments," such as at entry points into the Downtown area, or as wayfinding places marking intermediate destinations from one location to another.

Connectors are a form of open space that are experienced as people move along them, such as beautified streetscapes. Although these spaces are not in and of themselves destinations, they are equally important in crafting a user experience that is uniquely Downtown SSL. Particularly, given the importance of connectivity and accessibility in this Station Area Plan, addressing the user experience along these connecting forms of open space is key.

Linear nodes are a blend of connectors and nodes, serving the simultaneous purposes of being a "place to be" while also encouraging mobility through them. Passages connecting key gathering areas, such as paseos or promenades are examples of this type of open space. The proposed Destination Streets in this plan are both locations to spend time in while visiting shops or restaurants lining the pedestrian-focused street but are also corridors that connect cultural nodes on either end.



Open Space

Open Space Typology

The variety of open space types recommended in this plan offers options that can accommodate Downtown SSL's vast array of activities and interests <FIGURE – open space typology plan>. The recommended open space types were selected based on their surrounding land uses and circulation patterns, as well as future development plans. It is recommended that most of the open spaces be accomplished with small scale plazas and parklets and enhanced streetscapes, given the degree of existing urban development, economic drivers, maintenance considerations, and the lack of available parcels adequate for traditional large scale city parks.

Key features of open space types are described below:

Small-scale Parks and Plazas

Multiple small-scale parks (e.g., parklets, pocket parks, greenspaces) are recommended for public gathering, recreation and play, low-water usage plantings, and public art. These spaces will provide opportunities for everyday activities aimed at the local resident or the lunchtime employee. These spaces will also provide ample shade through a combination of street or park trees and artificial shade structures, doubling as public art. Programming elements may include playful seating options, pedestrian-scale street lighting, flex areas for pop-up events, children's play equipment, small scale sports courts (such as pickleball or bocce), and pet relief areas. When possible, these parks should integrate aspects of the District in which they are located. For example, a green space is designated within the Maker District, and acts as an entry point for pedestrians to cross the S-Line tracks at a proposed future crossing. This park would be a space for showing art created by local artists in sculptures and murals. In the private realm, pocket parks could be explored as amenities to integrate into future developments.

Small-scale plazas (e.g., gateway plazas, pocket plazas) are predominantly paved open spaces. These spaces are in the interstitial spots within the urban fabric, at key street corners or at inflection points along the journey between destinations. Given their small scale, pocket plazas may be "discovered" by the user unexpectedly as they travel through Downtown. They punctuate the user experience at the end of noteworthy streets, such as at the end of the Destination Street in the Dining District. A gateway plaza is recommended at the corner of State Street and Central Pointe Place to signal entry into the Downtown SSL area along the Parley's Trail and S-Line corridor. A second gateway plaza is recommended at the corner of 300 West and 2100 South to demarcate entry into South Salt Lake City from Salt Lake City to the north. A gateway feature in this location is important for wayfinding as it is also within the block of the Central Pointe Station. The gateway plazas, though smaller in scale, should feature an iconic sculpture or architectural element to convey a sense of arrival.

Large-scale Plaza

Large-scale plazas (e.g., transit plaza) are recommended at key activity nodes as major gathering points. The transit plazas proposed at Central Pointe Station and South Salt Lake Streetcar Station should be both iconic and functional, offering a clear sense of arrival, whether on foot, car, or public transit. Wayfinding elements are essential components in transit plazas, including ample signage, as well as subliminal techniques using paving patterns and furniture arrangement. The transit plazas will serve as micromobility hubs, offering facilities such as bike and scooter rentals and parking.

A civic or commons-style is proposed south of the South Salt Lake Streetcar Station and is recommended to be a place for gathering large groups during events such as festivals or open-air markets. This plaza can accommodate a food truck court to support both temporary events and the day-to-day patrons visiting the establishments of "Brewery Row." This plaza should include "flex" areas that can be repurposed for a variety of events, regardless of season, but also stand alone as an unprogrammed space when events are not occurring. Additional programming elements for these large-scale plazas could include designated street performance areas, interactive public art, with playful seating options, outdoor dining furniture, shade structures, street trees, and low-maintenance planting schemes that avoid visibility-related safety concerns.

Example of Parklet

Eye Level View Rendering of S-Line Station Plaza

Open Space

Paseo/Promenade

Paseos and promenades are passageways that link key nodes, such as from the South Salt Lake S-Line Station transit plaza to the large plaza to the south. These links are important in drawing the pedestrian from one space to another, offering intrigue and inviting the visitor to continue through dynamic landscape elements such as festoon lighting, or viewsheds toward eye-catching public art. Line-of-sight is a key consideration in these spaces as these passageways can also aid in wayfinding, directing pedestrians from one location to another. These spaces should be highly activated at ground level, potentially lined with small businesses or restaurants, outdoor dining, and planters.

Linear Park

Linear parks leverage the already linear nature of corridors such as along rail lines or trails. Parley's Trail and the S-Line corridor in Downtown SSL is a prime feature with which to pair linear parks. Already highly accessible from the existing multi-use trail, linear parks would provide opportunities for introducing greenery into the urban landscape, simultaneously beautifying one of SSL's finest assets, creating habitat pockets and migration corridors for wildlife, and providing a cooling effect in the summer months. Potential programming elements that could be included in these linear parks are small-scale sports courts (e.g., bocce, exercise equipment), pet relief areas, and public art (doubling as wayfinding elements for the S-Line passengers or Parley's Trail users). Wayfinding devices such as signage and public art, and safety features including lighting are also recommended.

Pedestrian-Focused Street

Destination Streets and Pedestrian-focused Streets blur the line between street and sidewalk, redefining the urban street as a place for street festivals and other community events. The lack of curbs emphasizes and encourages pedestrian mobility and allows the street to turn into a linear plaza, intermittently closed to traffic during events. These spaces can be used for celebration and gathering, which would be reflected in lively street furniture options, festoon lighting, street trees with festive seasonal color through blooms and fall foliage, and public art integrated into the streetscape. These streets are lined with small shops and cafes.

Example of a Paseo/Promenade

Example of a Linear Park

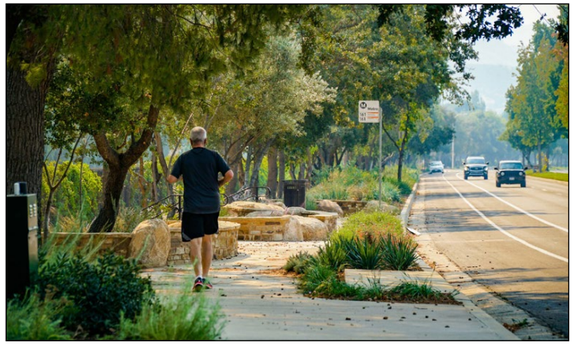
Enhanced Streetscape

Enhanced streetscapes will be the most common form of public open space in Downtown SSL. Well-designed streetscapes are critical to the continuity of the open space network and quality of the user experience. To encourage walkability, streetscapes should be designed with safety and comfort in mind, with continuous sidewalks, human-scale lighting, street trees for shade and aesthetics, and frequent resting spots with benches and other common street furniture. In some cases, streetscapes will interface with new or planned redevelopment; these instances present opportunities for collaboration in defining attractive streetscapes that play off the development's aesthetic while tying into the character of the District. Features that improve pedestrian comfort while traveling on adjacent sidewalks, such as building awnings for shade or shelter from weather, should be explored while working with private developers. Negotiations of appropriate building setback distances with private developers should balance retail compression advantages with the pedestrian experience.

Add Example a Pedestrian-Focused Street

Tree-lined Boulevard

While trees are proposed along all streets in Downtown SSL, extra emphasis is recommended for Haven Avenue. With the proposed reconfiguration of Haven Avenue as the main east-west vehicular thoroughfare across Downtown a distinct, visual corridor with an attractive row of signature trees is recommended along the length of the street. Although Haven Avenue is not the primary pedestrian or bicyclist route, Haven will include bike lanes and sidewalks. Thus, the recommended grand row of street trees will also improve the pedestrian experience by slowing vehicular traffic, providing shade, and attractive vegetation. A continuous strip of tree canopy from east to west may also aid in improving avian habitat connectivity across Downtown.



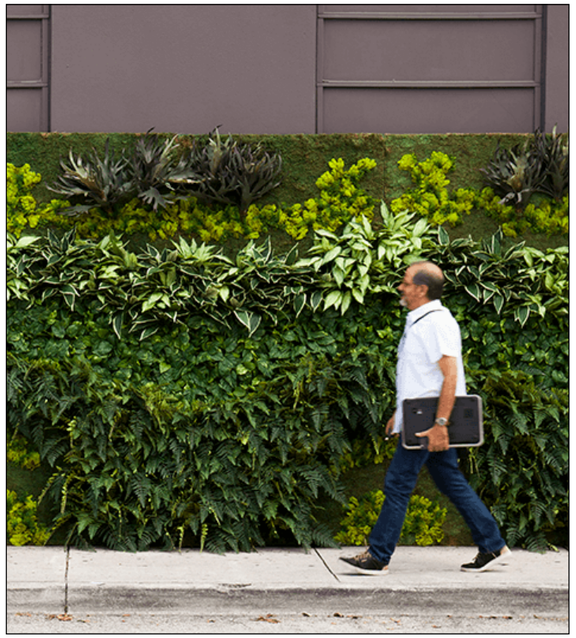
Example of an Enhanced Streetscape

Example of a Tree-Lined Boulevard

Open Space

Vertical/On-Structure Open Spaces

Vertical and on-structure open spaces include green walls, living walls, green roofs, roof terraces, and balconies. This type of open space should be integrated into private development efforts as much as possible. Examples of integration include pool decks on multi-family residential buildings and extensive green roofs on apartment buildings or parking structures. Smaller scale amenity spaces (e.g., balconies) are also recommended to incrementally add open space for residents and visitors. Despite their private access, these spaces would also greatly enhance viewsheds for both the private and public users, adding to the overall vibrant, people-focused dynamic that is envisioned for Downtown SSL. Living walls may also add to the visual aesthetic of SSL, in keeping with its mural tradition, and the vertical greenery would also have a cooling effect to offset the summer heat.



Example of a Green Wall

Public Art

Public art is a key component of what makes South Salt Lake City unique. Murals adorning several buildings and metal sculptures cap several street signs For the past six years, SSL has hosted the annual community festival MuralFest, celebrating artists and their one-of-a-kind murals on walls throughout the city. Several makers create work out of their Downtown SSL-based workshops. The sculptural works of one such fabricator adorn several street signs in the Downtown area. The City has established a Creative Industries Zone, the banners of which can be found on West Temple in Downtown. These examples point to the significant role that the arts play in defining the identity of Downtown SSL. This plan integrates opportunities for showcasing public art by designating open spaces featuring public art, from focal points in public plazas, to sculptural iconic features in entry plazas into the Downtown area, to a greenspace placed within a newly defined Maker District that incorporates local artists' work.

Existing Mural Locations

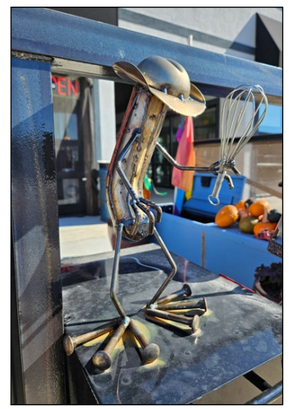
Recommendations for incorporation of public art into SSL Downtown is summarized as follows:

1. **Include focal point sculptures** in large plazas, including the Streetcar District plaza, the S-Line transit plaza, and the Central Pointe transit plaza;
2. **Integrate small scale sculptural public art** along Parley's Trail and the S-Line corridor that reflect district character and provide wayfinding;
3. **Install sculptural monument-like features** in the gateway plazas at State Street and the S-Line crossing, and 300 West and 2100 South to signal arrival in Downtown SSL;
4. **Create a public-art-themed greenspace** in the Maker District that highlights local artists' work;
5. **Integrate dual-purpose shade structures** in transit plazas that provide thermal comfort but are also public art;
6. **Include artistic architectural skins, kinetic sculptures, or murals** on plaza-facing sides of parking structures;
7. **Continue the MuralFest efforts** and strategically locate murals to enhance future open spaces;
8. **Recommend developers contribute 1% toward public art.**

"Here Comes the Sun" Mural

Artist Thomas Turner painting his Mural during MuralFest

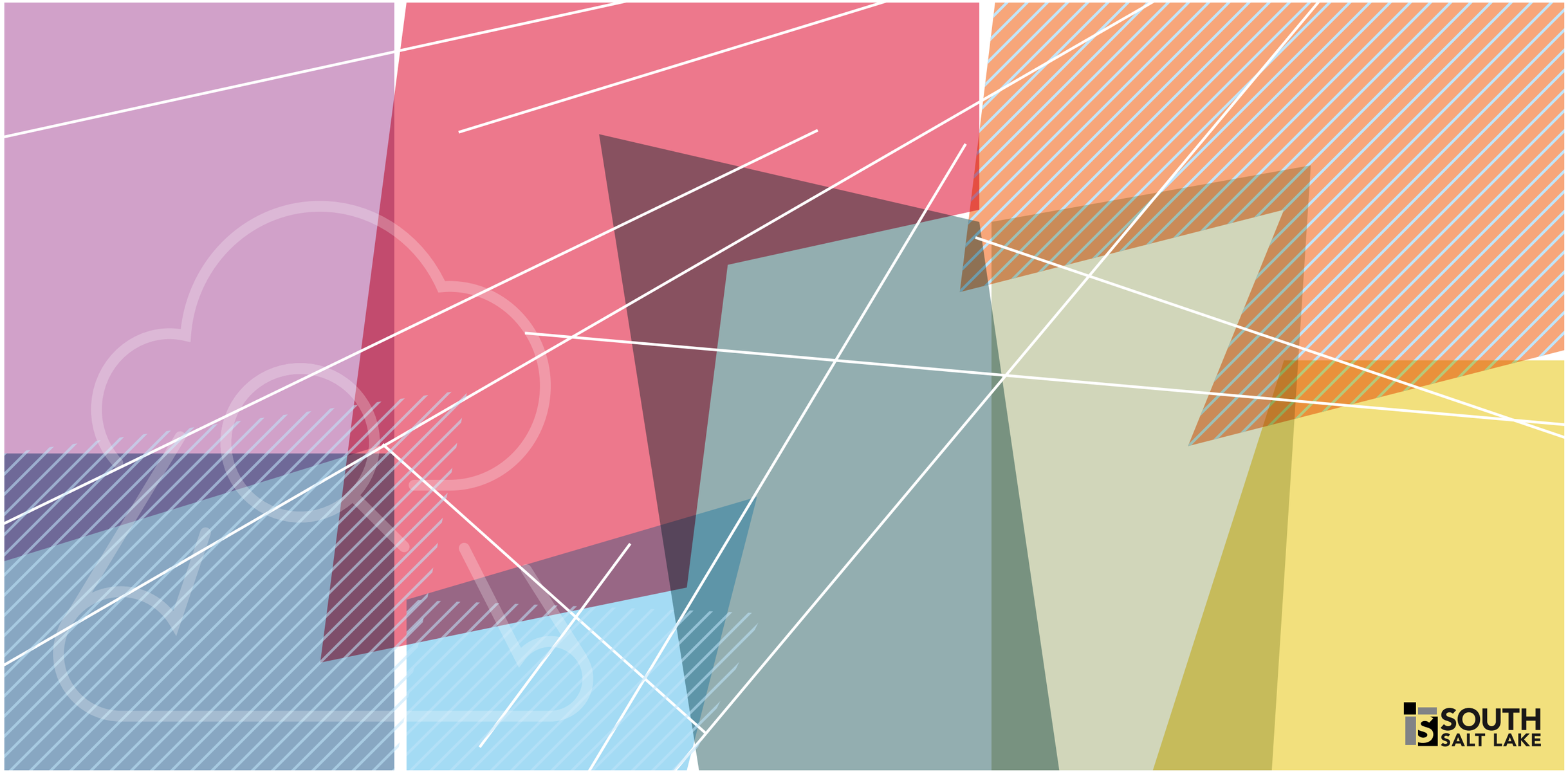
Banner: Creative Industry Zone



Metal Sculpture

South Salt Lake Downtown Connect

Implementation Plan



Implementation Plan

Review the plan annually to assess its implementation and success. Update sessions with the Planning Commission and Councils should occur at least biannually and be scheduled well in advance.

Policy Update and Plan Amendments

Adopt Downtown Connect Plan

Although the current downtown plan was recently adopted, the Downtown Connect Plan offers more detailed guidance, particularly regarding the areas surrounding the “S” Line Main Street Platform and the Central Pointe TRAX platforms. Additionally, the Trails Master Plan should be updated to reflect the new trail alignments proposed. A significant gap in the downtown area is the lack of open and recreational space. As residential and commercial development intensifies, South Salt Lake will need a comprehensive open space plan to address the growing need for additional recreational areas.

Update General Plan

The general plan should be revised to align with the vision, goals, and objectives outlined in the downtown connect plans. We suggest updating the general plan maps annually to track implementation progress. This update should include a report detailing development sites within the area, their current stages of development, and projected completion dates.

Update Mobility Plan

The Downtown Connect plan outlines suggestions for enhancing intersections, creating new pedestrian and multimodal links, and implementing traffic calming measures. These components will require revisions. The report advises that the next step for the area should be to develop a new mobility/transportation plan, particularly focusing on specific upgrades to the Parley’s Trail State Street Crossing and the 300 West, 2100 South trail connection.

Collaboration with UDOT, UTA, and Salt Lake City should continue for this South Salt Lake Downtown area. The mobility plan should prioritize walkability and accommodate all forms of transportation.

Update or create a sustainability plan

Sustainability is a crucial element in all planning processes. South Salt Lake should create a sustainability plan with clearly defined and practical milestones for implementation. Economic sustainability must be considered, especially as construction funding becomes available. Additionally, long-term maintenance is a critical factor to address.

Update land-use zoning

Updating zoning is essential as the next step. Evaluating land-use zoning incentives should be integrated into a more forward-thinking zoning strategy. Additionally, the current zoning ordinance should be analyzed to identify and address any obstacles that hinder proper investment in Downtown South Salt Lake. This will help reduce risks associated with approving proposed development projects.

Street section and Land-use Reconciliation

Coordination between the streetscape sections in the report and South Salt Lake Engineering must be consistent and approved by the City Council to remove ambiguity on what a development partner is expected to fund as part of a submission.

Update Moderate Income Housing plan

A key aspect of the legislation mandating Station Area Plans for transit platforms is to increase housing availability and address shortages. This legislation requires that station area plans cover an area roughly ½ mile around rail platforms. South Salt Lake will need to revise its affordable housing plan to incorporate the additional units within the city.

Urban Forestry Plan

South Salt Lake recognizes the importance of the urban forest in enhancing the street environment. The Downtown area currently has a sparse number of street trees, a legacy of its industrial past. The South Salt Lake Downtown Connect plan proposes a strategy for planting that aims to create a more walkable area. To support this, South Salt Lake City should update its zoning ordinance to include specific requirements for the number, spacing, and planting of trees. As the open space plan develops, it is important to create an urban forestry plan that offers detailed guidelines for various street types and open spaces. Integrating trees and planting into the urban forestry plan should be a priority. Given the downtown area’s unique role within South Salt Lake, it presents a valuable opportunity to enhance the district’s identity. Incorporating trees into the wayfinding system can improve the cohesiveness of the “Street Wall.” With ongoing development pressures, it is crucial to finalize the Urban Forestry Plan promptly. Ensuring adequate soil in planting areas is essential for tree health, and in urban environments, soil cells should be used to support a flourishing urban forest.

Additional Planning and Plan Implementation Improvements.

As the downtown area continues to develop, further studies might be necessary to address emerging challenges that could affect planning. Several critical areas will need more thorough investigation, such as the State Street Parleys Trail and the 300 West and 2100 South crossings. Extensive coordination with UDOT and UTA will be essential for both crossings. Various options must be explored and costed to identify the most effective solution.

Traffic Signalization Study

Designating Central Pointe Place as a one-way street will redirect traffic onto Haven Street, increasing its role as a thoroughfare. This change will affect various intersections within the downtown area. To ensure efficient traffic flow, a new traffic study will be necessary. Although the area is planned to be pedestrian-focused, it is essential to integrate other transportation modes effectively.

Policy Update and Plan Amendments, *continued…*

Funding *(*Zions Public Finance Inc. (ZPFI)*

The focus of this funding options analysis is to identify additional sources that can be used to pay for infrastructure and other needs in the larger geographic area of the station area plan as well as other funding needs within the HTRZ not covered by the tax increment already approved for that specific area.

Potential funding sources discussed in the economic analysis include:

- **Tax Increment Areas**
  - > Community Reinvestment Areas (CRAs)
  - > Housing and Transportation Reinvestment Zones (HTRZs)
  - > Transportation Reinvestment Zones (TRZs)
- **Special Assessment Areas (SAAs)**
- **Public Infrastructure Districts (PIDs)**
- **Opportunity Zones**
- **Fees**
  - > Impact Fees
  - > Transportation Utility Fees
  - > User Fees
  - > Public Infrastructure Fees
- **Grants**
  - > Utah Department of Environmental Quality (DEQ)
  - > Community Impact Board (CIB)
  - > Community Development Block Grant (CDBG)
  - > Utah Office of Outdoor Recreation
  - > Safe Streets
  - > Utah State Revolving Loan Fund
  - > Utah Outdoor Recreation Grant (trails and connectivity)
  - > FHWA – National Recreational Trails Funding Program
  - > Infrastructure Rehabilitation Grant
  - > Rail to Trails Conservancy
  - > RAISE Grants (Rebuilding American Infrastructure with Sustainability and Equity) raisegrants@dot.gov
  - > BUILD (Better Utilizing Investment to Leverage Development)
  - > PeopleForBikes Industry Community Grant Program
- **Leasing**
- **Housing**
  - > Low Income Housing Tax Credits (LIHTC)
  - > Home Ownership Promotion Zones (HOPZ) – also uses tax increment
  - > First-Time Homebuyer Investment Zones (FHIZ) – also uses tax increment
- **Public-Private Partnerships (P3s)**
- **Bonding * (ZPFI)**

Implementation Plan Timeline (2025 - 2030)

Year	Plan & Policy Updates (Years 1 - 5)	TIFF Projected Revenue at 80%	Responsibility	Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
		$36,691,454																									
1	Adopt Downtown Connect Plan		SSL Planning	■	■	■	■	■	■	■	■	■															
	Update General Plan		SSL Planning	■	■	■	■	■	■	■	■																
	Update Land-use zoning		SSL Planning	■	■	■	■	■	■	■	■																
	Street Section & Land Use Reconcillation		Econ, Planning, Engineering	■	■	■																					
	Main Street S-Line Platform		Econ Dev, Private	■	■	■	■	■	■	■	■																
2	Update or Create Mobility Plan		Eng, Planning	■	■	■	■	■	■	■	■	■	■	■	■												
	Create Sustainability Plan		Planning, Econ Dev	■	■	■	■	■	■	■	■	■															
	Parley's Trail Enhancements		Neigh, Eng	■	■	■	■	■	■	■	■																
	Design Development Open Space Plan		Neighborhoods	■	■	■	■	■	■	■	■	■															
3	Parley's Trail State Street Crossing		UDOT, Eng, Neigh	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	Urban Forestry Plan		Neighborhoods	■	■	■	■	■	■	■	■	■	■	■	■												
	Collaboration Between UTA & South Salt Lake Design Plans		***Ongoing***	■	■	■																					
	Street Beautification Funding Priorities		Neigh, Econ Dev, Planning, Eng	■	■	■	■	■	■																		
	Parking Structure Construction		Econ Dev., Private	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■						
4	Construction Priorities & Phasing Plan		Econ Dev	■	■	■	■	■	■	■	■	■	■	■	■												
	Update Moderate Income Housing Plan		Econ Dev	■	■	■	■	■	■	■	■	■															
	Additional Planning & Plan Implementation Improvements																										

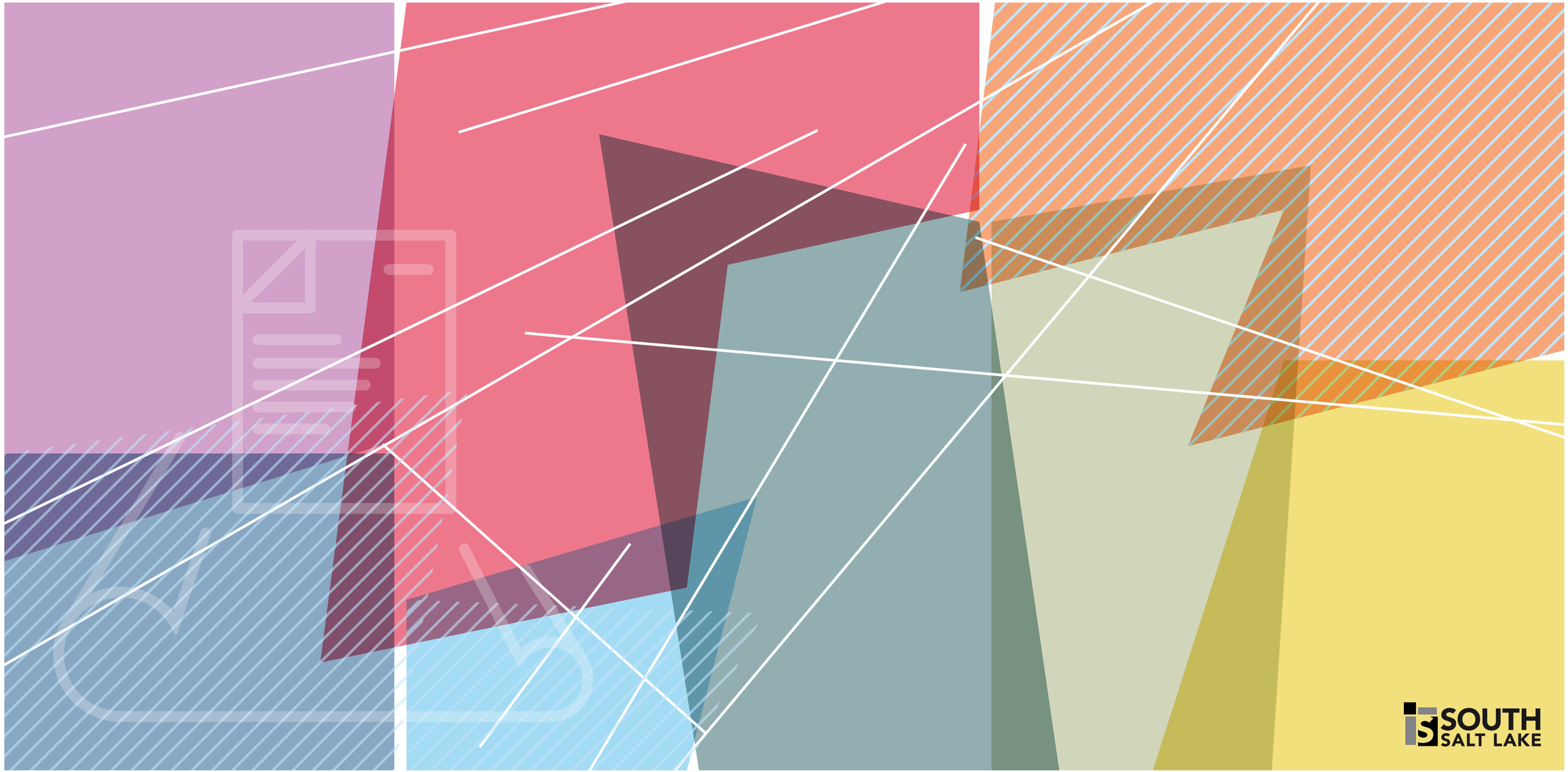
Year	Implementation (Years 6 - 10)	$67,394,297		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
6	Urban Forestry Implementation Review			■	■	■	■																				
8	300 West, 2100 South Design Development		UDOT, SLC, SSL	■	■	■	■	■	■	■	■	■	■	■	■												
9	Traffic Signalization Study		Eng	■	■	■	■	■	■																		
	Road upgrade program		Eng, Planning	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
10	Central Point TRAX Platform Reconstruction		UTA, UDOT, SSL	■	■	■	■	■	■	■	■	■	■	■	■												

5 Years

Year	Implementation (Years 11 - 20)	$93,221,655		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
11	Strategic Public Property Acquisition Plan		Econ Dev.	■	■	■	■	■	■																		
14	300 West, 2100 South Construction		UDOT, SSL, SLC	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■						
	Signalization Implementation																										
15	Infrastructure																										
	Water																										
	Sanitary Sewer																										
	Storm Water																										
	Detention Plan																										
	TOTAL	**$197,307,406**																									

South Salt Lake Downtown Connect

Base Data and Appendices



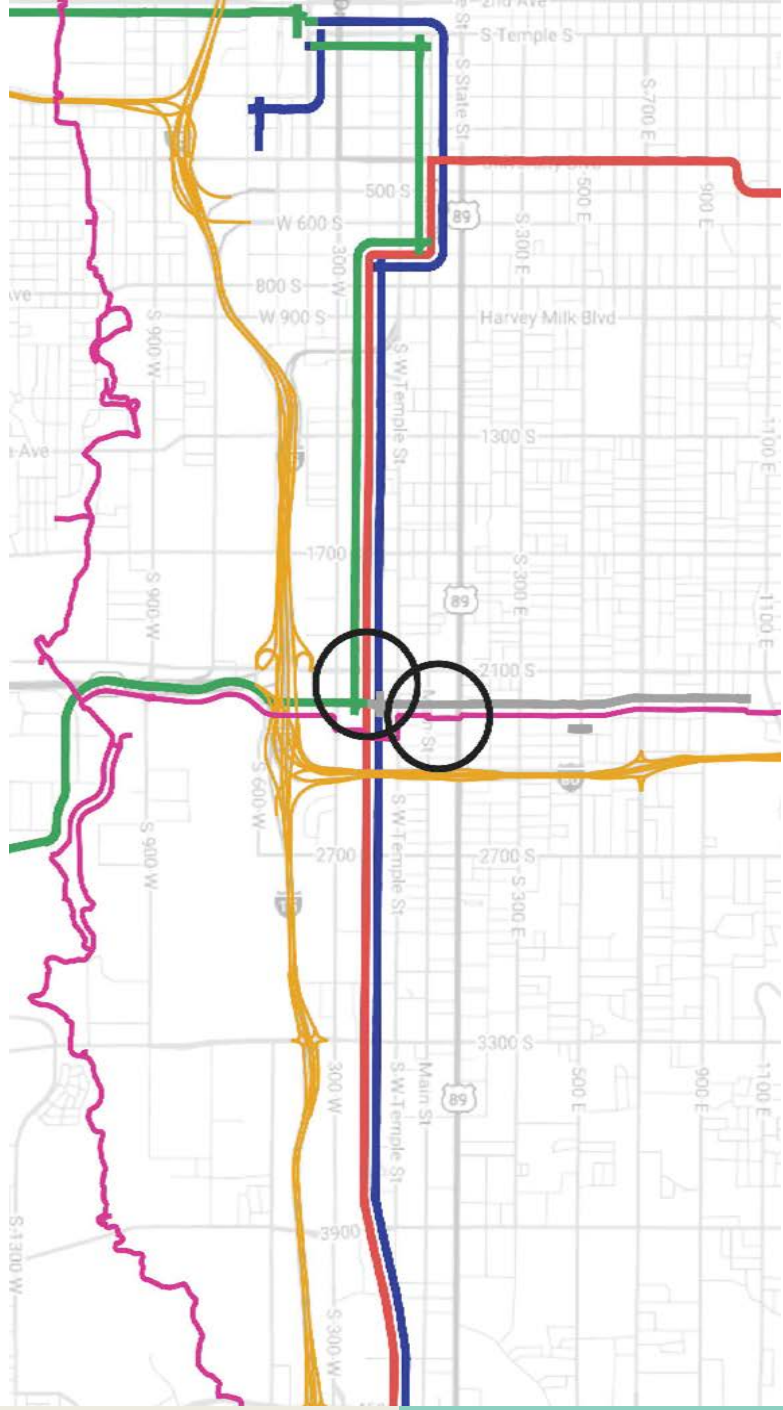
85 Years in the Making
Transformative Potential
Demonstrated Commitment

City of South Salt Lake

DOWNTOWN SSL

HTRZ Application

October 2, 2023 (Updated Submittal)



Our Partners

A major project like Downtown SSL requires strong partnerships. Our HTRZ Application enjoys the support and commitment of the following companies.

DAKOTA PACIFIC Real Estate

WOODBURY CORPORATION

GARDNER BATT

ALPHA DEVELOPMENT GROUP

BLOX VENTURES

ABSTRACT DEVELOPMENT GROUP

WILL

UNITED CONTRACTORS

PARALLEL

Proposal Outline

DOWNTOWN SSL PARTNERS 2

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SECTION I

THE SOUTH SALT LAKE STORY

Our Roots

South Salt Lake's history of resolve and pragmatism provide the backdrop for the proposed HTRZ-enabled transformation of the City's downtown

BORN OF NECESSITY

Settled in 1847, the place we now call South Salt Lake grew slowly for its first 50 years as homesteaders labored to sow fields, raise families, and build sustainable lives. By the turn of the 20th century, those farms started giving way to residential neighborhoods, railroad lines, factories, and small businesses.

Housing and industrial growth in the 1920s led residents to demand a sewer system be constructed to replace the leaky septic tanks and unhealthy open canals. After learning that extensions of neighboring communities' sewage systems were years away, South Salt Lake residents took matters into their own hands and resolved to build their own. Despite several failed attempts to create a town government to build the system, residents incorporated the area in 1938 as the City of South Salt Lake.

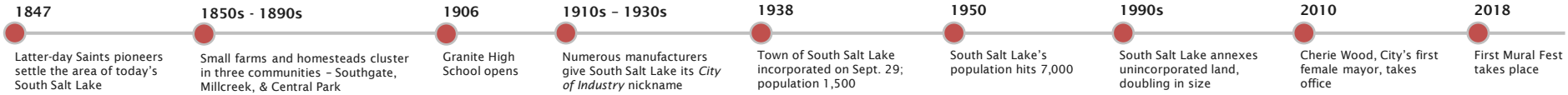
Their hard work paid off. By 1949, when the landmark water tower was built, South Salt Lake was a bustling small city of 7,000. New residents bought new post-war cottages lining neighborhood streets, while a wide range of manufacturing and industrial companies clustered along the rail lines and highways. By the 1970s, about two-thirds of the 7-mile-square City housed foundries, machine shops, railyards, and similar firms, sparking the well-deserved nickname, *City of Industry*.

GROWING BY CHOICE

A new era began for South Salt Lake on October 1st, 1998 – 60 years after the City was founded. The City doubled in acreage and population that day, the result of a much-debated and long-deliberated annexation of neighboring unincorporated areas. It was a big bite for a small city, to be sure. Some thought it was audacious; others saw it as forward-thinking. It was both.

But, in stark contrast to the "must do" situation faced by City founders six decades earlier, South Salt Lake's decision to annex nearby communities was an intentional one. Residents, businesses, community leaders, and many others joined in spirited discussions about the pros and cons of such a large annexation, debating issues like whether South Salt Lake's identity and civic values would be diluted.

Twenty-five years on, South Salt Lake is a cohesive city of 27,000 residents and 3,200 businesses. Investments are being made in neighborhoods in all corners of the City. Providing equitable services to all parts of our diverse community is a priority for South Salt Lake. In 2021, we created a Department of Neighborhoods to focus outreach and services on the things that residents value most.



Salt Lake County Oxbow Jail

Central Valley Water Reclamation Facility

Homeless Resource Center

Doing Our Part In The Salt Lake Valley

South Salt Lake has stepped up for decades to provide services for the entire metro area, drawing from limited local resources

REGIONAL FACILITIES

South Salt Lake has cooperated with neighboring cities and other agencies to make difficult decisions about siting regional public facilities. While working to address significant community concerns, the City has navigated major facilities located in South Salt Lake boundaries, including the Central Valley Water Reclamation Facility, two correctional facilities, and the Pamela Atkinson Homeless Resource Center. South Salt Lake is in active conversations to site the Family Interim Housing Facility that will provide stability and support to 85 families.

TAX-EXEMPT PROPERTY

Regional public facilities, along with stretches of freeways, railroads, and surface streets, take up about 31 percent of the City's footprint. As a result, a significant portion of land in South Salt Lake is exempt from paying property taxes. For example, the new family shelter removes a former motel from the tax rolls.

LARGE COMMUTER INFLUX

South Salt Lake's daytime population grows nearly three times its nighttime or resident population, creating disproportionate impacts on infrastructure and public safety services. Since two-thirds of South Salt Lake is comprised of light industrial and commercial uses, the City attracts workers from throughout the region.

SALES TAX

Given the contributions above, South Salt Lake historically struggled to generate sufficient sales tax revenue. Over the past decade, though, the City has worked hard to attract new retailers, such as WinCo Foods, that have helped build a steady, stable stream of sales tax revenue. The expiration of the current local-option sales tax in 2029, however, creates uncertainties we must prepare for.

City On The Move

Over the past decade, South Salt Lake has quietly solidified its place as a stable, diverse, and vibrant community that consistently punches above its weight. South Salt Lake has unmatched transit and transportation connections, and unparalleled economic investment.

CREATIVE INDUSTRY ZONE

Strategic planning and focus have nurtured a new Creative Industry Zone with small business, maker spaces, and a burgeoning brewery and distillery district. With Horton the Water Tower as the CIZ's icon, the area includes two transit stations, making them easily accessible and walkable.

ART CITY

A City-run arts council has commissioned over 50 large-scale murals in the downtown area, creating a strong sense of place unlike anywhere else in Utah. The annual Mural Fest draws thousands of residents and visitors to celebrate this open-air art gallery. Arts organizations like Poor Yorick Studios, which provide work and gallery space for 40 painters, ceramists, photographers, sculptors, and other artists enrich South Salt Lake's creative scene.

CULTURAL DIVERSITY

Cultural diversity. With a population significantly more diverse than other parts of Salt Lake County, South Salt Lake is a culturally rich community with a unique mix of restaurants, shops, events, organizations, and places of worship. The only Chinatown in the Intermountain West is in South Salt Lake. Immigration from around the globe brings new energy, ideas, and cultures that add to the City's diversity and identity. Of special note is the success of Promise South Salt Lake, the City's highly praised afterschool program that is helping raise educational attainment and ensuring that both youth and families thrive.

South Salt Lake believes that a community's strength comes from within, from the combined spirit and contributions of residents, past and present. The vibrant community you see today is only the beginning of what's to come with HTRZ funding and creating an exciting new city center.

Promise South Salt Lake Participants

SECTION II: LIVE, WORK, MOVE, AND PLAY

Each year, the South Salt Lake Arts Council commissions 10 new murals as part of the City's annual Mural Fest. Now totaling 52 murals, the program has enlivened and sparked creativity in the City's growing Creative Industries Zone and overlapping brewery and distillery district. South Salt Lake is now a regional destination for residents and visitors seeking a leisurely stroll through the open-air art gallery and a bite to eat at one of the growing array of bars and restaurants.

The Future of Downtown South Salt Lake

*With the assistance of an HTRZ Downtown SSL will transform into a unique urban destination where people can **LIVE, WORK, MOVE, AND PLAY***

South Salt Lake was long known as the City of Industry because of the many manufacturing and light-industrial businesses that grew up along the rail lines and highways. Today, buildings housing those uses have reached the end of their useful life and are well-suited for redevelopment. We have a historic opportunity to unlock and revitalize this critically located real estate.

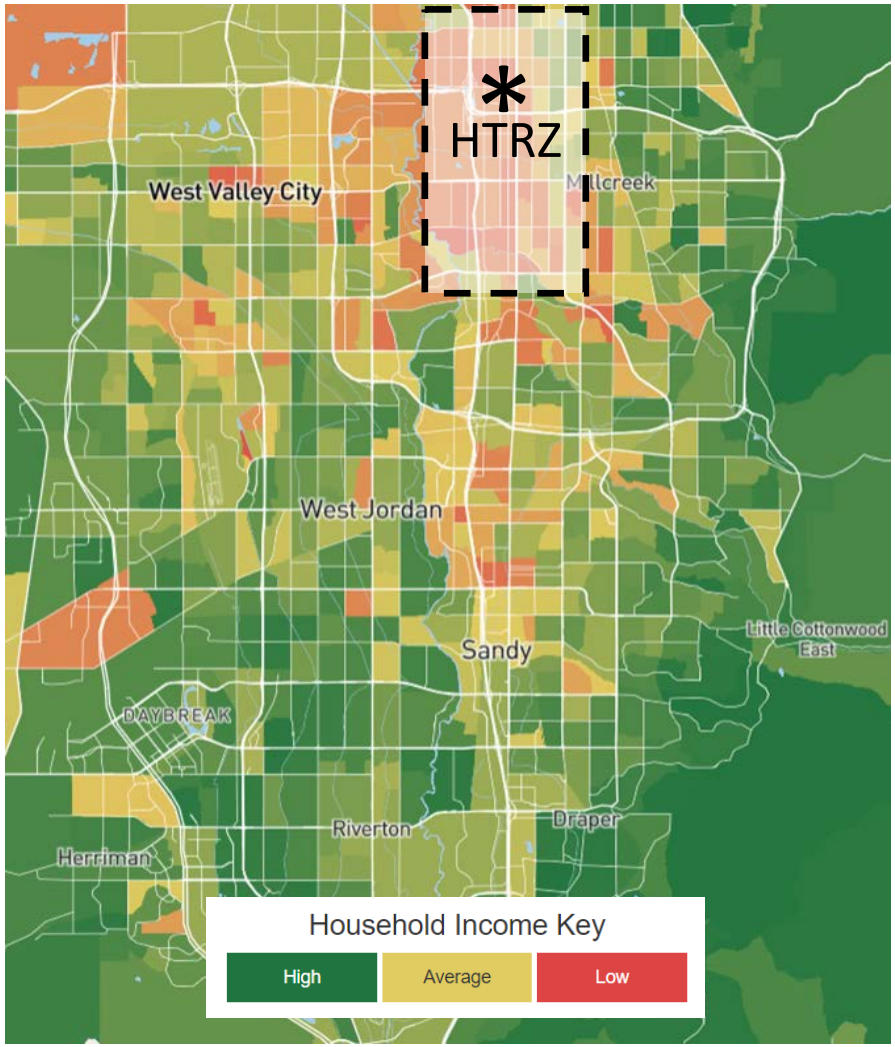
Downtown SSL: The Place to **LIVE**

Project approved & entitled; rendering courtesy Woodbury Corporation and Architectural Nexus

- Planning is underway for over 5,000 units averaging over 100 units per acre, providing density to support a lively, thriving neighborhood.
- Our design standards require high-grade materials and finishes that will help us transform this area of outdated industrial buildings into an attractive and inviting community.
- We encourage every developer to develop podium housing products to help create density and encourage ground-floor uses that support a walkable community built to a human scale that will endure over time.

Same location today

Downtown SSL: The Place to **Live** at a Range of Incomes



- The metro area's lower-income populations are concentrated along the I-15 corridor, with higher-income housing located concentrically outward.
- South Salt Lake disproportionately provides housing for lower-income populations.
- The median South Salt Lake family earns less than 60% of families in the metro area. **Our entire city population, on average, is lower than the HTRZ AMI standard.** The HTRZ code exempts currently lower-income areas like this from including any affordable units.
- Despite the statute not requiring any affordable units, SSL is committed to designating **at least 12.5% units** to be available to residents at or below 80% AMI.
- The inclusion of Affordable units in the recently-built Hi-Grade Apartments located within the HTRZ radius (adjacent to the selected HTRZ parcels) demonstrates South Salt Lake's continuing commitment to ensuring affordable housing as an option to serve our current and future residents.

Downtown SSL: The Place to **WORK**

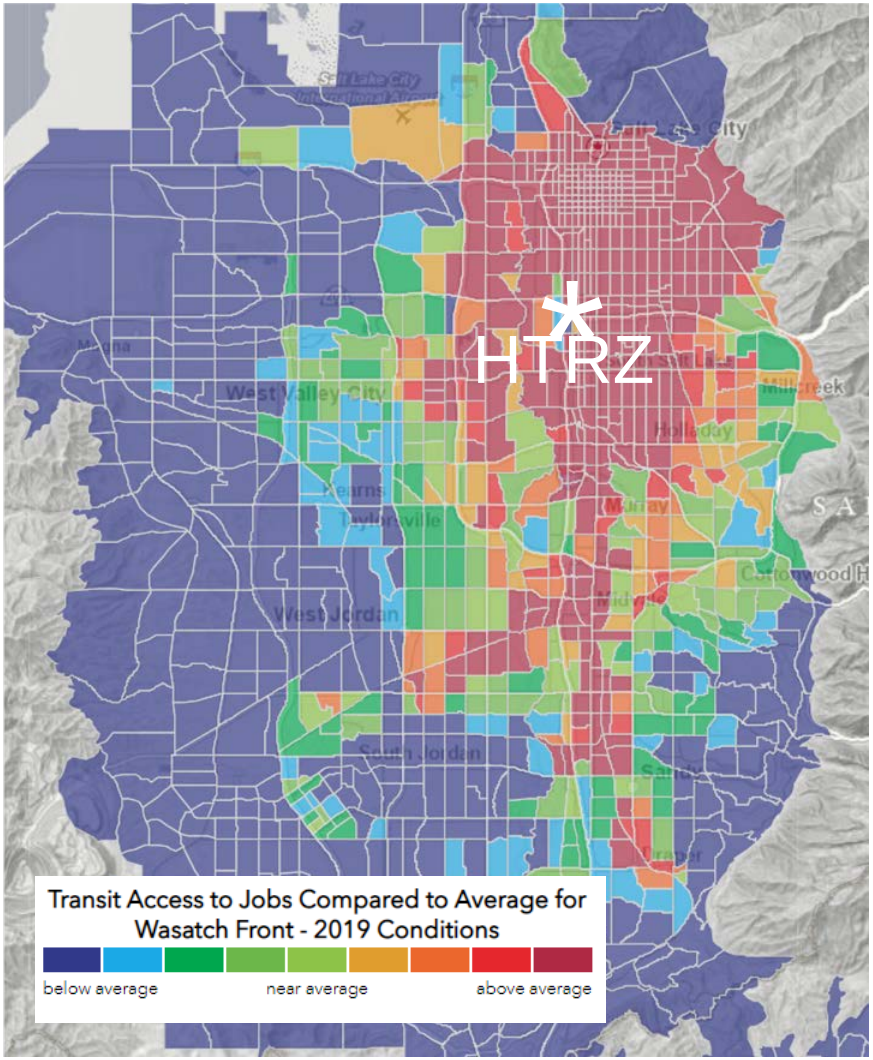
Ample employment, existing and new, will be available to residents in the HTRZ within a short walk

- The Downtown SSL HTRZ will allow employees of the 3,200 businesses located in our city the opportunity to live closer to where they work, improving productivity and quality of life.
- Plentiful jobs – both new and existing in a diverse assortment of small, medium, and large employers – are within walking distance from anywhere in the proposed HTRZ.
- **196 South Salt Lake businesses** fall within the HTRZ. These businesses, plus those immediately around the HTRZ, employ **2,929 workers.**

Major Employers (distance from HRTZ)

Downtown SSL: The Place to **WORK**

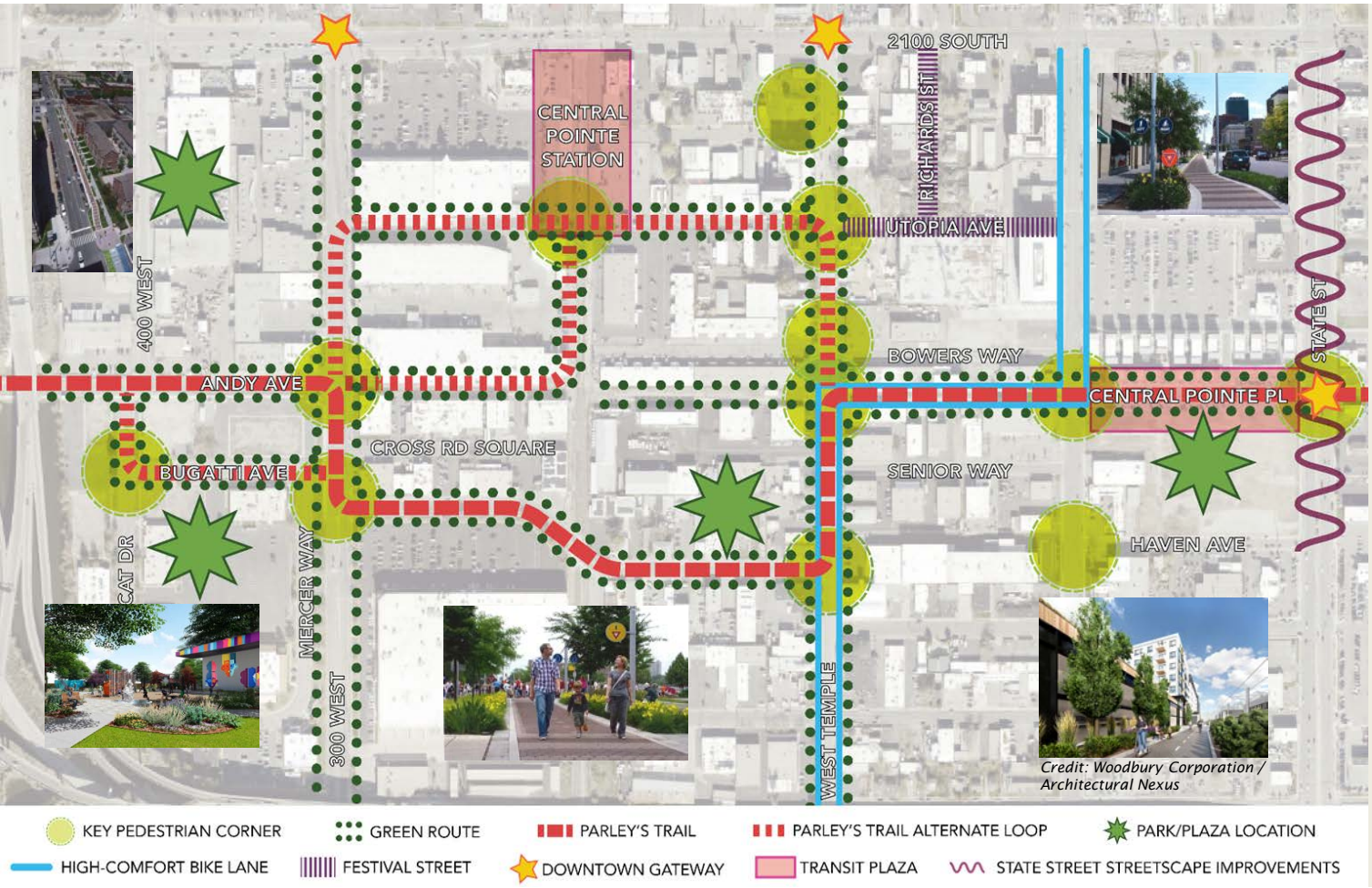
Transit allows HRTZ residents a 15-minute commute to jobs anywhere in the Valley



- The Downtown SSL HTRZ is bringing much-needed housing to where plentiful jobs are already located.
- Significant investments in the regional transit and highway systems provide convenient access for Downtown SSL employers and residents.
  - **Employees** have greater choice about where to work – within walking distance, or anywhere in the Valley just a short transit ride away.
  - **Employers** can tap a wider pool of potential workers. Employees can reach Downtown SSL by transit from most areas in 15-30 minutes.
- With TRAX light rail and S-Line streetcar stations within the HTRZ, Downtown SSL will have the highest level of transit access to jobs (dark red on WFRC map).

Downtown SSL: The Place to **MOVE**

The HRTZ area will serve as a hub of connectivity for the broader region



Credit: Woodbury Corporation / Architectural Nexus

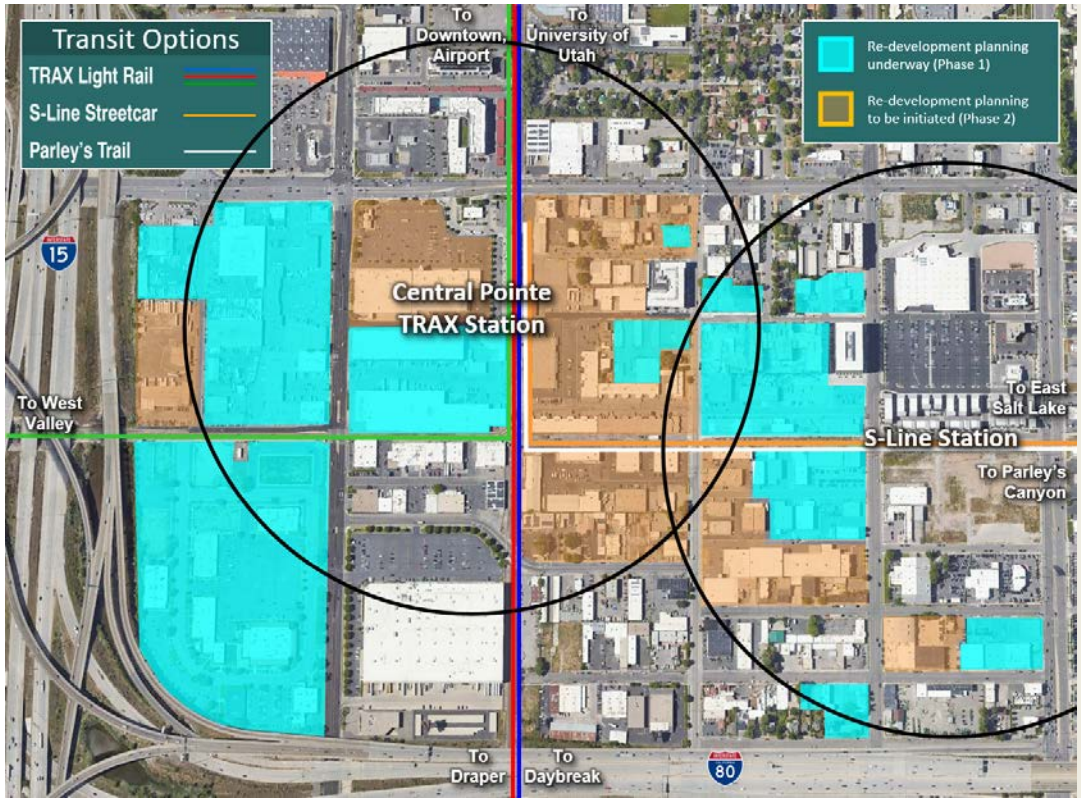
Downtown SSL Public Improvements

Select public enhancements in or adjacent to the Downtown SSL HTRZ, directly benefiting the HTRZ, include:

- Sidewalks with benches, bike racks, and streetlights
- Park strips and trees lining the streets
- Approximately 6 acres of parks
- High-comfort bike routes
- Improvements to Parley's Trail and S-Line Greenway
- Public Art
- Wayfinding, signage, and gateways
- Transit access upgrades
- Roadway improvements

Downtown SSL: The Place to **MOVE**

The proposed HTRZ maximizes Downtown SSL's unparalleled transportation network

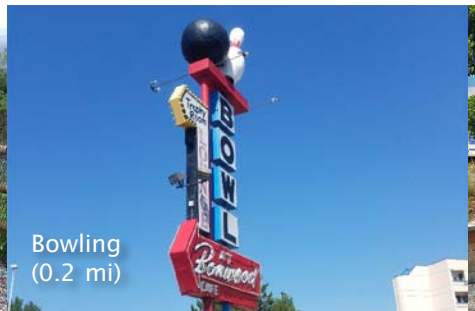


- No other HTRZ in the state includes access to all three light rail lines, streetcar, regional trail networks, and immediate access to Interstates 15 and 80 and SR-201.
- The Central Pointe TRAX Station connects transit riders to UTA's regionwide light rail and bus systems.
- The Parley's/S-Line trail will be improved throughout Downtown SSL and a new high-comfort bike line will traverse the site from north to south.
- Downtown SSL is uniquely poised to leverage the tremendous investments in infrastructure made in recent decades by UTA, UDOT, and local governments.

Downtown SSL: The Place to **PLAY**

South Salt Lake offers many opportunities for residents of Downtown SSL to relax, play, and have fun

We are focused on increasing recreation and leisure opportunities in Downtown SSL, including adding ground-floor dining and shopping opportunities to energize the street scene and creating one or more public parks in the HTRZ.



Local Recreation (Distance from HTRZ)

SECTION III: SSL HTRZ MEETS THE OBJECTIVES

A. *Promotes greater utilization of public transit.*

B. *Increases availability of housing, including affordable housing.*

C&D. *Improves water conservation and air quality improvements through efficient land use and reduced fuel consumption/motor vehicle trips.*

E. *Encourages transformative mixed-use development and collaborative investment in transit and transportation in strategic areas.*

F. *Maximizes planning and economic development tools to strengthen and grow major transit corridors.*

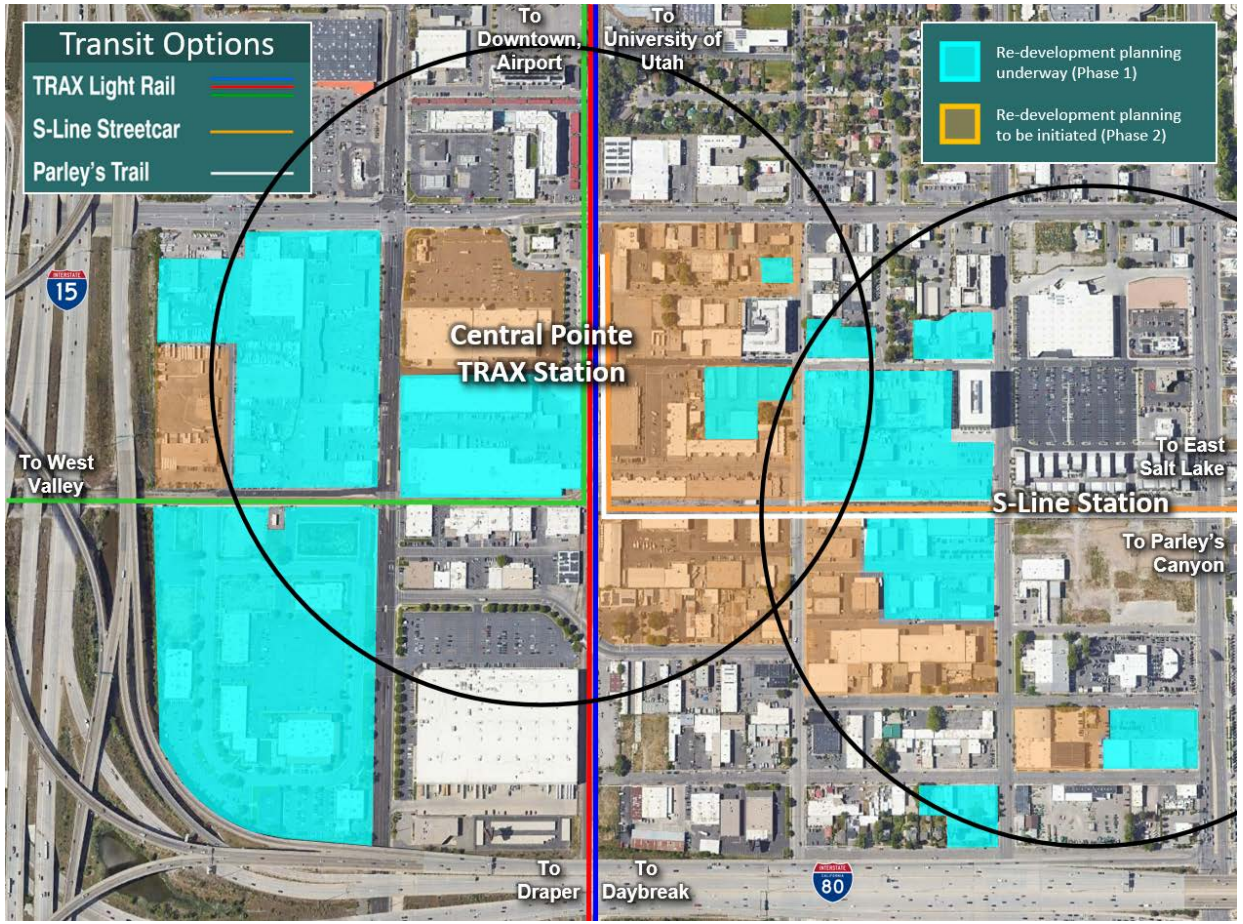
G&H. *Increases access to employment, education opportunities, and child care.*

HTRZ/Sales and Use Tax Boundary

South Salt Lake City is proposing the formation of an HTRZ area that includes 99.77 acres, as part of the master-planned 200-acre Downtown area. The HTRZ area is proposed to be located within 1/4-mile of the Central Pointe TRAX Station and S-Line Station. The HTRZ area includes both parcels with planned redevelopment and yet to be planned development.

The HTRZ area includes 195 parcels, which are detailed in the appendix. Parcels that are part of planned projects in which part of the project is within 1/4-mile of the stations have been included in the HTRZ.

The analysis to derive the initial funding gap (including the number of units and parking stalls) conservatively takes in only those parcels shaded in blue, which are furthest along in planning.



- *The City worked with the Governor's Office of Economic Opportunity (GOEO) to verify the viability of using two 1/4-mile radii from a TRAX and an S-Line Station within a single HTRZ application, rather than submitting two separate proposals simultaneously. GOEO confirmed this approach is allowed by Statute, so long as the total area included in the HTRZ does not exceed the 100-acre maximum. See the appendices for parcel numbers of properties in the proposed HTRZ.*
- *Areas in blue are currently in the city planning process for redevelopment. The areas in orange have been identified as redevelopment opportunities in a subsequent phase. This proposal contemplates using HTRZ funds within the black circles and all areas shaded blue and orange for "horizontal construction costs", "vertical construction costs", and "enhanced development costs" as defined in 63N-3-602, as such costs will directly benefit the HTRZ.*

A: Promotes Greater Utilization of Public Transit

Downtown SSL includes strategies for promoting and generating increased transit ridership and addressing first/last mile opportunities within the downtown area. Downtown SSL was visualized and designed for walkability and to provide unmatched access and mobility for all travelers. Two key strategies will promote greater utilization of public transit: 1) Downtown SSL-specific design standards, and 2) unparalleled access to transit options.

DOWNTOWN SSL DESIGN STANDARDS

The Downtown SSL Form-Based Code is the culmination of over a decade of discussion, planning, and design that started with visioning for a new mode of transit to serve the South Salt Lake downtown. With the S-Line Streetcar as its impetus, the plan was developed to promote transit-oriented development, as well as a walkable, urban development. Downtown SSL design standards include "complete streets" that encourage street-level urbanism, promote walking, support public transportation, and encourage use of streets as public space.

The Downtown SSL Design Standards include a "Station" subdistrict designed specifically to support transit-oriented development by focusing on uses that are most closely tied to transit – housing and jobs.

Design standards include an emphasis on walking, biking, and transit use. The Station subdistrict allows unlimited height and density near the Downtown SSL transit stations. The Downtown SSL

Promotes Greater Utilization of Public Transit Continued

Code also includes Transit Greenway Open Space that will include walking and biking paths (Parley's Trail) and other first/last mile solutions. These specific subdistrict design standards were created to optimize the opportunities found nowhere else in the state – the convergence of streetcar and all three TRAX lines at the Central Pointe Station within the HTRZ.

The Downtown SSL HTRZ was designed to promote real transportation choices that encourage residents, workers, and visitors to leave their cars at home.

UNPARALLELED ACCESS TO TRANSIT

As noted above, Downtown SSL is the only area in the state that includes access to the Streetcar and all three TRAX lines. This convergence provides unmatched connection to local and regional bus and rail services for Downtown SSL's residents, workers, and visitors. HTRZ funding will help make transit more available and convenient for thousands of potential riders.

The proposed 1,228-unit Intermountain Development within the HTRZ is less than 150 feet from the Central Pointe TRAX Station. The developers propose to incorporate a seamless integration of their building lobby and the Station. Residents will be able to access the region's entire public transit network within just steps of their homes.

All residential units within the HTRZ will be within a five-minute walk of a public transit station.

OBJECTIVE A OVERVIEW

Downtown SSL Design Standards

- Designed for walkability and to provide unmatched access to mobility.
- The Station Subdistrict allows for unlimited height and density
- Design standards emphasize walking, biking, and transit use throughout Downtown SSL.

Unparalleled Access to Transit

- Includes access to all three TRAX lines and S-Line Streetcar.
- Large portion of residential units less than 150 feet from HTRZ's transit stations.
- All residential units within 5-minute walk of transit station.

B: Increase Availability of Housing, Including Affordable Housing

All 5,125 planned residential units within the HTRZ will be located within a five-minute walk of a light rail station.

The HTRZ includes **51.37 units per acre** of high-density housing over the entire 99.77-acre area. **Currently, 44.24 acres in the HTRZ area are planned for development, with an average of 115 units per acre**. Once developed, the entire HTRZ area will likely have a similar density. In total, **89% of the HTRZ's planned developable square footage will be residential.**

According to the US Census, South Salt Lake's population is 26,777 persons living in 9,904 households, for an average household size of 2.70. The median income of South Salt Lake residents is $50,859, which is below the 60% Salt Lake City Metro HUD income level for a household of 3 persons ($55,320), allowing for an exemption from the affordable housing set-aside requirement.

While exempt from the affordable housing requirement, South Salt Lake understands that one of the key tenets of HTRZ areas is increasing affordable housing options. With the approval of HTRZ funding, **South Salt Lake is committed to restricting 12.5% of the units for households with a gross household income equal to or less than 80% AMI.**

A vital component of high-density development in Downtown SSL is structured parking. **HTRZ funding is needed to build parking infrastructure to enable the highest housing densities around the transit stations.**

OBJECTIVE B OVERVIEW

- 5,125 residential units.
- Currently, 44.24 acres of the HTRZ are planned, including 115 units per acre.
- Counting only planned units, the equates to 52.13 units per acre across entire HTRZ.
- While South Salt Lake is exempt from HTRZ housing requirement, City is still restricting 12.5% of units for affordable housing.
- Structured parking is required to enable highest residential densities around transit stations.

C & D: Improves Water Conservation Resources and Air Quality Improvements Through Efficient Land Use and Reduced Fuel Consumption/Motor Vehicle Trips

IMPROVES WATER CONSERVATION

The Downtown SSL landscape design standards include goals of 1) promoting prudent use of water and energy resources by maintaining sustainable, functional landscapes and 2) shading large expanses of pavement and reducing the urban heat island effect.

Additionally, the City has created a Landscape Handbook that assists with the implementation of the City's landscape requirements and includes various water conservation methods, including landscape design principles, irrigation considerations, and recommended water efficient plants.

The contemplated higher-density residential units will significantly reduce the amount of water needed to maintain landscaping when compared to low-density single- family housing.

AIR QUALITY IMPROVEMENTS

The structured parking design of the HTRZ will significantly reduce the large expanses of pavement seen in typical Utah urban developments. In turn, this helps reduce the urban heat island effect, decreasing air pollution levels and energy costs.

Studies* have shown that transit-oriented developments within a quarter-mile of transit stations reduce vehicle trips between 25-50%. As the Downtown SSL HTRZ includes direct access to all regional transit lines, it is reasonable to assume that it will be on the high end of transit-oriented vehicle trip reduction percentages. This decrease in vehicle trips will reduce the amount of carbon monoxide, hydrocarbons, and other harmful emissions; improving air quality, decreasing fuel consumption, and reducing the dilapidation of the region's highways and roads.

OBJECTIVES C & D OVERVIEW

- Water conservation design standards.
- Higher density = less landscape watering.
- Reduced emissions from pavement and vehicle trips.
- Transit access to all regional job centers.

Comparative case studies: trip and parking generation at Orenco Station TOD, Portland Region, and Station Park TOD, Salt Lake City Region.

E: Encourages Transformative Mixed-Use Development and Collaborative Investment in Transit and Transportation in Strategic Areas

Downtown SSL has a strong history in industrial, manufacturing, and commercial uses. While still perceived as an industrial zone, Downtown SSL, with the assistance of HTRZ funding, will be the state's first completely redeveloped transit-oriented development, as the funds will be used to transform this once industrial-focused area into a vibrant, creative, mixed-use City Center.

Downtown SSL has been identified as a key regional transit and transportation strategic area. In 2022, South Salt Lake was awarded a $100,000 Transportation and Land Use Connection grant to assist with the Central Pointe Station Area Plan, ensuring that the development and growth within Downtown SSL aligns with transit investments that have been made in the area. The station area plan will focus on the nexus of transit infrastructure, land uses, and connections to the available rider network. The end result will be a vision and implementation plan that the City and UTA will use to guide future decisions within this strategic area.

OBJECTIVE E OVERVIEW

- State's first completely redeveloped TOD.
- UTA/WFRC partnerships Downtown SSL recently received a $100,000 TLC grant for a Station Area Plan.

F: Strategic Land Use and Municipal Planning in Major Transit Investment Corridors

Downtown SSL is identified as an "Urban Center" in the Wasatch Front Regional Council's Wasatch Choice 2050 Plan. Urban centers are described as mid- to high-density, pedestrian, bicycle, and transit friendly, and mixed-use.

These centers boast diverse populations and extensive employment opportunities. Intermodal transportation options ensure that residents, workers, and visitors have convenient access to retail, recreation, and employment.

As outlined earlier in this section, the Downtown SSL area, with the assistance of HTRZ funding has been strategically planned by the City to capture the vision of a true Urban Center, as outlined in the Wasatch Choice 2050 Plan. Including high density, multi-modal transport friendly, diverse population, and access to extensive employment opportunities.

OBJECTIVE F OVERVIEW

- Downtown SSL is a strategic Urban Center in WFRC's Wasatch Choice 2050 Plan.
- Downtown SSL has been planned to capture the vision of a true Urban Center.

G & H: Increases Access to Employment, Educational Opportunities, and Child Care

The Central Pointe Station includes direct access to the University of Utah Campus via the TRAX Red Line. Additionally, with access to the Blue and Green Lines, residents within the HTRZ will have access to all of the other major Wasatch Front universities and colleges.

There will be numerous direct employment opportunities within the HTRZ, as the anticipated development includes over 268,000 square feet of office space and 125,000 square feet of commercial space. Using employee per square foot averages collected from CoreNet Global and other regional developments, the HTRZ development will create over **2,000 direct jobs.** This is in addition to the existing employment hub within the Downtown SSL area.

Additionally, access to all the region's light rail lines connects residents within the HTRZ to Salt Lake City's Central Business District, Silicon Slopes, and all other major regional employment hubs.

Childcare is an economic issue that has only increased since the pandemic. Lack of childcare opportunities results in program closures, higher childcare costs, and a reduction in available workforce.

In the 2022 Report "Untapped Potential: How Childcare Impacts Utah's Workforce Productivity and the State Economy," 307 parents were surveyed to gauge the current state of childcare in Utah. Results of the survey show that one of the top three primary reasons for selecting their childcare arrangement is proximity to their home, work, or school.

The Downtown SSL HTRZ will assist working parents with connecting them to additional childcare choices, especially for parents who rely on transit and other forms of public transportation.

OBJECTIVES G & H OVERVIEW

- Central Pointe Station includes direct access to the University of Utah and connections to all other regional universities and colleges.
- Over 2,000 direct jobs.
- Connection to region's main employment hubs.
- The HTRZ will increase childcare choices for working parents.

SECTION IV: MARKET ANALYSIS

Comparison of Development Without HTRZ Approval

The following table shows a comparison of a typical market development vs. the planned HTRZ development. The first column outlines the market development, which would be reduced or altogether absent parking structures, as HTRZ funds are necessary to achieve the proposed density with supportive parking. The level of development is consistent with other non-incentivized development in the City and neighboring communities and assumes 30 units per acre (in aggregate) may be achieved, with its supportable commercial square footage. Many parcels likely would not be re-developed.

The next column represents the projected development intensity with HTRZ approval. **With HTRZ funds, the projected residential density triples and the commercial uses are nearly double** when compared to the market development. This equates to a **311% increase** in building assessed values, **increasing from $267.83 million to $1.10 billion.** Using 2022 certified tax rates, this equates to an **additional $9.28 million of annual property tax revenue for the taxing entities within the HTRZ.** Under the proposed HTRZ plan, residential land acreage represents 58% of the overall HTRZ acreage, with 89% of the developable square footage being residential.

With HTRZ funding, residential density triples & commercial uses nearly double.

Development	Market Plan	HTRZ Plan	Increase Over Market Plan
Multi-Family Units	1,235	5,125	3,890
of which Affordable	-	640	640
Office Square Feet	93,000	268,000	175,000
Retail Square Feet	25,135	64,564	39,429
Hotel Keys	-	130	130
Multi-Family Assessed Value	$237,950,882	$983,941,577	$745,990,694
Office Assessed Value	$24,220,239	$83,574,560	$59,354,320
Retail Assessed Value	$5,655,375	$14,526,900	$8,871,525
Hotel Assessed Value	-	$19,889,132	$19,889,132
Total Assessed Value	**$267,826,497**	**$1,101,932,168**	**$834,324,761**

Comparison of Market Rate Apartment Development

South Salt Lake is uniquely positioned as an intermediary market between downtown and suburban. Currently, South Salt Lake City lacks many Class A multi-family residential options. Per Costar data, the average rent for relatively new units is **$2.06 per square foot.** Interestingly, this is equal to the average of downtown rent per square foot and suburban rent per square foot published in CBRE's *The Greater Salt Lake Area Multifamily Market Report (Class A).*

Due to its proximity, east of I-15 and north of I-80, the most relevant comparison to South Salt Lake is downtown Salt Lake City. The average rent for relatively new projects similar to the South Salt Lake comps is **$2.54 per square foot**. This ~25% rent premium allows downtown Type III construction projects to be economically justifiable, whereas, the same project in South Salt Lake is not feasible without public assistance.

SSL rents would support Type V construction, but Type V is not feasible in the SSL HTRZ. First, the prevailing land cost is too high to facilitate Type V density. Second, Type V is not feasible due to fragmented land ownership, small parcels not suitable for Type V parking, and other infill characteristics of the area.

South Salt Lake Comps Source: Costar

Name	Address	Yr Built	Units	Unit Size	Rent / SF
Capitol Homes Apartments	1749 S State St	2021	93	612	$2.44
Strata99 Townhomes	99 E Central Pointe Pl	2019	95	1,074	$2.02
@2100 Apartments	1977 S 300 W	2020	82	710	$1.98
The Bowers Residences	55 W Utopia Ave	2023	236	745	$2.28
Wilmington Flats	1235 E Wilmington Ave	2015	105	873	$2.02
The Zeller	2255 S 300 E	2018	293	835	$2.16
2550 South Main	2550 S Main St	2013	112	1,012	$1.45
South Salt Lake Average by Unit Type				**Unit Size**	**Rent / SF**
Studio				478	$2.93
1 Bed				661	$2.35
2 Bed				1,051	$1.79
3 Bed				1,360	$1.90
South Salt Lake Average				**829**	**$2.06**

Downtown Comps

Name	Address	Yr Built	Units	Unit Size	Rent / SF
Lotus Republic	25 S 300 E	2023	80	519	$3.21
Post District Apartments	510 S 300 W	2022	580	807	$2.80
Skyhouse	308 North Temple	2018	240	803	$2.52
The Hardison	480 E South	2021	139	695	$3.03
Slate	915 Washington	2023	150	506	$3.01
The Olive	378 W 300 S	2022	120	711	$2.61
SevenO2 Main	702 S Main St	2022	239	671	$2.53
Skyhouse	308 North Temple	2018	240	803	$2.52
The Charli	828 S Richards	2021	91	686	$2.49
Camber Apartments	320 N 490 W	2023	422	1,005	$2.47
The Morton	245 S 200 E	2019	137	677	$2.40
Cottonwood on	325 E 300 S	2023	254	790	$2.40
Pierpont Apartments	315 W Pierpont	2019	87	714	$2.34
4th West Apartments	255 N 400 W	2017	493	869	$2.31
Harvest Apartments	588 N 300 W	2022	252	791	$2.27
Hardware Apartments	455 W 200 N	2018	453	1,024	$2.25
Block 44	380 S 400 East	2018	214	1,127	$2.08
Downtown Average					**$2.54**

HTRZ is Needed to Overcome Infill Costs

1. LAND AND DEMOLITION: For many years, the parcels around Central Pointe Station have supported industrial, warehouse, and other uses. These aging buildings are no longer the highest and best use for this land, which is ideally situated for transit-oriented development.

Despite not being the best use of the land, current landowners generate cash flow from these antiquated uses. For an existing owner to give up the annual cash flow, a developer seeking to create a high-density development must induce the landowner with a price attractive enough to relinquish both the land itself and the annual cash flow it generates. In South Salt Lake today, inducing a landowner to sell requires an average price of around $3-4 million per acre, depending on location and site-specific characteristics. A developer building in a suburban location typically does not have to pay a premium to this degree to overcome this barrier. Further, a developer is required to pay for demolition and removal costs associated with removing the existing use.

2. INFRASTRUCTURE: Infill development in older and lower-density areas requires upgrading existing infrastructure. For instance, the sewer system in this area is running at maximum capacity and is not capable of handling the demand generated by the high-density development envisioned by the City, and handling the density

articulated in the HTRZ objectives. The all-in cost to improve the sewer to service the HTRZ area is $31.65 million.

Infill development around Central Pointe also includes other redevelopment costs like burying power lines, environmental remediation, and public enhancements like sidewalks, parks, bike routes, trail improvements, public art, transit access upgrades, and roadway improvements.

3. OTHER INFILL RELATED COSTS: Additionally, the cost of staging construction materials, managing traffic flow, crane placement, and implementing safety precautions goes up significantly to build in this commercially active area. For example, construction will often occur in off-peak times to mitigate traffic impacts, which increases labor costs.

HTRZ is Needed to Overcome Hard Costs

4. HARD COST: Construction costs increase as density increases. Building material costs increase as different construction materials like concrete, steel, and elevators are required for taller, higher- density buildings. The complexity of mechanical, electrical, plumbing specifications and systems increase.

As discussed in the Market Analysis, South Salt Lake is uniquely positioned as an intermediary market between downtown and suburban. The cost of construction within the HTRZ are equivalent to downtown Salt Lake, but the rents are significantly lower, which creates an additional financing gap.

The rents supported by this market do not make up for these costs without the implementation of the HTRZ, together with all development impediments discussed herein.

Stories	Type IIIA – Podium
7	Wood Framing
6	Wood Framing
5	Wood Framing
4	Wood Framing
3	Wood Framing
2	Concrete Podium
1	Concrete Podium

Hard Cost Per Foot (excl Parking costs): $350-$450

HTRZ is Needed to Overcome Parking Costs

5. PARKING: To generate the density required to create a truly walkable, transit-oriented development, parking must transition from surface parking (typical in suburban markets) to podium structured parking (typical of new urban TOD).

Currently, **the HTRZ anticipates 6,336 structured parking stalls. Residential development is characterized by a parking ratio of 1.0 to 1.25 stalls per residential unit on average.** The relatively low ratio is, in part, a function of the City's allowance for a 20% parking requirement reduction to promote high-density development around Central Pointe and to encourage the utilization of public transit over private transportation.

To surface-park as many cars would take approximately 58 acres of land (excluding any buildings). This is equivalent to using up 46% of land in an HTRZ radius for parking instead of housing, as illustrated to the right. This approach is neither economically feasible due to land costs, nor practically feasible due to fragmented land ownership, nor would this advance the objectives of HTRZ.

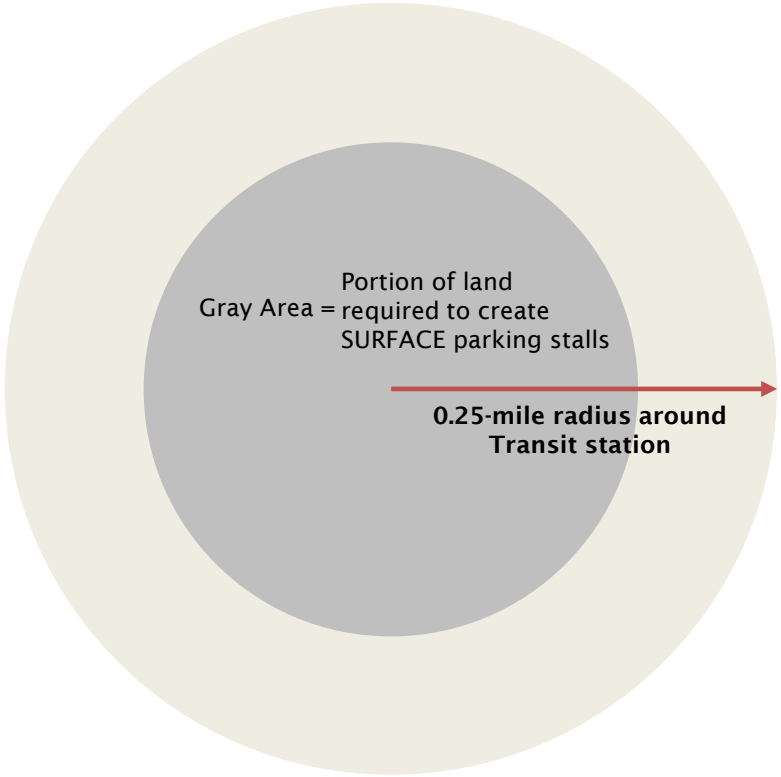


Illustration of Surface Parking Inefficiency in TOD Areas

HTRZ is Needed to Overcome Parking Costs

5. PARKING: To maximize density and walkability around Downtown SSL, development projects will be characterized by **structured parking,** typically within the footprint of the building.

The table below summarizes the cost differential between building a surface lot and structured parking in a concrete podium. Notably, the Downtown SSL area has a high water table, which necessitates the use of geo-piers for parking structures planned within the HTRZ, increasing the cost per structured stall to $45,000, which is $10,000-$15,000 higher per structured stall than found in other parts of the Salt Lake Metro area.

In total, **the cost differential** between surface parking and structured parking **within the HTRZ is $262,944,000.**[1] The rents supported by this market are insufficient to offset the higher cost of building Type IIIA structured parking needed to meet the planned density. But for the HTRZ funding to offset these costs, creating a high-density zone typified by structured parking will be infeasible.

Parking Type	Cost Per Stall			Total Cost		Surface Cost vs. Structured
	Low	High	Midpoint	Total Stalls	Total Cost	
Market Cost (Surface)	3,000	4,000	3,500	6,336	22,176,000	-
Structured in South Salt Lake	40,000	50,000	45,000		285,120,000	262,944,000

Note 1: The number of stalls and total cost in this analysis excludes land areas in the to-be-designed Phase 2. Including these parcels increases the total difference in parking cost by up to ~50%.

HTRZ is Needed to Overcome Affordable Housing Loss in Values

6. AFFORDABLE HOUSING: The following analysis summarizes the loss in value from subsidizing rents to meet the HTRZ 80% AMI affordable housing requirement. As discussed previously, while South Salt Lake is exempt from the affordability requirement, the City is committed to subsidizing 12.5% of the residential units at 80% AMI or below. The annual loss amount in the table below is used to calculate the loss in market value on a per unit basis for a **hypothetical 31 units** (12.5% of a typical 250-unit project) and the **per unit reimbursement** needed to allow the project to move forward.

Loss per Unit from Subsidized Rent

Assumption	Value
Weighted Average Affordable Rent	$1,530
Blended Market Rate	$1,702
Loss Rent $ Unit/mo.	-$172.00
Affordable Units	31
Annual Loss Total	($63,984)

Loss In Value from Subsidized Rents

Cap Rate	Market NOI	Value	12.5% Affordable NOI	Value	Variance Above/(Below) Market	Loss Per Unit
4.50%	$3,930,350	$87,341,111	$3,866,366	$85,919,244	($1,421,867)	($45,867)
4.75%	$3,930,350	$82,744,211	$3,866,366	$81,397,179	($1,347,032)	($43,453)
5.00%	$3,930,350	$78,607,000	$3,866,366	$77,327,320	($1,279,680)	($41,280)

Reimbursement per Affordable Unit: **$41,300**

SECTION VI: PROPOSED HTRZ BUDGET

Projected HTRZ Funds

TAX INCREMENT REVENUES

New development within the HTRZ is anticipated to begin in fall of 2023 - spring of 2024. The development within the HTRZ will generate significant additional property tax revenue above what is currently generated within the HTRZ. It is projected that property tax increment (TIF) generation could begin as early as 2025. It is anticipated that 2022 will be the base year value for both TIF and Sales Tax generation within the HTRZ. As outlined in 63N-3-603, the TIF collection period is for 15 years on each parcel within a 30-year period.

- 2022 Base Year Value - Property Tax: **$193,190,009**.
- Over the 30-year TIF collection period, the HTRZ will generate **$412.63 million in incremental property tax**. It is anticipated that **$179.28 million (80%) of the TIF will go towards funding the HTRZ** and $233.35 million will go to the taxing entities. This is in addition to the $64.51 million of of Base Year Taxes generated during the 30-year period.
- After the HTRZ TIF collection period, the taxing entities will receive **$15.22 million of annual property tax revenue**, a **411% increase in the annual tax increment generated by the Market Plan**.

PROPERTY TAX INCREMENT GENERATION

Taxing Entity	2022 Tax Rates	30-Year Tax Increment	80% Increment to HTRZ (15 Yr/Parcel)	Balance to Taxing Entities	Annual Property Tax Revenue After HTRZ
Salt Lake County	0.001459	$54,090,768	$23,501,099	$30,589,668	$1,997,853
Salt Lake County Library	0.000386	$14,310,512	$6,217,563	$8,092,949	$528,562
Granite School District	0.006311	$233,973,156	$101,655,544	$132,317,612	$8,641,845
South Salt Lake City	0.002565	$95,094,461	$41,316,189	$53,778,272	$3,512,333
South Salt Lake Valley Mosquito Abatement District	0.000009	$333,665	$144,969	$188,696	$12,324
Central Utah Water Conservancy District	0.000400	$14,829,546	$6,443,070	$8,386,475	$547,732
Total	**0.011130**	**$412,632,107**	**$179,278,435**	**$233,353,671**	**$15,240,648**

Projected HTRZ Funds

TTIF SALES TAX REVENUES

As outlined in 63N-3-610, one year after the HTRZ is established, the tax commission shall, at least annually, transfer an amount equal to 15% of the state's sales and use tax increment within the HTRZ into the Transit Transportation Investment Fund (TTIF) to be used to fund transit transportation projects throughout the state. While TTIF projects within HTRZ areas are prioritized, the full amount of TTIF Funds generated by the HTRZ will not likely be fully reinvested in the HTRZ.

- 2022 Sales Tax Base Year: TBD by Utah State Tax Commission
- Over the 30-year incremental sales tax collection period, the HTRZ will generate **$67.82 million in incremental state sales tax,** 15% of which, or **$10.17 million will be transferred to the TTIF fund**.

SALES TAX INCREMENT GENERATION

Assumptions	Annual Average	30-Year Total
Commercial Sales per Square Foot	$425.00	
Commercial Square Feet	64,564	
Hotel Rooms	130	
ADR	$155.00	
Occupancy Rate	60%	
Annual Growth	2.50%	
Utah Sales Tax Rate	4.85%	
Gross Taxable Sales	$46,613,768	$1,398,413,048
State Sales Tax Revenue	$2,260,768	$67,823,033
TTIF Revenue (15%)	**$339,115**	**$10,173,455**

Proposed Development Plan

Vertical development within the HTRZ is anticipated to begin in late 2023 or early 2024, with a completion date of 2028.

The currently planned development will include the following:

- **5,125 multi-family units, of which 640 are affordable**
- **268,000 square feet of office space**
- **64,564 square feet of commercial space**
- **130-room hotel**

DEVELOPMENT PLAN ABSORPTION SCHEDULE

Development Type	Total Units/Sq. Ft.	Start Date	End Date
Multi-Family Residential	5,125 Units	2023	2028
Office	268,000 Sq. Ft.	2024	2028
Commercial	64,564 Sq. Ft.	2024	2028
Hotel	130 Rooms	2024	2026

If all aspects outlined above are constructed, the HTRZ produces an estimated **$1.02 billion of new taxable assessed value.** The 64,546 square feet of commercial space will be ground floor retail within the multi-family development and is included in the valuation of the multi-family units.

DEVELOPMENT PLAN ABSORPTION SCHEDULE

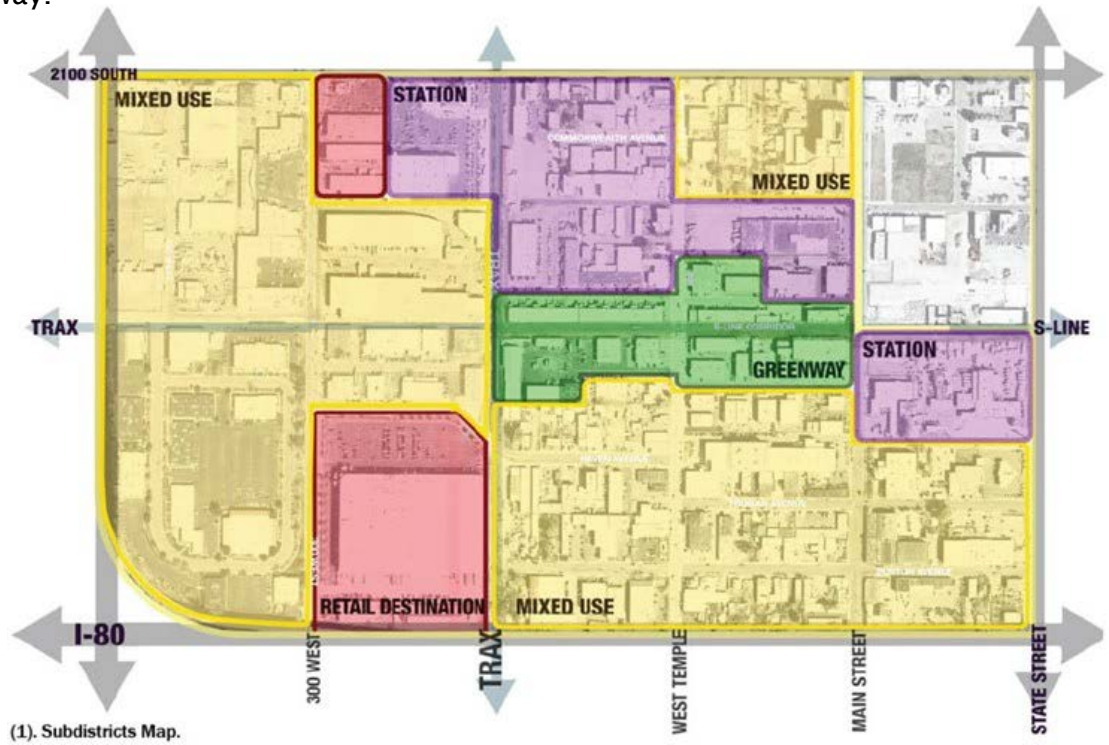
Development Type	Total Units/Sq. Ft.	Value per Unit/Sq. Ft.	Total Assessed Value
Multi-Family Residential	5,125 Units	$350,314	$1,795,359,989
Office	268,000 Sq. Ft.	$260.43	$69,795,959
Commercial[1]	64,564 Sq. Ft.	Combined with Multi-Family	Combined with Multi-Family
Hotel	130 Rooms	$130,076	$16,909,933
Incremental Land Value			$21,626,672
Personal Property Values			$14,195,251
Primary Residential Exemption			(815,955,635)
2022 Building Values			($86,766,281)
Total Taxable Value			**$1,015,165,888**

Note: These tables depict the assessed values of the HTRZ areas currently in design. It is conservatively estimated that 33% of the undesigned acreage will be developed over the life of the HTRZ. This developed will add $354.16 million in assessed value. The future development will be obligated to meet the requirements outlined in 63N-3-603(2).

Specific Transportation Infrastructure Needs and Proposed Improvements

Over the last 10 years the City has partnered with UTA, UDOT, real estate developers, and other stakeholders to construct various infrastructure improvements to enhance the ability of potential riders to access the public transit station. One example is the Parley's Trail and S-Line Greenway.

The Downtown SSL Masterplan is divided into four subdistricts, including the Station and Greenway subdistricts. These are the two subdistricts that surround the transit stations within Downtown SSL. These two subdistricts will require significant investment in parking, transportation, trail connectivity, linear parks and green space, community gathering spaces, and other infrastructure improvements.



(1). Subdistricts Map.

The Central Pointe Station will require significant improvements to be highly functional and to support transit-oriented development. Additionally, transportation infrastructure projects include Parley's Trail improvements, designated bike lanes, and other first/last mile upgrades.

Other Financing Sources

The City and other stakeholders are committed to investing in Downtown SSL. In 2022, a group of landowners seeking to advance redevelopment efforts within the Downtown and East Streetcar zones consented to pay **$31.65 million in for sewer infrastructure improvements** needed for any future increase in density within Downtown SSL. In collaboration with the City, the landowners financed this cost through a Public Infrastructure District (PID).

In addition to the Downtown PID, the HTRZ is within the Census Tract 1115 Opportunity Zone (OZ), which will spur private investment in the Downtown SSL through federal tax incentives. Historically, a significant portion of the land within the Downtown SSL area had industrial uses and to date, many of the redevelopment projects have required environmental remediation. As remediation is needed on future development within the HTRZ, the City will work with Salt Lake County and the EPA on finding other financing sources for remediation efforts.

The approval of HTRZ funding in Downtown SSL will facilitate the leveraging of the other public financing mechanisms and large private investment to amplify the effects of the public investments. Combining these various financing sources will allow Downtown SSL to meet the requirements and objectives outlined in 63N-3-603 and this proposal.

SECTION VII: DEVELOPMENT PRO FORMA

The proforma shows that bringing this antiquated zone up to market standard requires public assistance to be viable and induce development around these critical transit stops

SSL Cost Impediments Include:

Rent per sqft in SSL is 25%+ lower than downtown submarket

SOUTH SALT LAKE HTRZ

Type	Units	% Mix	Unit Sq.	Rentable Sq. Feet	Asking Rent $ Unit/mo.	Asking Rent $ PSF/mo.	Annual
Studio	40	16%	478	19,132	1,401	2.93	672,672
One Bed	100	40%	661	66,137	1,554	2.35	1,865,076
Two Bed	100	40%	1,051	105,088	1,881	1.79	2,257,291
Three	10	4%	1,360	13,600	2,584	1.90	310,080
TOTAL	**250**	**100%**	**816**	**203,957**	**1,702**	**2.09**	**$5,105,119**

BASE YEAR STABILIZED CASH FLOW			
	Rent		5,105,119
	Ancillary Income	300	900,000
Less:	Vacancy - Overall	6.5%	(390,333)
EFFECTIVE RENTAL INCOME			5,614,786
Less:	Operating Expenses (% of ERI)	26.0%	(1,459,844)
	Management Fees (% of ERI)	3.0%	(168,444)
	Reserves (% of ERI)	1.0%	(56,148)
TOTAL EXPENSES & RESERVES		30.0%	(1,684,436)
NET OPERATING INCOME			$3,930,350
	Construction Interest		(3,773,528)
Construction Cash Flow			156,822
	Long-Term Debt Service		(3,321,761)
Long-Term Cash Flow			608,589

PROJECT MARKET VALUE		
Market Value - Multifamily	5.08%	77,369,100
Market Value - Other	-	-
TOTAL MARKET VALUE	5.08%	$77,369,100

FINANCING		
CONSTRUCTION LOAN		$53,907,543
Interest Rate		7.00%
Annual Construction Interest	12 Mos.	3,773,528
Loan-to-Value		70%
Loan-to-Cost		50%
PERM LOAN		$51,063,606
Loan-to-Value (LTV)		66%
Interest Rate		5.00%
Amortization Period		30
Annual Debt Service		3,321,761
Debt Yield / Loan Constant	7.7% /	6.5%
Debt Service Coverage Ratio (DSCR)		1.18

Building Cost $ per RSF					INCOME
C&S	Finish	FF&E	\ Total	in $	% COST
275.00	20.00	10.00	$305.00	$62,206,951	8.2%

COST SUMMARY				
TOTAL BUILDING COSTS			62,206,951	57.7%
Demo and Site Prep		$10/ GSF	1,089,000	1.0%
Amenities			1,000,000	0.9%
Parking	290 Stalls	45,000	13,050,000	12.1%
Infrastructure Upszing and Enhancement			3,100,000	2.9%
Contingency (5.00%)			4,022,298	3.7%
TOTAL CONSTRUCTION COSTS			84,468,249	78.3%
LAND PURCHASE	108,900 SF		7,500,000	7.0%
TOTAL LAND & CONSTRUCTION			91,968,249	85.3%
OTHER COSTS				
Architects & Engineers (3.50% of TCC)			2,956,389	2.7%
Legal & Misc. (1.00% of TCC)			844,682	0.8%
City Permits & Fees (3.00% of TCC)			2,534,047	2.4%
Development Overhead (5.00% of TCC)			4,223,412	3.9%
Leasing / Marketing			553,361	0.5%
Constr. Loan & Costs (1.00% of Constr. Loan)			539,075	0.5%
Construction Interest			3,773,528	3.5%
Other Contingency			422,341	0.4%
Total Other Costs			15,846,837	14.7%
TOTAL COSTS			$107,815,085	100.0%

INVESTMENT ANALYSIS		
TOTAL MARKET VALUE		$77,369,100
TOTAL PROJECT COSTS		107,815,085
PROFIT ON SALE (BEFORE ASSISTANCE)	1.50% (sales costs)	-$31,606,522
PUBLIC ASSISTANCE	146,000 Per Unit	36,500,000
ADJUSTED PROJECT COST		71,315,085
PROFIT ON SALE (WITH ASSISTANCE)		**4,893,478**
OTHER INVESTMENT METRICS		
Construction Loan		$53,907,543
Net Capital Requirement- Construction		17,407,543
Net Capital Requirement - Long Term		20,251,479
Yield-On-Cost (Incl. Land)		5.5%
Yield/Cap Rate Spread		0.4%

SSL Cost Impediments Include:

1. Cost to build Type IIIA vs Type V
2. Demo required for redevelopment
3. Increased cost to build structured parking in SSL
4. Contribution to upgrading infrastructure and amenities
5. Increased land costs for owners to relinquish existing buildings generating cashflow

**At the requested level of assistance, economics are still challenged relative to Type V and Type III developments feasible in surrounding submarkets. See appendix D for summary of data sources.*

Projected Total Gap for the HTRZ

Development Impediment Impact (structured parking, construction cost, upgrading infrastructure, and land cost)

Total Units in HTRZ	5,125
X TIF Incentive per Unit	$146,000
= Min. Amount of TIF for Development	$748,250,000

Affordable Housing Development Impediment Impact

Total Units in HTRZ	5,125
% Affordable	12.5%
Affordable Units	640
X TIF Incentive per Unit	$41,300
= Min. Amount of TIF for Subsidizing Rent	$26,432,000

Combined Total Initial Gap *	**$774,682,000**
HTRZ Budget **	$176,983,123
Remaining GAP to be Funded by Non-HTRZ Sources	($597,698,877)

* The $598 million initial gap includes the current development in design (blue-shaded parcels). Conservatively estimating that 33% of the to-be-designed acreage (orange-shaded parcels on map) will be developed over the life of the HTRZ would add 1,700 residential units, increasing the gap.

** Proposal seeks 80% tax-increment capture

ONE
BURTON

UTOPIA

APPENDIX A: HTRZ Parcels

Parcel ID	Owner	Acreage
15-24-204-005	INTERMOUNTAIN CENTRE 1 LLC	7.48
15-24-127-011	LC FREEWAY GZ II	2.28
15-24-127-012	FREEWAY GZ II, LC	0.9
15-24-127-013	LC FREEWAY GZ II	1.63
15-24-127-014	LC FREEWAY GZ II	0.99
15-24-201-018	LC FREEWAY GZ II	0.54
15-24-201-019	LC FREEWAY GZ II	0.6
15-24-201-021	LC FREEWAY GZ II	0.87
15-24-201-020	LC FREEWAY GZ II	1.29
15-24-201-022	LC FREEWAY GZ II	1.36
15-24-201-023	LC FREEWAY GZ II	2.48
15-24-126-002	LC FREEWAY GZ II	1.8
15-24-201-017	UTAH TRANSIT AUTHORITY	0.07
15-24-251-006	UTAH TRANSIT AUTHORITY	0.01
15-24-251-005-4001	300 WEST OWNER LLC	0.24
15-24-251-005-4002	NORTH 300 WEST LLC	0.16
15-24-251-002	NORTH 300 WEST LLC	0.84
15-24-251-003	NORTH 300 WEST LLC	0.83
15-24-176-006	NORTH 300 WEST LLC	1.29
15-24-177-010	NORTH 300 WEST LLC	3.37
15-24-178-001	NORTH 300 WEST LLC	1.69
15-24-178-002	NORTH 300 WEST LLC	0.72
15-24-178-004	NORTH 300 WEST LLC	1.12
15-24-252-001	NORTH 300 WEST LLC	0.78
15-24-252-006	NORTH 300 WEST LLC	0.34
15-24-252-004	NORTH 300 WEST LLC	0.69
15-24-252-005	NORTH 300 WEST LLC	0.33
15-24-252-007	NORTH 300 WEST LLC	0.03
15-24-252-003	NORTH 300 WEST LLC	0.03
15-24-254-006	G&C PROPERTIES LLC	0.57
15-24-254-019	250 CROSSROADS LLC	1.39
15-24-254-021	PAZOS ENTERPRISES, LLC	0.66

Parcel ID	Owner	Acreage
15-24-254-013	BLANCHAT & CO LLC	0.39
15-24-254-017	S.G. REAL ESTATE LLC	0.46
15-24-254-016	STANISLAW, RALPH M; TR ETAL	0.29
15-24-254-023	265 CROSSROADS, LLC	0.29
15-24-254-022	CLL COMMERCIAL REAL ESTATE, LLC	0.57
15-24-227-036	COMMONWEALTH PARTNERS, LLC	1.3
15-24-227-002	COMMONWEALTH PARTNERS, LLC	0.12
15-24-227-003	SAM AND HILARY WILSON, LLC	0.12
15-24-227-004	SAM AND HILARY WILSON, LLC	0.12
15-24-227-005	COMMONWEALTH GROUP PROPERTIES, LL	0.12
15-24-227-031	298 ALABAMA, LLC	0.24
15-24-227-008	153 WEST HOLDINGS, LLC	0.12
15-24-227-009	153 WEST HOLDINGS, LLC	0.06
15-24-227-010	153 WEST HOLDINGS, LLC	0.06
15-24-227-011	GREAT PYRENEES PROPERTIES LLC	0.12
15-24-227-012	WAVE PRODUCTS INC	0.12
15-24-227-022	DISCOUNT MUFFLER AND PERFORMANCE I	0.21
15-24-227-023	STEVEN G BRINGS; PHILIP S MCDONALD	0.14
15-24-227-024	LD INVESTMENTS, LLC	0.12
15-24-227-025	LD INVESTMENTS, LLC	0.1
15-24-227-027	JAMES D NELSON	0.09
15-24-227-026	PEG'S TRUST 08/12/2020	0.08
15-24-227-028	BDR PROPERTY HOLDINGS LLC	0.57
15-24-227-017	RCJ HOLDINGS, LLC	0.2
15-24-227-016	SAM AND HILARY WILSON, LLC	0.13
15-24-227-015	COMMONWEALTH PARTNERS, LLC	0.06
15-24-227-014	COMMONWEALTH PARTNERS, LLC	0.06
15-24-227-013	COMMONWEALTH PARTNERS, LLC	0.09
15-24-227-037	UTOPIA WEALTH, LLC	0.12
15-24-228-041	CENTRAL POINT HOLDINGS, LLC	0.05
15-24-228-003	UNCOMMONWEALTH, LLC	0.13
15-24-228-022	UNCOMMONWEALTH, LLC	0.14

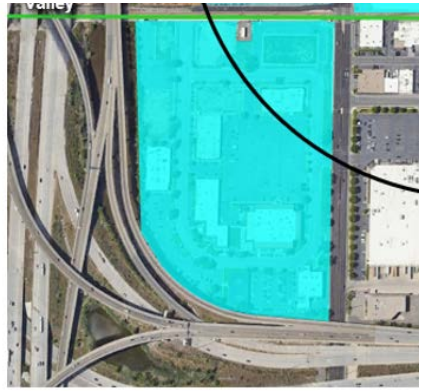
Parcel ID	Owner	Acreage
15-24-254-013	BLANCHAT & CO LLC	0.39
15-24-254-017	S.G. REAL ESTATE LLC	0.46
15-24-254-016	STANISLAW, RALPH M; TR ETAL	0.29
15-24-254-023	265 CROSSROADS, LLC	0.29
15-24-254-022	CLL COMMERCIAL REAL ESTATE, LLC	0.57
15-24-227-036	COMMONWEALTH PARTNERS, LLC	1.3
15-24-227-002	COMMONWEALTH PARTNERS, LLC	0.12
15-24-227-003	SAM AND HILARY WILSON, LLC	0.12
15-24-227-004	SAM AND HILARY WILSON, LLC	0.12
15-24-227-005	COMMONWEALTH GROUP PROPERTIES, LL	0.12
15-24-227-031	298 ALABAMA, LLC	0.24
15-24-227-008	153 WEST HOLDINGS, LLC	0.12
15-24-227-009	153 WEST HOLDINGS, LLC	0.06
15-24-227-010	153 WEST HOLDINGS, LLC	0.06
15-24-227-011	GREAT PYRENEES PROPERTIES LLC	0.12
15-24-227-012	WAVE PRODUCTS INC	0.12
15-24-227-022	DISCOUNT MUFFLER AND PERFORMANCE I	0.21
15-24-227-023	STEVEN G BRINGS; PHILIP S MCDONALD	0.14
15-24-227-024	LD INVESTMENTS, LLC	0.12
15-24-227-025	LD INVESTMENTS, LLC	0.1
15-24-227-027	JAMES D NELSON	0.09
15-24-227-026	PEG'S TRUST 08/12/2020	0.08
15-24-227-028	BDR PROPERTY HOLDINGS LLC	0.57
15-24-227-017	RCJ HOLDINGS, LLC	0.2
15-24-227-016	SAM AND HILARY WILSON, LLC	0.13
15-24-227-015	COMMONWEALTH PARTNERS, LLC	0.06
15-24-227-014	COMMONWEALTH PARTNERS, LLC	0.06
15-24-227-013	COMMONWEALTH PARTNERS, LLC	0.09
15-24-227-037	UTOPIA WEALTH, LLC	0.12
15-24-228-041	CENTRAL POINT HOLDINGS, LLC	0.05
15-24-228-003	UNCOMMONWEALTH, LLC	0.13
15-24-228-022	UNCOMMONWEALTH, LLC	0.14

Parcel ID	Owner	Acreage
15-24-228-023	125 GROUP, LLC	0.27
15-24-228-024	151 W COMMONWEALTH AVE LLC	0.14
15-24-228-025	151 W COMMONWEALTH AVE LLC	0.14
15-24-228-026	SECOND ANNA STEVENSON FAMILY, LLC	0.14
15-24-228-038	SECOND ANNA STEVENSON FAMILY, LLC	0.01
15-24-228-039	SECOND ANNA STEVENSON FAMILY, LLC	0.2
15-24-228-029	SECOND ANNA STEVENSON FAMILY, LLC	0.2
15-24-228-028	CALL HOME INVESTMENTS, LLC	0.41
15-24-228-011	UNCOMMONWEALTH, LLC	0.13
15-24-228-010	CENTRAL POINT HOLDINGS, LLC	0.25
15-24-228-001	CENTRAL POINT HOLDINGS, LLC	0.21
15-24-228-037	UTOPIA WEALTH, LLC	0.06
15-24-230-015	RESID, TRST	1.67
15-24-230-016	RESID, TRST	2.1
15-24-229-014	MILNER. WILLIAM & JACQUELINE	0.16
15-24-229-004	BRC ADG QOZB 1 JV, LLC	0.26
15-24-229-010	BRC ADG QOZB 1 JV, LLC	0.08
15-24-229-011	BRC ADG QOZB 1 JV, LLC	0.08
15-24-229-009	BRC ADG QOZB 1 JV, LLC	0.16
15-24-229-006	BRC ADG QOZB 1 JV, LLC	0.18
15-24-229-007	BRC ADG QOZB 1 JV, LLC	0.19
15-24-229-015	RDB ASSOCIATES LC	0.23
15-24-230-003	BRC ADG QOZB 1 JV, LLC	0.29
15-24-230-004	BRC ADG QOZB 1 JV, LLC	0.29
15-24-230-006	LYNN O FREEMAN	0.19
15-24-230-007	BRINKERHOFF, ALLAN T	0.25
15-24-230-008	BRINKERHOFF, ALLAN T	1.61
15-24-276-028	CRUS OIL, INC	0.81
15-24-276-029	CRUS PROPERTY 1, LLC	0.32
15-24-276-030	CRUS OIL, INC	1.23
15-24-276-022	CRUS DEVELOPMENT, LLC	0.67
15-24-276-023	TORONTO LAND & DEVELOPMENT COMPA	0.61

Parcel ID	Owner	Acreage
15-24-276-019	CRUS OIL, INC	0.13
15-24-276-021	ROBERTS LAND, LLC	0.4
15-24-276-020	ARCH ENTERPRISES LC	0.72
15-24-276-025	WASATCH MANAGEMENT ASSOCIATES, LLC	1.01
15-24-276-026	HAVEN AVE LLC	0.24
15-24-276-007	R FLINN LLC	0.24
15-24-276-008	R FLINN LLC	0.24
15-24-276-009	AM I 140 WEST HAVEN, LLC	0.43
15-24-276-010	DELVIES INVESTMENT	0.52
15-24-276-017	MITCHELL FAMILY PROPERTIES LC	0.17
15-24-276-018	TWINKEL LLC	0.3
15-24-276-014	VINA, ANTHONY	0.15
15-24-276-013	VINA, ANTHONY	0.16
15-24-280-002	JEFFREY P RICHARDS	0.37
15-24-280-001	MBI 1, LLC	0.29
15-24-279-009	TEMPLE VENTURES LLC	0.47
15-24-279-008	HIVESPACE LLC	0.45
15-24-280-022	GB 2270-2280 S MAIN ST, LLC	0.37
15-24-280-023	GB 2270-2280 S MAIN ST, LLC	0.45
15-24-280-006	UFI LLC	0.48
15-24-280-007	J&B BUCHI PROPERTIES, LLC	0.48
15-24-279-010	CALIFORNIA BANGERTER OFFICE, LLC	0.3
15-24-279-004	CALIFORNIA BANGERTER OFFICE, LLC	0.42
15-24-279-005	CALIFORNIA BANGERTER OFFICE, LLC	0.34
15-24-279-007	CALIFORNIA BANGERTER OFFICE, LLC	0.54
15-24-279-006	CALIFORNIA BANGERTER OFFICE, LLC	0.53
15-24-237-003	PG INVESTMENTS 2, L.C.	0.85
15-24-237-004	PG INVESTMENTS 2, L.C.	0.47
15-24-236-002	L.C. PG INVESTMENTS 2	0.51
15-24-236-003	PG INVESTMENTS 2, L.C.	0.6
15-24-236-009	PG INVESTMENTS 2, L.C.	0.96
15-24-236-006	PG INVESTMENTS 2, L.C.	0.83

Parcel ID	Owner	Acreage
15-24-239-001	SOUTH CITY CONDOMINIUMS HOA	2.15
15-24-239-002	SSLC MULTIFAMILY-PARKING	0.01
15-24-239-003	SSLC MULTIFAMILY-PARKING	0.01
15-24-239-004	SSLC OFFICE 1, LLC	0.01
15-24-239-005	SSLC OFFICE 1, LLC	0.01
15-24-239-006	SSLC OFFICE 1, LLC	0.01
15-24-239-007	SSLC MULTIFAMILY-PARKING	0.01
15-24-239-008	SSLC MULTIFAMILY-PARKING	0.01
15-24-233-021	LD INVESTMENTS, LLC	0.21
15-24-233-013	LD INVESTMENTS, LLC	0.23
15-24-233-019	UTOPIA PROPERTIES QOZB, LLC	0.22
15-24-233-018	UTOPIA PROPERTIES QOZB, LLC	0.11
15-24-234-021	PANAMA PARTNERS WEST, LLC	0.17
15-24-234-020	PANAMA PARTNERS WEST, LLC	0.16
15-24-235-012	PANAMA PARTNERS WEST, LLC	0.17
15-24-235-011	PANAMA PARTNERS WEST, LLC	0.16
15-24-235-010	PANAMA PARTNERS WEST, LLC	0.08
15-24-235-009	PANAMA PARTNERS WEST, LLC	0.08
15-24-235-008	PANAMA PARTNERS WEST, LLC	0.12
16-19-153-010	EDISON WAY LLC	0.45
16-19-153-007	EDISON WAY LLC	0.59
16-19-153-006	EDISON WAY LLC	0.13
16-19-153-005	EDISON WAY LLC	0.19
16-19-153-004	EDISON WAY LLC	0.13
16-19-153-009	EDISON WAY LLC	0.13
16-19-153-008	EDISON WAY LLC	0.13
16-19-153-003	2345 S MAIN BUILDING LLC	0.13
16-19-153-002	DEVENPORT, DAN DEVENPORT, JOE	0.13
16-19-153-001	2345 S MAIN BUILDING LLC	1.5
15-24-282-013	BURTON AND MAIN STREET LLC	0.23
15-24-282-028	BURTON AND MAIN STREET LLC	0.25
15-24-282-010	BURTON AND MAIN STREET LLC	0.13

Parcel ID	Owner	Acreage
15-24-282-009	BURTON AND MAIN STREET LLC	0.13
15-24-282-029	BURTON AND MAIN STREET LLC	0.05
15-24-282-022	BURTON AND MAIN STREET LLC	0.2
15-24-282-025	BURTON AND MAIN STREET LLC	0.08
15-24-282-024	BURTON AND MAIN STREET LLC	0.08
15-24-282-023	BURTON AND MAIN STREET LLC	0.08
15-24-280-005	TURNKEY PROPERTIES, LLC	0.52
15-24-280-021	ALLERGY RESEARCH GROUP, LLC	1.43
15-24-280-020	ALLERGY RESEARCH GROUP, LLC	0.56
15-24-280-018	ALLERGY RESEARCH GROUP, LLC	0.82
15-24-280-004	ALLERGY RESEARCH GROUP, LLC	0.63
15-24-280-008	PAB INVESTMENTS LLC	0.35
15-24-280-009	ALLERGY RESEARCH GROUP, LLC	0.13
15-24-280-010	CRESSIDA, LLC	0.25
15-24-280-013	CULP CONSTRUCTION COMPANY	0.47
16-19-154-001	SUNBELT RENTALS, INC	0.22
16-19-154-007	NEIGHBORHOOD RENEWAL LLC	0.08
16-19-154-008	SUNBELT RENTALS, INC	0.13
16-19-154-016	SUNBELT RENTALS, INC	0.25
16-19-154-002	SUNBELT RENTALS, INC	0.13
16-19-154-003	SUNBELT RENTALS, INC	0.13
16-19-154-004	SUNBELT RENTALS, INC	1.27
16-19-154-005	BLACK MOUNTAIN INVESTMENTS LLC	0.13
16-19-154-006	STAPLES, RICHARD E & JUDITH F	0.13
16-19-154-011	BLACK MOUNTAIN INVESTMENTS LLC	0.13
16-19-154-012	STAPLES, RICHARD E & JUDITH F	0.13
16-19-154-013	STAPLES, RICHARD E & JUDITH F	0.27
16-19-154-017	PARTS LC	0.12
16-19-154-018	PARTS LC	0.28
15-24-126-003	MIDWEST MOTOR EXPRESS, INC	3.41
15-24-203-007	MNG INTERPOINTE LLC	0.97
15-24-203-013	MNG INTERPOINTE LLC	0.52
15-24-203-014	MNG INTERPOINTE LLC	0.1
15-24-203-011	MNG INTERPOINTE LLC	2.29
15-24-203-015	MNG INTERPOINTE LLC	3.12
TOTAL		**99.77**



As discussed with GOEO prior to submittal, the above-shaded area (know as Time Square) is made up of several parcels all of which have been aggregated by the same ownership group for redevelopment as a cohesive project. The existing uses and parcel delineations will be modified from their current status. All future parcel boundaries, pursuant to updated plats, will be bisected by the HTRZ boundary. This re-platting process, occurring in phases, has been initiated between the developer and the city.

APPENDIX B: Absorption Schedule

	2024	2025	2026	2027	2028	Total (2023-2028)
Residential (units)	634	1,791	1,344	679	679	5,125
Office (sqft)	18,000	150,000	-	50,000	50,000	268,000
Hotel (keys)	-	130	-	-	-	130

APPENDIX C: Property Tax Budget – Financing Schedule

	Payment Year	2026	2027	2028	2029	2030	2031	2032	2033
INCREMENTAL PROPERTY TAX ANALYSIS:	**Tax Year**	*2025*	*2026*	*2027*	*2028*	*2029*	*2030*	*2031*	*2032*
Cumulative Taxable Value	**Year**	*Year 1*	*Year 2*	*Year 3*	*Year 4*	*Year 5*	*Year 6*	*Year 7*	*Year 8*
Residential		272,909,879	734,074,205	734,074,205	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477
Office		51,751,721	51,751,721	51,751,721	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560
Hotel		19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132
To be Planned Development		-	-	-	35,416,458	70,832,916	106,249,374	141,665,832	177,082,290
Current Property Value		193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009
(Less 2022 Building Valuations)		(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)
(Less Base Year Value)		(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)
TOTAL INCREMENTAL VALUE:		**257,784,451**	**718,948,777**	**718,948,777**	**1,050,582,346**	**1,085,998,804**	**1,121,415,262**	**1,156,831,720**	**1,192,248,178**
CDA PROJECT AREA BUDGET	**Payment Year**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**
Sources of Funds:	**Tax Year**	*2025*	*2026*	*2027*	*2028*	*2029*	*2030*	*2031*	*2032*
INCREMENTAL TAX RATE & ANALYSIS	2022								
Salt Lake County	0.001459	376,108	1,048,946	1,048,946	1,532,800	1,584,472	1,636,145	1,687,817	1,739,490
Salt Lake County Library	0.000386	99,505	277,514	277,514	405,525	419,196	432,866	446,537	460,208
Granite School District	0.006311	1,626,878	4,537,286	4,537,286	6,630,225	6,853,738	7,077,252	7,300,765	7,524,278
South Salt Lake City	0.002565	661,217	1,844,104	1,844,104	2,694,744	2,785,587	2,876,430	2,967,273	3,058,117
South Salt Lake Valley Mosquito Abatement District	0.000009	2,320	6,471	6,471	9,455	9,774	10,093	10,411	10,730
Central Utah Water Conservancy District	0.000400	103,114	287,580	287,580	420,233	434,400	448,566	462,733	476,899
Totals:	0.011130	2,869,141	8,001,900	8,001,900	11,692,982	12,087,167	12,481,352	12,875,537	13,269,722
Property Tax Increment for Budget									
Salt Lake County		300,886	839,157	839,157	1,226,240	1,267,578	1,308,916	1,350,254	1,391,592
Salt Lake County Library		79,604	222,011	222,011	324,420	335,356	346,293	357,230	368,166
Granite School District		1,301,502	3,629,829	3,629,829	5,304,180	5,482,991	5,661,801	5,840,612	6,019,423
South Salt Lake City		528,974	1,475,283	1,475,283	2,155,795	2,228,470	2,301,144	2,373,819	2,446,493
South Salt Lake Valley Mosquito Abatement District		1,856	5,176	5,176	7,564	7,819	8,074	8,329	8,584
Central Utah Water Conservancy District		82,491	230,064	230,064	336,186	347,520	358,853	370,186	381,519
Total Property Tax Increment for Budget:		**2,295,313**	**6,401,520**	**6,401,520**	**9,354,385**	**9,669,733**	**9,985,081**	**10,300,430**	**10,615,778**
Uses of Tax Increment Funds		2026	2027	2028	2029	2030	2031	2032	2033
HTRZ Allowable Costs		2,295,313	6,401,520	6,401,520	9,354,385	9,669,733	9,985,081	10,300,430	10,615,778
Total:		**2,295,313**	**6,401,520**	**6,401,520**	**9,354,385**	**9,669,733**	**9,985,081**	**10,300,430**	**10,615,778**

2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
2033	*2034*	*2035*	*2036*	*2037*	*2038*	*2039*	*2040*	*2041*	*2042*	*2043*	*2044*
Year 9	*Year 10*	*Year 11*	*Year 12*	*Year 13*	*Year 14*	*Year 15*	*Year 16*	*Year 17*	*Year 18*	*Year 19*	*Year 20*
998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477
83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560
19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132
212,498,748	247,915,206	283,331,664	318,748,122	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580
193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009
(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)
(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)
1,227,664,636	**1,263,081,094**	**1,298,497,552**	**1,333,914,010**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**

2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
2033	*2034*	*2035*	*2036*	*2037*	*2038*	*2039*	*2040*	*2041*	*2042*	*2043*	*2044*
1,791,163	1,842,835	1,894,508	1,946,181	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853
473,879	487,549	501,220	514,891	528,562	528,562	528,562	528,562	528,562	528,562	528,562	528,562
7,747,792	7,971,305	8,194,818	8,418,331	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845
3,148,960	3,239,803	3,330,646	3,421,489	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333
11,049	11,368	11,686	12,005	12,324	12,324	12,324	12,324	12,324	12,324	12,324	12,324
491,066	505,232	519,399	533,566	547,732	547,732	547,732	547,732	547,732	547,732	547,732	547,732
13,663,907	14,058,093	14,452,278	14,846,463	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648
1,432,930	1,474,268	1,515,606	1,556,944	1,598,283	1,598,283	1,598,283	1,196,123	657,852	657,852	353,230	311,892
379,103	390,039	400,976	411,913	422,849	422,849	422,849	316,452	174,044	174,044	93,452	82,516
6,198,233	6,377,044	6,555,854	6,734,665	6,913,476	6,913,476	6,913,476	5,173,908	2,845,581	2,845,581	1,527,918	1,349,108
2,519,168	2,591,842	2,664,517	2,737,192	2,809,866	2,809,866	2,809,866	2,102,848	1,156,539	1,156,539	620,997	548,322
8,839	9,094	9,349	9,604	9,859	9,859	9,859	7,378	4,058	4,058	2,179	1,924
392,853	404,186	415,519	426,852	438,186	438,186	438,186	327,930	180,357	180,357	96,842	85,508
10,931,126	**11,246,474**	**11,561,822**	**11,877,170**	**12,192,518**	**12,192,518**	**12,192,518**	**9,124,639**	**5,018,432**	**5,018,432**	**2,694,618**	**2,379,269**

2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
10,931,126	11,246,474	11,561,822	11,877,170	12,192,518	12,192,518	12,192,518	9,124,639	5,018,432	5,018,432	2,694,618	2,379,269
10,931,126	**11,246,474**	**11,561,822**	**11,877,170**	**12,192,518**	**12,192,518**	**12,192,518**	**9,124,639**	**5,018,432**	**5,018,432**	**2,694,618**	**2,379,269**

2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	
2045	*2046*	*2047*	*2048*	*2049*	*2050*	*2051*	*2052*	*2053*	*2054*	
Year 21	*Year 22*	*Year 23*	*Year 24*	*Year 25*	*Year 26*	*Year 27*	*Year 28*	*Year 29*	*Year 30*	
998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	
83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	
19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	
354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	
193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	
(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	
(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	
1,369,330,468	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	

2046	2047	2048	2049	2050	2051	2052	2053	2054	2055		
2045	*2046*	*2047*	*2048*	*2049*	*2050*	*2051*	*2052*	*2053*	*2054*		
										TOTALS	**NPV**
1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	54,090,768	29,469,785
528,562	528,562	528,562	528,562	528,562	528,562	528,562	528,562	528,562	528,562	14,310,512	7,796,667
8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	233,973,156	127,473,483
3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	95,094,461	51,809,457
12,324	12,324	12,324	12,324	12,324	12,324	12,324	12,324	12,324	12,324	333,665	181,788
547,732	547,732	547,732	547,732	547,732	547,732	547,732	547,732	547,732	547,732	14,829,546	8,079,448
15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	412,632,107	224,810,627
										TOTALS	**NPV**
270,554	229,215	187,877	146,539	105,201	63,863	22,525	-	-	-	23,501,099	15,738,827
71,579	60,642	49,706	38,769	27,833	16,896	5,959	-	-	-	6,217,563	4,163,939
1,170,297	991,487	812,676	633,865	455,055	276,244	97,433	-	-	-	101,655,544	68,079,328
475,648	402,973	330,298	257,624	184,949	112,275	39,600	-	-	-	41,316,189	27,669,700
1,669	1,414	1,159	904	649	394	139	-	-	-	144,969	97,087
74,175	62,842	51,509	40,175	28,842	17,509	6,175	-	-	-	6,443,070	4,314,963
2,063,921	**1,748,573**	**1,433,225**	**1,117,877**	**802,529**	**487,181**	**171,832**	**-**	**-**	**-**	**179,278,435**	**120,063,845**

2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	Totals	NPV
2,063,921	1,748,573	1,433,225	1,117,877	802,529	487,181	171,832	-	-	-	179,278,435	120,063,845
2,063,921	**1,748,573**	**1,433,225**	**1,117,877**	**802,529**	**487,181**	**171,832**	**-**	**-**	**-**	**179,278,435**	**120,063,845**

Data Sources for SSL Pro forma

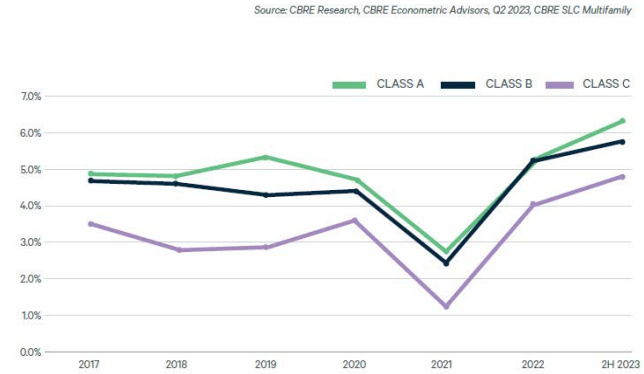
Rents Unit sizes and rents derived from Costar (see page 28)

Vacancy CBRE Multifamily Market Report Mid-Year 2023 (see Right)

Note: The 6.5% vacancy is a conservative assumption for the purposes of this proposal. Costar data reports SSL submarket vacancy at 8.9% with a forecast future run-rate vacancy at ~8.0%

GREATER SALT LAKE VACANCY RATES

The Greater Salt Lake Area experienced a sharper increase in vacancy since 2021 compared to the U.S. market, suggesting the rapid increase in supply provided greater optionality for renters.



Cap Rate 5.08%, Average cap rate as reported in Colliers Utah Multifamily Market Update, Fall 2023

Note 1: Downtown typically enjoys a cap rate spread 20-70 bps lower relative to South Salt Lake. (See average Downtown cap rate at far right, per Costar)

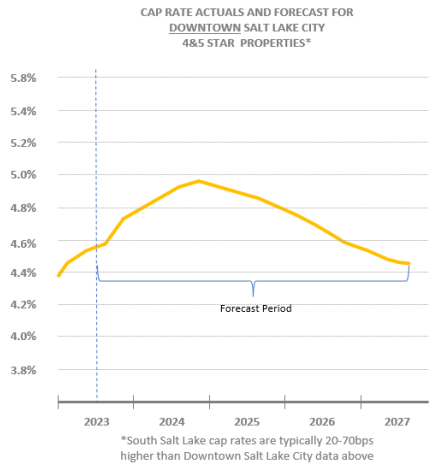
Note 2: Costar expects cap rates to rise in coming years. No decline from today's cap rate is anticipated in the foreseeable future

Costs Interviews with multiple developers and contractors.

Colliers
(Salt Lake Metro)

	H1 2023
Total Transactions	24
Average Cap Rate	5.08%

Costar
(Downtown Class A*)



While reasonable market return and profitability thresholds have recently been established by Zion's Bank, for reference is the pro forma and return for a developer developing in downtown Salt Lake City. Assumes no public assistance.

DOWNTOWN (Many of the Same Development Impediments, but Higher Rents than SSL)

Type	Units	% Mix	Unit Sq.	Rentable Sq. Feet	Asking Rent $ Unit/mo.	Asking Rent $ PSF/mo.	Annual
Studio	40	16%	478	19,132	1,710	3.57	820,660
One Bed	100	40%	661	66,137	1,896	2.87	2,275,393
Two Bed	100	40%	1,051	105,088	2,295	2.18	2,753,895
Three	10	4%	1,360	13,600	3,152	2.32	378,298
TOTAL	**250**	**100%**	**816**	**203,957**	**2,076**	**2.54**	**$6,228,245**

Building Cost $ per RSF C&S	Finish	FF&E	\ Total	in $	INCOME % COST
275.00	20.0	10.0	**$305**	62,206,951	**10.0%**

BASE YEAR STABILIZED CASH FLOW			
	Rent		6,228,245
	Ancillary Income	400	1,200,000
Less:	Vacancy - Overall	5.0%	(371,412)
EFFECTIVE RENTAL INCOME			7,056,833
Less:	Operating Expenses (% of ERI)	26.0%	(1,834,777)
	Management Fees (% of ERI)	3.0%	(211,705)
	Reserves (% of ERI)	1.0%	(70,568)
TOTAL EXPENSES & RESERVES		30.0%	(2,117,050)
NET OPERATING INCOME			$4,939,783
	Construction Interest		(3,606,415)
Construction Cash Flow			1,333,368
	Long-Term Debt Service		(4,712,986)
Long-Term Cash Flow			226,797

PROJECT MARKET VALUE		
Market Value - Multifamily	4.50%	109,772,954
Market Value - Other	-	-
TOTAL MARKET VALUE	**4.50%**	**$109,772,954**

FINANCING		
CONSTRUCTION LOAN		$51,520,218
Interest Rate		7.00%
Annual Construction Interest	12 Mos.	3,606,415
Loan-to-Value		47%
Loan-to-Cost		50%
PERM LOAN		$72,450,150
Loan-to-Value (LTV)		66%
Interest Rate		5.00%
Amortization Period		30
Annual Debt Service		4,712,986
Debt Yield / Loan Constant	6.8% /	6.5%
Debt Service Coverage Ratio (DSCR)		1.05

COST SUMMARY				
TOTAL BUILDING COSTS			62,206,951	60.4%
Demo and Site Prep		$10/ GSF	1,089,000	1.1%
Amenities			1,000,000	1.0%
Parking	290 Stalls	45,000	13,050,000	12.7%
Infrastructure Enhancement			250,000	0.2%
Site Contingency (5.00%)			3,879,798	3.8%
TOTAL CONSTRUCTION COSTS			81,475,749	79.1%
LAND PURCHASE	108,900 SF		7,500,000	7.3%
TOTAL LAND & CONSTRUCTION			88,975,749	86.4%
OTHER COSTS				
Architects & Engineers (3.50% of TCC)			2,851,651	2.8%
Legal & Misc. (1.00% of TCC)			814,757	0.8%
City Permits & Fees (3.00% of TCC)			2,444,272	2.4%
Development Overhead (5.00% of TCC)			4,073,787	4.0%
Leasing / Marketing			553,361	0.5%
Constr. Loan & Costs (1.00% of Constr. Loan)			515,202	0.5%
Construction Interest			2,404,277	2.3%
Other Contingency			407,379	0.4%
Total Other Costs			14,064,687	13.6%
TOTAL COSTS			$103,040,436	100.0%

INVESTMENT ANALYSIS		
TOTAL PROJECT COSTS		103,040,436
ADJUSTED PROJECT COSTS		$103,040,436
PROFIT ON SALE (NO ASSISTANCE) *	1.50% (sales costs)	**$5,085,924**
OTHER INVESTMENT METRICS		
Construction Loan		51,520,218
NET CAPITAL REQUIREMENT- Construction		51,520,218
NET CAPITAL REQUIREMENT - Long term		30,590,286
YIELD-ON-COST (incl. Land)		4.8%
YIELD/CAP RATE SPREAD		0.29%

** Analysis illustrates challenged economics, suggesting that many projects proposed downtown will no longer be economically justifiable, particularly with cap rates expected to increase, unless such projects warrant public assistance.*

While reasonable market return and profitability thresholds have recently been established by Zion's Bank, for reference is a pro forma and return for a developer developing at 30 du/ac (typical of neighboring suburban markets which are not subject to the impediments found in South Salt Lake). Assumes no public assistance.

SUBURBAN (Development Imediments found in SSL HTRZ Are Not Applicable)

Type	Units	% Mix	Unit Sq.	Rentable Sq. Feet	Asking Rent $ Unit/mo.	Asking Rent $	Annual
Junior 1	40	17%	574	22,967	1,148	2.00	551,208
One Bed	100	33%	777	77,666	1,437	1.85	1,724,179
Two	100	14%	1,040	104,011	1,820	1.75	2,184,228
Three	10	2%	1,462	14,624	2,267	1.55	272,001
TOTA	**250**	**65%**	**523**	**219,267**	**960**	**1.83**	**$4,731,617**

Building Cost $ per RSF C&S	Finish	FF&E	\ Total	in $	INCOME % COST
185.00	15.0	10.0	**$210**	46,046,137	**10.3%**

BASE YEAR STABILIZED CASH FLOW			
Rent			4,731,617
Ancillary Income		300	900,000
Less: Vacancy - Overall		6.5%	(366,055)
EFFECTIVE RENTAL INCOME			5,265,562
Less: Operating Expenses (% of ERI)		26.0%	(1,369,046)
Management Fees (% of ERI)		3.0%	(157,967)
Reserves (% of ERI)		1.0%	(52,656)
TOTAL EXPENSES & RESERVES		30.0%	(1,579,668)
NET OPERATING INCOME			$3,685,893
Construction Interest			(2,174,823)
Construction Cash Flow			1,511,071
Long-Term Debt Service			(2,831,960)
Long-Term Cash Flow			853,933

PROJECT MARKET VALUE			
Market Value - Multifamily		5.08%	72,556,952
Market Value - Other		-	
TOTAL MARKET VALUE	Blend -------	**5.08%**	**$72,556,952**

FINANCING			
CONSTRUCTION LOAN			$31,068,894
Interest Rate			7.00%
Annual Construction Interest	12 Mos.		2,174,823
Loan-to-Value			43%
Loan-to-Cost			50%
PERM LOAN			$43,534,171
Loan-to-Value (LTV)			60%
Interest Rate			5.00%
Amortization Period			30
Annual Debt Service			2,831,960
Debt Yield / Loan Constant		8.5% /	6.5%
Debt Service Coverage Ratio (DSCR)			1.30

COST SUMMARY				% TOTAL COSTS
TOTAL BUILDING COSTS			46,046,137	74.1%
Demo and Site Prep		$0/ GSF	0	0.0%
Amenities			1,000,000	1.6%
Parking	290 Stalls	3,200	928,000	1.5%
Off-Sites / Infrastructure			1,000,000	1.6%
Site Contingency (5.00%)			96,400	0.2%
TOTAL CONSTRUCTION COSTS			**49,070,537**	**79.0%**
LAND PURCHASE *		363,000 SF	4,374,150	7.0%
TOTAL LAND & CONSTRUCTION			53,444,687	86.0%
OTHER COSTS				
Architects & Engineers (3.50% of TCC)			1,717,469	2.8%
Legal & Misc. (1.00% of TCC)			490,705	0.8%
City Permits & Fees (3.00% of TCC)			1,472,116	2.4%
Development Overhead (5.00% of TCC)			2,453,527	3.9%
Leasing / Marketing			553,361	0.9%
Constr. Loan & Costs (1.00% of Constr. Loan)			310,689	0.5%
Construction Interest			1,449,882	2.3%
Other Contingency			245,353	0.4%
Total Other Costs			8,693,102	14.0%
TOTAL COSTS			**$62,137,789**	**100.0%**

INVESTMENT ANALYSIS		
TOTAL PROJECT COSTS		62,137,789
ADJUSTED PROJECT COSTS		$62,137,789
PROFIT ON SALE	1.50% (sales costs)	**$9,330,809**
OTHER INVESTMENT METRICS		
Construction Loan		31,068,894
NET CAPITAL REQUIREMENT- Construction		31,068,894
NET CAPITAL REQUIREMENT - Long term		18,603,618
YIELD-ON-COST (incl. Land)		5.9%
YIELD/CAP RATE SPREAD		0.85%

** Developing at this density in SSL would require a material shift in market land values. No developer, equity partner, or lender could or would aggregate 8.33 acres of land in SSL at a price $25-$33MM ($3-4MM per acre) to achieve 30 du/ac. Doing so makes the above proforma economically unjustifiable and falls outside of the scope of HTRZ public assistance and City's vision.*

5/31/2023 UTA's Central Pointe Meeting with SLC & Design Workshop

- **Plan**
    - Focused on transit supportive land use (pedestrian circulation is a small component - avoiding rehashing 300 W since that has just been done)
    - Using social pinpoint through June
    - Open House & Online Survey in August
    - Seeking adoption in the fall of 2023
- **Context**
    - Lots of development pressure from 1000 S to 2100 S, from W Temple to I15, really focused on 1700 S to 2100 S
    - High growth (likely due to new MF buildings)
    - Lower income area with fewer families and higher median age
    - Higher diversity index scores in this area than in SLC overall
    - Perception of lower ridership/use despite it being one of the highest ridership locations in the system
    - Major transfer point from:
        - S line to trax lines
        - To Airport
        - Frontrunner to Murray to Red/Blue to Central Pointe for Green
    - What amenities are most needed at transfer stations?
    - Likely needs double the bus service to accommodate future ridership
        - Would need to take away parking to do that
        - Likely a new 300 W line running every 15 minutes
    - Lots of "jay" walking: need more crosswalks, need platform on south side too
    - Platform feels narrow and isn't covered from the elements
    - Bus shelters there need to be revamped - want to make it more inviting and dignified
        - Revamping process will be different for "railside" amenities versus "bus loop side" amenities
    - High magnitude station - link to communities outside of SLC - plus lots more bus coming
        - Infrastructure will need to support this!
    - Micromobility in the area
        - 10 greenbikes (classic) and their parking spots
        - Transit Signal Priority Planning for route 21
            - Will be equipped in phase 3 - 2025-2027
        - Ethan Ray could speak more about e-scooters etc.
    - Better pedestrian connections needed along the east corridor by the new developments
    - Split (side) platform instead of center platform?
        - Landowners interested in this, and should help with access & safety
        - Would make a south side transit plaza on the east better too!
    - Train goes through that crossing every 2.5 minutes! (mostly n-s)

    - 5,000 more units in the next 5 years or so - all centrally located in the Downtown SSL area around Central Pointe
        - Mostly apartments - no density or height restrictions - mostly 5-6 stories with podiums - all in construction or planning phase
    - UTA really cares about ensure safety for pedestrians: separation from pedestrians & rail
    - UTA starting an ambassador program to work with folks experiencing homelessness
    - Can pull data about incidents in the area on UTA property (transit police)
    - A great location for locating affordable housing units - need to be careful not to displace & gentrify
    - (Lack of) east-west street connectivity is a barrier - overcoming industrial land use challenges
    - Address a railside trail in the TechLink study? Trail more likely to happen if developers grant easements

- **Engagement**
    - UTA is happy to support engagement with ridership - Samantha Aramburu is contact person

A
BOWLING
35

APPENDICES

The appendices include comprehensive material from the planning process, analysis, and used methodologies complementing the Life on State Implementation Plan.

INSIDE THE APPENDIX:

I. OUTREACH SUMMARY
II. ENVISION TOMORROW MODELING
III. ZONING ASSESSMENT
IV. TRACKING METRICS

APPENDIX I: OUTREACH SUMMARY

Public outreach and engagement were critical to the planning process and to shaping the tools and implementation strategies outlined in this plan. A plan that reflects the community's input, and their needs and desires for the future is an important part of building momentum and support for future change on State Street.

The following Appendix describes the outreach process in greater detail, and provides a more complete summary of findings and results from outreach activities.

Public Workshops

- **129 attendees**
- 3 interactive activities
- 20 workshop maps
- 100 State Street cross sections

Live Polling + Public Survey

- **983 participants**

Pop-up Meetings

- Liberty Park Farmers Market
- Pioneer Park Farmers Market
- World Refugee Day

Stakeholder Meetings

- Developer & Property Owners
- Business Owners
- Housing Authority of Salt Lake City
- City Council members
- City & County Employees

Community Meetings

- State Street Coalition
- Ballpark Community Council
- Liberty Wells Community Council
- Downtown Community Council
- Downtown Merchants' Association
- Downtown Safety & Maintenance Committee
- SLC Accessibility Council
- South Salt Lake Chamber of Commerce
- Youth Outreach at Woodrow Wilson Elementary

PUBLIC WORKSHOP

A public workshop was held in February 2017 to share project progress and gather ideas from residents, stakeholders and the wider Salt Lake community. 129 attendees participated in the interactive workshop, taking part in a live polling activity and two hands-on exercises that offered participants an opportunity to grapple with trade-offs and contribute ideas to the planning process.

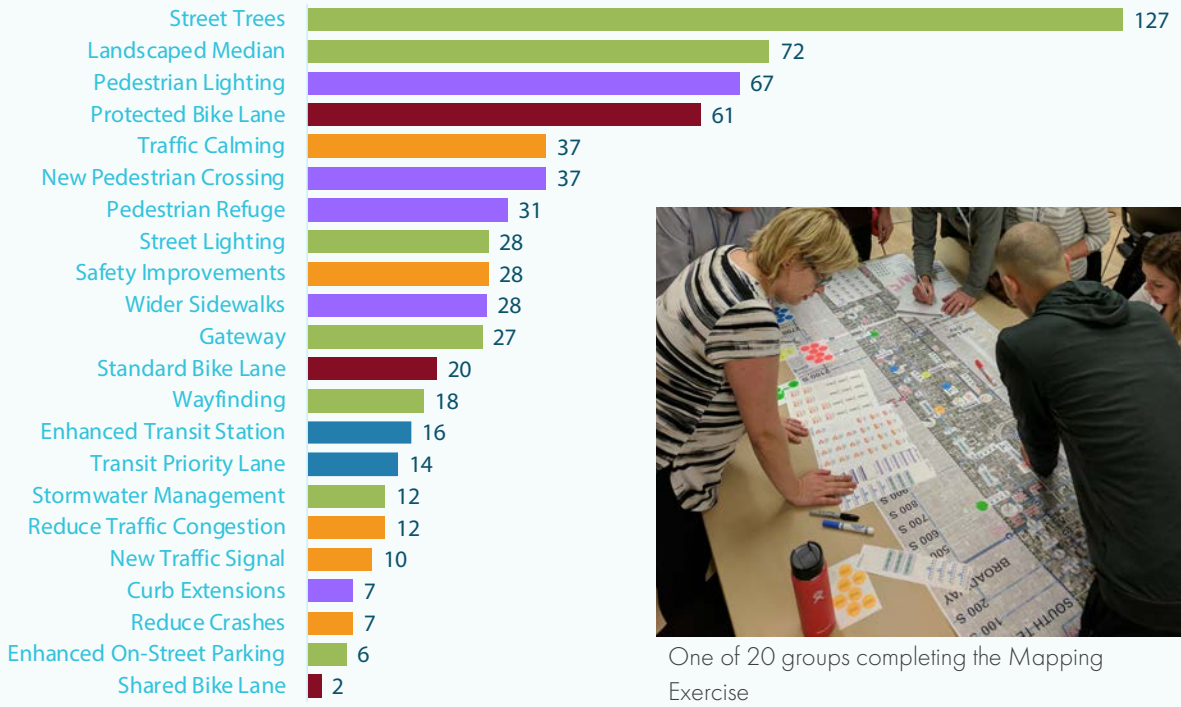
The **Live Polling Activity** revealed that a majority of participants ranged in age from 20-49, and 85% indicated it was their first time participating in a planning event about the State Street corridor. Workshop participants had a wide mix of connections to the area, ranging from living, working or going to school in the corridor, owning property or a business, and visiting the area for shopping and entertainment. The questions asked of workshop participants were opened to the broader Salt Lake community through an online survey, the responses of which were combined with the polling results. A summary of these combined results can be found on the following page.

In the **Life on State Mapping Exercise**, workshop participants stated their priorities for the location of new housing and businesses, community centers and services, and infrastructure upgrades along the State Street corridor. They did so by placing "game pieces", or stickers, on a map of the area in places where they saw the greatest opportunity for positive change.

Top priorities included:

- More Green! Parks, Trees, Landscaping
- Higher quality bike & pedestrian infrastructure
- Traffic calming measures & general traffic safety
- Additional mixed-use development and shopping/services throughout the corridor

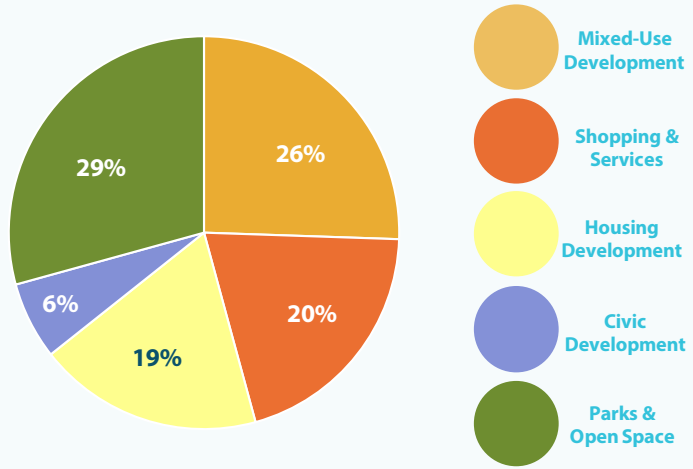
STREET GAME PIECES: 666 TOTAL PLACED ON MAPS



One of 20 groups completing the Mapping Exercise

PUBLIC WORKSHOP (CONTINUED...)

DEVELOPMENT GAME PIECES: 188 TOTAL PLACED ON MAPS



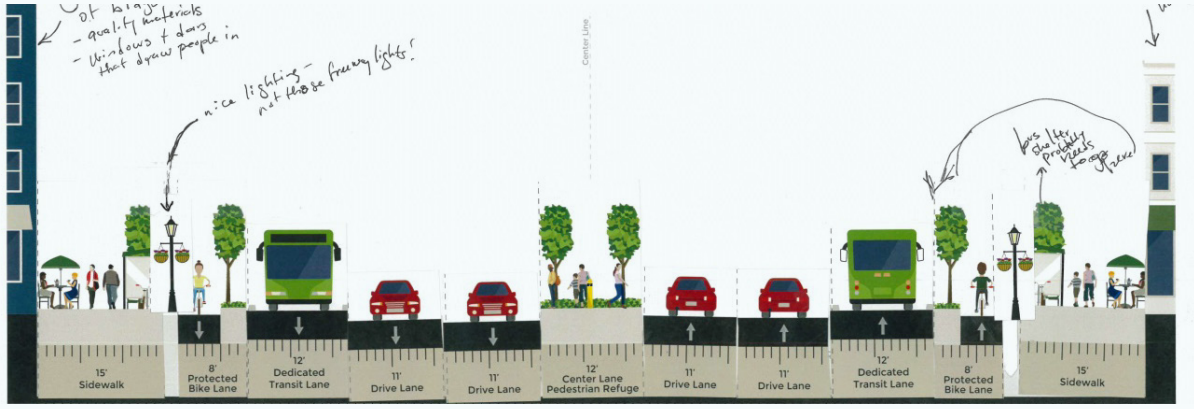
PUBLIC WORKSHOP (CONTINUED...)

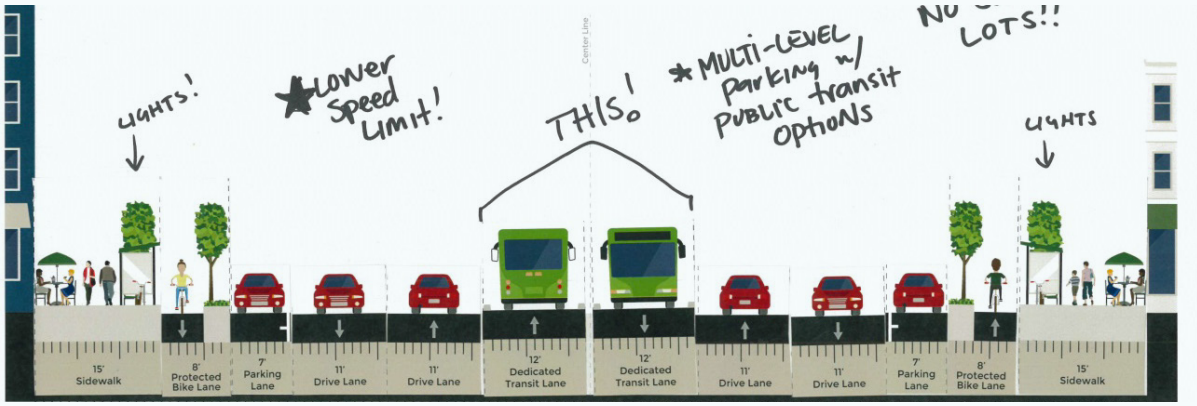
The **State Street Design Exercise** engaged workshop participants in a hypothetical redesign of State Street where they used streetscape elements, such as travel lanes and sidewalks of various widths, lighting, street trees, transit, and bike lanes to design their ideal version of a better State Street.

Top priorities included:

- The preference to reduce travel lanes in order to achieve other goals (77% of participants reduced the current number of travel lanes).
- The desire for more robust transit in the form of dedicated transit lanes, or transit priority lanes. (76% of participants included enhanced bus lanes).
- The importance of shorter, protected crossings (72% of participants included pedestrian refuges to decrease crossing distances).
- The desire for improved bicycle facilities (86% of participants included either standard or protected bike lanes).

STATE STREET DESIGN EXERCISE: 100 TOTAL CROSS SECTIONS COMPLETED



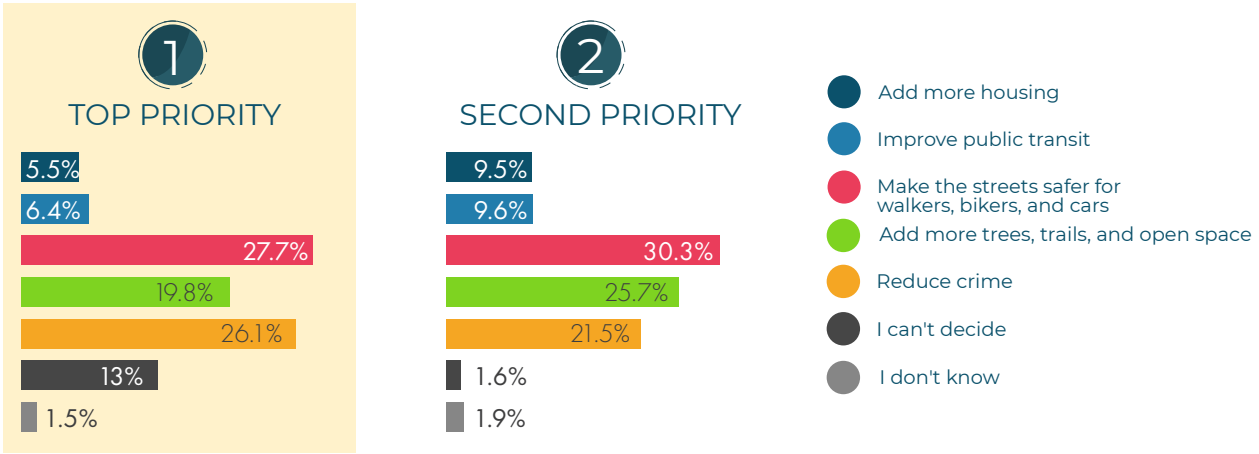


2 of 100 Street Design Exercises completed at the Workshop. Participants cut and pasted their own design to create their ideal cross section for the future of State Street

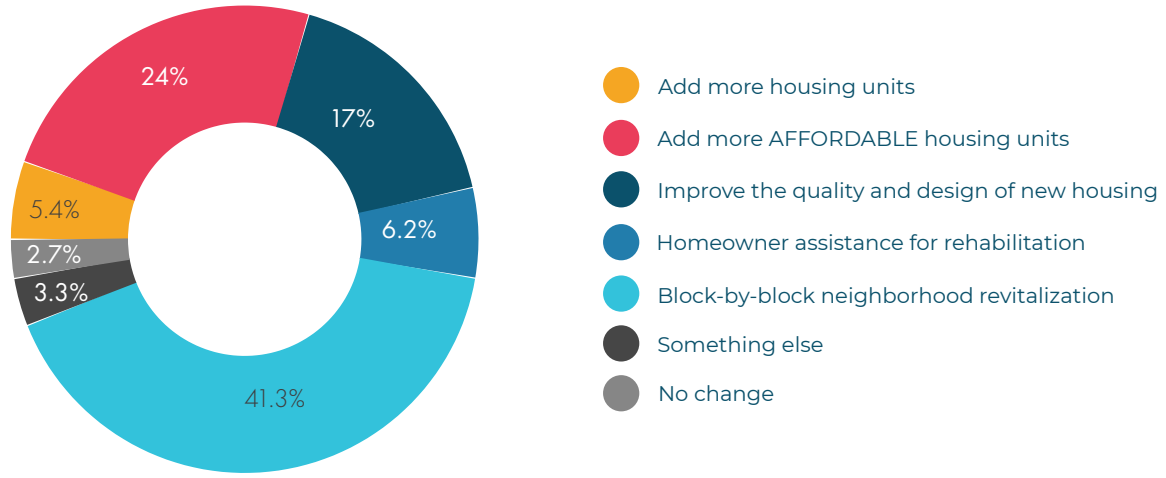
PUBLIC SURVEY

A total of 983 participants answered questions, either through the live polling activity at the Public Workshop, or through an online survey. Participants were asked how they travel to, from, and on State Street, how they typically use the corridor. Most importantly, participants stated what their top priorities are for the future of State Street as it relates to housing, mobility, business, and overall.

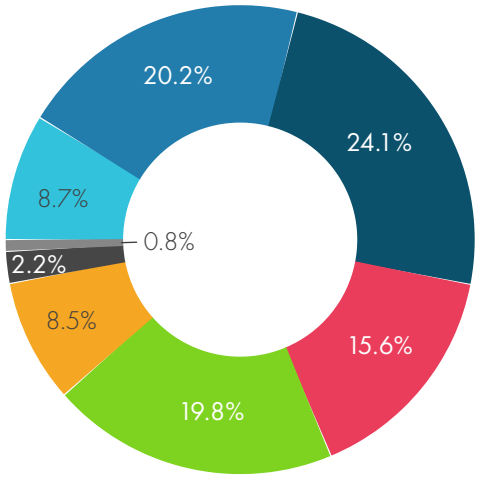
TOP PRIORITY FOR THE CORRIDOR



TOP PRIORITY FOR HOUSING

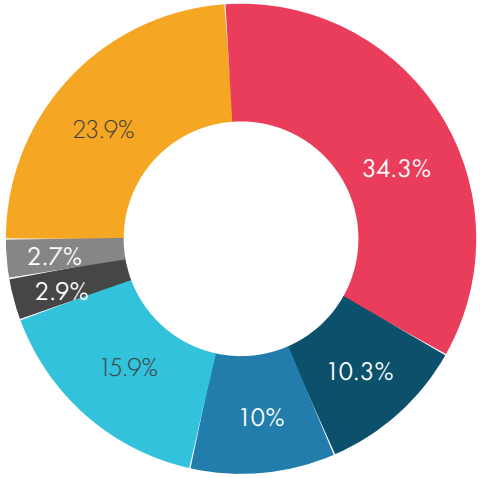


TOP PRIORITY FOR BUSINESS



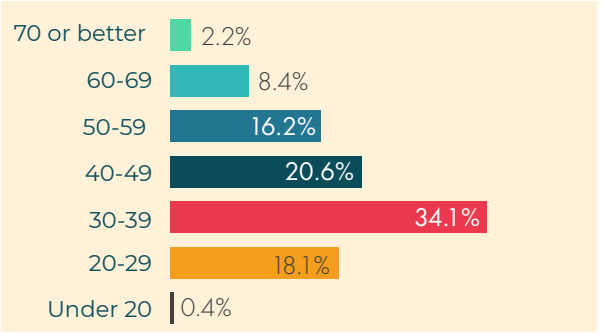
- Catalyst developments on major sites
- Existing storefront improvements
- Bring new business and jobs to the area
- Help local businesses (re) located to the corridor
- Public space improvements and street trees
- Cleaner streets and sidewalks
- Something else
- No change

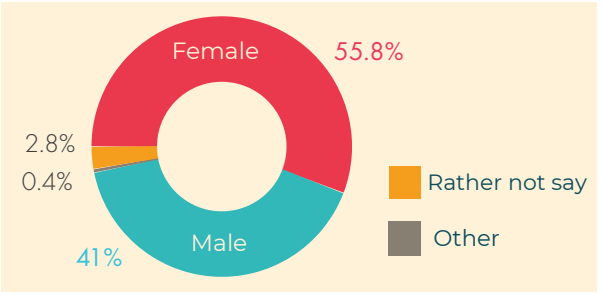
TOP PRIORITY FOR MOBILITY

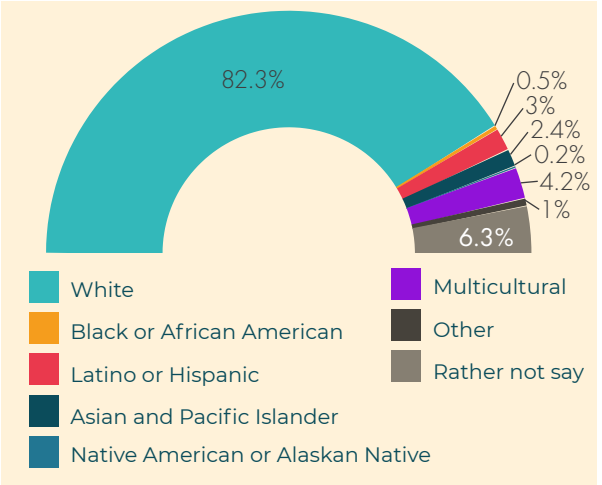


- Better connections for bikes and pedestrians
- Safety improvements for bikes and pedestrians
- Improve existing transit
- New transit lines
- Reduce traffic congestion
- Something else
- No change

DEMOGRAPHICS







DEVELOPER & PROPERTY OWNER INTERVIEWS

In person and phone interviews were held with local investors (developers and property owners) to understand their views on the challenges and opportunities that exist on and around State Street. They were asked about:

- Development potential in the study area ;
- How current conditions support or hinder that potential;
- How transportation improvements might influence investment on State Street;
- Their experience working with the cities' regulatory and development processes.

Developers identified State Street itself as the biggest obstacle to redevelopment – the current design and character make it hard to attract investors to a major project on State. However, small "pioneering" property owners and investors were more positive, and were typically tackling smaller projects to repurpose buildings they already owned.

Overall reflections from the group of investors interviewed included:

- The current design and roadway conditions of State Street limit the investment potential of the area. The existing auto-oriented design, lack of pedestrian-oriented amenities, and general absence of green space makes it an unattractive place for urban style development.

- Investment potential exists due to State Street's proximity to transit and downtown Salt Lake City. However, most interviewees do not believe these factors alone can overcome the current design of the roadway.

- Downtown and form-based zones in both cities are viewed positively, however older use-based zones, specifically Commercial Corridor (CC), are viewed as outdated and a major hindrance to "good" development. Height restrictions, deep setbacks and high parking standards within these zones are cited as development challenges.

- Tangible commitment from the cities, UDOT, and other partner agencies to improve the conditions on State Street has the potential to leverage significant private investment. Interested investors believe public investments in new streetscapes, pedestrian enhancements, landscaping, and transit and bicycle facilities could greatly accelerate new private investment.

BUSINESS OWNER INTERVIEWS

Local business owners were interviewed at the outset of the project and were asked to provide input throughout the process. **General takeaways from these discussions included:**

- Crime and personal security are major concerns for business owners and their customers, and seen as having a negative impact on their businesses.
- On-street parking is seen as important to support small businesses due to the lack of publicly accessible off-street parking available in the corridor.
- Many business owners welcomed the idea of widened sidewalks, more mid-block crossings, and additional street trees and green amenities as being good for business.
- Concerns exist about how new investment and redevelopment may impact existing business owners, and hoped to see the cities initiate policies and programs to provide support for existing businesses to adapt and thrive in a potentially changing environment.

STAKEHOLDER DISCUSSIONS

People who interact daily with State Street and the people on it took part in discussions in meetings they organized. This included police, fire and crossing guards, school principal and teachers, business owners, public works dept, community development departments, Salt Lake County, Salt Lake Community College and others.

Fifth graders at Woodrow Wilson Elementary took part in a classroom activity to discuss their experiences on State Street. They were asked to share the best and worst parts of the street and what they would like to see happen there.

The city and county mayors and agency directors participated in an executive committee throughout the project. They discussed their observations on the issues, community priorities and how changes on State Street fit into each of their strategic plans.

WEBSITE & ONLINE ENGAGEMENT

A project website, www.LifeOnState.com, was established and continually updated with information about the project, outreach events, survey and workshop results, and project resources and documents. It will continue to be an open resource to learn about State Street plans and progress.

Between December 2016 and December 2017, the website received:

- 10,500 page views
- 3,185 unique visitors

APPENDIX II: ENVISION TOMORROW MODELING

Land use and transportation scenarios are an important part of the exploratory process in planning. Testing a range of policy options, development types and transportation improvements allows for a comparison of the relative strengths and weaknesses of potential futures, and it allows decision makers to understand the possibilities that their decisions may unlock. Each scenario is derived from a certain set of rules and assumptions, and asks the question "what if..."

While not a forecast nor a prediction, the scenarios provide a wealth of information about how the effects of policy and transportation choices could play out when compared to current trends. This helps deepen our understanding of likely outcomes to better ensure the future reflects the community's vision and goals for the State Street corridor. For the Life on State scenarios, the "what ifs" that were explored dealt with a range of regulatory changes and transportation investments that could be made on State Street.

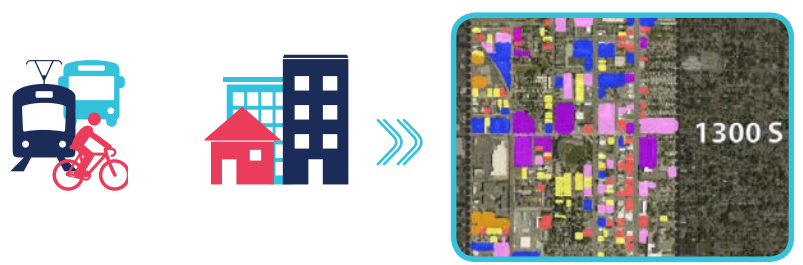
The following Appendix explains the assumptions that support the scenario results in greater detail.

Four separate land use and transportation scenarios were evaluated within the State Street corridor using the open source scenario planning platform Envision Tomorrow.

Envision Tomorrow is a suite of planning tools that includes analysis and scenario design applications. The analysis tools allow users to analyze aspects of their current community using commonly accessible GIS data, such as tax assessor parcel data and Census data. The scenario design tools allow users to digitally map alternative future development scenarios on the landscape, and compare scenario outcomes in real time for a range of measures from public health, fiscal resiliency and environmental sustainability.

The location and styles of development that were tested came from public input through the workshop process and the existing conditions analysis of redevelopment potential. The transportation components of the scenarios were a combination of public input from the workshops, and a narrowing down of roadway design options by the project team.

CRAFTING A SCENARIO



1 DEVELOPMENT PATTERNS INPUT

Land uses, such as housing mix and office spaces, are variables in the scenarios, driven by data on current trends and future forecasts.

2 SCENARIO MAP CREATED

The computer model places building types, such as mixed-use, infill commercial, or housing for each scenario. Different patterns emerge and are mapped.

3 DEVELOPMENT OUTCOMES

Each scenario's performance is calculated and compared. These indicators match several project goals so success can be measured.

SCENARIO BUILDING BLOCKS

Each of the scenarios was constructed using a range of building types that could be constructed in the Salt Lake market. Within a context such as the State Street corridor, a range of buildings could be anticipated. However, due to existing roadway conditions and regulatory requirements, the development of building types that could truly transform State Street into the mixed-use, urban corridor envisioned have been lacking: predominantly three and four-story apartments, five and six story mixed-use buildings, townhomes and rowhouses, and small grained retail projects that can infill some of the shallow, narrow lots in the corridor.

Building Characteristics	6-Story Mixed-use Office	Office Tower	4-Story Mixed-use Residential	6-Story Mixed-use Residential	4-Story Apartments	Townhomes/ Rowhouse	Small lot Retail Infill
Parking Ratios	• No parking required for first 3,000 sqft • 2.0 spaces per 1,000 sqft above 2,000	• No parking required for first 3,000 sqft • 2.0 spaces per 1,000 sqft above 2,000	• 1 space per dwelling unit • No parking required for first 3,000 sqft comm. • 2.0 spaces per 1,000 sqft above 2,000	• 1 space per dwelling unit • No parking required for first 3,000 sqft comm. • 2.0 spaces per 1,000 sqft above 2,000	1 space per dwelling unit	2 space per dwelling unit	• No parking required for first 3,000 sqft • 2.0 spaces per 1,000 sqft above 2,000
Housing density (DU per acre)	-	-	71	82	51	35	-
Job density (jobs per acre)	196	2,156	12	12	-	-	23
Average dwelling unit size in sqft	-	-	750	750	750	850	-

Investments in walkability and placemaking have measureable impacts on residential pricing.

Within the current context of the corridor, it is not financially feasible for land developers to invest in the type of mixed-use, urban development described above. However, with investments into roadway improvements and regulatory changes, such as increased height allowances or reduced parking minimums, the corridor could support higher-density, higher quality development.

There is a growing body of research supporting the assertion that public realm investments into walkability, placemaking and high-capacity transit such as light rail, streetcar and bus rapid transit can have a positive effect on residential pricing. This implies that people are willing to pay more to live in areas with these kinds of amenities – ultimately, contributing to the feasibility of more expensive, urban style projects. However, as market conditions swing in favor of more expensive development, the preservation and production of affordable housing becomes increasingly important.

Variable	Factor	Rent/Price Impact	Product Type	Study Area	Source
Distance to LRT Station	within 1/4 mile of station	+11-19%	Multi Family	Dallas	*Measuring the Value of Transit Access for Dallas County: A Hedonic Approach.* Leonard (2007)
Accessibility Increase	walking distance to station	+3-40%	All	California, New Jersey, Georgia, Pennsylvania, Florida	*Impacts Of Rail Transit On Property Values.* Diaz (2007)
Distance to LRT Station	within 500 ft	+11%	Single Family	Portland	Al-Mosaindet al. (1993)
Distance to LRT Station	1/4 to 1/2 mile of station	+6-45%	All Residential	Comprehensive review of studies undertaken between 1993-2004	Cervero (2004)
Distance to LRT Station	within 1/4 mile of station	+40%	Commercial	Dallas	Cervero (2004)
Distance to BRT Station	within 1/2 mile of station	+10-21%	Residential	Pittsburgh	NBRTI (2009)
Proximity of "full package of amenities"	neighborhood amenity level	+20%	All Uses	Portland	*An Assessment of the Marginal Impact of Urban Amenities on Residential Pricing.* Johnson/Gardner (2007)

ALTERNATIVE SCENARIOS

The power of scenario analysis lies in the ability to test out and compare different alternative futures. The alternatives considered in this analysis ranged from a no action scenario **(Scenario 1: Business as Usual)**; a scenario in which investments were made to enhance State Street with additional street trees and planted medians **(Scenario 2: Streetscape Upgrades)**, but no additional investments; a scenario that relied on less expensive transportation investments, or even temporary implementation strategies like glue-down bollards **(Scenario 3: Moderate Investment)**; and finally, a scenario that assumes substantial investment into the roadway **(Scenario 4: Full Implementation)**.

In scenarios 2-4, it is assumed that both cities address key zoning issues to allow for a wider mix of development, require active street fronts, provide transit-supportive parking standards, and make other regulatory improvements to support higher quality development.

These assumptions, when fed into the Envision Tomorrow model, lead to an estimated increase in achievable rents (shown in the table below), increasing the feasbility of urban style development in the State Street corridor. As developers are able to charge higher rents they are able to maintain an adequate return on investment (ROI) while paying more for land, and also making more expensive construction feasible. This relationship between the amount a developer is willing to pay for land in relation to their project costs is called "residual land value". The table on the next page shows the estimated increase in residual land value by building type as assumed investments are made in each scenario.

In summary, the increasingly high levels of investment assumed in scenarios 2-4 lead to an estimated increase in development and infill within the corridor, showing the substantial opportunity for change that new investment into walkability and placemaking unlocks.

Assumed rent increases by scenario + Building Type

Building Type	Scenario 1: Business as Usual	Scenario 2: Streetscape Upgrades	Scenario 3: Moderate Investment	Scenario 4: Full Implementation
Residential	$1.50 / sqft	$1.60 / sqft	$1.85 / sqft	$2.20 / sqft
Office	$12 /sqft	$14 / sqft	$20 / sqft	$25 / sqft
Retail	$12 / sqft	$14 /sqft	$18 / sqft	$25 / sqft

Assumed change in residual land value* (cost/sqft) by building type

Scenario	6-Story Mixed-use Office	Office Tower	4-Story Mixed-use Residential	6-Story Mixed-use Residential	4-Story Apartments	Townhomes/ Rowhouse	Small lot Retail Infill
Scenario 1: Business as Usual	($169.25)**	($1,945.60)**	($46.89)**	($59.40)**	($8.12)**	$15.07	($16.57)**
Scenario 2: Streetscape Upgrades	(136.46)**	($1,677.71)**	($29.75)**	($39.32)**	$1.51	$21.92	($9.26)**
Scenario 3: Moderate Investment	($51.11)**	($819.11)**	$11.91	$12.71	$25.10	$38.74	$13.46
Scenario 4: Full Implementation	$23.12	$323.80	$71.05	$80.29	$59.22	$79.22	$32.28

*residual land value = amount a developer is willing to pay when considering building a project.

**negative values, shown in red, represent that a building type is not feasible at the assumed rent, no matter what the land cost

APPENDIX II: ZONING ASSESSMENT

Zoning regulations and related design guidelines have a major impact on the types of development that occur in an area. While existing roadway conditions are the biggest limiting factor to private investment in the corridor, discussions with local developers and investors (see Appendix I) pointed out that some zoning categories in the corridor are restricting, or not supportive of the type of urban style development desired and expressed in this plan.

In particular, the CC zones in both cities are viewed as outdated and a major hindrance to "good" development in the corridor. CG in Salt Lake City is similarly viewed in a negative light, and D-2 in Salt Lake City is viewed as too permissive in allowing low-intensity, less urban styles of development.

The following Appendix provides a brief overview of zoning in the corridor, explains the shortcomings of current zones, and makes recommendations for code amendments.

SALT LAKE CITY & SOUTH SALT LAKE ZONING

- D-1 Central Business District
- D-2 Downtown Support
- D-3 DT Warehouse Residential
- D-4 Secondary CBD
- CG General Commercial
- CC Commercial Corridor
- CN Neighborhood Commercial
- CB Community Business
- R-MU Residental Mixed Use
- R-MU-45 Residential Mixed Use
- RMF-35 Moderate Density Multifamily
- RMF-45 Moderate/High Density Multifamily
- RMF-75 High Density Multifamily
- FB-UN1 Form Based Urban Neighborhood 1
- FB-UN2 Form Based Urban Neighborhood 2
- R-1-5000 Single-Family Residential
- R2 Single and Two-Family Residential
- UI Urban Institutional
- I Institutional
- PL Public Lands
- OS Open Space

- DT Downtown District
- CC Corridor Commercial
- CG General Commercial
- CN Neighborhood Commercial
- East Streetcar Neighborhood
- Light Industrial
- Mixed
- MPMU Master Planned Mixed Use
- PO Professional Office
- R-1 Single Family Residential

0 .25 .5 mi

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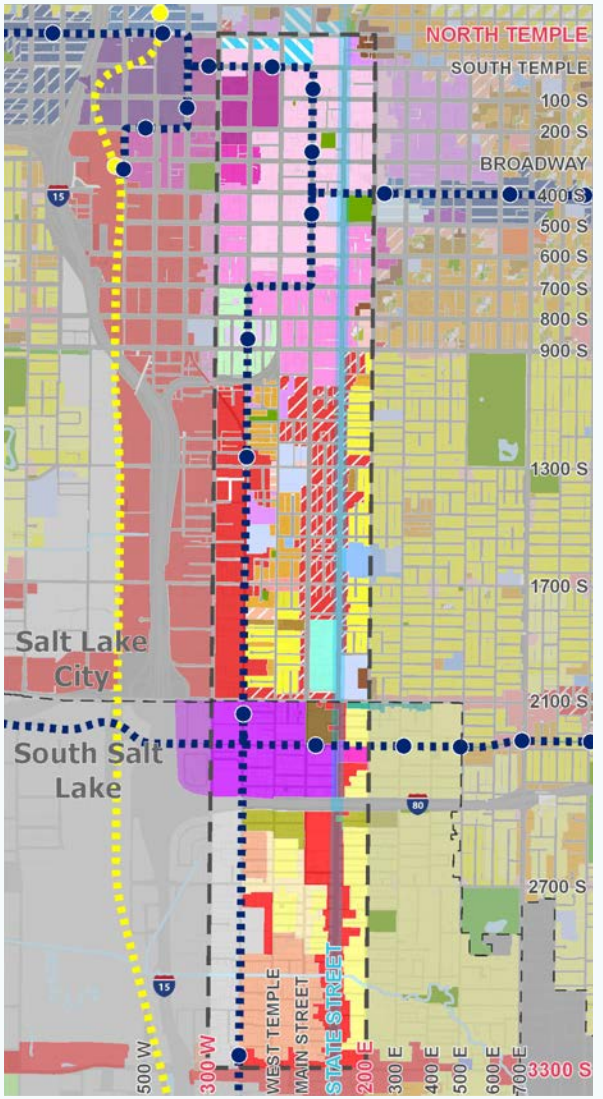


ZONING OVERVIEW

The State Street corridor has many zoning designations applied within it. Within downtown Salt Lake City, the predominant zoning is D-1 Central Business District and D-2 Downtown Support. South of downtown, CG General Commercial and CC Commecial Corridor are the main zoning designations.

In South Salt Lake, DT Downtown District zoning covers most of the corridor north of I-80. South of I-80, CC Corridor Commercial is the dominant zoning category along State Street, while CG General Commercial covres most land west of State. In both cities, areas to the east of the corridor are zoned primarily for single family residential uses.

Specific zoning designations within the Life on State corridor study area are shown in the tables to the right.

Salt Lake City -
Current Zoning in Study Area

Category	Acreage	%
D-1 - Central Business District	223	21%
CG - General Commercial	152	14%
D-2 Downtown Support	145	13%
CC - Commercial Corridor	142	13%
R-1-5000 - SF Residential	109	10%
PL - Public Lands	55	5%
D-4 - Secondary CBD	45	4%
FB-UN2 - Form Based Urban Neighborhood 2	33	3%
RMF-35 - Moderate Density Multifamily	30	3%
BP - Business Park	27	2%
R-MU - Residential Mixed Use	23	2%
I - Institutional	22	2%
UI - Urban Institutional	19	2%
D-3 DT Warehouse Residential	16	1%
RMF-45 Moderate/High Density Residential	9	1%
CN - Neighborhood Commercial	6	1%
RMF-75 - High Density Residential	6	1%
FB-UN1 - Form Based Urban Neighborhood 1	6	1%

South Salt Lake -
Current Zoning in Study Area

Category	Acreage	%
CC - Corridor Commercial	165	20%
DT - Downtown District	158	19%
CG - General Commercial	149	18%
Light Industrial	140	17%
R-1 - Single Family Residential	129	15%
CN - Neighborhood Commercial	34	4%
MIXED - Mixed-Use	33	4%
MPMU - Master Planned Mixed Use	17	2%
East Streetcar Neighborhood	8	1%
PO - Professional Office	2	0.2%

ZONE BY ZONE ASSESSMENT

During the Life on State planning process, Fregonese Associates conducted a zoning assessment for the major zoning categories within the corridor. Using the Envision Tomorrow Return on Investment (ROI) tool, each zone was tested for financial feasibility with the omptimum buildout under existing regulations. It tested whether a zone was able to cost-effectively build a mixed-use residential building with good urban form and a project return of 10% IRR. Assessment of current zoning was then used to test the feasibility impacts of new development regulations, to see if they improved the ability to produce an urban style development.

The zones tested were those with the highest amount of land coverage impacting State Street itself. They included:

Salt Lake City

- D-2 - Downtown Support
- CC - Commercial Corridor

South Salt Lake

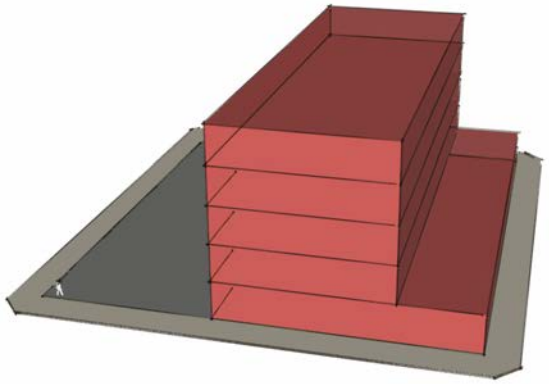
- CC - Corridor Commercial

Salt Lake City - D-2 - Downtown Support

Site Characteristics	Current Zoning
Lot Size	20,000 sqft
Height	5 stories; 65 feet
Landscaping	0%
Parking Ratios	• 0.5 per Unit • 1 per 1000 sqft commercial
Average Unit Size	750
Density	93 units / acre 10.3 jobs / acre
Floor Area Ratio (FAR)	2.23
Project Value	$8.3 Million
Unit Rent (average)	$1,500 / month

Findings

- D-2 zoning permits the construction of an efficient, cost-effective urban building
- Height, parking, and lot coverage requirements are adequate for an urban setting
- However, regulations do not require urban style-construction



Simplified rendering of cost-effective 4-over-1 mixed-use residential building type. Building style permitted under D-2 Downtown Support zoning, but not required.

Recommendation

- Introduce simple, but clear design criteria to ensure an active ground floor experience
- Do not permit large surface parking lots facing the street

Salt Lake City -
CC - Commercial Corridor

Site Characteristics	Current Zoning
Lot Size	20,000 sqft
Height	3 stories; 30-45 feet
Landscaping	19%
Parking Ratios	• 1 per 1br Unit; • 2 per 2br Unit • 2 per 1000 sqft retail
Average Unit Size	750
Density	38.3 units / acre 4.2 jobs / acre
Floor Area Ratio (FAR)	0.92
Project Value	$4.45 Million
Unit Rent (average)	$1,665 / month

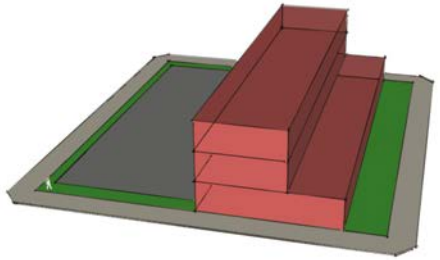
Findings

- By-right height limits of 30';15' front and side setback requirements; >1 parking ratios results in infeasible building when attempting mixed-use development
- SSSC South State Street Corridor Overlay district exemption of 15' front setback improves feasibility, but does not overcome height limitations

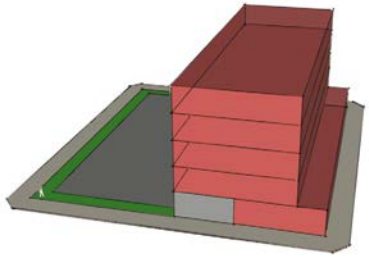
Site Characteristics	Alternative
Lot Size	20,000 sqft
Height	5 stories; 55-75 feet
Landscaping	10%
Parking Ratios	• 1 per Unit; • 1 per 1000 sqft retail
Average Unit Size	750
Density	73.6 units / acre 12.9 jobs / acre
Floor Area Ratio (FAR)	1.86
Project Value	$6.94 Million
Unit Rent (average)	$1,500 / month

Findings

- Increased height limit to 75' allows for cost-effective 4-over-1 mixed use building
- Lower parking standards allows for higher building coverage and increased housing density
- Removal of front and/or side setbacks results in better urban form
- Results in greater housing/job density and lower average rents due to more cost-effective construction typology



CURRENT ZONING: Simplified rendering of base CC zoning building. Low-density with high surface parking results in infeasible building.



Recommended: Increased height limits, lower parking standards and removal of setbacks produces cost-effective 4-over-1 mixed-use building with tuck-under parking.

Recommendation

- Increase base height limit to 75'; allows for 5-over-1 mixed-use
- Reduce marking minimums to 1, or 0.5, stalls per unit
- Remove front and side setback requirements; require building to front State Street

South Salt Lake - CC - Corridor Commercial

Site Characteristics	Current Zoning
Lot Size	87,000 sqft
Height	6 stories; 65 feet
Landscaping	50%
Parking Ratios	• 1.5 per 1br Unit; • 2 per 2br Unit • 2.5 per 3+br unit • 4 per 1000 sqft retail/office
Average Unit Size	750
Density	24.9 units / acre 2.7 jobs / acre
Floor Area Ratio (FAR)	0.59
Project Value	$11.14 Million
Unit Rent (average)	$1,275 / month

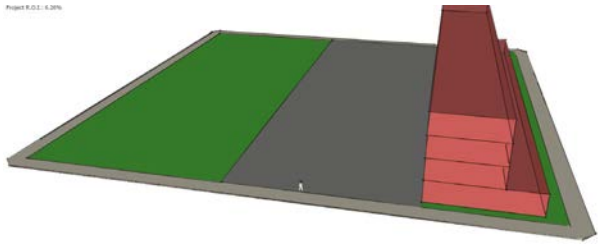
Findings

- 65' height limit allows for urban intensity
- However, combination of minimum 50 units in multifamily and 25 units/acre maximum means lot size must be nearly 2 acres (87,000 sqft) to accommodate.
- Leads to very high effective landscaping
- Essentially promotes a suburban garden apartment form

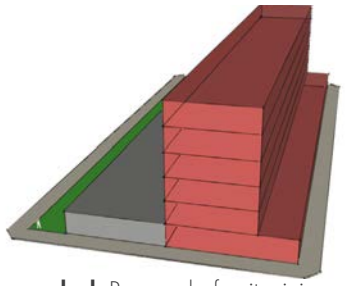
Site Characteristics	Alternative
Lot Size	40,000 sqft
Height	6 stories; 75 feet
Landscaping	15%
Parking Ratios	• 1 per Unit; • 2 per 1000 sqft retail
Average Unit Size	750
Density	87.8 units / acre 9.7 jobs / acre
Floor Area Ratio (FAR)	2.1
Project Value	$15.8 Million
Unit Rent (average)	$1,275 / month

Findings

- Reduction in parking requirements and removal of unit/acre limit allows for cost-effective 5-over-1 mixed-use building
- Removal of front setback allows for better urban form
- Major limiting factor is unit/acre cap combined with 50 unit minimum; removal allows for more conventional urban style apartment



CURRENT ZONING: Simplified rendering of base CC zoning building. High parking requirements and 25 unit/acre cap with 50 unit minimum leads to garden style apartment



Recommended: Removal of unit minimum and unit/acre cap allows for more conventional, cost-effective urban construction

Recommendation

- Remove 50 unit minimum on multifamily projects
- Remove 25 unit/acre cap
- Reduce parking minimums to 1 stall per unit
- These three factors will allow for a much wider range of housing types along State Street

APPENDIX IV: TRACKING METRICS

This appendix outlines the State Street-specific tracking metrics related to projects goals as defined through the planning process. Metrics where baseline data exists is included.

State Street-specific Tracking Metrics

1. Total number of auto accidents
2. Auto accidents involving bicycles or pedestrians
3. Fatalities involving bicycles or pedestrians
4. Transit ridership
5. Total crime
6. Petty crime
7. Violent crime

LIFE ON STATE

OUR NEXT MOVE

SOUTH SALT LAKE

COMMUNITY VALUES STUDY

2020 SURVEY RESEARCH

Y2 ANALYTICS

SURVEY METHODOLOGY

@

South Salt Lake City residents were sampled from consumer listings of randomly selected households within City boundaries, as well as the publicly available registered voter file. Survey invitations were sent via email, phone, and USPS mail, and interviews were completed online and via live-dial telephone interviews. Online responses were collected from Nov 19-Dec 9, 2020, and phone responses from Nov 20-23, 2020.

11m

The median South Salt Lake resident took 11 minutes to complete the survey.

5%

A total of 648 residents responded to this survey, with 114 live telephone interviews and the remainder completed online. Email and printed mail surveys had response rates of 4% and 6%, respectively. The phone survey had a response rate of 3%, resulting in an overall average response rate of approximately 5%.

+ - 4

The margin of error for the survey is plus or minus 3.8 percentage points. The data was weighted to reflect the demographic composition of all residents in South Salt Lake City according to the American Community Survey population estimates, specifically regarding age, gender, ethnicity, and home ownership.

4

1. *4-out-of-5 residents say the City is headed in the right direction and nearly half (43%) say it has gotten better in the last 5 years. 18% of respondents haven't lived here long enough to make that 5-year comparison though, so among those residents with enough basis, 52% say the City has improved over time.*

2. *Ratings for the value of city services and utility fees are mostly average, but very few residents are dissatisfied with the value they receive in these areas. Overall, residents express more positive evaluations of the service they receive for utility fees than property taxes.*

3. *Most residents like the safety and accessibility of South Salt Lake. It's generally perceived as a convenient, affordable community to live in. Crime and public safety and maintaining neighborhood character are seen as top planning priorities looking toward the future, more safe places to walk and bike are the most appealing types of projects the City could invest in, and internet access and affordable housing are seen as the most important personal issues.*

4. *One-in-three (34%) residents say they trust the SSL Police Department a great deal. 44% express a moderate amount of trust. This leaves approximately 1 out of every 4 SSL residents who indicate having a small amount to no trust in local police. Overall, SSL police are perceived as reasonable and fair (61%) and residents believe they usually do the right thing in difficult situations (63%).*

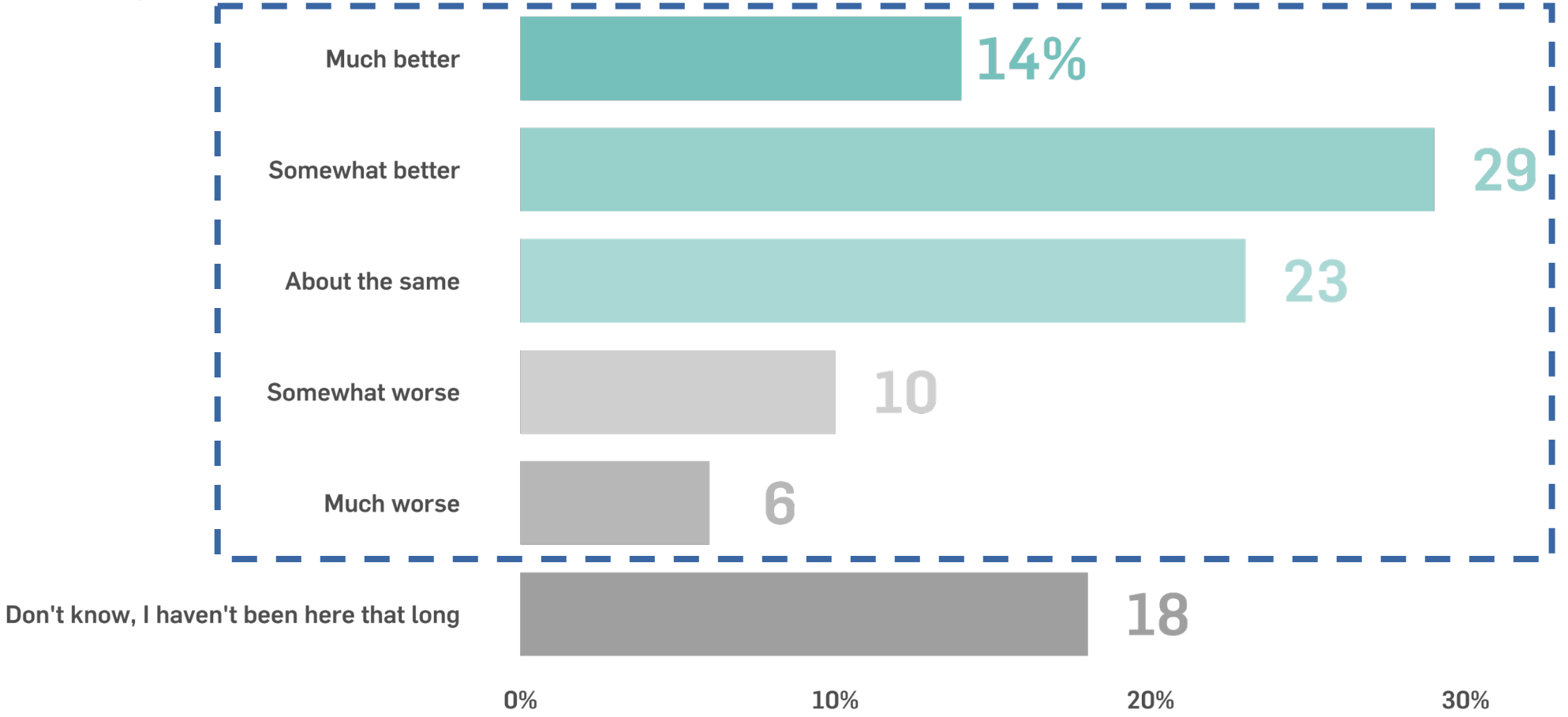
FINDINGS TO REMEMBER

COMMUNITY OUTLOOK

SOUTH SALT LAKE TODAY VS FIVE YEARS AGO

43% of respondents say South Salt Lake is better than it was five years ago, while 23% do not see a difference. Almost one fifth, however, are newer residents who do not have an opinion.

Q How would you rate the city of South Salt Lake today compared to five years ago? (n = 580)

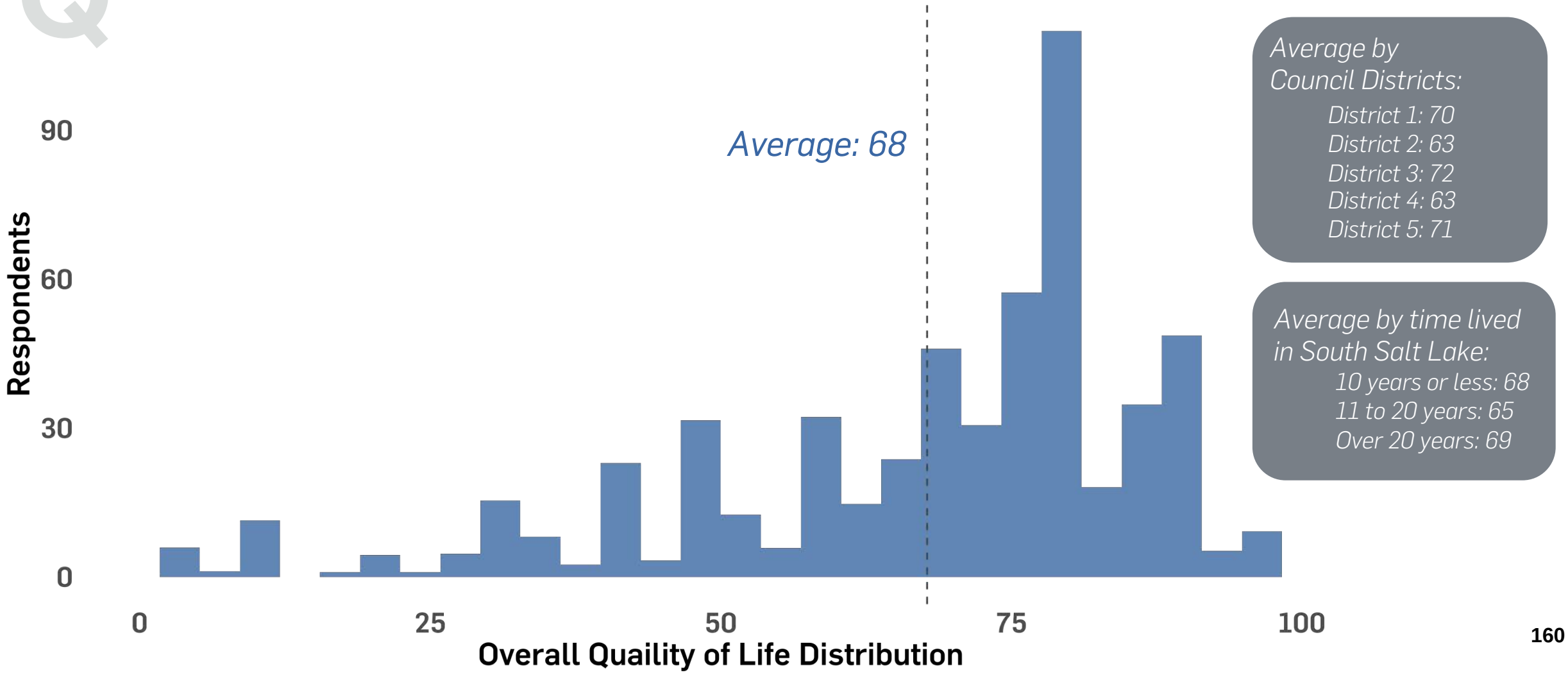


52% of residents expressing an opinion say SSL has gotten better in the last 5 years

QUALITY OF LIFE

74% of respondents give an overall a quality of life score above 50 on a scale of 0-100. The average across all respondents is 68, slightly varying across each of the five South Salt Lake City Council districts. Length of residence is not a significant factor in quality of life evaluations.

Q On a scale of 0-100, with 0 being very low and 100 being very high, how would you rate your overall quality of life in South Salt Lake? (n = 578)



Average by Council Districts:

District 1: 70
District 2: 63
District 3: 72
District 4: 63
District 5: 71

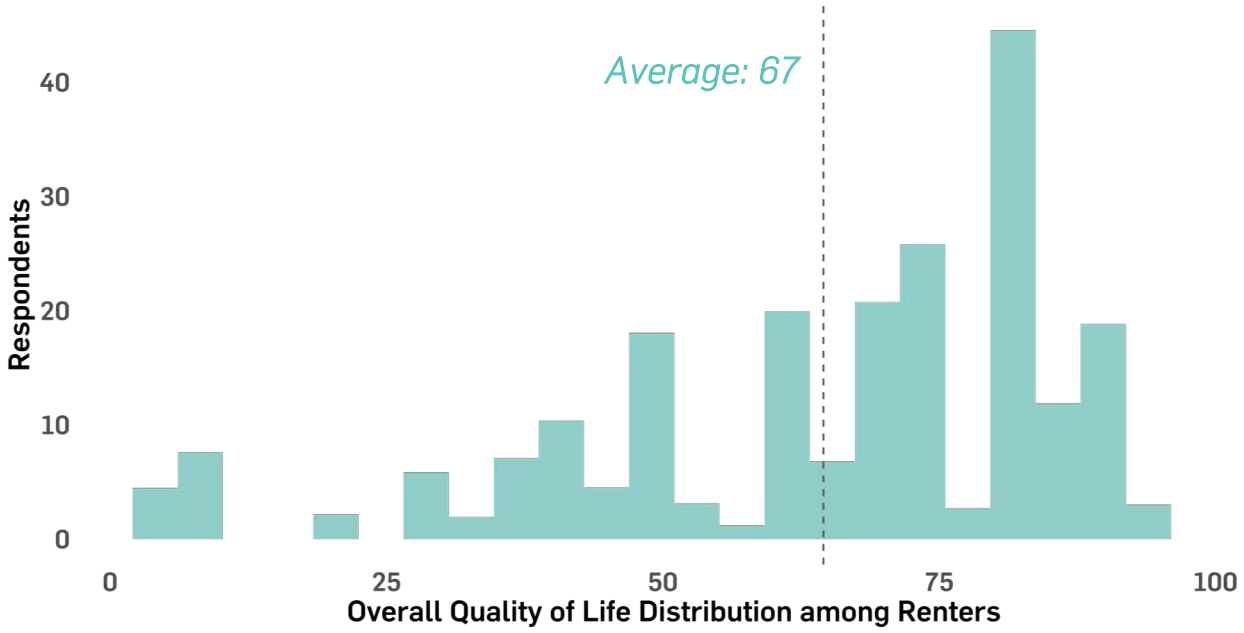
Average by time lived in South Salt Lake:

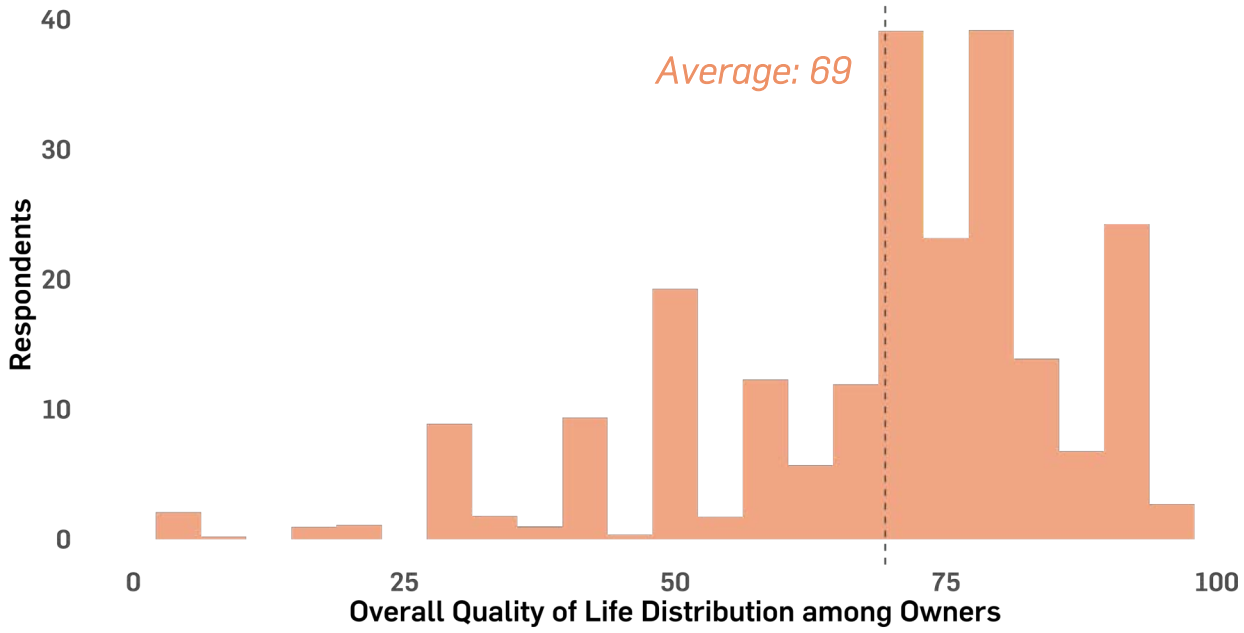
10 years or less: 68
11 to 20 years: 65
Over 20 years: 69

HOMEOWNERS REPORT HIGHER QUALITY OF LIFE

Survey respondents who own their home show a show a slightly higher quality of life score in comparison to those who rent (+2% average).

Q On a scale of 0-100, with 0 being very low and 100 being very high, how would you rate your overall quality of life in South Salt Lake? (n = 578)



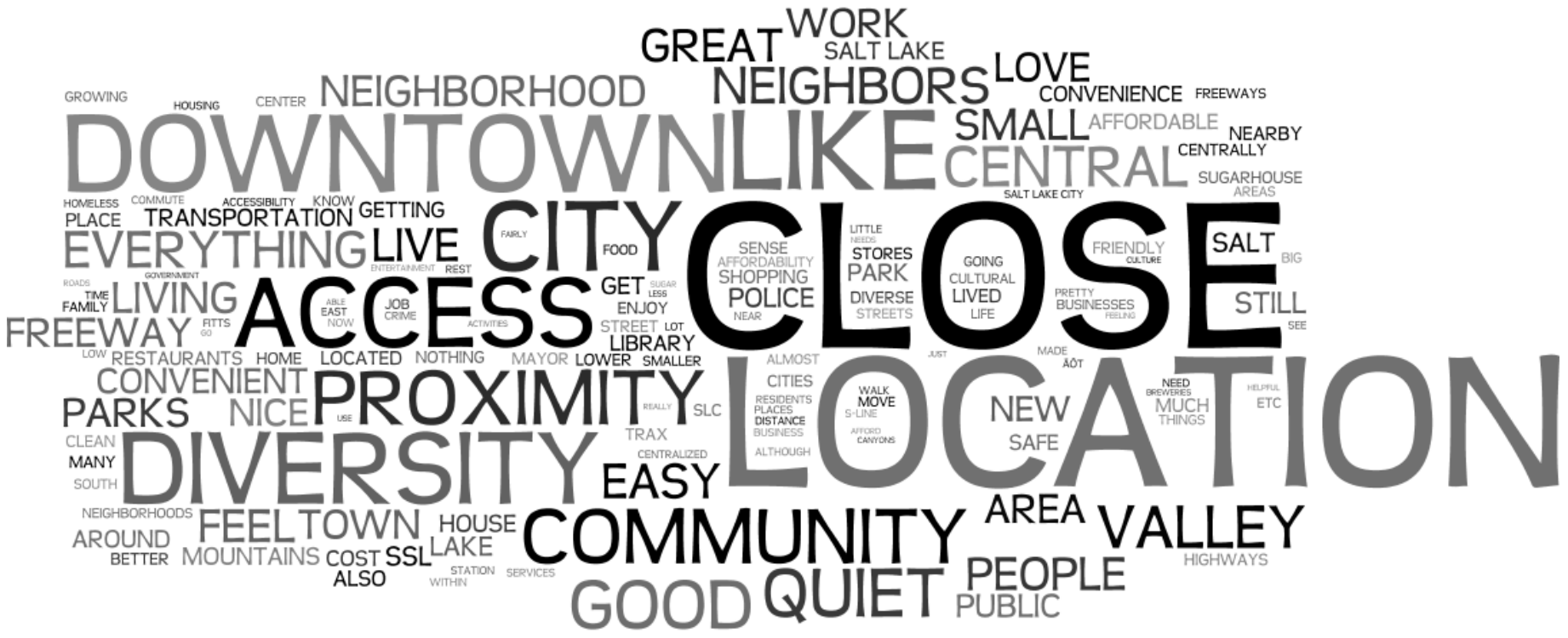


RESIDENTS LOVE LOCATION OF SOUTH SALT LAKE

Residents listed proximity to downtown, quietness, and diversity as some of the things they love most about South Salt Lake City.

Q

In just a few words, what do you like most about living in South Salt Lake? (n = 426)

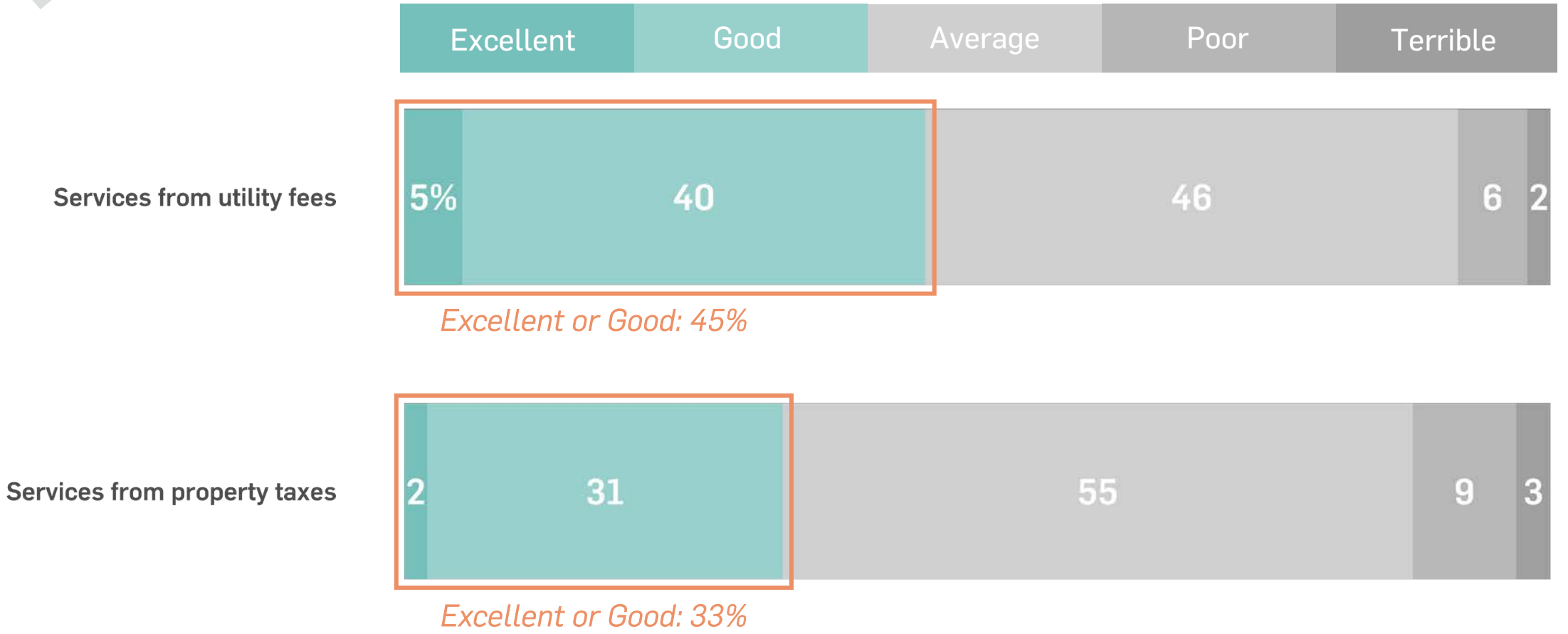


OVERALL, SERVICES FROM FEES NOT SEEN AS FAVORABLE

Only one-third of respondents believe their services are good or excellent from their property taxes, which is 12% lower than the services provided by utility fees.

Q

In general, how do you rate the service you receive from South Salt Lake from the property taxes you pay? (n = 453)
In general, how do you rate the service you receive from South Salt Lake from the utility fees you pay? (n = 452)



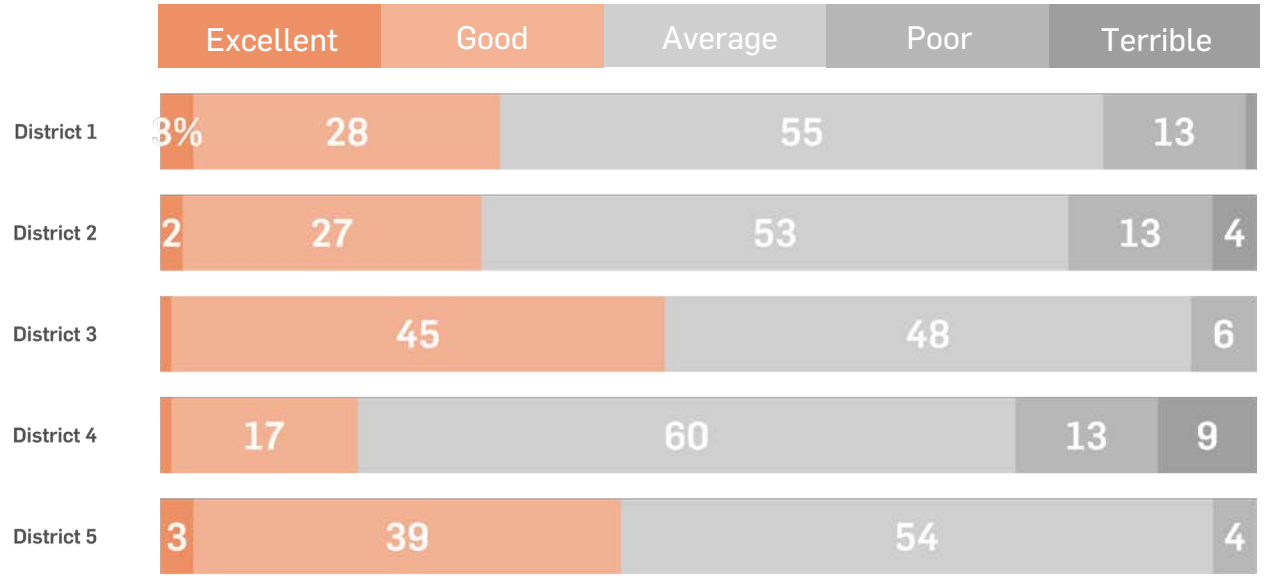
OPINIONS OF SERVICES VARY BY DISTRICT

Opinions of residents vary across districts for both services from property taxes and utility fees. District 4 shows the lowest with only 18% who say they are excellent or good, 15% below the city-wide average of 33%.

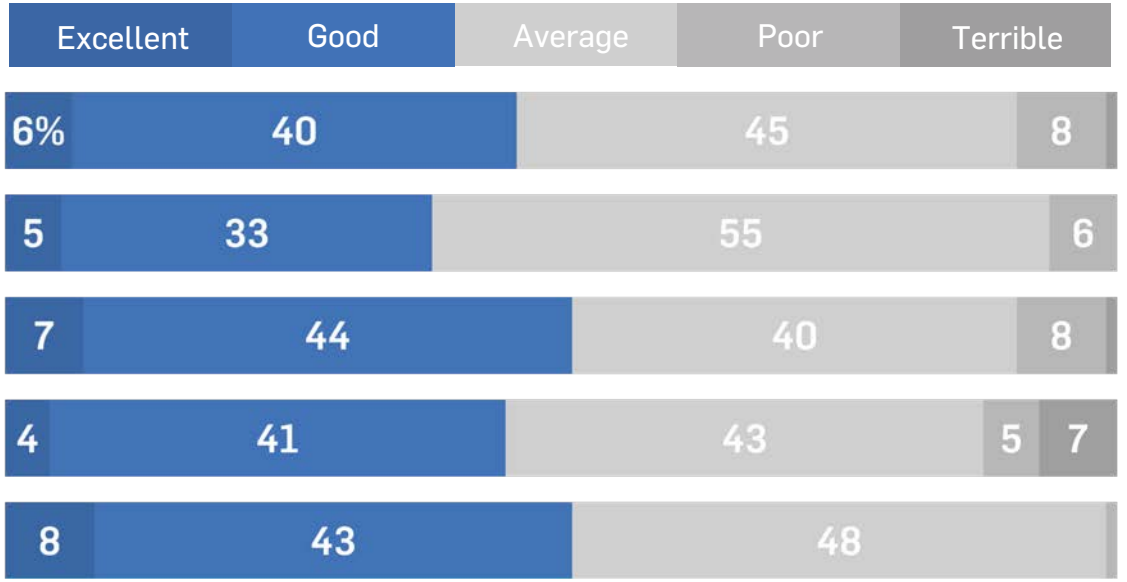
Q

In general, how do you rate the service you receive from South Salt Lake from the property taxes you pay? (n = 453)
In general, how do you rate the service you receive from South Salt Lake from the utility fees you pay? (n = 452)

Services from Property Taxes



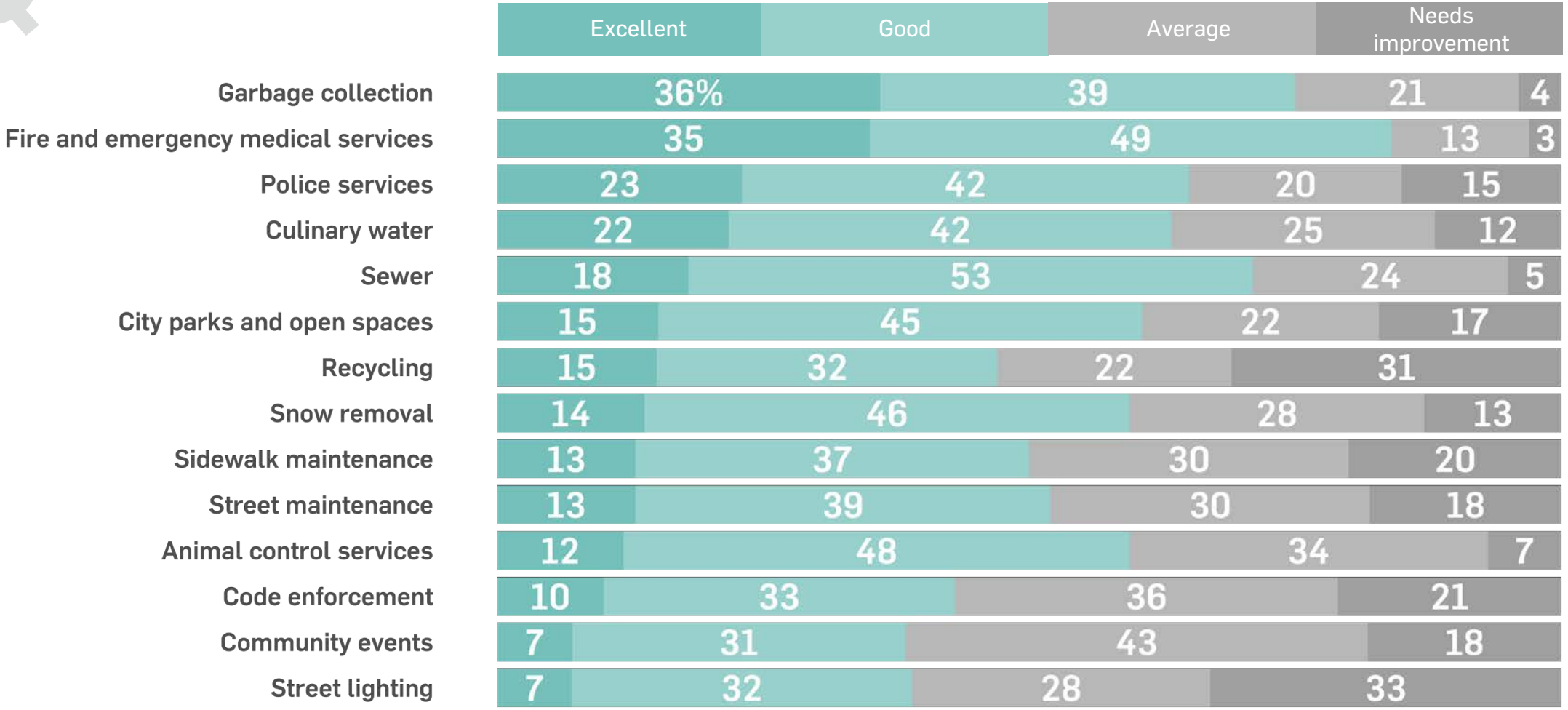
Services from Utility Fees



GARBAGE COLLECTION IS EXCELLENT; STREET LIGHTING IS NOT

A solid majority of residents said the garbage collection in South Salt Lake is good or better. Fire and EMS, Police, Water, and Sewage also received high marks. Street lighting and community events receive the lowest "excellent" or "good" ratings, though community events are largely seen as "average." Street lighting and recycling are the services residents are most likely to indicate need improvement.

Q How do you rate the services you currently receive from South Salt Lake? (n = 430-435)

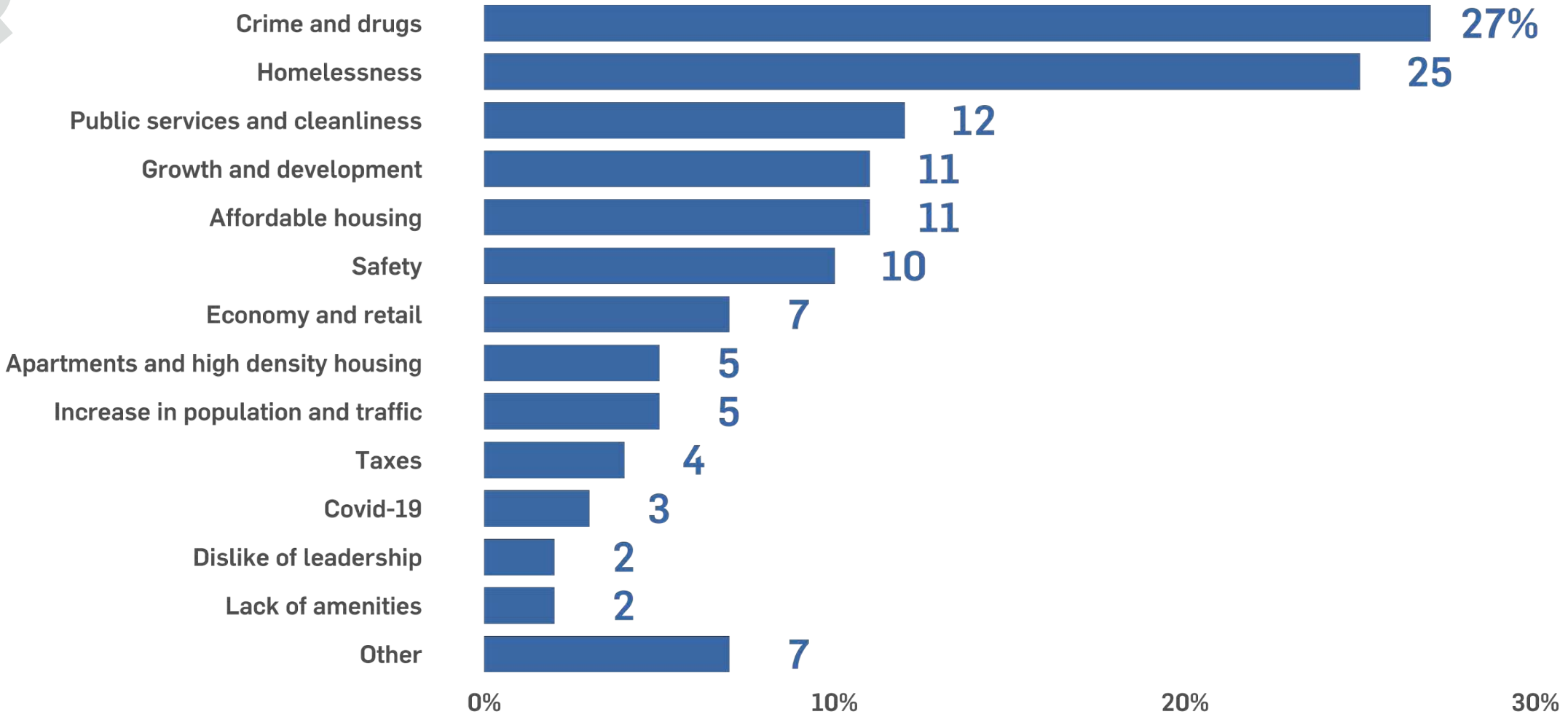


COMMUNITY ISSUES

CRIME AND DRUGS SEEN AS KEY PROBLEMS

Many residents of South Salt Lake are concerned about the effect crime and drugs have on the community, as well as the effects of the homeless population.

Q In your opinion, what is the most important issue facing South Salt Lake today? *(Categorized open-ended responses)* (n = 430)



ATTITUDES TOWARDS NEIGHBORHOOD ISSUES

Respondents were asked to share their concerns regarding their own neighborhoods, and crime remains a top priority. Residents also raise a concern with traffic and overall safety.

Q What is the most important issue facing your neighborhood? (n = 419)

The noise from the freeway and traffic on the back roads. 500 West really needs some repairs to existing holes whereas if big trucks hit certain holes it shakes our townhome. We live on a busy narrow street where huge semi trucks will use our road as a shortcut. It's upsetting.
-- DISTRICT 5 RESIDENT

Parking, animals and police. Poor planning, code enforcement and permits causing crime, overcrowding and parking issues.
-- DISTRICT 1 RESIDENT

1. Affordable, nice housing is always an issue. 2. UTA changed a route recently and there has been an uptick in foot traffic in the neighborhood couple that with the people speeding through the neighborhood to avoid traffic lights it's a recipe for an accident.
-- DISTRICT 2 RESIDENT

Seems like there are a lot of criminal activity in my neighborhood. Along with the school zone speed limit the are too many people that speed down here. I think it needs to be patrolled better.
-- DISTRICT 4 RESIDENT

Increasing property crime and trash being allowed to accumulate along our streets.
-- DISTRICT 3 RESIDENT

I would like to see more parks and things like recreational trails, outdoor areas. The quality of the roads need improvement as well.
-- DISTRICT 5 RESIDENT

In the winter, snow removal is last in this area. It is not uncommon to see the police in my area at least once a week. Some homes in this area are trashed. Lack of lighting on my street, and it is a through fare for State Street.
-- DISTRICT 4 RESIDENT

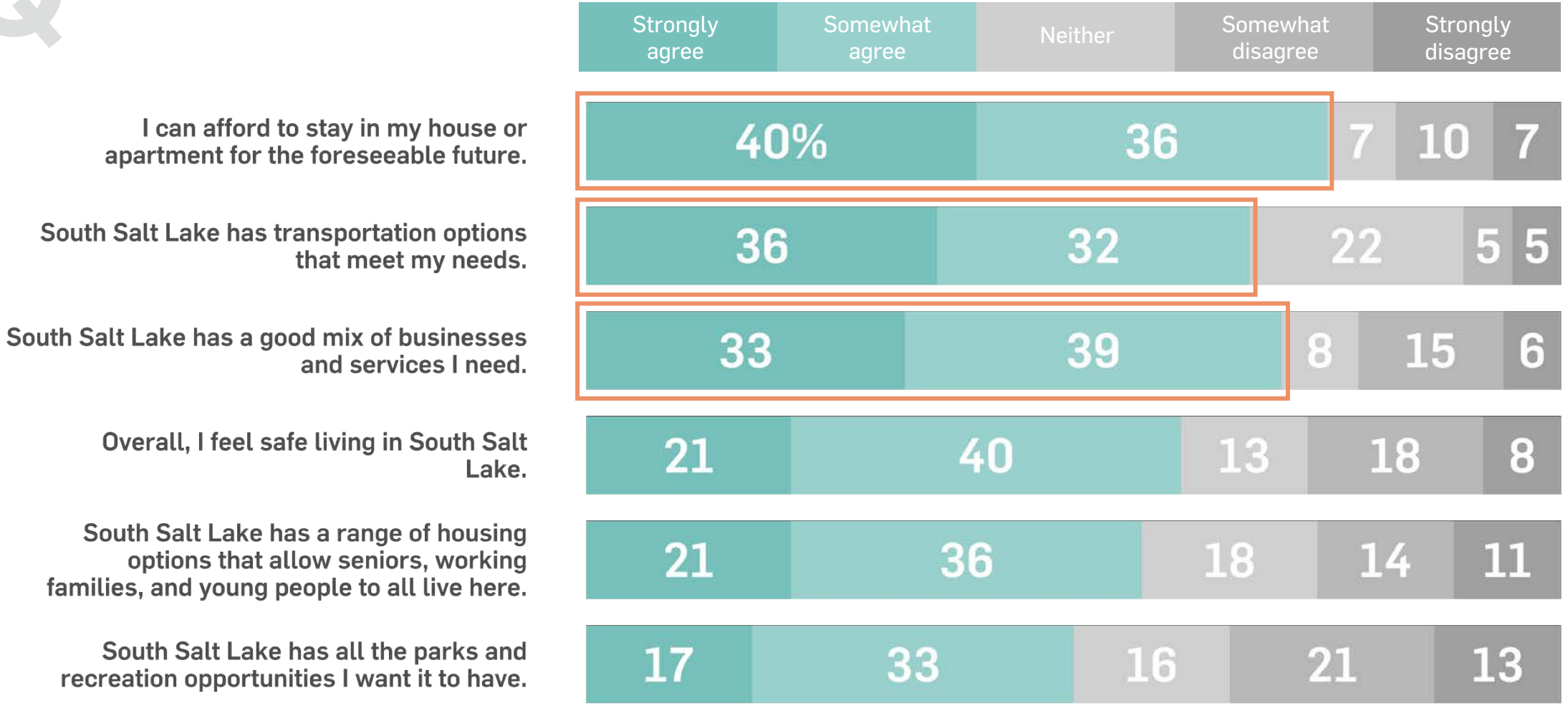
Probably the same answer: construction/demolition/renovation -- that's where I see a lot of room for improvement and community involvement, right around my neighborhood.
-- DISTRICT 1 RESIDENT

Traffic with large apartment/townhome communities. S-Line isn't well maintained (a ton of graffiti and generally not clean)
-- DISTRICT 1 RESIDENT

OVER 3/4 RESPONDENTS SAY CURRENT RESIDENCE IS AFFORDABLE

Of all the statements we pitched to respondents, the one that garnered the highest level of agreement was that they could afford to stay in their house or apartment for the foreseeable future. Most respondents also agree that South Salt Lake has robust transportation options and a good mix of businesses and services. One-in-three residents would like to see more parks and recreation opportunities in the City.

Q To what extent do you agree or disagree with the following statements about South Salt Lake? (n = 533)



LOOKING AHEAD

CRIME IS TOP ISSUE TO FUTURE OF SOUTH SALT LAKE

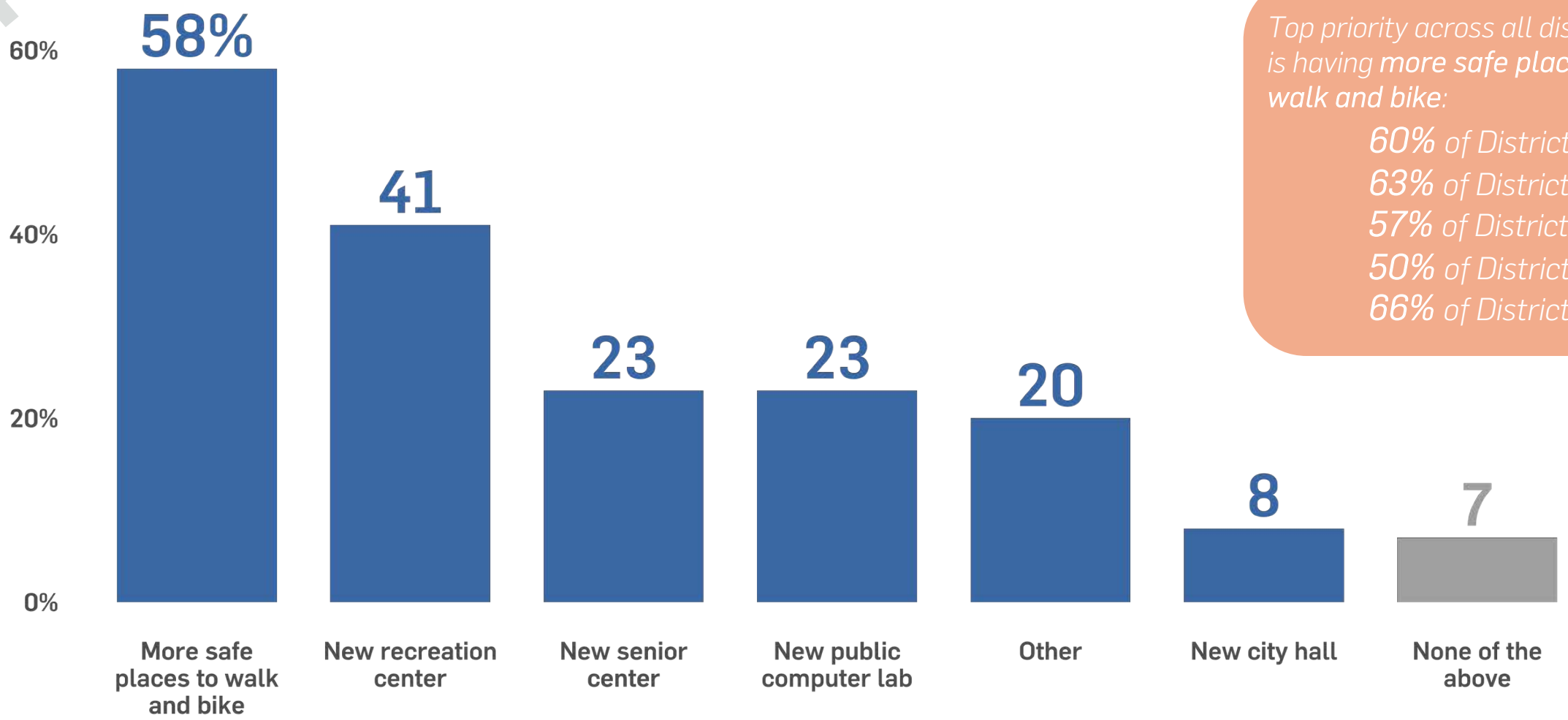
Crime and public safety is the top issue, with 97% of respondents reporting as important. Even as the lowest ranked issue, after-school care options are still seen as important with 78%.

Q How important are the following issues to South Salt Lake's future? (n = 529-531)

SAFETY TOP PRIORITY FOR THE FUTURE

Over half of respondents say that more safe places to walk and bike should be a priority for South Salt Lake's future. Only 8% say South Salt Lake should prioritize a new city hall.

Q Which of the following projects should South Salt Lake prioritize for the future? Select up to three. (n = 547)



*Top priority across all districts is having **more safe places to walk and bike**:*

60% of District 1
63% of District 2
57% of District 3
50% of District 4
66% of District 5

MOST IMPORTANT ISSUES

Respondents rate access to internet and mobile device service the highest, with 93% considering it very or somewhat important.

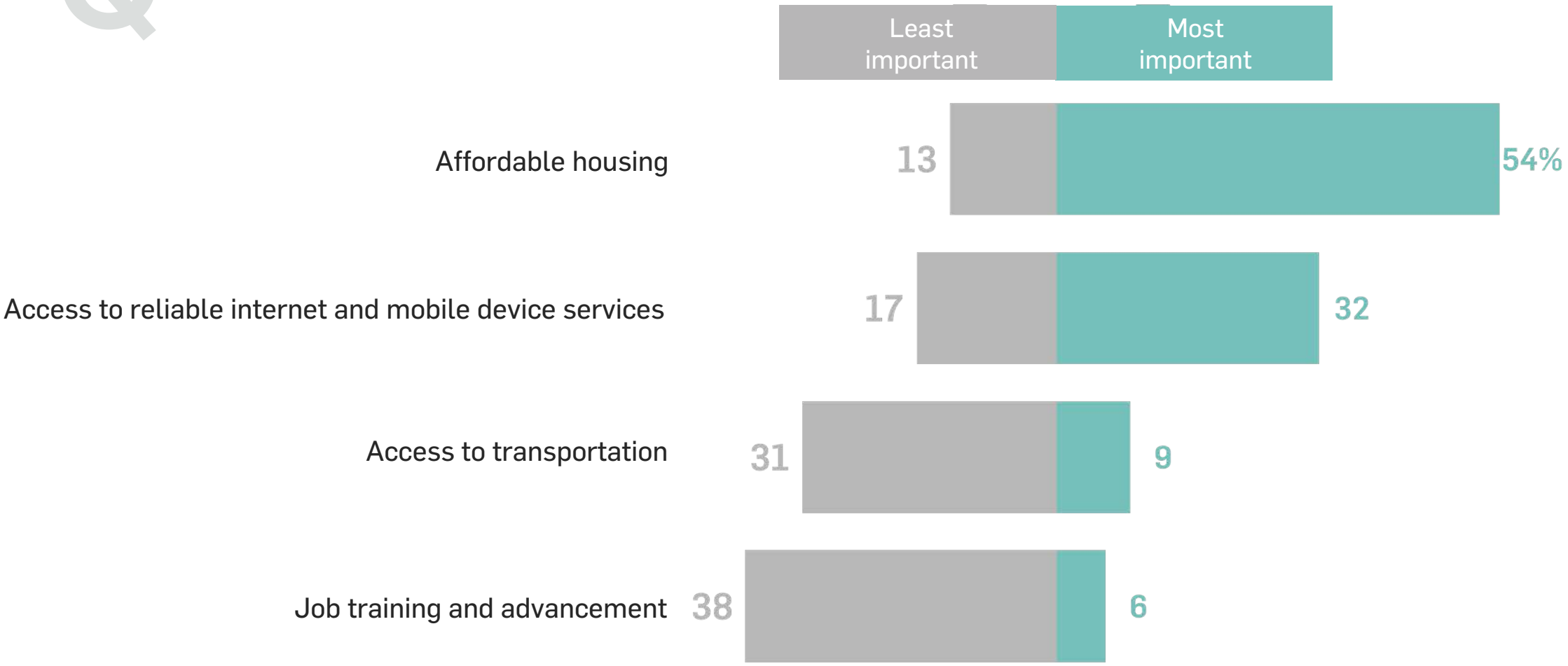
Q How important are each of the following issues to you personally? (n = 427-429)

AFFORDABLE HOUSING MOST IMPORTANT

More than half, 54%, of our sample selected “affordable housing” as the option most important to them. “Access to reliable internet and mobile device services was selected by about 1/3. Nearly 4 in 10 respondents said “job training and advancement” was the least important to them.

Q

And thinking about each of the following issues, which is MOST important to you? Which is LEAST important to you? (n = 403)

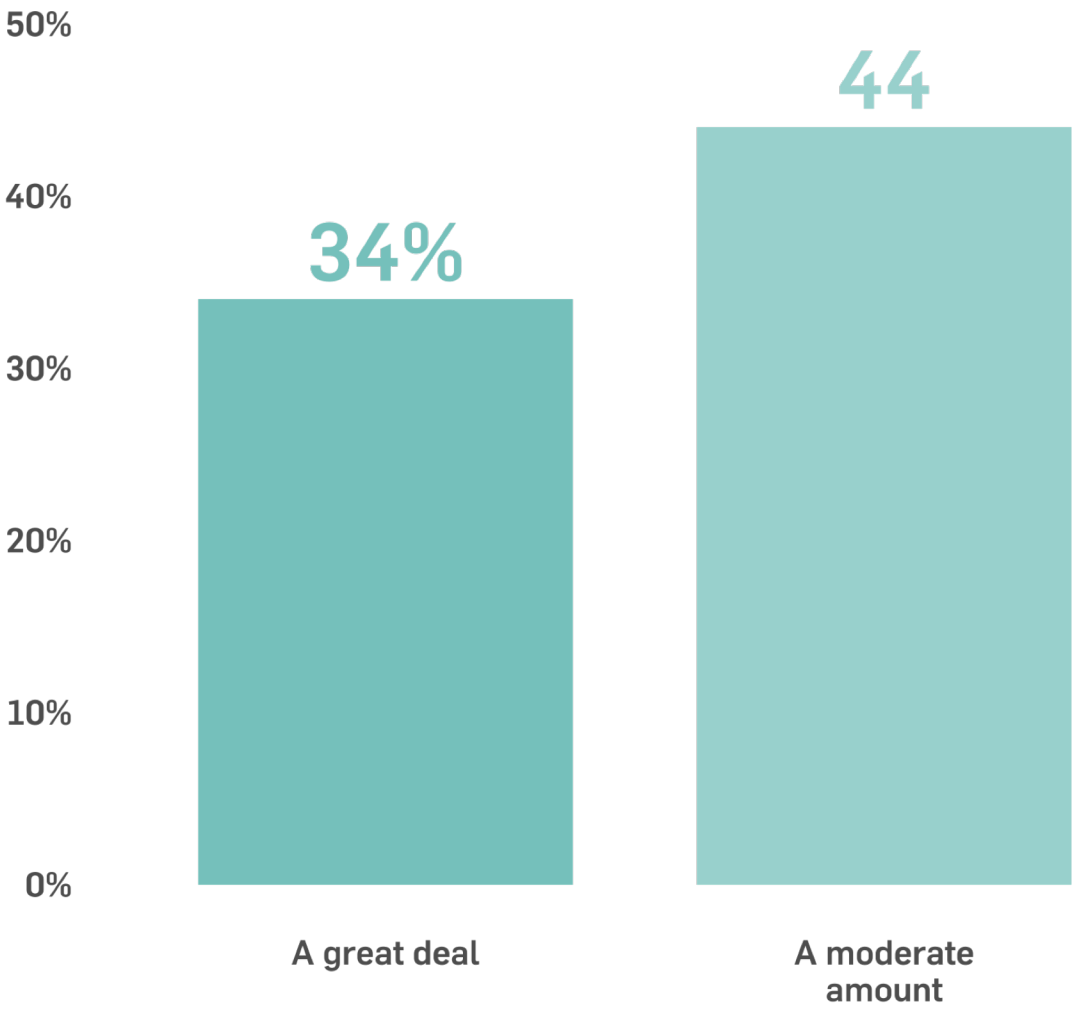


SOUTH SALT LAKE POLICE DEPARTMENT IMPRESSIONS

FAIR OVERALL TRUST FOR SOUTH SALT LAKE POLICE DEPARTMENT

While over 75% of respondents trust the police department a great or moderate amount, only 34% say they trust a great the department a great deal. A higher percentage of those 55 years and older reported a higher level of trust, 10% higher than those younger than 55.

Q How much do you trust the South Salt Lake Police Department? (n = 548)



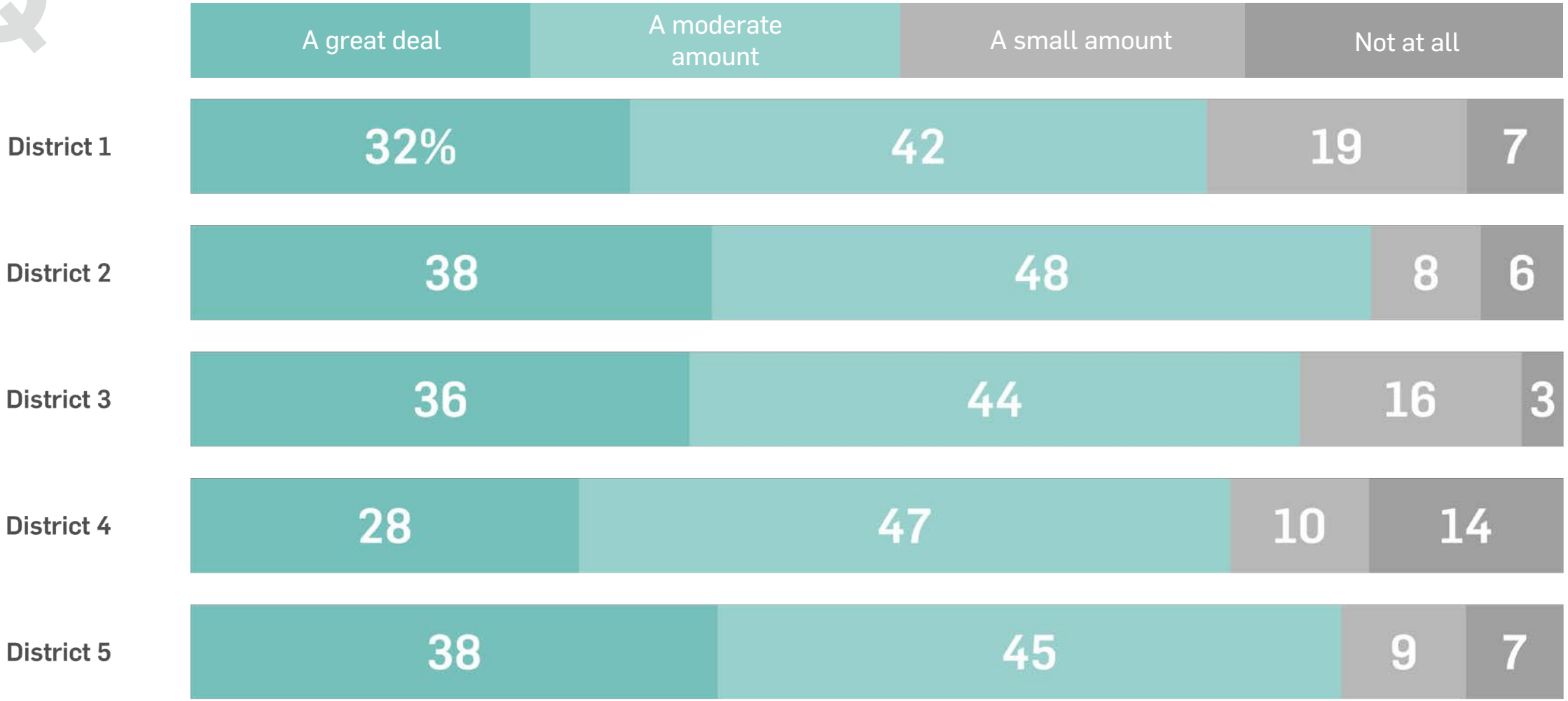
Percentage of respondents who trust SSLPD "*A great deal*":

- *31%* *Younger than 55*
- *41%* *Older than 55*
- *32%* *of White residents*
- *38%* *of BIPOC residents*

FAIR TRUST ACROSS FIVE DISTRICTS

Across the five districts of South Salt Lake, District 2 reports the highest level of overall trust. About ¼ of those in Districts 1 and 4 say they trust the police department either only a small amount or not at all. 14% of those in District 4 say they do not trust the police at all, which is almost double the city-wide average.

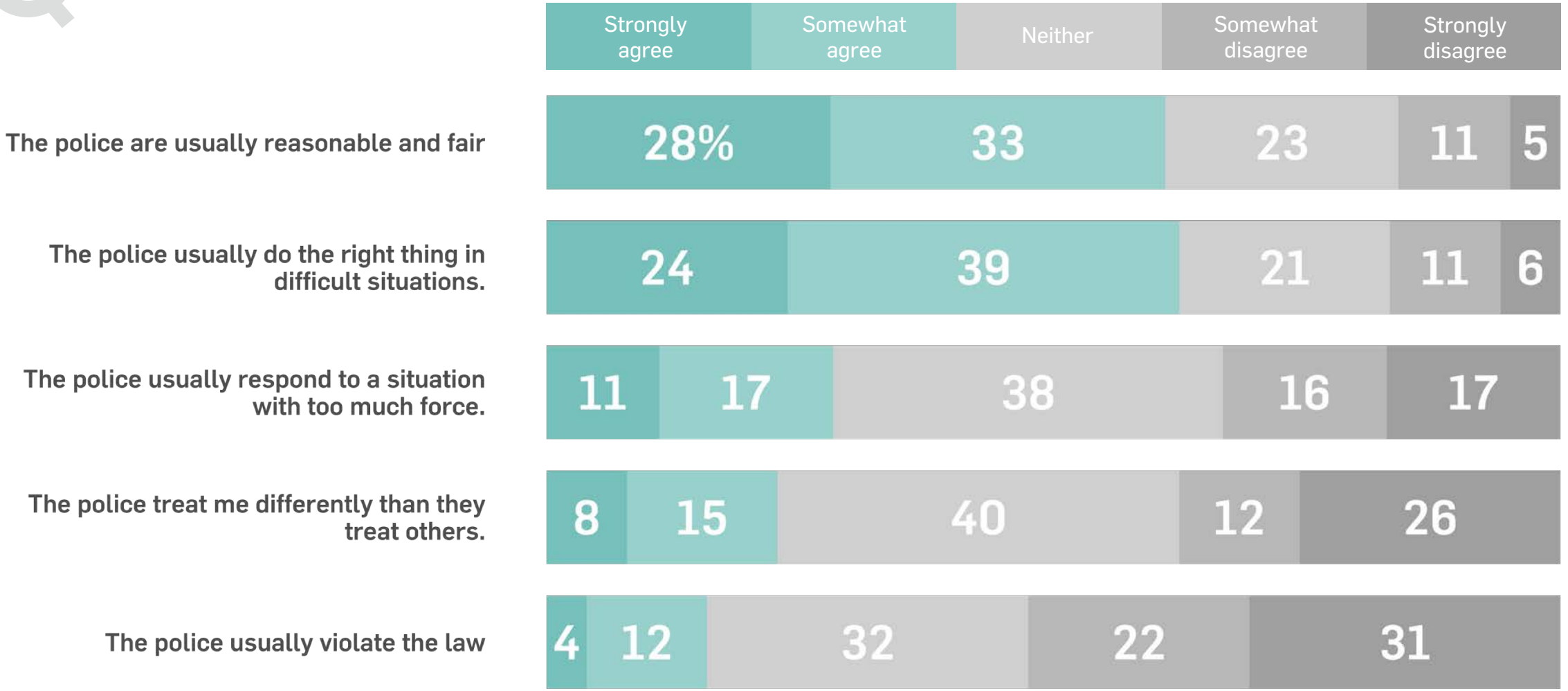
Q How much do you trust the South Salt Lake Police Department? (n = 548)



FAIR MAJORITY SAY POLICE ARE REASONABLE, FAIR

61% of respondents said they agreed that South Salt Lake police are usually reasonable and fair. 63% said they agreed they usually do the right thing. Less than 30% said they thought the police used too much force, treated them differently than others, or violate the law.

Q Now, thinking about the general practices of South Salt Lake Police Department, to what extent do you agree or disagree with each statement (n = 428)

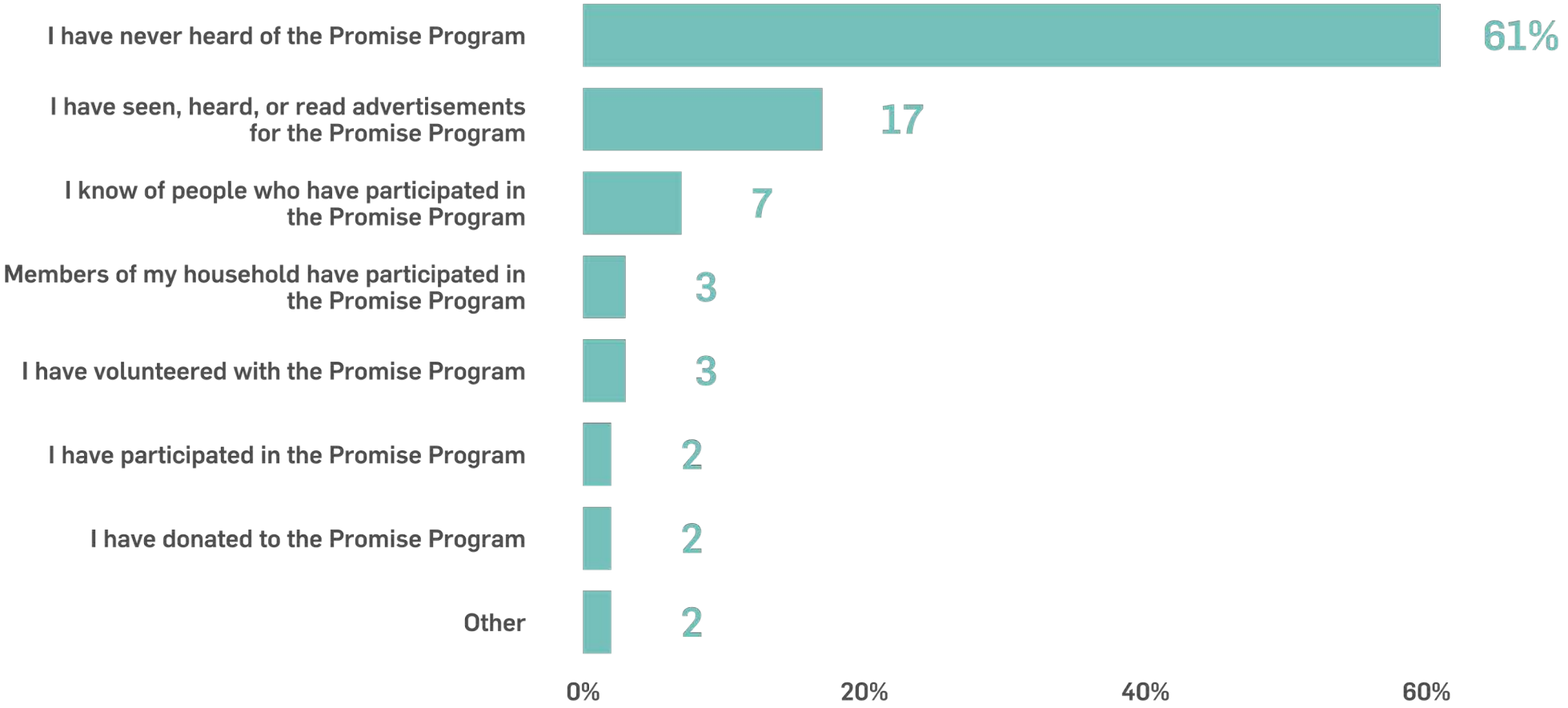


SAMPLE COMPOSITION

ROOM TO GROW AWARENESS FOR PROMISE PROGRAM

Nearly two-thirds of respondents had never heard of the city's Promise Program. Only 17% had previously heard about the program, and fewer than 10% have participated or know participants.

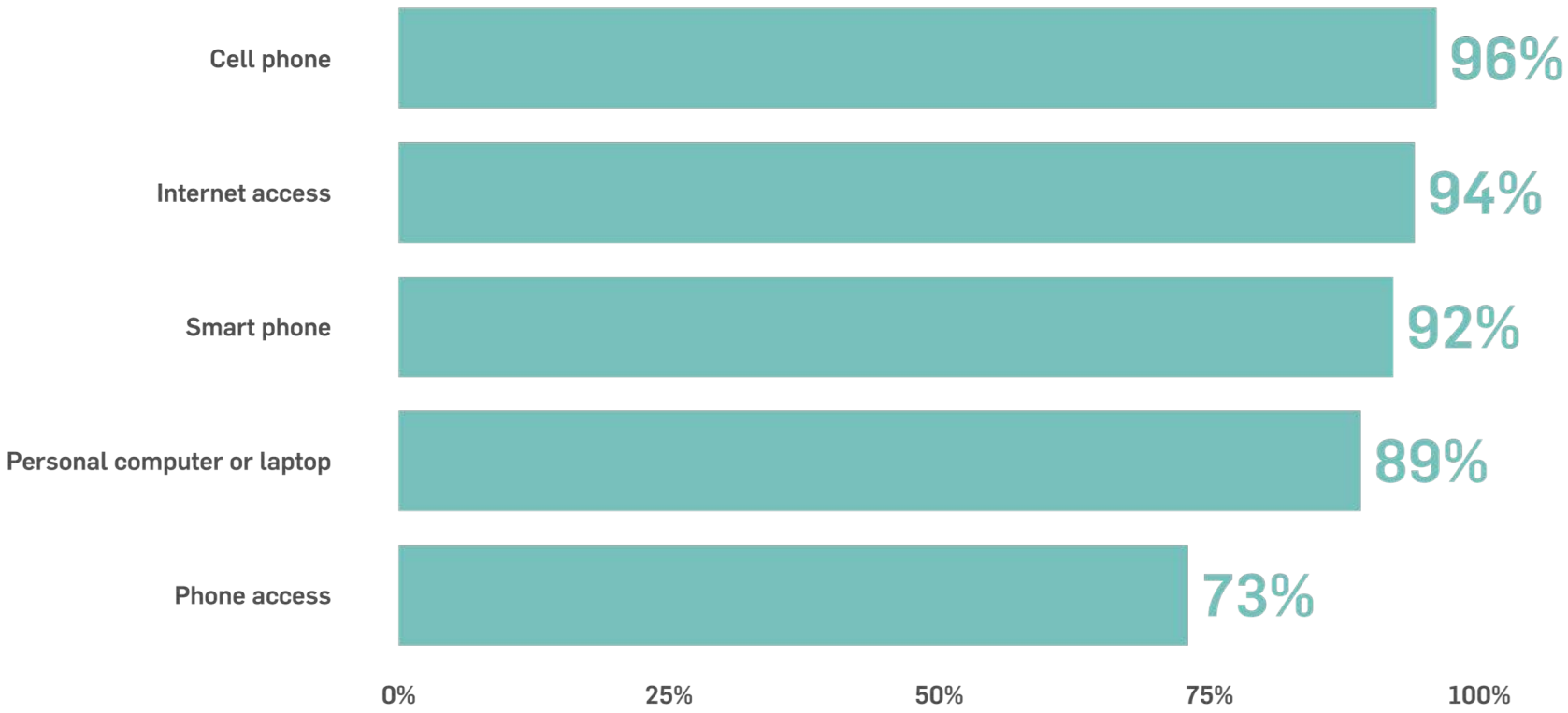
South Salt Lake's Promise Program offers support for youth, families, and refugee residents in South Salt Lake through before and after school programs and community centers.
How would you describe your familiarity with the Promise Program? Select all that apply. (n = 531)



RESIDENTS HAVE HIGH ACCESS TO TECHNOLOGY TOOLS

An overwhelming majority of respondents have access to technology at their home, with over 90% for most tools.

Q Which, if any, of the following technology tools do you have access to at home? (n = 542)



Renters far less likely to have access to personal computers, cell phones, and the internet at home.

27% of African Americans don't have access to smart phones, and 30% of Hispanics don't have access to phones at home.

19% of American Indian / Natives Americans, Hispanic / Latinos, and those of "other" races don't have personal computers at home.

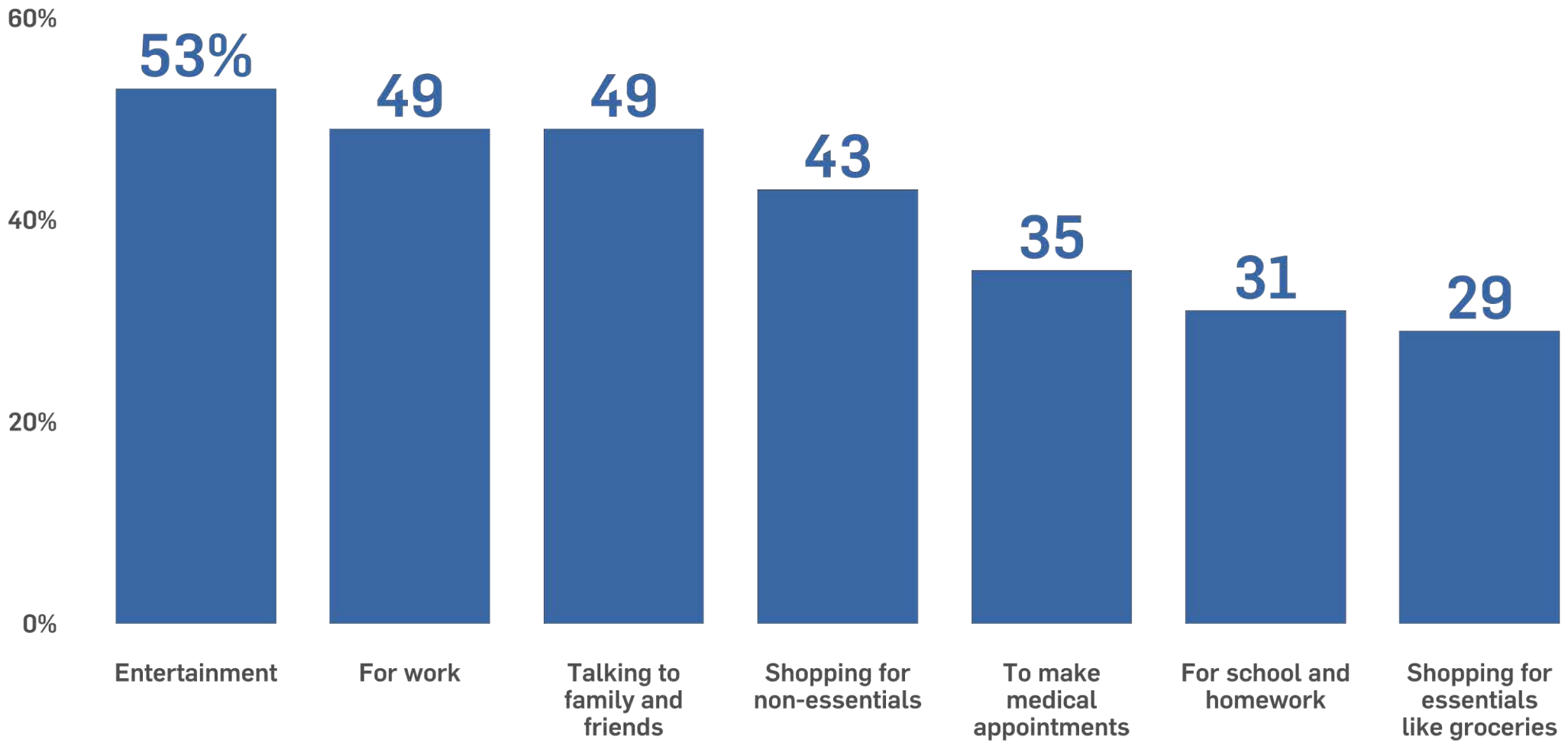
Residents in City Council District 5 are more likely to have access to all technology except home phones compared to residents from other districts.

Those whose annual income is under $25,000 per year are less likely to have access to the internet, personal computers, smart phones, and cell phones.

WIDE RANGING TECHNOLOGY USES

The most common use for technology is for entertainment purposes, with work and to talk to friends and family tied in close second. Less than one third use the internet or technology for shopping for essentials, much lower than shopping for non-essentials.

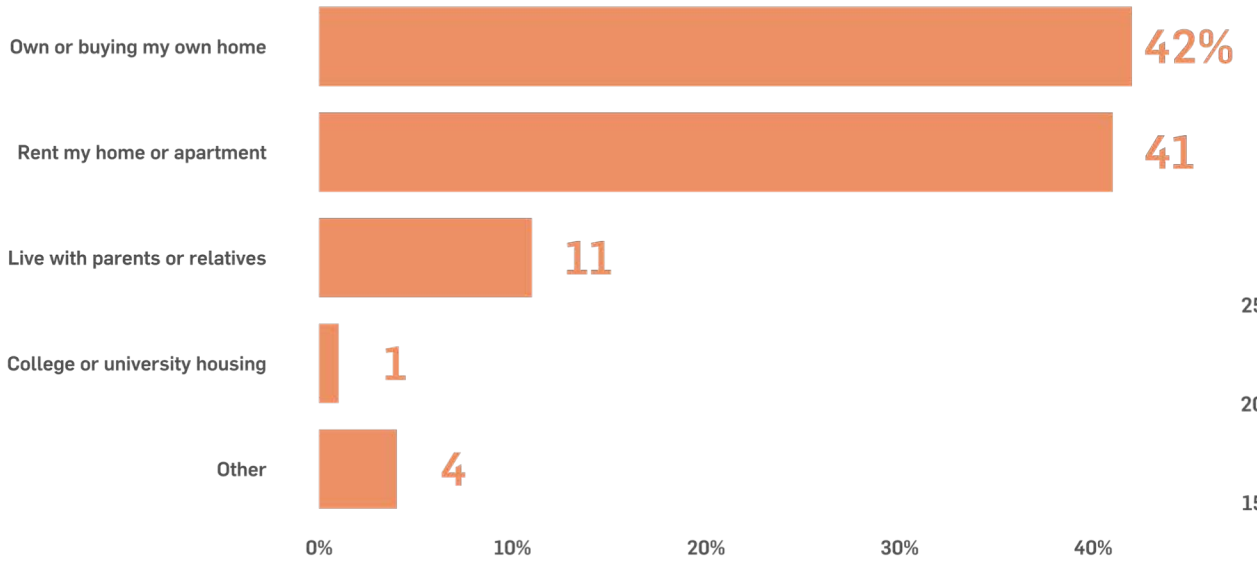
Q What are the main reasons you or members of your household use the internet and/or technology from home? Select all that apply. (n = 422)



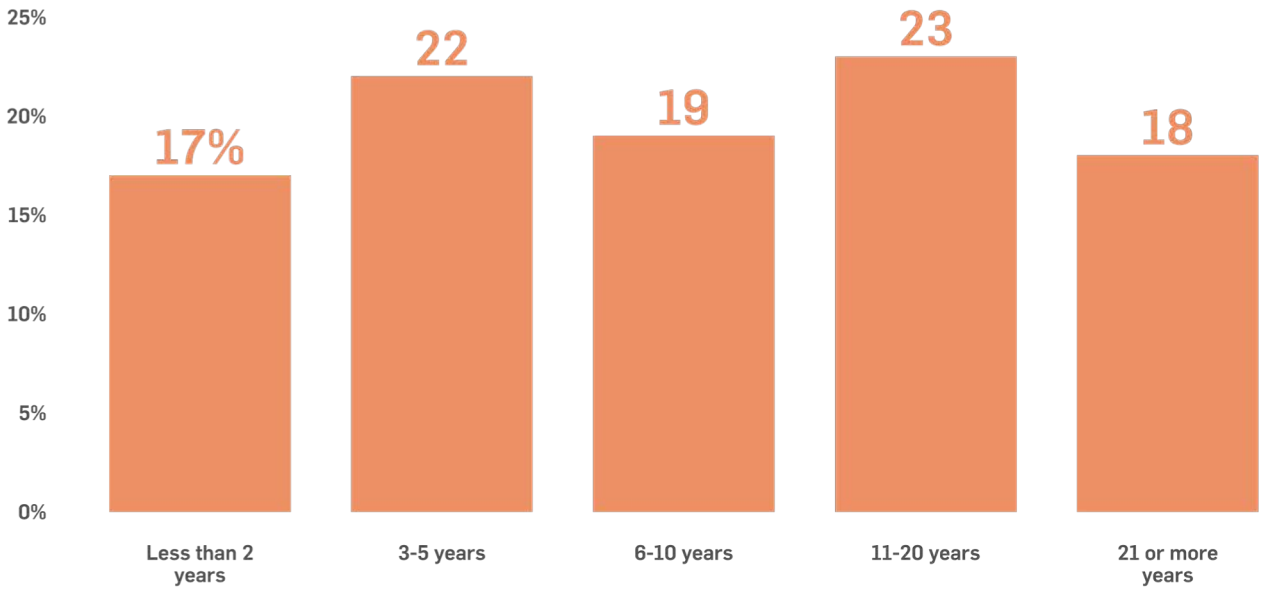
RESPONDENT OVERVIEW

A majority of residents either own their own home or are renting. Few live with family or college housing (11% and 1%, respectively). Approximately 40% of those who took the survey report they have been living in South Salt Lake City for less than 5 years.

Q Which of the following best describes where you are currently living? (n = 540)



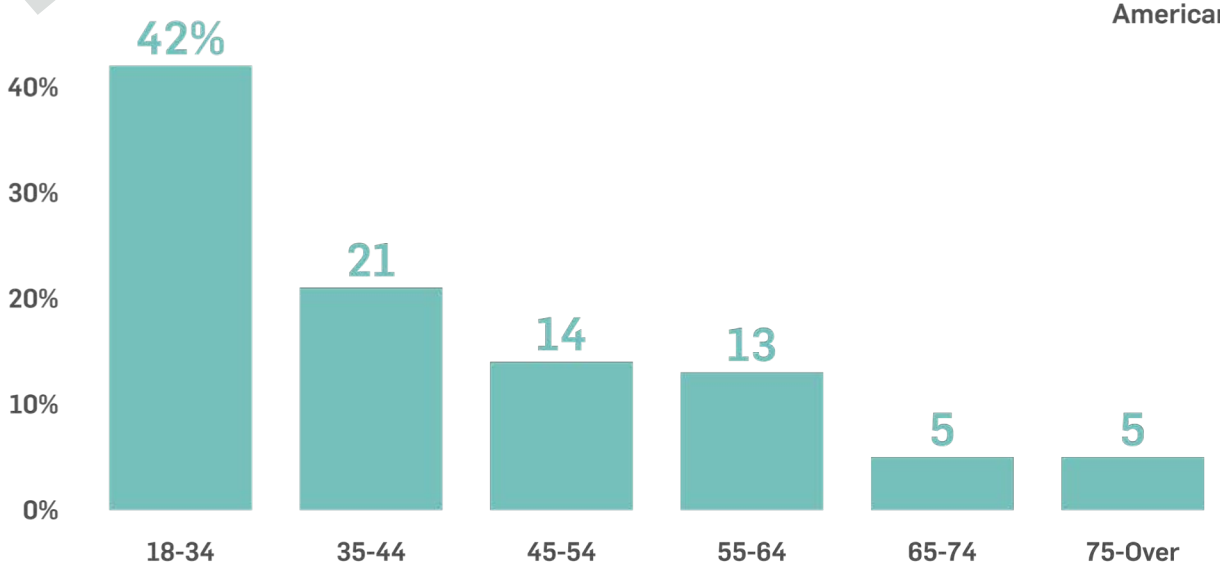
Q How long have you lived in South Salt Lake? (n = 540)



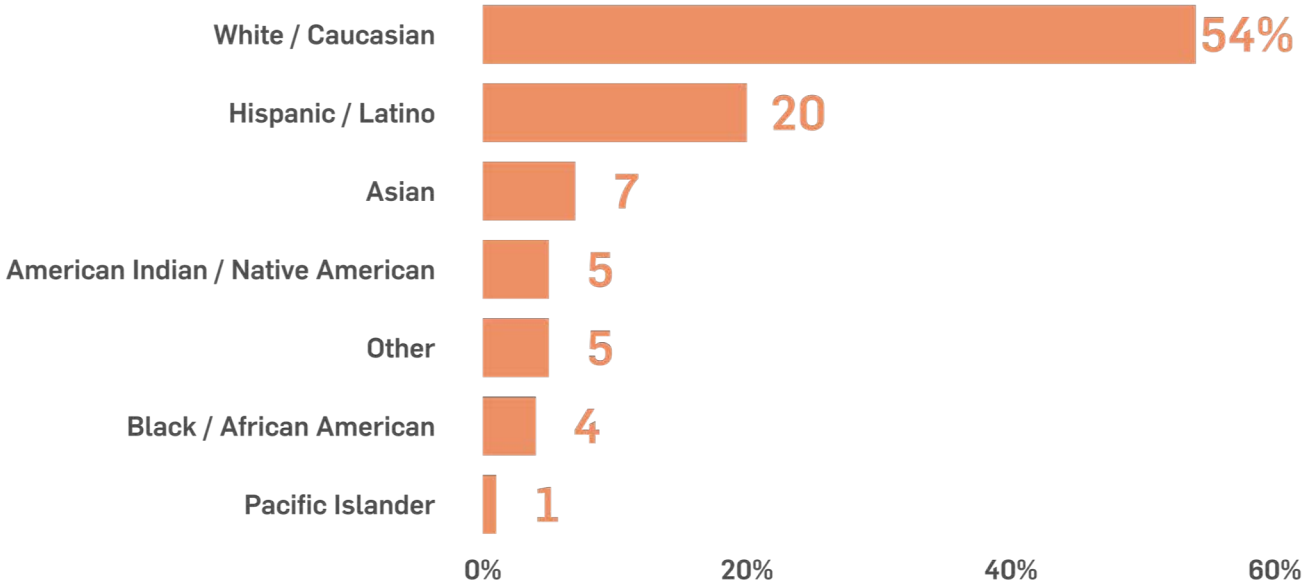
RESPONDENT OVERVIEW

Over half of those who took the survey were younger than 45 (63%). 54% of the respondents were white, and 20% were Hispanic or Latino.

Q What year were you born? (Recoded into age categories) (n = 523)



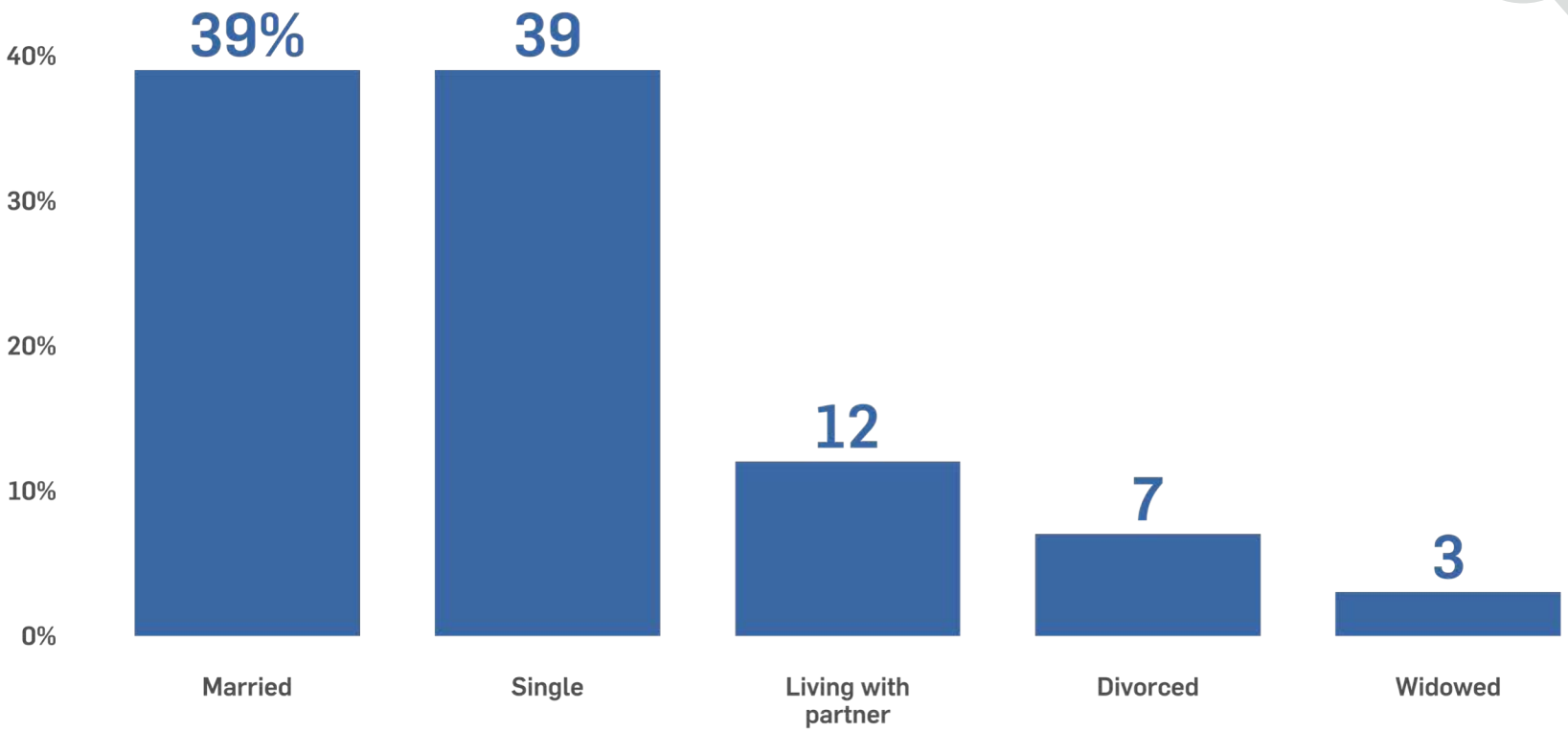
Q Are you: (n = 633)



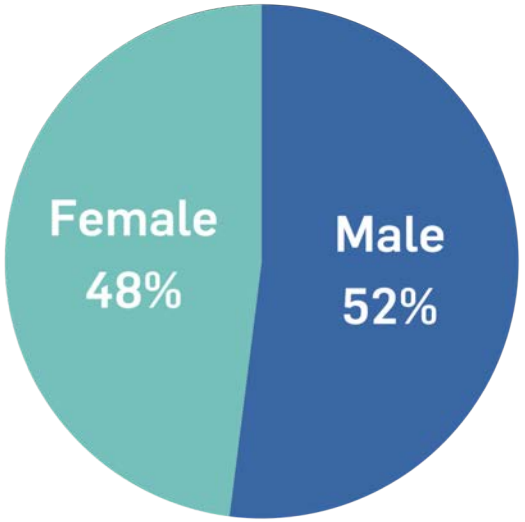
RESPONDENT OVERVIEW

Married and single residents each made up 39% of the respondents. Respondents were relatively equally distributed between genders.

Q Are you currently... (n = 534)



Q Which of the following best describes how you think of yourself? (n = 540)



ANALYTICS

Kyrene Gibb, Partner & Vice President of Research
Kelly Patterson, Ph.D, Founding Partner
y2analytics.com

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jon Larsen, Chief Capital Services Officer
PRESENTER(S): Kyle Stockley, Director of Capital Vehicles

TITLE:

Contract: 2026 Support Fleet Order (Ken Garff Ford West Valley)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute purchase order PO 17767 under Utah State Contract MA3790 and associated disbursements in the amount of $1,158,655 for purchase of 22 vehicles with Ken Garff West Valley Ford.

BACKGROUND:
The Vehicle Procurement Team intends to initially procure a total of 29 vehicles in 2026 to replace older vehicles in UTA's support fleet. The team will utilize state contracts from which individual purchase orders will be made.

DISCUSSION:
The team has received quotes from Ken Garff West Valley Ford and has drafted a purchase order totaling $1,158,655 for 22 Ford vehicles consisting of two (2) Explorers, seven (7) F-150's, eight (8) Transit vans, and five (5) F-350's. The remainder of the vehicle purchases will be made under separate purchase orders.

CONTRACT SUMMARY:

Contractor Name:	Ken Garff Ford West Valley
Contract Number:	Purchase Order 17767

	Utah State Contract MA3790
Base Contract Effective Dates:	State Contract: October 1, 2021 - September 29, 2026
	Purchase Order: After last signature received - September 29, 2026
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	$1,158,655
Procurement Method:	State Cooperative Contract
Budget Authority:	Approved 2026 Capital Budget

ALTERNATIVES:
Defer replacements to future budget year.

FISCAL IMPACT:
Budget source: Capital budget for REV205 non-revenue support fleet vehicles

2026 Approved Capital budget $2,000,000

- 2026 Contract Total: $1,158,655

ATTACHMENTS:
- Contract: 2026 Support Fleet Ford Order (Ken Garff Ford West Valley)
- State Contract MA3790 (<https://bit.ly/USC_MA3790>)

Docusign Envelope ID: F58CF7F6-6542-4291-B2CC-A86F3D2428F0

Ken Garff West Valley Ford
4091 W 3500 S
West Valley City UT 84120

Utah Transit Authority

An Equal Opportunity Employer

PURCHASE ORDER NUMBER	
OG	17767

PO Number Must Appear On All Invoices And Shipments

VENDOR NUMBER	PO DATE
1479410	2/17/2026

SEND INVOICE TO:	SHIP TO:	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**	Timothy Hodges / 1 of 1

Confirmation: Do not Duplicate
Utah Transit Authority Is Tax Exempt
Total PO Value: 1,158,655.00
Ship as soon as possible. Early Shipments Allowed
Timothy Hodges

LINE #	REQ #	CONFIRMED DELIVERY DATE	QUANTITY	PART NUMBER ACCOUNT CODE	DESCRIPTION	UNIT PRICE	TOTAL PRICE
1	00016513	12/31/26	2 EA	40-6205.67000.7006	Ford Explorer (quote G400)	36976.0000	73,952.00
2	00016513	12/31/26	4 EA	40-6205.67000.7006	Ford F-150 (MOW quote G405)	48705.0000	194,820.00
3	00016513	12/31/26	1 EA	40-6205.67000.7006	Ford F150 (Timp quote G420)	39050.0000	39,050.00
4	00016513	12/31/26	7 EA	40-6205.67000.7006	Ford Van w/shelving (qt# G435)	61686.0000	431,802.00
5	00016513	12/31/26	2 EA	40-6205.67000.7006	Ford F-150 (Fac. quote G460)	46097.0000	92,194.00
6	00016513	12/31/26	1 EA	40-6205.67000.7006	Ford T-250 (Bus Coms qt G490)	52686.0000	52,686.00
7	00016513	12/31/26	2 EA	40-6205.67000.7006	Ford F-350 (MOW qt G500)	53801.0000	107,602.00
8	00016513	12/31/26	2 EA	40-6205.67000.7006	Ford F-350 (MOW qt G515)	56377.0000	112,754.00
8	00016513	12/31/26	1 EA	40-6205.67000.7006	Ford F-350 (MOW qt G530)	53795.0000	53,795.00

per UT State MA3790

DocuSigned by:
Mike Bell
70E33A415BA44F6...
2/20/2026

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 https://rideuta.com/-/media/Files/Home/Terms_Conditions_UTAGeneralStandard7821.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:** 3/25/2026

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Ann Green-Barton, Chief People Officer
PRESENTER(S):	Ann Green-Barton, Chief People Officer JD Tazoi, Director of Total Rewards

TITLE:

Contract: Onsite Wellness Clinic Services Contract (CareATC, Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute contract 25-03987 and associated disbursements with CareATC, Inc. for a base term of three (3) years and two (2) option years for a total contract period extending from March 26, 2026 through February 28, 2031, in the not-to-exceed amount of $11,997,709.88.

BACKGROUND:
UTA completed the RFP process in fall 2025 to reprocure onsite health and wellness clinic services. As a result of this process, the Evaluation Committee selected CareATC as the vendor to continue providing these services beginning March 26, 2026.

DISCUSSION:
This contract provides onsite health and wellness services for administrative and Amalgamated Transit Union (ATU) represented bargaining unit employees through the onsite clinics.

The contract is for a base term of three years, from March 26, 2026, through February 28, 2029, with the option to extend the base term for up to two additional one-year periods, from March 1, 2029 through February 28, 2031, for a total contract period of five years.

CONTRACT SUMMARY:

Contractor Name: CareATC

Contract Number:	#25-03987
Base Contract Effective Dates:	Base Term: March 26, 2026 through February 28, 2029 Option Years: March 1, 2029 through February 28, 2031
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	$11,997,709.88
Procurement Method:	RFP
Budget Authority:	Operating budget

ALTERNATIVES:

Stop offering onsite clinic services.

FISCAL IMPACT:

The costs for the current year are programmed in the approved 2026 Operating Budget. The costs for remaining years of the contract will be factored into the respective years' Operating Budget (Account 1.20394).

Base Term (March 2026 - February 2029): $6,955,967.76
Option Year 1 (March 2029 - February 2030): $2,483,617.04
Option Year 2 (March 2030 - February 2031): $2,558,125.08

2026 Contract Total: $1,851,640.00
2027 Contract Total: $2,305,928.80
2028 Contract Total: $2,396,519.16
2029 Contract Total: $2,471,560.67
2030 Contract Total: $2,545,707.07
2031 Contract Total: $426,354.18

Contract Not-To-Exceed Total - $11,997,709.88

ATTACHMENTS:

- Contract: Onsite Wellness Clinic Services Contract (CareATC, Inc.)

Docusign Envelope ID: 21804ED6-CE3C-4688-832B-14B936675071

PROFESSIONAL SERVICES AGREEMENT

UTA CONTRACT # 25-03987PP

HEALTH AND WELLNESS CLINIC SERVICES

This Professional Services Agreement is entered into and made effective as of March 26, 2026 (the "Effective Date") by and between UTAH TRANSIT AUTHORITY**,** a public transit district organized under the laws of the State of Utah ("UTA"), and CAREATC, Inc., a Corporation ("Contractor").

RECITALS

WHEREAS, UTA desires to hire professional services for Health and Wellness Clinic Services; and

WHEREAS, On August 1, 2025, UTA issued Request for Proposal Package Number 25-03987PP ("RFP") encouraging interested parties to submit proposals to perform the services described in the RFP**,** and

WHEREAS, upon evaluation of the proposals submitted in response to the RFP, UTA selected the Contractor as the preferred entity with whom to negotiate a contract to perform the Work; and

WHEREAS, Contractor is qualified and willing to perform the Work as set forth in the Scope of Services; and

WHEREAS, Contractor and UTA entered into a Clinic Service Agreement UTA Contract 18-02789TP dated as of October 4, 2018 and as subsequently amended (the "Previous Agreement"); and

WHEREAS, Contractor and UTA wish to terminate the Previous Agreement as of the Effective Date.

AGREEMENT

NOW, THEREFORE, in accordance with the foregoing Recitals, which are incorporated herein by reference, and for and in consideration of the mutual covenants and agreements hereafter set forth, the mutual benefits to the parties to be derived here from, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. SERVICES TO BE PROVIDED

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a. Contractor shall perform all Work as set forth in the Scope of Services (Exhibit A). Except for items (if any) which this Contract specifically states will be UTA-provided, Contractor shall furnish all the labor, material and incidentals necessary for the Work.

b. Contractor shall perform all Work under this Contract in a professional manner, using at least that standard of care, skill and judgment which can reasonably be expected from similarly situated professionals.

c. All Work shall conform to generally accepted standards in the transit industry. Contractor shall perform all Work in compliance with applicable laws, regulations, rules, ordinances, permit constraints and other legal requirements including, without limitation, those related to safety and environmental protection.

d. The Contractor shall furnish only qualified personnel and materials necessary for the performance of the Work.

e. When performing Work on UTA property, Contractor shall comply with all UTA work site rules including, without limitation, those related to safety and environmental protection.

2. MANAGEMENT OF WORK

a. Contractor ’s Project Manager will be the day-to-day contact person for Contractor and will be responsible for all Work, as well as the coordination of such Work with UTA.

b. UTA’s Project Manager will be the day-to-day contact person for UTA and shall act as the liaison between UTA and Contractor with respect to the Work. UTA's Project Manager shall also coordinate any design reviews, approvals or other direction required by UTA with respect to the Work.

3. PROGRESS OF WORK

a. Contractor shall prosecute the Work in a diligent and continuous manner and in accordance with all applicable notice to proceed, critical path schedule and guaranteed completion date requirements set forth in (or developed and agreed by the parties in accordance with) the Scope of Services.

b. Contractor shall conduct regular meetings to update UTA's Project Manager regarding the progress of the Work including, but not limited to, any unusual conditions or critical path schedule items that could affect or delay the Work. Such meetings shall be held at intervals mutually agreed to between the parties.

c. Contractor shall deliver monthly progress reports and provide all Contract submittals and other deliverables as specified in the Scope of Services.

d. Any drawing or other submittal reviews to be performed by UTA in accordance with the Scope of Services are for the sole benefit of UTA and shall not relieve Contractor of its responsibility to comply with the Contract requirements.

e. UTA will have the right to inspect, monitor and review any Work performed by Contractor hereunder as deemed necessary by UTA to verify that such Work conforms to the

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Contract requirements. Any such inspection, monitoring and review performed by UTA is for the sole benefit of UTA and shall not relieve Contractor of its responsibility to comply with the Contract requirements.

f. UTA shall have the right to reject Work which fails to conform to the requirements of this Contract. Upon receipt of notice of rejection from UTA, Contractor shall (at its sole expense and without entitlement to equitable schedule relief) promptly re-perform, replace or re-execute the Work so as to conform to the Contract requirements.

g. If Contractor fails to promptly remedy rejected Work as provided in Section 3.F, UTA may (without limiting or waiving any rights or remedies it may have) perform necessary corrective action using other Contractor s or UTA's own forces. Any costs reasonably incurred by UTA in such corrective action shall be chargeable to Contractor.

4. PERIOD OF PERFORMANCE

This Contract shall commence as of March 26, 2026. This Contract shall remain in full force and effect for an initial three (3) - year period, ending February 28, 2029. UTA may, at its sole election and in its sole discretion, extend the initial term for up to two additional one-year option periods, for a total Contract period not to exceed five (5) years. Extension options may be exercised by UTA upon providing Contractor with notice of such election at least ninety (90) days prior to the expiration of the initial term or then-expiring option period (as applicable). This Contract may be further extended if the Contractor and UTA mutually agree to an extension evidenced in writing. The rights and obligations of UTA and Contractor under this Contract shall at all times be subject to and conditioned upon the provisions of this Contract.

5. COMPENSATION

a. For the performance of the Work, UTA shall pay Contractor in accordance with the payment's provisions described in Exhibit B. Payments shall be made in accordance with the milestones or other payment provisions detailed in Exhibit B. If Exhibit B does not specify any milestones or other payment provisions, then payment shall be made upon completion of all Work and final acceptance thereof by UTA.

b. To the extent that Exhibit B or another provision of this Contract calls for any portion of the consideration to be paid on a cost-reimbursement basis, such costs shall only be reimbursable to the extent allowed under 2 CFR Part 200 Subpart E. Compliance with federal cost principles shall apply regardless of funding source for this Contract.

c. To the extent that Exhibit B or another provision of this Contract calls for any portion of the consideration to be paid on a time and materials or labor hour basis, then Contractor must refer to the not-to-exceed amount, maximum Contract amount, Contract budget amount or similar designation (any of these generically referred to as the "Not to Exceed Amount") specified in Exhibit B (as applicable). Unless and until UTA has notified Contractor by written instrument designated or indicated to be a Change Order that the Not to Exceed Amount has been increased (which notice shall specify a revised Not to Exceed Amount): (i) Contractor shall not be obligated

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to perform services or incur costs which would cause its total compensation under this Contract to exceed the Not to Exceed Amount; and (ii) UTA shall not be obligated to make payments which would cause the total compensation paid to Contractor to exceed the Not to Exceed Amount.

d. UTA may withhold and/or offset from payment any amounts reasonably reflecting: (i) items of Work that have been rejected by UTA in accordance with this Contract; (ii) invoiced items that are not payable under this Contract; or (iii) amounts Contractor owes to UTA under this Contract.

6. INCORPORATED DOCUMENTS

a. The following documents hereinafter listed in chronological order, with most recent document taking precedence over any conflicting provisions contained in prior documents (where applicable), are hereby incorporated into the Contract by reference and made a part hereof:

1. The terms and conditions of this Professional Services Supply Agreement (including any exhibits and attachments hereto).

2. UTA's RFP includes, without limitation, all attached or incorporated terms, conditions, federal clauses (as applicable), drawings, plans, specifications and standards and other descriptions of the Professional Services;

3. Contractor 's Proposal including, without limitation, all federal certifications (as applicable);

b. The above-referenced documents are made as fully a part of the Contract as if hereto.

7. ORDER OF PRECEDENCE

The Order of Precedence for this contract is as follows:

1. UTA Contract including all attachments
2. UTA Terms and Conditions
3. UTA Solicitation Terms
4. Contractor ’s Bid or Proposal including proposed terms or conditions

Any Contractor /Contractor proposed term or condition which is in conflict with a UTA contract or solicitation term, or condition will be deemed null and void.

8. CHANGES

a. Any material change to this Contract may only be made by amendment executed by both Parties.

9. INVOICING PROCEDURES

a. Contractor shall invoice UTA after achievement of contractual milestones or delivery

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of all Goods and satisfactory performance of all Services or in accordance with approved progress or periodic billing schedule. Contractor shall submit invoices to ap@rideuta.com for processing and payment. In order to timely process invoices, Contractor shall include the following information on each invoice:

i. Contractor Name
ii. Unique Invoice Number
iii. PO Number
iv. Invoice Date
v. Detailed Description of Charges
vi. Total Dollar Amount Due

b. UTA shall have the right to disapprove (and withhold from payment) specific line items of each invoice to address non-conforming Software or Services. Approval by UTA shall not be unreasonably withheld. UTA shall also have the right to offset (against payments) amounts reasonably reflecting the value of any claim which UTA has against Contractor under the Contract. Payment for all invoice amounts not specifically disapproved or offset by UTA shall be provided to Contractor via ACH or other electronic means within thirty (30) calendar days of invoice submittal to ap@rideuta.com . Invoices not submitted electronically shall be paid via ACH or other electronic means thirty (30) calendar days from date of receipt by UTA's accounting department. Failure to pay an invoice after ninety (90) calendar days shall constitute a material breach of this Contract.

c. Invoices must include a unique invoice number, UTA's Purchase Order number, a description of the Good or Service provided, line-item pricing, total amount due, and must be submitted electronically to ap@rideuta.com.

10. OWNERSHIP OF DESIGNS, DRAWINGS, AND WORK PRODUCT

Any deliverables prepared or developed pursuant to the Contract including without limitation drawings, specifications, manuals, calculations, maps, sketches, designs, tracings, notes, reports, data, computer programs, models and samples, shall become the property of UTA when prepared, and, together with any documents or information furnished to Contractor and its employees or agents by UTA hereunder, shall be delivered to UTA upon request, and, in any event, upon termination or final acceptance of the Professional Services. UTA shall have full rights and privileges to use and reproduce said items. To the extent that any deliverables include or incorporate preexisting intellectual property of Contractor , Contractor hereby grants UTA a fully paid, perpetual license to use such intellectual property for UTA's operation, maintenance, modification, improvement and replacement of UTA's assets. The scope of the license shall be to the fullest extent necessary to accomplish those purposes, including the right to share same with UTA's Contractors, agent, officers, directors, employees, joint owners, affiliates and Contractors.

11. USE OF SUBCONTRACTORS

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a. Contractor shall give advance written notification to UTA of any proposed subcontract (not indicated in Contractor 's Proposal) negotiated with respect to the Work. UTA shall have the right to approve all subContractor s, such approval not to be withheld unreasonably.

b. No subsequent change, removal or substitution shall be made with respect to any such subContractor without the prior written approval of UTA.

c. Contractor shall be solely responsible for making payments to subContractors, and such payments shall be made within thirty (30) days after Contractor receives corresponding payments from UTA.

d. Contractor shall be responsible for and direct all Work performed by subContractors.

e. Contractor agrees that no subcontracts shall providefor payment on a cost-plus-percentage-of-cost basis. Contractor further agrees that all subcontracts shall comply with all applicable laws.

12. KEY PERSONNEL

Contractor shall provide the key personnel as indicated in Contractor's Proposal (or other applicable provisions of this Contract) and shall not change any of said key personnel without the express written consent of UTA. The following individuals are considered to be key personnel under this contract.

Darce Latsis, Client Success Director
darcelatsis@careatc.com
801-441-1002

Dereck Brown, VP Client Success
derekbrown@careatc.com
931-247-5217

If the Contractor changed key personnel without the express written permission of UTA, it shall be in default of the contract and liable for default damages.

13. SUSPENSION OF WORK

a. UTA may, at any time, by written order to Contractor, require Contractor to suspend, delay, or interrupt all or any part of the Work called for by this Contract. Any such order shall be specifically identified as a "Suspension of Work Order" issued pursuant to this Article. Upon receipt of such an order, Contractor shall immediately comply with its terms and take all reasonable steps to minimize the incurrence of further costs allocable to the Work covered by the order during the period of Work stoppage.

b. If a Suspension of Work Order issued under this Article is canceled, Contractor shall resume Work as mutually agreed to in writing by the parties hereto.

c. If a Suspension of Work Order is not canceled and the Work covered by such order is

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terminated for the convenience of UTA, reasonable costs incurred as a result of the Suspension of Work Order shall be considered in negotiating the termination settlement.

d. If the Suspension of Work causes an increase in Contractor's cost or time to perform the Work, UTA's Project Manager or designee shall make an equitable adjustment to compensate Contractor for the additional costs or time and modify this Contract by Change Order.

14. TERMINATION

a. FOR CONVENIENCE:

Either Party shall have the right to terminate the Contract at any time by providing ninety (90) days written notice to the other Party. If the Contract is terminated for convenience, UTA shall pay Contractor : (i) in full for Goods delivered and Services fully performed prior to the effective date of termination; and (ii) an equitable amount to reflect costs incurred (including Contract close-out and subContractor termination costs that cannot be reasonably mitigated) and profit on work-in-progress as of to the effective date of the termination notice. UTA shall not be responsible for anticipated profits based on the terminated portion of the Contract. Contractor shall promptly submit a termination claim to UTA. If Contractor has any property in its possession belonging to UTA, Contractor will account for the same and dispose of it in the manner UTA directs.

b. FOR DEFAULT:

If either Party (a) becomes insolvent; (b) files a petition under any chapter of the bankruptcy laws or is the subject of an involuntary petition; (c) makes a general assignment for the benefit of its creditors; (d) has a receiver appointed; (e) should fail to make prompt payment to any subContractor s or suppliers; or (f) fails to comply with any of its material obligations under the Contract, the other Party may, in its discretion, after first giving the defaulting Party thirty (30) days written notice to cure such default:

1. Terminate the Contract (in whole or in part) for default and obtain the Professional Services using other Contractors or UTA's own forces, in which event Contractor shall be liable for all incremental costs so incurred by UTA;

2. Pursue other remedies available under the Contract (regardless of whether the termination remedy is invoked); and/or

3. Except to the extent limited by the Contract, pursue other remedies available at law.

CONTRACTOR 'S POST TERMINATION OBLIGATIONS:

Upon receipt of a termination notice as provided above, Contractor shall (i) immediately discontinue all work affected (unless the notice directs otherwise); and (ii) deliver to UTA all data, drawings and other deliverables, whether completed or in process. Contractor shall also remit a final invoice for all services performed and expenses incurred in full accordance with the terms

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and conditions of the Contract up to the effective date of termination. UTA shall calculate termination damages payable under the Contract, shall offset such damages against Contractor's final invoice, and shall invoice Contractor for any additional amounts payable by Contractor (to the extent termination damages exceed the invoice). All rights and remedies provided in this Article are cumulative and not exclusive. If UTA terminates the Contract for any reason, Contractor shall remain available, for a period not exceeding 90 days, to UTA to respond to any questions or concerns that UTA may have regarding the Professional Services furnished by Contractor prior to termination.

15. INFORMATION, RECORDS and REPORTS; AUDIT RIGHTS

Contractor shall retain all books, papers, documents, accounting records and other evidence to support any cost-based billings allowable under Exhibit B (or any other provision of this Contract). Such records shall include, without limitation, time sheets and other cost documentation related to the performance of labor services, as well as subcontracts, purchase orders, other contract documents, invoices, receipts or other documentation supporting non-labor costs. Contractor shall also retain other books and records related to the performance, quality or management of this Contract and/or Contractor 's compliance with this Contract. Records shall be retained by Contractor for a period of at least six (6) years after completion of the Work, or until any audit initiated within that six-year period has been completed (whichever is later). During this six-year period, such records shall be made available at all reasonable times for audit and inspection by UTA and other authorized auditing parties including, but not limited to, the Federal Transit Administration. Such audit may be performed once in a twelve-month period. Copies of requested records shall be furnished to UTA or designated audit parties upon request. Any such audit shall be at UTA's sole expense. UTA shall pay all reasonable fees incurred by Contractor to complete such audit (including, but not limited to, reasonable copy charges, and any Contractor resource that may be tasked to provide requested materials for such audit). Contractor agrees that it shall flow-down (as a matter of written contract) these records requirements to all subContractors utilized in the performance of the Work at any tier.

16. FINDINGS CONFIDENTIAL

Any documents, reports, information, or other data and materials delivered or made available to or prepared or assembled by Contractor or subContractor under this Contract are considered confidential and shall not be made available to any person, organization, or entity by Contractor without consent in writing from UTA. If confidential information is released to any third party without UTA's written consent as described above, Contractor shall notify UTA of the data breach within 10 days and provide its plan for immediate mitigation of the breach for review and approval by UTA.

a. It is hereby agreed that the following information is not considered to be confidential
    A. Information already in the public domain.

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B. Information disclosed to Contractor by a third party who is not under a confidentiality obligation.
C. Information developed by or in the custody of Contractor before entering into this Contract.
D. Information developed by Contractor through its work with other clients; and
E. Information required to be disclosed by law or regulation including, but not limited to, subpoena, court order or administrative order.

17. PUBLIC INFORMATION

Contractor acknowledges that the Contract and related materials (invoices, orders, etc.) will be public documents under the Utah Government Records Access and Management Act (GRAMA). Contractor's response to the solicitation for the Contract will also be a public document subject to GRAMA, except for legitimate trade secrets, so long as such trade secrets were properly designated in accordance with terms of the solicitation.

18. GENERAL INDEMNIFICATION

Contractor shall indemnify, hold harmless and defend UTA, its officers, trustees, agents, and employees (hereinafter collectively referred to as "Indemnitees") from and against all liabilities, claims, actions, damages, losses, and expenses including without limitation reasonable attorneys' fees and costs (hereinafter referred to collectively as "claims") related to bodily injury, including death, or loss or damage to tangible or intangible property caused, or alleged to be caused, in whole or in part, by the acts or omissions of Contractor or any of its owners, officers, directors, agents, employees or subContractors. This indemnity includes any claim or amount arising out of the failure of such Contractor to conform to federal, state, and local laws and regulations. If an employee of Contractor, a subContractor, anyone employed directly or indirectly by any of them or anyone for whose acts any of them may be liable brings a claim against UTA or another Indemnitee, Contractor's indemnity obligation set forth above will not be limited by any limitation on the amount of damages, compensation or benefits payable under any employee benefit acts, including workers' compensation or disability acts. The indemnity obligations of Contractor shall not apply to the extent that claims arise out of the sole negligence of UTA or the Indemnitees.

19. INSURANCE REQUIREMENTS

The insurance requirements herein are minimum requirements for this Contract and in no way limit the indemnity covenants contained in this Contract. The Utah Transit Authority in no way warrants that the minimum limits contained herein are sufficient to protect the Contractor from liabilities that might arise out of the performance of the work under this contract by the Contractor, his agents, representatives, employees or subContractor s and Contractor is free to purchase additional insurance as may be determined necessary.

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A. MINIMUM SCOPE AND LIMITS OF INSURANCE: Contractor shall provide coverage with limits of liability not less than those Stated below. An excess liability policy or umbrella liability policy may be used to meet the minimum liability requirements provided that the coverage is written on a "following form" basis.

1. Commercial General Liability – Occurrence Form

Policy shall include bodily injury, property damage and broad form contractual liability coverage.

- General Aggregate $4,000,000
- Products – Completed Operations Aggregate $1,000,000
- Personal and Advertising Injury $1,000,000
- Each Occurrence $2,000,000

a. The policy shall be endorsed to include the following additional insured language: "The Utah Transit Authority shall be named as an additional insured with respect to liability arising out of the activities performed by, or on behalf of the Contractor ".

2. Automobile Liability

Bodily Injury and Property Damage for any owned, hired, and non-owned vehicles used in the performance of this Contract.

Combined Single Limit (CSL)	$2,000,000

a. The policy shall be endorsed to include the following additional insured language: "The Utah Transit Authority shall be named as an additional insured with respect to liability arising out of the activities performed by, or on behalf of the Contractor, including automobiles owned, leased, hired or borrowed by the Contractor ".

3. Worker's Compensation and Employers' Liability

Workers' Compensation	Statutory
Employers' Liability	
Each Accident	$100,000
Disease – Each Employee	$100,000
Disease – Policy Limit	$500,000

a. Policy shall contain a waiver of subrogation against the Utah Transit Authority.

b. This requirement shall not apply when a Contractor or subContractor is exempt under UCA, AND when such Contractor or subContractor executes the appropriate waiver form.

4. Professional Liability (Errors and Omissions Liability)

The policy shall cover professional misconduct or lack of ordinary skill for those positions defined in the Scope of Services of this contract.

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Each Claim	$1,000,000
Annual Aggregate	$2,000,000

a. In the event that the professional liability insurance required by this Contract is written on a claims-made basis, Contractor warrants that any retroactive date under the policy shall precede the effective date of this Contract; and that either continuous coverage will be maintained or an extended discovery period will be exercised for a period of three (3) years beginning at the time work under this Contract is completed.

B. ADDITIONAL INSURANCE REQUIREMENTS: The policies shall include, or be endorsed to include the following provisions:

1. On insurance policies where the Utah Transit Authority is named as an additional insured, the Utah Transit Authority shall be an additional insured to the full limits of liability purchased by the Contractor . Insurance limits indicated in this agreement are minimum limits. Larger limits may be indicated after the Contractor's assessment of the exposure for this contract; for their own protection and the protection of UTA.

2. The Contractor's insurance coverage shall be primary insurance and non-contributory with respect to all other available sources.

3. Contractor and their insurers shall endorse the required insurance policy(ies) to waive their right of subrogation against UTA. Contractor's insurance shall be primary with respect to any insurance carried by UTA. Contractor will furnish UTA at least thirty (30) days advance written notice of any cancellation or non-renewal of any required coverage that is not replaced.

C. NOTICE OF CANCELLATION: Each insurance policy required by the insurance provisions of this Contract shall provide the required coverage and shall not be suspended, voided, or canceled except after thirty (30) days prior written notice has been given to the Utah Transit Authority, except when cancellation is for non-payment of premium, then ten (10) days prior notice may be given. Such notice shall be sent directly to (Utah Transit Authority agency Representative's Name & Address).

D. ACCEPTABILITY OF INSURERS: Insurance is to be placed with insurers duly licensed or authorized to do business in the State and with an "A.M. Best" rating of not less than A-VII. The Utah Transit Authority in no way warrants that the above-required minimum insurer rating is sufficient to protect the Contractor from potential insurer insolvency.

E. VERIFICATION OF COVERAGE: Contractor shall furnish the Utah Transit Authority with certificates of insurance (on standard ACORD form) as required by this Contract. The certificates for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf.

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All certificates and any required endorsements are to be sent to utahta@ebix.com and received and approved by the Utah Transit Authority before work commences. Each insurance policy required by this Contract must be in effect at or prior to commencement of work under this Contract and remain in effect for the duration of the project. Failure to maintain the insurance policies as required by this Contract or to provide evidence of renewal is a material breach of contract.

All certificates required by this Contract shall be emailed directly to Utah Transit Authority's insurance email address at utahta@ebix.com. The Utah Transit Authority project/contract number and project description shall be noted on the certificate of insurance. The Utah Transit Authority reserves the right to require complete, certified copies of all insurance policies required by this Contract at any time. DO NOT SEND CERTIFICATES OF INSURANCE TO THE UTAH TRANSIT AUTHORITY'S CLAIMS AND INSURANCE DEPARTMENT.

F. SUBCONTRACTOR S: Contractors' certificate(s) shall include all subContractors as additional insured under its policies or subContractors shall maintain separate insurance as determined by the Contractor, however, subContractor's limits of liability shall not be less than $1,000,000 per occurrence/$2,000,000 aggregate. Sub-Contractors maintaining separate insurance shall name Utah Transit Authority as an additional insured on their policy. Blanket additional insured endorsements are not acceptable from sub-Contractors. Utah Transit Authority must be scheduled as an additional insured on any sub-Contractor policies.

G. APPROVAL: Any modification or variation from the insurance requirements in this Contract shall be made by Claims and Insurance Department or the Office of General Counsel, whose decision shall be final. Such action will not require a formal Contract amendment but may be made by administrative action.

20. OTHER INDEMNITIES

a. Contractor shall protect, release, defend, indemnify and hold harmless UTA and the other Indemnitees against and from any and all Claims of any kind or nature whatsoever on account of infringement relating to Contractor's performance under this Contract. If notified promptly in writing and given authority, information and assistance, Contractor shall defend, or may settle at its expense, any suit or proceeding against UTA so far as based on a claimed infringement and Contractor shall pay all damages and costs awarded therein against UTA due to such breach. In case any portion of the Work is in such suit held to constitute such an infringement or an injunction is filed that interferes with UTA's rights under this Contract, Contractor shall, at its expense and through mutual agreement between the UTA and Contractor, either procure for UTA any necessary intellectual property rights, or modify Contractor 's services or deliverables such that the claimed infringement is eliminated.

b. Contractor shall: (i) protect, release, defend, indemnify and hold harmless UTA and the other Indemnitees against and from any and all liens or Claims made or filed against UTA or upon the Work or the property on which the Work is located on account of any labor performed or labor, services, and equipment furnished by

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subContractors of any tier; and (ii) keep the Work and said property free and clear of all liens or claims arising from the performance of any Work covered by this Contract by Contractor or its subContractors of any tier. If any lien arising out of this Contract is filed, before or after Work is completed, Contractor, within ten (10) calendar days after receiving from UTA written notice of such lien, shall obtain a release of or otherwise satisfy such lien. If Contractor fails to do so, UTA may take such steps and make such expenditures as in its discretion it deems advisable to obtain a release of or otherwise satisfy any such lien or liens, and Contractor shall upon demand reimburse UTA for all costs incurred and expenditures made by UTA in obtaining such release or satisfaction. If any non-payment claim is made directly against UTA arising out of non-payment to any subContractor, Contractor shall assume the defense of such claim within ten (10) calendar days after receiving from UTA written notice of such claim. If Contractor fails to do so, Contractor shall upon demand reimburse UTA for all costs incurred and expenditures made by UTA to satisfy such claim.

21. INDEPENDENT CONTRACTOR

Contractor is an independent Contractor and agrees that its personnel will not represent themselves as, nor claim to be, an officer or employee of UTA by reason of this Contract. Contractor is responsible for providing and pay the cost of all its employees' benefits.

22. PROHIBITED INTEREST

No member, officer, agent, or employee of UTA during his or her tenure or for one year thereafter shall have any interest or involvement, direct or indirect, including prospective employment by Contractor in this Contract or the proceeds thereof without specific written authorization by UTA.

23. CLAIMS/DISPUTE RESOLUTION

a. "Claim" means any disputes between UTA and the Contractor arising out of or relating to the Contract Documents including any disputed claims for Contract adjustments that cannot be resolved in accordance with the Change Order negotiation process set forth in Article 6. Claims must be made by written notice. The responsibility to substantiate claims rests with the party making the claim.

b. Unless otherwise directed by UTA in writing, Contractor shall proceed diligently with performance of the Work pending final resolution of a Claim, including litigation. UTA shall continue to pay any undisputed payments related to such Claim.

c. The parties shall attempt to informally resolve all claims, counterclaims and other disputes through the escalation process described below. No party may bring a legal action to enforce any term of this Contract without first having exhausted such process.

d. The time schedule for escalation of disputes, including disputed requests for change order, shall be as follows:

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Level of Authority	Time Limit
UTA's Project Manager/Contractor 's Project Manager	Five calendar days
UTA's Chief People Officer/Contractor 's Client Success Dir	Five calendar days
UTA's Executive Director/Contractor 's VP Client Success	Five calendar days

Unless otherwise directed by UTA's Project Manager, Contractor shall diligently continue performance under this Contract while matters in dispute are being resolved.

If the dispute cannot be resolved informally in accordance with the escalation procedures set forth above, than either party may commence formal mediation under the Juris Arbitration and Mediation (JAMS) process using a mutually agreed upon JAMS mediator. If resolution does not occur through Mediation, then legal action may be commenced in accordance with the venue and governing law provisions of this contract.

24. GOVERNING LAW

This Contract shall be interpreted in accordance with the substantive and procedural laws of the State of Utah. Any litigation between the parties arising out of or relating to this Contract will be conducted exclusively in federal or state courts in the State of Utah and Contractor consents to the jurisdiction of such courts.

25. ASSIGNMENT OF CONTRACT

Contractor shall not assign, sublet, sell, transfer, or otherwise dispose of any interest in this Contract without prior written approval of UTA, and any attempted transfer in violation of this restriction shall be void.

26. NONWAIVER

No failure or waiver or successive failures or waivers on the part of either party in the enforcement of any condition, covenant, or article of this Contract shall operate as a discharge of any such condition, covenant, or article nor render the same invalid, nor impair the right of either party to enforce the same in the event of any subsequent breaches by the other party.

27. NOTICES OR DEMANDS

a. Any formal notice or demand to be given by one party to the other shall be given in writing by one of the following methods: (i) hand delivered; (ii) deposited in the mail, properly stamped with the required postage; (iii) sent via registered or certified mail; or (iv) sent via recognized overnight courier service. All such notices shall be addressed as follows:

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If to UTA:
Utah Transit Authority
ATTN: Pat Postell
669 West 200 South
Salt Lake City, UT 84101

with a required copy to:
Utah Transit Authority
ATTN: Legal Counsel
669 West 200 South
Salt Lake City, UT 84101

If to Contractor:
CareATC, Inc.
Attn: CFO
4500 S 129th E Ave, STE 191
Tulsa, OK 74134

b. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed; provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice. Either party may change the address at which such party desires to receive written notice by providing written notice of such change to any other party.

c. Notwithstanding Section 27, the parties may, through mutual agreement, develop alternative communication protocols to address change notices, requests for information and similar categories of communications. Communications provided pursuant to such agreed means shall be recognized as valid notices under this Contract.

28. CONTRACT ADMINISTRATOR

UTA's Contract Administrator for this Contract is Pat Postell, or designee. All questions and correspondence relating to the contractual aspects of this Contract should be directed to said Contract Administrator, or designee.

29. COSTS AND ATTONREY'S FEES

If any party to this Agreement brings an action to enforce of defend its rights or obligations hereunder, the prevailing party shall be entitled to recover its costs and expenses, including mediation arbitration, litigation, court costs and attorneys' fees if any, incurred in connection with such suit, including on appeal.

30. NO THIRD-PARTY BENEFICIARY

The parties enter into this Contract for the sole benefit of the parties, in exclusion of any third-party, and no third-party beneficiary is intended or created by the execution of this Contract.

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31. FORCE MAJEURE

Neither party to the Contract will be held responsible for delay or default caused by fire, riot, acts of God and/or war which are beyond that party's reasonable control. UTA may terminate the Contract after determining such delay or default will reasonably prevent successful performance of the Contract.

32. UTAH ANTI-BOYCOTT OF ISRAEL ACT

Contractor agrees it will not engage in a boycott of the State of Israel for the duration of this contract.

33. TRAVEL COSTS

Any travel costs charged against this contract and paid for with contract funds must be in compliance with UTA's Travel Policy (UTA.02.07) and the U.S. General Services Administration (GSA) per diem rates

34. CYBER SECURITY

If the performance requirements of this contract require a Software as a Service (Saas) cloud solution, or custom developed system which will interface or operate within UTA's networks, the solution or system must maintain a high level of cyber security and have a unique URL for UTA. Contractor/Supplier shall ensure a secure environment for all Agency data and any hardware and software (including but not limited to servers, network and data components) provided or used in connection with the performance of the Contract and shall apply or cause application of appropriate controls so as to maintain such a secure environment ("Security Best Practices"). Such Security Best Practices shall comply with an accepted industry standard, such as the National Institute of Standards and Technology (NIST) cybersecurity framework. In addition, contractor must maintain at least a B rating under the UpGuard Security Rating System (https://www.upguard.com/product/security-ratings).

35. SEVERABILITY

Any provision of this Contract prohibited or rendered unenforceable by operation of law shall be ineffective only to the extent of such prohibition or unenforceability without invalidating the remaining provisions of this Contract.

36. ENTIRE AGEREEMENT

This Contract shall constitute the entire agreement and understanding of the parties with respect to the subject matter hereof, and shall supersede all offers, negotiations and other agreements with respect thereto. The terms of the Contract supersede any additional or conflicting terms or

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provisions that may be preprinted on Contractor's work plans, cost estimate forms, receiving tickets, invoices, or any other related standard forms or documents of Contractor that may subsequently be used to implement, record, or invoice Goods and/or Services hereunder from time to time, even if such standard forms or documents have been signed or initialed by a representative of UTA. The terms of the Contract prevail in any dispute between the terms of the Contract and the terms printed on any such standard forms or documents, and such standard forms or documents will not be considered written amendments of the Contract.

37. REVOLVING DOOR RESTRICTIONS

UTA Ethics Policy requires Board approval for the award or amendment of a contract with a Contractor that has hired a former UTA employee or who are represented by a former employee where the former employee left UTA employment within the 12 months prior to the contract award of amendment. Approval will not be given if there is a strong appearance of an unfair competitive advantage.

This Contract may be executed in any number of counterparts and by each of the parties hereto on separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute but one and the same instrument. Any signature page of the Contract may be detached from any counterpart and reattached to any other counterpart hereof. The electronic transmission of a signed original of the Contract or any counterpart hereof and the electronic retransmission of any signed copy hereof shall be the same as delivery of an original.

38. SURVIVAL

Provisions of this Contract intended by their nature and content to survive termination of this Contract shall so survive including, but not limited to, Articles 5, 7, 8, 10, 14, 15, 17, 18, 19, 20, 23, 29 and 30.

39. TERMINATION OF PREVIOUS AGREEMENT

As of the Effective Date, the Previous Agreement is hereby terminated and replaced in full by this Contract. Except for the obligation to pay for services performed under the Previous Agreement prior to the Effective Date, all rights, responsibilities, duties, and obligations of the Parties arising under the Previous Agreement shall cease and be of no further force or effect.

40. MISCELLANEOUS

a. Backfill. If, at any time during the term of this Contract, any personnel provided by Contractor has a scheduled or unscheduled absence (an "Absence") Contractor shall attempt to provide replacement personnel with equal credentials to the vacant position (the "Back-Fill Personnel").

1. Contractor will make its best efforts to utilize personnel already assigned to that health center to provide such Back-Fill Personnel. However, with UTA approval and when operationally feasible, Contractor may provide Back-Fill Personnel through a virtual visit with a Contractor provider.

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2. If Contractor cannot provide such Back-Fill Personnel as provided above, then Contractor will request an agency or other available Contractor employee to provide such Back-Fill Personnel. With the UTA's approval, Contractor shall use such agency or other Contractor employee to provide the Back-Fill Personnel which may be at a higher hourly rate than the absent personnel. The difference in the hourly rate and travel related expenses associated with such Back-Fill Personnel will be invoiced as a separate line item to the UTA monthly as a standard Service under this Contract.

b. Medical Records.

1. During the Term of this Contract Contractor shall serve as the custodian of medical records created while performing the services under this Contract. CareATC will maintain complete and accurate records of all services performed, all employee and contractor records, all receipts and disbursements, and all other records, related to this Contract pursuant to its retention policy or as may be required by law from the date of service or cost accrual. Contractor shall abide by all state, local, and federal requirements for such record retention during and after the Term of this Contract. UTA acknowledges that Contractor will provide copies of medical records to any third-party requestor and will be provided the appropriate executed release from the employee/patient, court order as applicable, or as provided by applicable law. The below shall control the retention and/or release and delivery of medical records or data upon termination of the Contract and UTA's written request.

2. Upon the termination of this Contract for any reason, Parties shall negotiate and execute a custodial agreement with any new third-party medical provider ("New Medical Provider"), as may be applicable, to ensure all Parties' are following applicable laws. Contractor shall provide UTA with such custodial agreement for review. UTA shall be solely responsible for any expense related to the transfer of medical records, any retention required by law (including OSHA), any photocopies that may be requested by any party, or any records/data requested to be provided in an electronic format and/or transferred to UTA or New Medical Provider(s). The records shall include all historical medical records related to the patient population utilizing the services.

i. UTA shall be invoiced for any production/conversion as a separate line item as a standard service under this Contract, which must be paid in full prior to the release of the final set of data requested by UTA or New Medical Provider(s). Historical medical records that have been provided to Contractor by UTA or any third-party shall be provided to UTA or New Medical Provider(s) in the same manner and condition as provided to Contractor. Upon payment by UTA, the Parties will make best efforts to deliver and/or transfer such records within two (2) weeks, or a mutually agreed upon date.

3. Access. UTA is not entitled to access any patient medical records except to the extent allowed by law. Contractor is a "covered entity" as enumerated in 45 CFR §160.103. As a covered entity, Contractor may only disclose protected health information as authorized by and to the extent allowed by law. This Section shall survive the termination of the Contract.

IN WITNESS WHEREOF, the parties have made and executed this Contract as of the day, month and year of the last signature contained below.

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UTAH TRANSIT AUTHORITY:

By_____
Jay Fox
Executive Director

By_____
Ann Green-Barton
Chief People Officer

DocuSigned by:
By Mike Bell 3/4/2026
70EB8A415BA44F6...
Mike Bell
UTA Legal Counsel

CONTRACTOR:

Signed by:
By Jeff Mazzoni 3/4/2026
7D41B1D3678B414...
Name: Jeff Mazzoni
Title: CFO & COO, CareATC

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EXHIBIT A

SCOPE OF WORK

I. ONSITE CENTER LOCATIONS & SERVICES

1. **Onsite Center Locations.**

Onsite Center	Address	Daily Schedule *scheduled hours subject to change by mutual agreement*
FLHQ	669 W 200 South Salt Lake City, UT 84101	Mon: 9:00 AM – 6:00 PM Tues: 8:00 AM – 5:00 PM Wed: 8:00 AM – 5:00 PM Thurs: 8:00 AM – 5:00 PM Fri: 9:00 AM – 1:00 PM
Meadowbrook	3600 South 700 West Salt Lake City, UT 84119	Mon: 9:00 AM – 6:00 PM Tues: 8:00 AM – 1:00 PM Wed: 8:00 AM – 5:00 PM Thurs: 8:00 AM – 5:00 PM Fri: 9:00 AM – 5:00 PM
Mt. Timpanogos	110 Geneva Road Orem UT 84058	2nd Wed: 8:00 AM - 5:00 PM 4th Thurs: 8:00 AM - 5:00 PM

2. **Onsite Center Services**
   a. Primary Care Services: Primary care to include, but not limited to:
      i. Evaluation, testing, and treatment for minor illnesses
      ii. Treatment for minor injuries not work-related
      iii. Annual physical and/or regular check-up
      iv. Chronic illness evaluation, treatment and management
      v. Minor medical procedures within the health professionals' scope of licensure and abilities (which may vary depending on staffing at the Onsite Center) and can be performed at the Onsite Centers with available equipment

   b. Pediatric Services: Eligible Participants 2 years & older (with limits regarding immunizations) for: (i) Routine Primary Care and (ii) School Physicals

   c. Virtual Access to Onsite Center Primary Care Providers: Eligible Participants will have access to providers at the Onsite Centers listed above for Primary Care Services during such Onsite Centers normal hours of operation over the Internet. Such Primary Care Services performed virtually may be limited due to (a) state law, and (b) the nature of the virtual setting.

   d. Pharmaceuticals: Provisions of Contractor standard pharmaceuticals to treat common illnesses as ordered by Contractor health professionals, including but not limited to:
      i. Infections
      ii. Hypertension
      iii. Hyperlipidemia
      iv. Diabetes
      v. Infectious Disease (including antibiotics)
      vi. Gastro esophageal/reflux disease
      vii. Asthma
      viii. Chronic lung disease
      ix. Allergies (oral for non-life threatening)

   e. Lab Work: Necessary standard laboratory work as ordered by Contractor health professionals to provide the Services.

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f. One-to-One Health Coaching. Personalized one-to-one coaching focused on risk reduction for chronic diseases.

g. Mental Health Services. Mental Health Professionals shall provide Services to Eligible Participants ages 12+. They identify and manage patients with mental and behavioral health needs within the primary care setting. In addition, the Mental Health Professional provides skills training through psychoeducation and patient education to help process anxiety, depression, work-life balance, family dilemmas, crisis intervention and assist in implementing coping skills. The Services will be provided by Licensed Mental Health Professionals (LSCW, LPT, LMFT).
   i. Individual, couple or group therapy sessions based on evidence-based clinical practice guidelines and clinical best practices for therapists as determined by national licensure guidelines (National Association of Social Workers (NASW), American Psychological Association (APA) and American Counseling Association (ACA)).
   ii. Psychosocial assessments and validated mental health screening tools for the evaluation, treatment planning, and management of anxiety, depression, and related mental health conditions.
   iii. Assist and provide crisis intervention assessments
   iv. Collaborate with a CareATC provider as needed to manage a patient's medications or to assist in determining the need for psychiatric referral
   v. Assist with healthy lifestyle behaviors programs
   vi. Assist with community resource navigation
   vii. Assist with critical incident cases as mutually agreed upon. Critical incidents are defined as an event or series of events that impacts the population or a subset of the population within the company or surrounding community that is sudden, overwhelming or threatening such as but not limited to severe injury, death, assault, extreme weather, union strike, etc.
   viii. Psycho-educational training for staff on mental health topics up to once per quarter to offer education and training to create awareness of service line and supportive information

II. VIRTUAL SERVICES

1. **Virtual Urgent Care.** Eligible Participants will have access to a national network of providers for virtual urgent care services through Contractor trusted partners. Virtual Urgent Care Services shall be available 24 hours per day, 7 days per week over the telephone, or Internet. Such Virtual Urgent Care Services may be limited due to (a) state law, and (b) the nature of the virtual setting.

III. CONTRACTOR RECOGNIZED HOLIDAYS

New Year's Day	☐ Staffed	☒ Not Staffed
Memorial Day	☐ Staffed	☒ Not Staffed
Independence Day	☐ Staffed	☒ Not Staffed
Labor Day	☐ Staffed	☒ Not Staffed
Thanksgiving Day	☐ Staffed	☒ Not Staffed
Day after Thanksgiving	☐ Staffed	☒ Not Staffed
Christmas Day	☐ Staffed	☒ Not Staffed

IV. ELIGIBLE PARTICIPANTS

Full Time Employees	☐ All	☒ Only those on Client benefit plan	Notes:
Full Time Employee's Spouses	☐ All	☒ Only those on Client benefit plan	Notes:
Full Time Employee's Dependents (12 and older)	☐ All	☒ Only those on Client benefit plan	Notes:

Full Time Employee's Dependents (2-11 years old)	☐ All	☒ Only those on Client benefit plan	Notes:

V. FEES TO PATIENTS FOR SERVICES AT ONSITE CENTER

1. Fee Collection. If applicable, Contractor shall collect fees directly from Eligible Participants pursuant to a fee schedule for the Services provided to Contractor by UTA, including participants covered under one of UTA's high deductible health plans for Services other than those classified as "preventive" care. All such collected fees shall be offset against amounts invoiced to UTA by Contractor pursuant to the fee schedule in Exhibit B to this Contract. Such offset to occur in the invoice in the month immediately following the collection of such fees; less a collection and administration fee equal to ten percent (10%), which includes amounts charged to Contractor by its payment processor in connection with such collections for such month.

VI. PERSONAL HEALTH ASSESSMENT SERVICES

1. **Personal Health Assessment Service Location(s)**.

Onsite Center	Address	Daily Schedule
FLHQ	669 W 200 South Salt Lake City, UT 84101	Mon: 9:00 AM – 6:00 PM Tues: 8:00 AM – 5:00 PM Wed: 8:00 AM – 5:00 PM Thurs: 8:00 AM – 5:00 PM Fri: 9:00 AM – 1:00 PM
Meadowbrook	3600 South 700 West Salt Lake City, UT 84119	Mon: 9:00 AM – 6:00 PM Tues: 8:00 AM – 1:00 PM Wed: 8:00 AM – 5:00 PM Thurs: 8:00 AM – 5:00 PM Fri: 9:00 AM – 5:00 PM
Mt. Timpanogos	110 Geneva Road Orem UT 84058	2nd Wed: 8:00 AM - 5:00 PM 4th Thurs: 8:00 AM - 5:00 PM

2. **Personal Health Assessments ("PHA").** Contractor will provide Eligible Participants who participate in the Personal Health Assessment ("PHA") program with an individual PHA report and access to electronic individual reports via the Contractor mobile app and secure Internet Client Portal. These individual PHA reports will not be available to UTA unless the Eligible Participant completes and signs a HIPAA authorization authorizing Contractor to release the report(s) to UTA. However, aggregated de-identified data that is HIPAA-compliant shall be provided to UTA upon request.

    a. Once per year for each Eligible Participant over the age of eighteen (18). Includes:
        i. Blood draws and data collection by qualified and licensed Healthcare Professional
        ii. Standard laboratory work
        iii. Individual reports for each participant accessible via the Contractor mobile app and secure Internet Client Portal
        iv. De-identified aggregate reports to UTA.

3. **PHA Follow Up.** Follow-up for specified categories based upon risk factors indicated by lab values.

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EXHIBIT B

PRICING

Client and Contractor agree to pricing as outlined below.

1. Clinic and Wellness Service Fees
Flat Clinic Fees: The Flat Clinic Fee shall be as listed below:

Period	Time Period	Flat Clinic Fee
Contract Year 1	March 26, 2026 – February 28, 2027	$112,742.00 per month
Contract Year 2	March 1, 2027 – February 29, 2028	$116,124.26 per month
Contract Year 3	March 1, 2028 – February 28, 2029	$119,607.99 per month
Contract Option Year 1	March 1, 2029 – February 28, 2030	$123,196.23 per month
Contract Option Year 2	March 1, 2030 – February 28, 2031	$126,892.12 per month

The Clinic Fee shall cover the following:

Labor (provider and medical assistants at the Clinic)

- 36 hours/week Physician
- 40 hours/week Physician Assistant/Nurse Practitioner
- 108 hours/week Medical Assistant
- 40 hours/week MA Health Center Manager

Temporary coverage during health professionals paid time off
Account and clinic management
Electronic direct marketing materials for plan participants
Technology (electronic medical records, analytics, mobile app, etc.)
Recruiting health professional
Insurance – general and professional liability
Travel and meals
Dues / subscriptions / memberships
Training / continuing memberships
Annual Hosting Fee for the Wellness Portal

2. **Telemedicine**
The above Clinic Fees shall cover the costs for Telemedicine.

The Clinic Fees shall cover 24/7/365 access to telemedicine nationwide network of board-certified physicians and licensed therapists to provide acute care support for eligible plan participants.

3. **Coaching Fees**
Client will pay a flat fee per month. This fee will cover the costs for Coaching and Health and Wellness Services, for up to 60 Hours Per Week of dedicated health coaching/registered dietitian services. The Flat Coaching Fee shall be as listed below:

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Period	Time Period	Flat Coaching Fee
Contract Year 1	March 26, 2026 – February 28, 2027	$ 9,363.00 per month
Contract Year 2	March 1, 2027 – February 29, 2028	$13,108.20 per month
Contract Year 3	March 1, 2028 – February 28, 2029	$15,074.43 per month
Contract Option Year 1	March 1, 2029 – February 28, 2030	$15,526.66 per month
Contract Option Year 2	March 1, 2030 – February 28, 2031	$15,992.46 per month

4. **Wellness Portal**

The above Clinic Fees shall cover the costs for the Wellness Portal.
The fees shall cover the CATC proprietary online wellness program that provides participants with the following:

- Customizable wellness program - Group and individual goals and challenges
- Clinic advertisement and reminders - Health education resources
- Activity and health tracking - Chronic disease management
- Education newsletters - Incentive and reward program
- Online Screening Scheduler

5. **Mental Health Management and Consulting Services**

Client will pay a flat monthly fee per month. This fee will cover the costs of mental health management and consulting services for up to 40 Hours Per Week of onsite Mental Health Provider services. The Flat Mental Health Management and Consulting Services Fee shall as listed below:

Period	Time Period	Flat Mental Health Management and Consulting Services Fee
Contract Year 1	March 26, 2026 – February 28, 2027	$17,659.00 per month (Year 1 Fees include implementation costs)
Contract Year 2	March 1, 2027 – February 29, 2028	$17,565.62 per month
Contract Year 3	March 1, 2028 – February 28, 2029	$18,092.59 per month
Contract Option Year 1	March 1, 2029 – February 28, 2030	$18635.37 per month
Contract Option Year 2	March 1, 2030 – February 28, 2031	$19,194.43 per month

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6 Pharmacy Services
The pass-through fees shall cover the costs for Pharmacy Services. Pharmacy services include over the counter and pharmaceutical medications dispensed and injectables given to Clinic Eligible Participants during their clinic encounters.

7. Data Management

The above Clinic and Wellness service fees cover the costs for Data Management.

8. Implementation and Communications Strategy

This fee will cover the costs of promotional materials. Actual costs will be passed through as incurred. The total for the three-year base period plus the two, one-year option period cost for Implementation and Communications Strategy shall not exceed the cost of $9,556.56.

9. Data/Measurement Tools

The above Clinic and Wellness service fees shall cover the costs for Data/Measurement Tools.

10. Accounting and Billing

The above Clinic and Wellness service fees shall cover the costs for Accounting and Billing.

11. Personal Health Assessment Biometric Screenings ($45 each) – Includes events and 3rd party staffing.

The total cost for Personal Health Assessment Biometric Screenings for the three-year base period plus the two, one-year option periods shall not exceed $504,370.

12. Other Expected Pass-through Costs (labs, prescription services, supplies, waste, etc.)

The total cost for other Pass-Through Expenses for the three-year base period plus the two, one-year option periods shall not exceed $2,378,491.00. “Pass-Through Costs” means out-of-pocket charges incurred by Contractor for Laboratory testing, equipment and supplies dispensed to/used on Clinic Eligible Participants during their clinic encounters, diagnostics, and occupancy costs such as internet.

13. Total Not-to-Exceed Value

Based on the pricing outlined above, the total Not-to-exceed value of the contract for the three base years and two, one year option periods is $11,997,709.88.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

TO: Board of Trustees
FROM: Vi Miller, Chief Financial Officer
PRESENTER(S): Brian Reeves, Associate Chief Financial Officer
Monica Howe, Fares Director

TITLE:

Change Order: Next Generation Fare Collection System Change Order No. 17 - Mobile Fare Solution: Virtual Transit Card (Scheidt & Bachman USA, Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute Change Order 17 and associated disbursements on contract 22-03566 in the amount of $4,057,963 with Scheidt & Bachmann USA, Inc. for Mobile Fare Solution: Virtual Transit Card (VTC).

BACKGROUND:
On March 22, 2023, the Board of Trustees approved a contract with Scheidt & Bachman USA, Inc. (S&B) to implement the next generation fare collection system. This agreement outlines a phased modernization of UTA's fare collection system, including updated hardware and software, as well as expanded fare payment capabilities such as open payment and mobile payment.

Since the agreement was executed, advancements in fare payment technology have accelerated, prompting the Fares' team to realign future mobile fare strategy in alignment with emerging industry standards. To do this, UTA Fares' team engaged Clevor Consulting to perform a collaborative review of UTA stakeholder's needs, gather best practices from peer agencies, and evaluate innovative technologies for mobile fare payment.

Based on this work, Clevor recommended, and UTA staff agreed, that best approach is to add a mobile FAREPAY Card option directly to the Apple and Google Wallet. This enhancement positions UTA at the forefront of mobile payment technology, reduces reliance on physical cards, and will be available for both general public riders and institutional partners.

UTA currently uses Masabi as the mobile ticketing backend service in coordination with the Transit App, thereby enabling customers to purchase and activate time-based passes on their smartphones. While this

platform supports basic mobile ticketing, it relies on visual inspection, does not integrate with UTA's new account-based fare system, and cannot support mobile IDs for institutional partners transitioning away from physical cards. These limitations are key drivers behind UTA's pursuit of direct mobile integrations with Apple and Google as part of the new fare system.

DISCUSSION:

UTA Staff requests approval of Change Order 17 (CO 17) to the Next Generation Fare System agreement with Scheidt & Bachmann for implementation of the Virtual Transit Card, enabling customers to add a mobile FAREPAY card to Apple Wallet and Google Wallets.

The Change Order sets into motion UTA's next generation mobile fare strategy. Designated as Phase 5 of the project, this change order will enable customers to provision a UTA FAREPAY card directly into the Apple or Google Wallet.

The Board approved 2026 budget for this phase, with expenditures expected to occur according to the following schedule:

Implementation (2026 through 2027)

The one-time implementation cost for implementation is $3,540,000. With the reallocation of $922,987 from prior mobile app scope in prior phases, the actual net contract amount increases $2,617,013. This will be paid by UTA to S&B upon completion of project milestones. See fiscal impact for additional details.

Service and Variable Pricing (2028 through March 31, 2031)

CO 17 will increase the current Service Level Agreement (SLA) pricing by $250,000 per year for the remainder of the original contract term (term ending March 31, 2031). The total additional cost is $812,500. This SLA change includes up to 250,000 Active VTC users annually.

CO 17 will also introduce two new variable pricing categories, Active VTC (Users > 250,000) and Apple Wallet:

- Active VTC (Users > 250,000): An annualized fee of $1.25 per active user applied pro-rata monthly ($0.1042 per active user) for each provisioned card that UTA surpasses 250,000 active users within a month
    - Staff estimate that UTA will not exceed 250,000 users during the term of this contract
- Apple Wallet: $1.25 fee for each new Apple Wallet VTC Provisioning (estimated to be 58% of new users).
    - Estimated per annum expenditure can be found in the Fiscal Impact

These fees are standard within the mobile wallet ecosystem and are based on platform requirements from Apple and Google. S&B will invoice UTA monthly for the variable fees.

CONTRACT SUMMARY:

Contractor Name:	Scheidt & Bachmann USA, Inc.
Contract Number:	22-03566-17

Base Contract Effective Dates:	April 1, 2023 through March 31, 2031
Extended Contract Dates:	N/A
Existing Contract Value:	$33,455,441.75
Amendment Amount:	$4,057,963.00
New/Total Contract Value:	$37,513,404.75
Procurement Method:	Competitive Bid (RFP)
Budget Authority:	Approved 2026 Capital Budget

ALTERNATIVES:

If this item is not procured, UTA will be unable to issue mobile FAREPAY cards in Apple or Google Wallets, limiting the agency to its current Masabi based mobile ticketing solution, which does not integrate with the new account-based fare system and cannot support mobile IDs for institutional partners. UTA would need to evaluate alternative mobile fare options, many of which would require significant additional development, higher long-term costs, or parallel systems that increase operational complexity.

FISCAL IMPACT:

An increase to the contract value in the amount of $4,057,963.00.

	Implementation		
	2026-27	$ 3,540,000.00	
	Reallocation	$ (922,987.00)	
A	**Total Implementation**	**$ 2,617,013.00**	
	SLA		
	2028	$ 250,000.00	
	2029	$ 250,000.00	
	2030	$ 250,000.00	
	2031	$ 72,950.00	*Represents Jan-March 30, 2031 Only
B	**Total SLA**	**$ 822,950.00**	
	Variable Costs (estimated)		
	Apple 2028	$ 99,000.00	
	Apple 2029	$ 185,000.00	

	Apple 2030	$ 250,000.00	
	Apple 2031	$ 84,000.00	*Represents Jan-March 30, 2031 Only
	Active Users Over 250k (2028-2031)	$ -	
C	**Total Variable**	**$ 618,000.00**	
	Total Contract Value (A,B,C)	**$ 4,057,963.00**	

- 2026/27 Change Order Total*: $2,617,013.00 Account # 40-2222.68000.8004
- 2028 Change Order Total: $349,000.00 Account # 40-2222.68000.8004
- 2029 Change Order Total: $435,000.00 Account # 40-2222.68000.8004
- 2030 Change Order Total: $500,000.00 Account # 40-2222.68000.8004
- 2031 Change Order Total: $156,950.00 Account # 40-2222.68000.8004

Change Order Total: $4,057,963.00

Contract Total: $37,513,404.00

*Allocated 2026 funds related to this Change Order that are not used in 2026 will be placed into the 2027 budget for this same Change Order.

ATTACHMENTS:

- Change Order: Next Generation Fare Collection System Change Order No. 17 - Mobile Fare Solution: Virtual Transit Card (Scheidt & Bachman USA, Inc.)

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THE UTAH TRANSIT AUTHORITY

CONTRACT #22-03566 NEXTGEN ELECTRONIC FARE COLLECTION SYSTEM

CHANGE ORDER # 17

EXHIBIT F, VIRTUAL TRANSIT CARD SUPPLY AND MAINTENANCE

Utah Transit Authority ("UTA") **Attention: UTA Fares Director** 669 W. 200 South Salt Lake City, UT 84101	**Scheidt & Bachmann USA, Inc. ("Contractor")** 1001 Pawtucket Boulevard Lowell, MA 01854
S&B Contract No.: SF006606	CO No.: **17**
☒ Change in scope ☐ Follow-up order ☐ Schedule change	☐ Change in operational scope ☐ Additional Requirement ☐
Initiated by: ☒ Customer	☐ Contractor

1. Change Order Description:

The UTA and Contractor have previously entered the Contract # 22-03566 NextGen Electronic Fare Collection System "FCS" on July 12, 2022. ("Contract"). Together, the UTA and the Contractor are referred to as the Parties.

With this Change Order Number 17 ("CO #17"), the Contractor and UTA agree to add Contract Exhibit F, Statement of Work Virtual Transit Card ("Exhibit F, SOW VTC") and Amend and Restate the Contract Exhibit B- Pricing. Accordingly, the Parties agree to the following:

1. The Parties have mutually agreed to add a Phase 5 to the Contract, which will incorporate Virtual Transit Card ("VTC") functionality into the Contractor Supplied FCS delivered to the UTA. ("VTC Functionality");
2. The Total One-Time Supply Pricing for the Phase 5 Services delivered under Exhibit F, SOW VTC is $3,540,000.00 USD which shall represent the maximum not-to-exceed amount for the Phase 5 One-Time Supply Services unless amended by a mutually executed Change Order. ("Phase 5, One-Time Supply Pricing"). Phase 5, One-Time Supply Pricing is affixed to CO # 17 as part of Appendix C;
3. The Phase 5, One-Time Supply Pricing is incorporated into the Contract, Exhibit B-Pricing, as Phase 5 Pricing, which is distinct and separate from Phases 1-4 Pricing. Accordingly, the Parties have Amended and Restated Contract, Exhibit B- Pricing, which is affixed to this Change Order as Appendix B;
4. Additionally, CO #17 modifies the Contract, Exhibit B, Section 3- Additional Variable On-Going Pricing ("On-Going Variable Pricing") and Section 4- Annual On-Going Pricing ("On-Going Annual Pricing") because of the introduction of the VTC into the SOW SLA;
5. The On-Going Variable Pricing modification (as adjusted in Section 3 of the Exhibit B-Pricing) includes two (2) new variable pricing categories, bringing the On-Going Variable Pricing categories to three (3) total pricing categories. The first new category is the cost for additional VTCs per annum, that exceeds 250,000 Active VTCs. The second new category is the cost for each newly provisioned Apple Wallet VTCs. These new Pricing categories are added to the On-Going Variable Pricing currently contracted category that includes variable Pricing for P2PE transactions on the TVMs. ("On-Going Variable Pricing Modification");

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THE UTAH TRANSIT AUTHORITY

CONTRACT #22-03566 NEXTGEN ELECTRONIC FARE COLLECTION SYSTEM

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S&B Contract No.: SF006606	CO No.: **17**

6. The On-Going Annual Pricing modification adjusts the annual Section 4- Annual On-Going Pricing by increasing the Pricing by $250,000.00. This adjustment accounts for the base maintenance pricing to have 250,000 Active VTCs at any given time in a single month period, where 'Active VTC' shall mean a VTC that has been provisioned and is maintained under the SLA in accordance with the Design Deliverables (and described at a high level in Attachment A to the SOW) ("Active VTCs") ("On-Going Annual Pricing Modification"). Examples of how an Active VTC will be invoiced during the SLA Term are provided in Appendix A, Exhibit F, SOW VTC;
7. A newly provisioned Apple Wallet VTC is initiated for each new VTC account provisioning in the Apple wallet. ("Apple Wallet VTC Provisioning"). Notwithstanding the foregoing, the following do not constitute new account provisioning: a) suspended account; b) resumption of an account; c) a remote wipe of an account; d) a device wipe of an account; and e) transfer from one Secure Element (from one phone to another) within the same iCloud account and logging out of iCloud. For any of the events described in 7(a)-(e), the UTA will not incur an Apple Wallet VTC Provisioning;
8. For clarity, at the time of the execution of this CO #17, Google does not apply a wallet provisioning fee as described under the Apple Wallet VTC Provisioning. Accordingly, if Google modifies its business approach, the Contractor will notify the UTA in a reasonable period of the change so that the Parties can evaluate the impacts and adjust the design specifications and SLA, as applicable;
9. The Parties agree that both the On-Going Variable Pricing Modification and On-Going Annual Pricing Modification captured by this CO #17 in the Appendix A are based on the terms of this CO #17, inclusive of the Appendices. If, later, additional scope is added by mutual agreement of the Parties to the SOW SLA beyond what is described in this CO #17, then the Parties will further adjust the Contract, Exhibit B- Pricing by Change Order;
10. The Parties agree that they will shift $922,987.00 from the Phase 1-4 Mobile App Pricing to Phase 5, Exhibit F, SOW VTC Pricing. Such reallocation shall not reduce Contractor obligations under Phases 1-4 (excluding the removal of the Mobile App requirements) nor relieve Contractor of any previously committed deliverables or acceptance requirements under those Phases." ("Mobile App Price Adjustment");
11. Accordingly, this Mobile App Price Adjustment will be applied to Phase 5, One-Time Supply Pricing. Accordingly, while the Phase 5, One-Time Supply Pricing is $3,540,000.00, this CO #17 only increases the Total Contract Pricing (as identified in Exhibit B) for Phase 1-5 by $2,617,013.00;
12. The Parties agree that, for the baseline requirements for the Phase 5, One-Time Supply of the VTCs under Exhibit F, SOW VTC ("SOW VTC") are described in Appendix A of this CO #17. Any modifications to these requirements may require a Change Order to

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THE UTAH TRANSIT AUTHORITY
CONTRACT #22-03566 NEXTGEN ELECTRONIC FARE COLLECTION SYSTEM
CHANGE ORDER # 17
EXHIBIT F, VIRTUAL TRANSIT CARD SUPPLY AND MAINTENANCE

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S&B Contract No.: SF006606	CO No.: **17**

account for both the pricing (for both the Phase 5, One-Time Supply Pricing and the SOW SLA On-Going Variable Pricing and the On-Going Annual Pricing, as may be applicable) and schedule impacts to the Master Project Plan ("MPP");

13. Additionally, the Parties agree that the SOW SLA requires modification including, but not limited to, a review of current documentation and appendices, along with the introduction of a new appendix that will capture the maintenance of the VTC Functionality. Accordingly, the Parties agree to undertake this task in the calendar year 2026;
14. The Parties acknowledge that the SOW VTC captures their mutual agreement on standard project processes, at a high-level, such as Project Schedule, Testing, and Documentation, which will be further defined by the Parties. Additionally, the SOW VTC captures licensing parameters, subject to any updates that may be required by the Contractor's third-party partners, as applicable and may be unknown to the Parties at the time of execution of this CO #17. Finally, the Parties agree that the SOW VTC captures the Parties agreement on the Contractor's Indemnification and Limitation of Liability responsibility for both the Phase 5, One-Time Supply and the SOW SLA;
15. The Parties explicitly agree that any and all SOW VTC Services are delivered solely as part of the Contract, Phase 5 and at no time will the delivery of the VTC functionality be cause for the UTA to delay approvals, payments, or closure of the Contract Phases 1-4. Conversely, delays in Phases 1-4 may impact the delivery of SOW VTC Services and VTC Functionality delivered as part of Phase 5. The Parties agree that if such delays or impacts are caused or arise, they will meet, evaluate, and with reasonableness adjust the Phase 5, One-Time Supply delivery including any Phase 5, One-Time Supply Pricing and MPP schedule impacts; and
16. The Parties agree that this Change Order, inclusive of all Appendices will be incorporated, in their entirety, into the Contract.

Except as defined in this Change Order, all terms found in the Contract shall remain unchanged and in full effect.

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2. Appendices
Appendix A- Exhibit F, Statement of Work: Virtual Transit Card
Appendix B- Amended and Restated Contract Exhibit B- Pricing
Appendix C- CO #17- Pricing

3. Pricing and Payment Milestones
The Pricing for Phase 5, One-Time Supply is defined in CO #17, Appendix C- Pricing. The Payment Milestones for the Phase 5, One-Time Supply Pricing is as follows:
Payment Milestone 1: Execution of this CO #17- 20%
Payment Milestone 2: Contractor Submission of Design Deliverable- 20%
Payment Milestone 3: UTA Approval of Submitted Design Deliverable- 10%
Payment Milestone 4: Contractor provision of Release Notes to UTA- 20%
Payment Milestone 5: Pilot Testing Complete- 20%
Payment Milestone 6: Deployment of VTC Functionality into the Production Environment- 10%
The Parties agree that the Payment Milestones may be modified by mutual agreement to cover any accounted for outgoing payments to third parties, which would be documented by the Contractor to show reasonableness. Notwithstanding the foregoing, the Parties agree that Payment Milestones 5 and 6 will not be adjusted as part of any Contractor request unless mutually agreed by the UTA.
The Pricing for the SOW SLA Section 3 Additional Variable On-Going Pricing for both the additional Active VTCs beyond 250,000 and each newly provisioned Apple Wallet VTC, along with the Section 4 On-Going Annual Maintenance Pricing, which is described in Appendix C, CO #17- Pricing and fully defined in Appendix B, Amended and Restated Contract Exhibit B- Pricing. The collective Section 3 and Section 4 Pricing, as described in this CO #17, will be invoiced monthly using the currently established invoicing and payment mechanisms in the Contract.

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CO-Authorization		
Utah Transit Authority Authorization	_____	_____ Date
	_____	_____ Date
	Approved as to form: DocuSigned by: _____ Mike Bell Assistant Attorney General	3/6/2026 _____ Date
Scheidt & Bachmann USA, Inc. Authorization	_____ Toby Holmes *Vice-President*	February 26, 2025 Date
	_____ Daniel Terryn *CEO*	February 26, 2025 Date

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Appendix A:

Contract, Exhibit F-
Statement of Work: Virtual Transit Card

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CO #17 APPENDIX A:

UTA CONTRACT 22-03566 NEXTGEN ELECTRONIC FARE COLLECTION SYSTEM

EXHIBIT F: VIRTUAL TRANSIT CARD ("EXHIBIT F: SOW VTC")

This Exhibit F: SOW Virtual Transit Card ("SOW VTC") is entered into by and between the UTA and the Contractor pursuant to the terms of the UTA Contract 22-03566 NextGen Electronic Fare Collection System dated April 11, 2023. All terms not otherwise defined in this Exhibit F: SOW VTC will have the meaning ascribed to them in the Contract. For the avoidance of doubt, if there is a conflict of defined terms, precedence will be given to the term defined in this Exhibit F: SOW VTC for the purposes of the obligations created herein. Used on its own VTC stands for Virtual Transit Card.

This Exhibit F: SOW VTC is made up of the following individual documents, which are meant to interact with one another to provide definition on the totality of the Exhibit F: SOW VTC:

This Exhibit F:	SOW VTC
Attachment A:	SOW VTC Business Requirements

Collectively, the Exhibit F, SOW VTC, and its attachments will be referenced as the SOW VTC.

1. Introduction

The Services provided under this SOW oblige the Contractor to provide the UTA with both a one-time supply deliverable of a VTC solution that will be incorporated into the Contractor Supplied FCS and to provide with on-going maintenance services through the SOW SLA Term. Notwithstanding the foregoing and as described elsewhere in this SOW VTC, the on-going maintenance services will be defined and incorporated into Contract, Exhibit E- SOW SLA ("SOW SLA") later by mutual written agreement of the Parties. The Parties are targeting that such agreement shall be executed by December 31, 2026, for the VTC solution. Therefore, any references to on-going maintenance here are to set baseline pricing obligations and minimal high-level description of certain services that will form the modifications to the SOW SLA.

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2. Exhibit F: SOW VTC PRICING

The Parties acknowledge and agree that the Pricing for the VTC solution, both for one-time supply under this SOW VTC and the on-going maintenance delivered under the SOW SLA are defined in Contract, Exhibit B- Pricing as amended and restated, in addition to a description in Contract, CO #17.

By way of example, the following represent four illustrative examples of when the Section 3 On-Going Variable Pricing Modification applies to the Section 4 On-Going Annual Pricing for Active VTCs:

a) At no given time has the active VTC circulation count exceed 250,000 VTCs. In this scenario, there are no Section 3- On-Going Variable Pricing Modifications applied to the On-Going Annual Pricing Modification because the active VTC count remains at or under the 250,000 threshold;

b) In the Calendar Year 2026, stemming from January 1, 2026, through December 31, 2026, there are 160,000 active VTCs in January and February 2026. This is under the 250,000-threshold limit and, therefore, there are **NO** Section 3- On-Going Variable Pricing modifications applied to the On-Going Annual Pricing Modification. However, in March of 2026, extending for the entire month, there are 280,000 active VTCs. This number of active VTCs stays the same through December 31, 2026. Therefore, the Section 3- On-Going Variable Pricing Modifications **ARE** applied to the On-Going Annual Pricing Modification because the active VTC count has eclipsed the 250,000 threshold during this period. The charge would be for 30,000 active VTCs beyond the 250,000 threshold for 10 months out of the 12-month yearly period. The yearly charge is $1.25 or about $.10/month so that would be pro-rated to account for 10 months of expanded active VTCs beyond the 250,000 threshold;

c) In the Calendar Year 2026, stemming from January 1, 2026, through December 31, 2026, there are 160,000 active VTCs in January and February 2026. This is under the 250,000-threshold limit and, therefore, there are **NO** Section 3- On-Going Variable Pricing modifications applied to the On-Going Annual Pricing Modification. However, on March 18, 2026 there are 280,000 active VTCs and this continues through March 29, 2026. On March 30, 2026, this drops back down to 160,000 active VTCs and remains at this number through December 31, 2026. Therefore, because the Section 3- On-Going Variable Pricing Modifications **ARE** applied to the On-Going Annual Pricing Modification on a **monthly basis** because the active VTC count has eclipsed the 250,000 threshold during part of this monthly period, the Section 3 On-Going Variable Pricing Modification applies for the entire month even though the active VTCs eclipsed the threshold only for part of that month. From March 30, 2026, the 160,000 active VTCs remains the same, hence does not eclipse the 250,000 threshold for the remaining months in the calendar year. Therefore, the charge would be for 30,000 active VTCs **only for the month of March 2026**, which would be for 1 month out of the 12-month yearly period. The yearly charge is $1.25 so that would be pro-rated to account for 1 month of expanded active VTCs beyond the 250,000 threshold; or

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d) In the Calendar Year 2026, stemming from January 1, 2026, through December 31, 2026, there are 160,000 active VTCs in January and February 2026. This is under the 250,000-threshold limit and, therefore, there are **NO** Section 3- On-Going Variable Pricing modifications applied to the On-Going Annual Pricing Modification. However, on March 1, 2026, there are 280,000 active VTCs and this continues through March 31, 2026, effectively the entire month of March. On April 1, 2026, this drops back down to 160,000 active VTCs. Therefore, because the Section 3- On-Going Variable Pricing Modifications **ARE** applied to the On-Going Annual Pricing Modification on a **monthly basis** because the active VTC count has eclipsed the 250,000 threshold during the entire monthly period, the Section 3 On-Going Variable Pricing Modification applies for the entire month. From April 1, 2026 through December 31, 2026, the 160,000 active VTCs remains the same, hence does not eclipse the 250,000 threshold for the remaining months in the calendar year. Therefore, the charge would be for 30,000 active VTCs **only for the month of March 2026**, which would be for 1 month out of the 12-month yearly period. The yearly charge is $1.25 so that would be pro-rated to account for 1 month of expanded active VTCs beyond the 250,000 threshold.

For clarity, the above illustrations do not include the Section 3 On-Going Variable Pricing Modification impacts of newly provisioned Apple Wallet VTCs as those are separate variable pricing charges. These charges will apply irrespective of how many active VTCs exist. A newly provisioned Apple Wallet VTC is defined in the CO #17 and the SLA.

3. Phase 5 Project Schedule

The Contractor and the UTA acknowledge and agree that they will mutually agree to a High-Level Project Plan that has a baseline from the Payment Milestones in the CO #17. This will occur within sixty (60) days of executing the SOW VTC. The High-Level Project Plan will serve as the baseline for the creation of the Master Project Plan ("MPP").

4. Design

Per the Phase 5 MPP, the UTA and the Contractor will commence the design phase, which will include the standard UTA and Contractor approval processes previously utilized under the Contract, as otherwise modified by mutual agreement of the Parties. As part of this design process, the Contractor will work with its third-party partners to confirm detailed use case functionality, which it will then be provided to the UTA by the Contractor as part of the solution design documentation for the UTA's review and approval. If the Contractor's third parties have requirements that will result in adjustments to the design and or Pricing of the VTC deliverables, then the Contractor will inform the UTA in a reasonable period so that they Parties can discuss the impacts of such changes and give the UTA the ability to request modifications with the third parties.

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5. Testing

The Contractor will work with its third-party integration partners to define the required testing parameters for the SOW VTC one-time supply deliverables. Notwithstanding the foregoing, the Parties agree that there should be anticipated testing at the Contractor labs, which may include third-party providers, testing at the UTA labs for User Acceptance Testing ("UAT"), and finishing with pilot testing utilizing a mutually curated user group. As part of the design process, formal test plans and criteria will be proposed by the Contractor and must be approved in writing by UTA prior to commencement of applicable testing.

Pilot Testing shall be subject to mutually agreed success criteria documented in the approved test plan. Completion of Pilot Testing shall not constitute acceptance of the VTC solution unless such success criteria are met and accepted in writing by UTA. However, the Parties acknowledge that there may be punch list items that are mutually agreed to, which will require the Contractor to remedy prior to either Payment Milestone 6 or within a mutually agreed amount of time under the Contractor's SLA obligations. ("Punch List"). The Parties will document Punch List items via a mutually executed project letter.

6. Documentation and Reporting

The Contractor's documentation and reporting requirements will be determined by the Parties during the SOW VTC design period. Additionally, any applicable updates to the SOW SLA will be captured via a Change Order to that document.

7. Software License Rights

The rights to use certain Contractor Software is defined in the Contract and subject to the terms of Contract Exhibit D- Contractor's Software License, as may be updated by any third-party agreements required under the SOW VTC or SOW SLA provided that no such third-party agreement shall materially limit UTA's rights or increase UTA's obligations without UTA's prior written approval.

8. Other

The SOW SLA will be updated by the Parties to capture the new scope of on-going maintenance services related to the VTC, subject to references in this SOW VTC with respect to scope or pricing. This will be undertaken in the Calendar Year 2026.

9. Limitation of Liability

The Parties acknowledge and agree that the General Indemnification for this SOW VTC is one hundred percent (100%) of the Phase 5, VTC One-Time Supply Pricing identified in Contract, Exhibit B- Pricing. With respect to the General Indemnification for the On-Going Maintenance Services that may be described in this SOW VTC or the SOW SLA, the SOW SLA, Section 8 remains unchanged.

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Attachment A:
SOW VTC Business Requirements

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ATTACHMENT A:

VTC Business Requirements

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1 Introduction

This Appendix B of Exhibit F, SOW VTC, provides the Parties with the baseline requirements and assumptions for the Contractor's provision of Virtual Transit Card ("VTC") supply and on-going maintenance Services to the UTA. The VTC supply will be delivered under SOW VTC, as part of a separate Contract Phase 5, while the ongoing maintenance Services will be delivered under SOW SLA.

The Parties will utilize this document in their design planning processes, resulting with Parties agreeing on the VTC Design Deliverables under SOW VTC. Notwithstanding, the foregoing, the Parties agree that further discussions and agreements are required—in detail—for the Contractor and UTA obligations related to the Exhibit E, SOW SLA to incorporate ongoing maintenance for the VTC.

With the deployment of the VTC in the Contractor Supplied FCS, the FAREPAY card can be used as a digital, virtual credential in a rider's Google and Apple mobile wallets, which supports the institutions and individual FAREPAY Riders today.

2 Scope of Work

The VTC Upgrade to the mobile solution defined in the Contract will enable the UTA's rider's ability to pay their transit fares via a closed loop virtual transit card (VTC), stored securely in the Apple or Google wallet applications. The New FCS Back Office becomes the source of truth for virtual transit cards, including associated stored value and fare products, just like physical fare cards. Riders paying via the VTC will not need to carry a physical card and will have the ability to easily reload stored value and / or purchase fare products directly in wallet for added convenience.

As of the Effective Date of the Exhibit F, SOW VTC, the Parties agree that the Contractor Supplied FCS VTC solution will enable only Apple and Google mobile wallets.

New Media Type: Virtual Transit Cards

In addition to currently supported media in the New FCS, Riders can provision closed loop virtual transit cards to Google and Apple wallets on their smartphones. In general, the VTC solution supports the same fare products as physical closed loop cards.

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Field Device Software Support for VTCs

Riders tap virtual transit cards on validation devices for travel. The Handheld inspection Field Devices enable fare enforcement officers to verify a rider has tapped their VTC. Generally, validation and inspection of VTCs works the same and produces the same results as validation and inspection of physical closed loop cards.

TVM Field Devices enable riders to purchase stored value reloads and / or fare products for their VTC by tapping their phone on the Field Device card reader to identify the ABT account. Reloads at third-party retail locations, which are not equipped with a Contractor supplied card reader, are not supported by the VTC solution. For clarity, at no time will the Contractor Supplied FCS support third party card readers, irrespective of the location or deployment of the third-party reader.

ABT Back Office Support for VTCs

The following provide Back-office system support for VTCs:

FG360 Reporting and Transfer of Data

The VTC solution is designed to provide additional information to the UTA that results from VTC validation, sales, ridership, etc. in FG360. Specifically, the following additional information is provided as part of the new VTC scope:

- Channel – new mobile wallet sales channel for purchases;
- Media type – new VTC media for validation and sales;
- Platform – Apple or Google (VTCs only); and,
- Device – Phone, watch/wearable, tablet (VTCs only).

The information described above will also be available in the UTA data repository exports.

Web Portals

The Passenger Portal, Customer Service Portal, and Institutional Portal will be upgraded to enable management of VTCs like physical closed loop cards.

Fare Rules and Products

The VTC will provide support for similar fare structures and rules that may be available for physical closed loop cards in the New FCS, such as the ability to activate institution passes on VTCs.

Institutional Support

The Parties acknowledge and agree that the UTA's priority for the VTC functionality is to provide a mobile solution for institutions and institution riders. Accordingly, the VTC Change Order includes design and development scope, which is captured by the Pricing, to deliver this priority functionality.

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Therefore, and subject to the descriptions of the Supported Use Cases (described in the next section), the Parties anticipate that they will not have to execute additional Change Orders to the VTC to capture increased institutional VTC scope.

Additionally, the UTA vision for their Institutional pass partners is to create a solution that is founded in simplicity, as it relates to the VTC functionality, is as follows:

1. Institution User VTC Functionality Use Cases
    a. Institution User will activate the VTC to their Apple or Google wallet.
    b. Need to follow the prompted process from an e-mail prompt or the insititution so the institution can activate the pass that will be affiliated to the VTC from the institution.
    c. Need to be able to use the VTC via the pass by tapping the VTC on the UTA's Field Devices that accept the VTC
    d. Need to be able to keep the "rights' to the VTC so that it may be used directly with the UTA and / or a new institution based on the UTA's policy with the institution.
2. Institution VTC Functionality Use Cases
    a. Activation of the pass associated to the VTC to the institution user.
    b. Institution will manage the pass, based on the enrollment of the institution user.
    c. The institution can end the use of the pass, however they cannot end the institution user's ability to use the VTC either with a new institution (based on the policy the UTA has with that institution) or if the institution user wishes to use the VTC directly with the UTA.

Supported Use Cases

The VTC Upgrade includes a design phase, which will be a collaborative effort between the Contractor (including their mobile wallet partners) and the UTA, which will result in documented detailed business cases and functionality associated with VTC's. In particular, the design phase will include a focus on business processes for institution and institution riders to integrate VTC functionality. The following provides an overview of supported use cases for VTCs. The goal will be to provide as consistent an experience as possible for riders. However, in some cases the solution will be constrained by what the Contractor's mobile partners can support and / or the mobile partners requirements of and in their respective wallet applications. As a result, there are likely to be differences in user interface and experience between the two mobile platforms.

2.1 Virtual Transit Card Provisioning and Registration

2.1.1 Provision a Virtual Transit Card in Wallet

In this scenario, a rider requests and gets a new (anonymous) VTC via their mobile wallet and then purchases stored value balance and / or chooses fare products to load. The following is a high-level overview of the intended user experience:

1. Rider has a smartphone with the mobile wallet application, associated with a valid funding source (in-wallet);

2. In the wallet app, the Rider adds a card to their wallet -> selects Transit Pass -> selects Agency (UTA);
3. Rider must agree to the terms and conditions for the virtual transit card in wallet, which would include UTA's terms and conditions and the Contractor's third party's terms and conditions;
4. Rider chooses to load stored value and / or a pass product and pays the card fee (configurable by UTA but strongly recommended) to provision the card;
5. Rider completes the payment via their wallet funding source (through the UTA's currently supported (as of the Effective Date of the Contract) third party processor via the Payment Gateway); and
6. The Back Office creates the transit account for the media associated with the purchased value or product(s).

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2.1.2 Registering a Virtual Card to a Customer Account

In this scenario, a rider links their VTC to their registered account in the Back Office. This enables the Rider to manage their VTC in the Passenger Portal such as setting up autoload, providing balance protection, and other activities that will be defined in the design phase. The following is a high-level overview of the intended user experience:

1. Rider has an anonymous VTC set up in their Wallet;
2. Rider has a registered customer account in Passenger Portal;
3. Rider logs into the Passenger Portal and selects to add a card to their account;
4. Rider enters the VTC card number visible in the wallet; and
5. Back Office validates the card and links the VTC to the customer's account.

2.1.3 Registering a Virtual Card for a Reduced Fare

In this scenario, a rider applies to associate their VTC with a reduced fare based on eligibility. This enables the Rider to purchase reduced fare products or pay reduced fares on a pay as you go basis. The following is a high-level overview of the intended user experience:

1. Rider has an anonymous VTC set up in their Wallet;
2. Rider has linked their VTC to their registered account in the Back Office;
3. Rider applies for a reduced fare and provides proof of eligibility at a UTA-approved location;
4. UTA approving agent sets the entitlement for the VTC; and
5. Rider will now see available reduced fare products for purchase in wallet.

2.1.4 Associate a Virtual Transit Card with an Institution

In this scenario, the rider associates their VTC with an institution to access institution passes, which are activated by the institution manager. The following is a high-level overview of the intended user experience:

1. Rider has an anonymous VTC set up in their wallet;
2. Rider confirms their VTC card number visible in the wallet to their Institution manager; and
3. Institution manager associates the VTC with their institution.

During the design phase, the Contractor will document institution association process flows to confirm the institution manager, rider customer experience, and reporting functionality, for UTA's review and approval.

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2.1.5 Convert an Active Physical Card to a Virtual Transit Card

In this scenario, the rider replaces their active FAREPAY card with a VTC in Passenger Portal, transferring stored value balance and active fare products to the VTC and permanently blocking the replaced physical card. The following is a high-level overview of the intended user experience:

1. Rider has a registered FAREPAY card and VTC linked to the same rider account;
2. Rider logs into Passenger Portal and selects to replace their FAREPAY card
3. Rider selects their VTC to replace the physical card; and
4. The Back Office transfers balance and products to the VTC and blocks the physical card.

2.2 Virtual Transit Card On-Going Management and Customer Support

2.2.1 Suspend/Resume Virtual Transit Card Based on Denylist Status

If a VTC gets added to the deny list due to stored value balance and / or expired fare products (per normal business processes), the Back Office will suspend the card in wallet, so the rider sees this status. Similarly, when a VTC is removed from the deny list, the Back Office will update the wallet to show the VTC as active again. The following is a user experience, high-level overview:

1. Rider has a VTC set up in their wallet;
2. Rider taps their VTC and the resulting fare causes their stored value balance to go negative;
3. The Back Office adds the card to the deny list;
4. The Back Office sends an update to the wallet to indicate the card is suspended
5. Once the rider reloads their stored value balance, the Back Office removes the card from the deny list; and
6. The Back Office sends an update to the wallet to indicate the card is no longer suspended.

2.2.2 Suspend / Resume Lost or Stolen Virtual Transit Card

A rider can remove their VTC from their wallet, either in wallet or via the UTA customer service personnel, or by reporting their device lost or stolen to the mobile wallet providers if supported by the wallets). The following is a user experience, high-level overview:

1. Rider
    a. Can suspend their VTC via Passenger Portal, like a lost physical card; **or**
    b. Can request that the UTA suspend their VTC via the Customer Service portal, like a lost physical card; **or**
    c. Can report their device lost or stolen to the identified mobile wallet providers which results in a request from the wallet to the Back Office to suspend the VTC;
2. Once suspended, the VTC will receive a red light when tapped on a validator Field Device;
3. Rider can resume their VTC via the same channels; and

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4. Once resumed, the VTC can again be used to tap and pay for transit service.

2.2.3 Remove a Virtual Transit Card from Wallet

A rider can remove their VTC from one device, either in wallet or via UTA authorized personnel. Once removed, the card may still show up in the Wallet as removed; however, the rider will not be able to use the VTC to tap and pay for transit service. The following is a high-level overview of the intended user experience:

1. Rider
    a. Chooses removes a VTC from their device in the Wallet application; **or**
    b. Rider requests a UTA customer service agent remotely removes a VTC from their Wallet.; and
2. Once removed, the VTC will remain unusable unless it is reactivated on the current device or a new device.

2.2.4 Rider Transfers a Virtual Card to New Device

A rider can remove their VTC from one device, either in wallet or via UTA customer service personnel and then activate that VTC on a different device associated with the same Google and/or Apple Wallet account. The following is a high-level overview of the intended user experience:

1. Rider logs into a different device with their Google and/or Apple account; and
2. Rider adds/activates their VTC on the new device.

Note: Riders can only transfer VTCs from Google -> Google or from Apple -> Apple (this will not work cross-platform). Also, riders can only have a VTC active on one device at a time (e.g. you cannot activate the same VTC on your smartphone and your smartwatch. Specifically, this is not recommended because it opens possibilities for fraudulent duplication of a pass product.)

2.2.5 Rider Unlinks a Virtual Transit Card in Passenger Portal

A rider can choose to unregister their VTC (make it anonymous) in Passenger Portal like a physical FAREPAY card. Once unregistered, if the VTC was enabled for entitlements, they are removed. The following is a high-level overview of the intended user experience:

1. Rider logs into Passenger Portal and selects the option to unlink their VTC from their customer account in the Back Office;
2. Rider can still use their VTC to tap and pay from the wallet: and
3. Rider can no longer use autoload and other features in Passenger Portal requiring registration.

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2.2.6 Customer Service Agent Permanently Deletes a Virtual Transit Card

A Rider can request that the UTA's customer service personnel to permanently close out and delete their VTC (subject to UTA policies regarding refunds, etc.). This is analogous to retiring a physical card in the Back Office. The following is a high-level overview of the intended user experience:

1. Rider requests a UTA Customer Service agent permanently delete a VTC from their wallet;
2. UTA customer service personnel confirms a refund, transfer, or forfeit of active funds and / or products with the rider;
3. UTA customer service personnel deletes the VTC in the Customer Portal, which propagates to the wallet; and
4. Rider will no longer see their VTC in their wallet and will not be able to reactivate it on their current or another device.

2.2.7 Customer Service Agent Refunds/Credits Stored Value or Products

UTA customer service personnel can refund or credit value and/or products to a VTC (subject to UTA policies) via the Customer Portal. The following is a high-level overview of the intended user experience:

1. Rider identifies their VTC for the UTA customer service personnel to look up via the Customer Portal;
2. The UTA customer service personnel follows the UTA policies to provide riders with Back Office refunds or credit flows for the VTC; and
3. The Back Office sends the wallet an update to reflect changes to stored value and / or products for the VTC.

2.3 Virtual Transit Card Fare Sales

2.3.1 Virtual Transit Card Stored Value and Fare Product Sales in Wallet

A Rider can reload their VTC in the Wallet application, using an existing Wallet funding source. The payment is processed and confirmed by the Back Office. The following is a high-level overview of the intended user experience:

1. Rider selects in Wallet to reload their VTC;
2. Rider selects the stored value amount and / or fare products to purchase;
3. Rider completes the payment via their wallet funding source (through Chase);
4. The ABT Back Office updates the VTC transit account with the purchased value and / or product(s); and
5. The ABT Back Office sends an update to the wallet, so the Rider sees the purchased value/products(s).

Note: Products available for purchase may be limited by the Contractor's mobile wallet providers based on their wallet requirements.

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2.3.2 Virtual Transit Card Stored Value / Fare Product Sales in Passenger Portal

A rider can reload their VTC on the Passenger Portal, anonymously or as part of a registered rider account. The following is a high-level overview of the intended user experience:

1. Two Types of Riders
    a. Anonymous rider enters their VTC card number, displayed in wallet, on the Passenger Portal and selects to reload their card; **or**
    b. Registered rider logs into Passenger Portal and selects to reload their VTC (linked to their account);
2. Rider selects the stored value amount and / or fare products to purchase;
3. Rider completes the payment (optionally, if available, via a stored funding method in Passenger Portal); and
4. The Back Office sends an update to the wallet, so the rider sees the purchased value and / or products(s).

2.3.3 Virtual Transit Card Stored Value / Fare Product Sales at TVM

A rider can reload their VTC at a TVM, including the ability to pay cash to load stored value or fare products to their VTC. The following is a high-level overview of the intended user experience:

1. Rider taps their VTC on the TVM card reader;
2. The TVM looks up and validates the associated account and returns the products available for purchase for that VTC;
3. Rider selects the stored value amount and/or fare products to purchase
4. TVM collects and confirms the payment with the Back Office; and
5. The Back Office sends an update to the wallet, so the rider sees the purchased value and / or product(s).

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2.3.4 Enable Autoload for Virtual Transit Card in Passenger Portal

A rider can enable autoload for their VTC via a registered customer account and stored funding source on the Passenger Portal, such as a physical FAREPAY card. The following is a high-level overview of the intended user experience:

1. Rider has a VTC and has linked it to their customer account on the Passenger Portal;
2. Rider has a valid funding source stored with the ABT Back Office via the Passenger Portal;
3. Rider logs into Passenger Portal and selects the option to enable autoload for their linked VTC;
4. Rider sets the amount to reload and the balance threshold (per existing business processes);
5. The Back Office records the autoload for that VTC;
6. When the VTC balance goes below the configured threshold, the Back Office will automatically reload the specified stored value amount; and
7. The Back Office sends an update to the wallet so the rider sees the reloaded value reflected on their VTC balance.

2.4 Virtual Transit Card Validation & Inspection

In general, validation and inspection of VTC will function the same as for physical FAREPAY cards including:

- Online vs. offline processing;
- Tap-on / tap-off processing and missing tap handling; and
- Deny listing;
- Hierarchy of validation of pay as you go vs. pass products; and
- Balance thresholds.

The Contractor’s mobile wallet providers both support the ability for riders to select a VTC to present by default as their transit payment. The Contractor will provide certifying Services for Validating Field Devices (on-board or stationary) for Contractor’s mobile providers so that riders can tap their VTC without unlocking their phones.

2.4.1 Virtual Transit Card Validation

A rider can tap their VTC on a Validating Field Device to pay their fare. The following is a high-level overview of the intended user experience:

1. Rider taps their VTC on a Validating Field Device before boarding a bus or train;
2. The Back Office calculates the fare, including transfers and cap discounts (if applicable), and updates the stored value balance, if necessary; and
3. The Back Office sends an update to the wallet with transaction information and updated balance info.

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2.4.2 Virtual Transit Card Inspection

A rider can tap their VTC on a handheld inspection device to confirm that they tapped before boarding. The following is a high-level overview of the intended user experience:

1. Rider taps their VTC on a handheld inspection Field Device when prompted by the fare enforcement officer; and
2. Inspector can see recent tap information for the VTC, just like they can for a physical FAREPAY card.

2.5 Virtual Transit Card Account Enquiries

2.5.1 Rider Views Virtual Transit Card Info in Wallet

Riders can view information about their VTC in the Wallet application:

1. VTC card number;
2. VTC issue date;
3. VTC status (active, suspended, etc.); and
4. Stored value balance and / or active pass products.

2.5.2 Rider Views Virtual Transit Card Transaction and Purchase History in Wallet

Riders can view purchase and transaction history for their VTC in the wallet application:

1. Recent transactions, including the fare charged; and
2. Recent purchase transactions.

2.5.3 Rider Receives Alerts in Wallet

The Contractor’s mobile wallet providers have requirements for alerts to be sent from the Back Office to the wallet. The specific alerts will be finalized during the design review process however, they may include:

1. Store value low balance warning;
2. Pass expiration warning; and
3. Lifecycle events (e.g. Admin-initiated suspend).

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2.5.4 Rider Views Static Customer Service Info In Wallet

Riders can view static customer service info in wallet.

1. Rider views their card in the wallet and taps it to view more information:
    - Agency website URL;
    - Customer service email; and
    - Customer service phone number.

2.5.5 Rider Views Virtual Transit Card Info in the Passenger Portal

Anonymous and registered riders can view virtual transit card info in Passenger Portal like a physical FAREPAY card (and with similar restrictions for what can be viewed by anonymous vs. registered riders)

1. Two different types of riders:
a. Anonymous rider enters their VTC card number, displayed in wallet, on the Passenger Portal to look up their card**; or**
b. Registered Rider logs into the Passenger Portal and selects their VTC (linked to their account); and
2. Rider's views of their VTC information:
    - Card status;
    - Concession entitlement information (including, if appliable, entitlement expiration);
    - Stored value balance and fare product information; and
    - Transaction and purchase history.

2.6 Virtual Transit Card Reporting

The VTC upgrade will include a Back Office reporting functionality Upgrade. UTA staff report users can review reports on ridership based on media (VTC), usage of the specific Contractor mobile wallet provider, and device type (phone, tablet, watch/wearable), which are based on information available for VTCs at the time of provisioning.

The VTC Upgrade will include the extension of existing financial and ridership reports to include VTC ridership and purchases. In addition, report users can view VTC status information. The following is a report user experience, high-level overview:

1. Report user can run a report to see virtual transit card ridership, e.g. filter ridership on media, platform, and/or device type;
2. Report user can run a report to see virtual transit card sales, e.g. filter sales on media, platform, device type, and sales channel (including wallet as a new channel); and
3. Report user can run a report to see VTC activity status, e.g. monitor VTC usage in case UTA wants to enforce deactivations after a certain period of inactivity.

VTC ridership, sales, and account data is also exported via the Data Warehouse Extract process.

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3 Assumptions

The Parties agree that the Contractor's mobile wallet providers have the final say in terms of what functionality will be supported in their wallet applications. Therefore, there may be differences in terminology, user experience, and information available regarding the VTCs between these providers.

Additionally, VTC reloading will rely on the rider tapping the NFC card at physical reload locations to identify the associated rider Back Office account and the Contractor's VTC solution will not include any support for InComm Retail reloading that utilizes scanned barcode(s) to identify the VTC account.

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Fare collection systems

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Appendix B:

Amended and Restated Contract Exhibit B- Pricing

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CO #17- Appendix B- Pricing

Item	Description	Qty.		Total Pricing USD
	Phase 5: One-Time Supply Pricing			
1	Development	LS		$ 2,570,856.00
2	Testing	LS		$ 410,394.00
3	Deployment	LS		$ 141,290.00
4	Project Management	LS		$ 417,460.00
	Total Phase 5 One-Time Supply Pricing*:			**$ 3,540,000.00**

Item	Description	Qty.	Unit Pricing (USD)	Total Pricing Per Annum (USD)
	SOW SLA: On-Going Maintenance Pricing			
1	Section 4: Annual On-Going Pricing Minimum **	LS		$ 250,000.00
2	Section 3: Additional Variable On-Going Pricing per Active VTC per year ***	TBD	1.25	TBD
3	Section 3: Additional Variable cost per Apple Wallet VTC Provisioning ****	TBD	1.25	TBD
	Total SOW SLA On-Going Maintenance Pricing***:**			**$ 250,000.00**

CO# 18: Pricing Summary		
Total Phase 5 One-Time Supply Pricing:		**$ 3,540,000.00**
Total SOW SLA On-Going Maintenance Pricing:		**$ 250,000.00**
CO #18 Total Pricing******		**$ 3,540,000.00**

* Total One-Time Pricing -- per CO#17, the Parties agree that $922,987.00 from Phases 1-4, Mobile App Pricing, has shifted from those phases into CO #17 Phase 5 One-Time Supply Pricing. This will be incorporated into the $3,540,000.00 total Phase 5 One-Time Supply Pricing.

** Section 4 On-Going Pricing of $250,000.00 annual fee will be added to each year of the SOW SLA Term upon the VTC's deployment into the Contractor's Supplied FCS. This will include up to 250,000 Active VTCs per annum. This will invoiced monthly with all other monthly ongoing SOW SLA pricing.

*** Section 3: Additional Variable On-Going Pricing per Active VTC per year is $1.25. This charge only applies if at any point in time in a given month, there are more than 250,000 active VTCs. This $1.25 will be billed over a 12-month period, pro-rata, for each active VTC in that given month.

**** Section 3: Additional Variable cost per each Apple Wallet VTC Provisioning is $1.25. This charge applies for each new VTC account provisioning in the Apple Wallet. Notwithstanding the foregoing, the following do not constitute new account provisioning: a) suspended account; b) resumption of an account; c) a remote wipe of an account; d) a device wipe of an account; and e) transfer from one Secure Element (from one phone to another) within the same iCloud account and logging out of iCloud.

*****The $250,000.00 total SOW SLA On-Going Maintenance Pricing is an annual price that excludes the Section 3 additional variable on-going pricing for both active VTCs per annum and Section 3 newly provisioned Apple Wallet VTCs. These additional costs will be invoiced and charged as described in these pricing notes.

******CO #17 Total Pricing excludes the annual Total SLA On-Going Maintenance Pricing and the annual Section 3 and Section 3 variable pricing for active VTCs and newly provisioned Apple wallet VTCs. These prices are captured in Contract, Exhibit B-Pricing.

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Fare collection systems

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Appendix C:

CO #17- Pricing

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CO #17- Appendix C

Amended and Restated Contract Exhibit B: Pricing

February 11, 2026

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EXHIBIT B- PRICING ASSUMPTIONS

Retail Network Integration with InComm Payments
Integration costs between the Contractor and InComm have been included in the Pricing. The Pricing requires that there will be a direct contract between UTA and InComm, which details the transaction pricing between InComm and UTA.

Variable Ongoing Pricing
The Total Pricing does not currently include the Variable Ongoing Pricing rather, there is a $0.00 placeholder. The Parties agree that there are three on-going variable pricing categories:

Section 3(a) for the Variable Ongoing Pricing for the P2PE transaction fees for PCI related Services are affixed to the Exhibit B as Exhibit B.3. For clarity, transaction fees for P2PE TVM transactions exclude the acquirer transaction fees, interchange fees, and any other acquirer bank or card issuer related fees, which will be chargeable by the acquirer to UTA (as the merchant of record). UTA will continue to use Chase Bank as the payment acquirer, with UTA as the merchant of record.

Section 3(b) for the Variable Ongoing Pricing for the Active VTCs beyond the maximum alloted amount of 250,000 as defined in CO #17.

Section 3(c) for the Variable Ongoing Pricing for the Apple Wallet VTC Provisioning as define in CO #17.

The Parties agree that they do not have to physically update Exhibit B-Pricing on either a monthly or yearly basis to account for the Variable Ongoing Maintenance Costs and Excluded Pricing, each will undertake that task individually for their own records. However, each of the Variable Ongoing Maintenance Costs and Excluded Pricing will be included the Contract Closeout Total Pricing.

Payment Processing
The Contractor will continue to use Chase as its payment acquirer, however the UTA will be, at all times, considered the Merchant of Record ("MOR") for the purposes of Pricing and PCI.

Hardware Installation
The UTA's existing power and data cabling will be reused for Offboard (Platform) Validators and TVMs.
The UTA will provide all power, networking, and cabling on the buses for the validators. If there is any rewiring of the busses that are required to run cables into the validators, the UTA will be solely responsible for those costs.

Milestones / Payment Milestones
Pricing Payment Milestones for this Exhibit B are defined in Exhibit B.2, Pricing Payment Milestones.

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Exhibit B.1- Pricing Summary

Item	Pricing	Description for Illustrative Purposes Only
Phases 1-4 Section 2: One Time- Supply Pricing	$ 21,069,744.00	This includes all One-Time Supply Pricing for Phases 1-4 but does not include any Variable Ongoing Maintenance Pricing or Ongoing Maintenance Pricing, irrespective of whether either of the latter two Pricing(s) may be triggered for invoicing and / or invoiced at the same time as the One-Time Supply Pricing. Specificity for this Pricing is found in Exhibit B.3.
Section 3(a-c): Variable On-Going Maintenance Pricing	$ 0.00	The Parties agree that $0.00 Pricing does not reflect agreement for no Pricing. The Pricing will be charged to the UTA as described in the Contract. Specificity for this Pricing is found in Exhibit B.4.
Section 4: On-Going Maintenance Pricing	$ 11,112,494.00	This Pricing represents the combined Pricing for both ISLA and SLA Services for Phases 1-4,but does not include Pricing for On-Going Services for the Mobile Payment Solution that will be included in the future. Specificity for the current On-Going Maintenance Pricing is found in Exhibit B.5.
Phase 5, Section 5: One-Time Supply Pricing	$ $3,540,000.00	This includes all One-Time Supply Pricing for the Virtual Transit Card's design, development, testing, and deployment.
Total Pricing	**$ 35,722,238.00**	

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EXHIBIT B.2:

Pricing Payment Milestones

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CO #17- Illustrative Notes to Contract, Exhibit B.2

***The following notes are for illustrative purposes only and are met to provide high-level descriptions of changes made to Exhibit B.2. The Parties agree that the notes match the information contained in the Exhibit B.2 Pricing Payment Milestones that follows however, the Parties further agree that if there is a conflict between what is contained in these notes and what is in the Exhibit B.2 and / or CO #17, then the Exhibit B.2 and / or CO #17 will prevail.**

Section 2: One-Time Supply Pricing Phase 1, 4.1 and 4.2

- Due to the Parties agreement (described directly below) that the Mobile App was being shifted to Phase 5, Virtual Transit Card and some elements of the Mobile Pricing line item (dedicate to the Web Portals and Common Technology Framework) would remain in Phases 1, 4.1, and 4.2, there were automatic adjustments to the Phases 1, 4.1, and 4.2 Payment Milestone rows, and Mobile App Pricing column, to account for the updated Pricing of $529,910.00 split, respectively, between the Phases.
- The Parties agree that, prior to the execution of CO #11, the Contractor has invoiced UTA as follows for the Mobile App:
    - Phase 1, Payment Milestone 1: “Submission of QA Plan and Project Schedule”: $72,644.85.
    - Phase 4, Payment Milestone 2: “Contractor Provision of Design for FDR Approval”- $145,289.70.
    - Phase 4, Payment Milestone 3: “UTA’s Approval of the Contractor’s Submission of FDR Design Documentation: $435,869.10.
    - These three invoices total: $653,803.65, which results in UTA being invoiced $123,893.65. The Parties will mutually agree to what future Phase 4.1 and / or Phase 4.2 invoices that are issued, in their full amount after CO #17 has been executed, will be identified as having a UTA “pre-payment” applied to the balance of that invoice(s). Accordingly, no adjustment of Phase 5 invoicing or milestones is required to account for this delta.

Section 2: One-Time Supply Pricing (Phases 1-4)- provision of one-time supply of materials, software, and services

- The Parties updated the row called “Mobile App” as follows:
    - Mobile App is now called “Web Portals and Common Technology Framework”.
    - The column “Total Phase 1-4 Pricing per named material, software, or service was decreased to a Pricing value of $529,910.00 to capture the shift of the previously contracted “Mobile App” deliverable, which has been descoped and added to Phase 5 under the term Virtual Transit Card. For clarity, the $922,987.00 Pricing that was descoped is shifted and makes up part of the Phase 5 One-Time Supply Pricing.
    - Correspondingly, the column “Phase 4.1 Total Pricing (based on total allocated Phase %)” is decreased and the new Pricing is $377,560.889.
    - Correspondingly, the column “Phase 4.2 Total Pricing (based on total allocated Phase %)” is decreased and the new Pricing is $125,853.63.
    - Correspondingly, the column “Phases 1-4 Total Pricing (based on Phases 1-4 Allocated %)” is decreased and the new Pricing is $529,910.00.

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- The Parties updated the row called “Total Section 2 Initial Pricing (Phases 1-4) as follows:
    - The column “Total Phase 1-4 Pricing per named material, software, or service was decreased to a Pricing value of $21,069,744.00 to capture the shift of the previously contracted “Mobile App” deliverable, which has been descoped and added to Phase 5 under the term Virtual Transit Card. For clarity, the $922,987.00 Pricing that was descoped is shifted and makes up part of the Phase 5 One-Time Supply Pricing.
    - Correspondingly, the column “Phase 4.1 Total Pricing (based on total allocated Phase %)” is decreased and the new Pricing is $3,243,855.45.
    - Correspondingly, the column “Phase 4.2 Total Pricing (based on total allocated Phase %)” is decreased and the new Pricing is $1,081,285.15
    - Correspondingly, the column “Phases 1-4 Total Pricing (based on Phases 1-4 Allocated %)” is decreased and the new Pricing is $21,069,744.00.

Section 5: One-Time Supply Pricing for Virtual Transit Card

- The Parties added this new Section, directly below “Section 2: One-Time Supply Pricing (Phases 1-4)- provision of one-time supply of materials, software, and services”, to capture the new Section 5, Phase 5 Payment Milestones, which are defined in CO #17. These Payment Milestones are automatically linked to the “Section 5: One- Time Supply Pricing for Phase 5- provision of one-time supply of design, development, testing, an deployment of the VTC”, which is directly underneath this new Section 5.

Section 5: One-Time Supply Pricing for Phase 5- provision of one-time supply of design, development, testing, and deployment of the VTC

- This Section, which is directly below the section described above, was added by the Parties to capture the Phase 5, One-Time Supply Pricing for the VTC. As described above, it is automatically linked to the Payment Milestones.

Section 3: Variable Ongoing Maintenance

- The Parties modified the Section as follows:
    - Added two more variable pricing categories for the “Per Active VTCs per year” (Variable Pricing 3(b)) and “Per Apple Wallet VTC Provisioning” (Variable Pricing 3(c)).
- Per CO #17, Section 3(b) Variable Pricing for Active VTCs is $1.25 per year. This charge only applies if, at any point in time in a given month, there are more than 250,000 Active VTCs. This $1.25 will be billed over a 12-month period, pro-rata, for each Active VTC in that given month. Examples are provided in CO #18.
- Per CO #17, Section 3(c) Variable Pricing for Apple Wallet VTC Provisioning is $1.25. This charge applies for each new VTC account provisioning in the Apple Wallet. Notwithstanding the foregoing, the following do not constitute new account provisioning: a) suspended account; resumption of an account; c) a remote wipe of an account; and e) transfer from one Secure Element (from one phone to another) within the same iCloud account and logging out if iCloud.

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Section 4: On-Going Maintenance

- The Parties modified the "Total Section 4: Ongoing Maintenance Pricing":
  - By increasing the row called "Pricing for each of the SLA Pricing Years 1-5" (in the respective individual columns) by $250,000.00 per annum (excluding any applicable variable on-going Pricing) to represent the increased pricing for the VTC on-going maintenance minimum per. Consequently, the column "Total SLA Pricing Years 1-5" was increased by the total sum increase of each of the Years 1-5 columns;
  - Subsequently, the columns of row "Total Section 4: Ongoing Maintenance Pricing" were automatically updated by similar amounts.
  - For clarity, the $250,000.00 per annum pricing described above will not be invoiced until CO #17's Payment Milestone 6- Deployment of VTC Functionality into the Production Environment has been accepted by UTA.

Sections 1-5 Total Pricing

- The Parties modified the title to capture the new Section 5 Pricing. The new title is "Sections 1-5 Total Pricing".
- The Parties added a new row called "Invoiced and Payable Pricing during Phase 5" to capture the VTC one-time supply pricing of $3,540,000.00.
- The Parties updated the row called "Section 2: One-Time Supply Pricing (Phase 1-4)- provision of one-time supply of materials, software, and services: 175 TVMs; 130 stationary validators; and 1170 onboard validators- 936 Double door and 234 Single door" as follows:
  - The column called "Section Pricing" is updated to capture the decreased value of the Phase 1-4 One-Time Supply Pricing because of the shift of the "Mobile App" scope into Phase 5, which includes a shift of $922,987.00 Pricing to Phase 5 One-Time Supply Pricing. The new Pricing is $21,069,744.00.
  - Correspondingly, the column called "Invoiced and Payable Pricing During Phases 1-4" was updated to the same amount noted above, $21,069,744.00.
  - Correspondingly, the column called "Total Invoiced and Payable Pricing During the Contract Term" was updated to the same amount noted above, $21,069,744.00.
- The Parties updated the Section 4 Pricing row to account for the changes noted above in Section 4: On-Going Maintenance. This includes:
  - Increasing the Pricing in the column "Total Invoiced and Payable Pricing During Contract Term" to a new total of $11,112,494.00.
  - Increasing the Pricing in the column "Invoiced and Payable Pricing during SLA" to a new total of $9,019,582.00.
  - Increasing the Pricing in the column "Total Invoiced and Payable Pricing During Contract Term" to a new total of $11,112,494.00.
- The Parties updated the row called Total Invoiced and Payable Pricing during Phases 1-4 and SLA to "Total Invoiced and Payable Pricing during Phases 1-4, Phase 5, and SLA" to capture the new Phase 5. Within this row, the following columns were updated:
  - "Invoiced and Payable Pricing During Phase 5" was added and is $3,540,000.00, which captures the total One-Time Supply Pricing for the VTC.
  - The "Invoiced and Payable Pricing During SLA" was updated to match the new SLA Total Pricing of $9,019,582.00.
  - The "Total Invoiced and Payable Pricing During Contract Term" was updated to capture the new total pricing due to the changes made in the new Phase 5 and

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the updates to Section 4 Ongoing Maintenance Pricing, which is now a Total Contract Price of $35,722,238.00.

- The row Total Section 1-4 Pricing was updated to “Total Sections 1-5 Pricing” to reflect the addition of Phase 5 Pricing. The column “Section Pricing” was updated to the new Total Contract Price of $35,722,238.00.

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SECTION 2: One-Time Supply Pricing			Base Contract		Base Contract		Base Contract		Base Contract		Base Contract		Base Contract		Base Contract ISLA	Base Contract
		Supplied Materials, Software, or Services	Back Office %	Pricing	Validator HW %	Pricing	TVM HW %	Pricing	Mobile App %	Pricing	Mobile Insp Device (HHV) %	Pricing	Other %	Pricing	Pricing	Total Pricing Paid Per Milestone Payment
Phase	Payment Milestone	Description of Milestone														
Phase 1	PM 1	Submission of QA Plan and Project Schedule	5%	$176,959.50	5%	$354,165.50	5%	$464,514.20	5%	$26,495.50	5%	$20,381.50	10%	$21,942.00	$0.00	$1,064,458.20
	PM 2	Provision of Design Docs for FDR Approval	10%	$353,919.00	0%	$0.00	10%	$929,028.40	0%	$0.00	0%	$0.00	10%	$21,942.00	$0.00	$1,304,889.40
	PM 3	UTA Approval of Submitted FDR Design Docs	0%	$0.00	0%	$0.00	30%	$2,787,085.20	0%	$0.00	0%	$0.00	10%	$21,942.00	$0.00	$2,809,027.20
	PM 4	FAT Approved (Phase 1 HW)	5%	$176,959.50	0%	$0.00	15%	$1,393,542.60	0%	$0.00	0%	$0.00	0%	$0.00	$0.00	$1,570,502.10
	PM 5a	Completion of Pilot (Phase 1 Final Acceptance)- Completion of Initial Pilot for 10 TVMs.	5%	$176,959.50	0%	$0.00	1.4286%	$132,718.21	0%	$0.00	0%	$0.00	10%	$21,942.00	$0.00	$331,619.71
	PM5a	Cost for 150 TVMS	0%	$0.00	0%	$0.00	11.07143%	$1,028,567.29	0%	$0.00	0%	$0.00	0%	$0.00	$0.00	$1,028,567.29
	PM 5b	TVM tot installation for mutually agreed # of TVMs	0%	$0.00	0%	$0.00	12.5000%	$1,161,285.50	0%	$0.00	0%	$0.00	0%	$0.00	$0.00	$1,161,285.50
	PM 6	Start of ISLA (In addition to Pricing of Base Contract, Variable Ongoing Pricing for P2PE services should begin).	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	$914,355.00	$914,355.00
		Phase 1 Total Percentage and Pricing Amount of Supplied Materials & Software and ISLA	**25%**	**$884,797.50**	**5%**	**$354,165.50**	**85.0%**	**$7,896,741.40**	**5%**	**$26,495.50**	**5%**	**$20,381.50**	**40%**	**$87,768.00**	**$914,355.00**	**$10,184,704.40**
		Remaining Total Percentage and Dollar Amounts of Supplied Materials & Software and ISLA to be paid in Phases 2, 3, and 4	75%	$2,654,392.50	95%	$6,729,144.50	15%	$1,393,542.60	95%	$503,414.50	95%	$387,248.50	60%	$131,652.00	$1,178,557.00	$12,977,951.60

			Base Contract		Base Contract		Base Contract		Base Contract		Base Contract		Base Contract		Base Contract ISLA	Base Contract
		Supplied Materials, Software, or Services	Back Office %	Pricing	Validator HW %	Pricing	TVM HW %	Pricing	Mobile App %	Pricing	Mobile Insp Device (HHV) %	Pricing	Other %	Pricing	Pricing	Total Pricing Paid Per Milestone Payment
Phase	Payment Milestone	Description of Milestone														
Phase 2	PM 1	Submission of QA Plan and Project Schedule	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	$0.00	$0.00
	PM 2	Provision of Design Docs for FDR Approval	10%	$353,919.00	10%	$708,331.00	0%	$0.00	0%	$0.00	0%	$0.00	5%	$10,971.00	$0.00	$1,073,221.00
	PM 3	UTA Approval of Submitted FDR Design Docs	0%	$0.00	30%	$2,124,993.00	0%	$0.00	0%	$0.00	0%	$0.00	5%	$10,971.00	$0.00	$2,135,964.00
	PM 4	FAT Approved (Phase 2 HW)	5%	$176,959.50	15%	$1,062,496.50	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	$0.00	$1,239,456.00
	PM 5	Completion of Pilot (Phase 2 Final Acceptance)	5%	$176,959.50	25%	$1,770,827.50	0%	$0.00	0%	$0.00	0%	$0.00	5%	$10,971.00	$0.00	$1,958,758.00
	PM 6	Continuation of ISLA (In addition to Pricing Amount of Base Contract, Variable Ongoing Pricing for P2PE services should begin).	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	$1,094,600.00	$1,094,600.00
		Phase 2 Total Percentage and Pricing Amount of Supplied Materials & Software and ISLA	**20%**	**$707,838.00**	**80%**	**$5,666,648.00**	**0%**	**$0.00**	**0%**	**$0.00**	**0%**	**$0.00**	**15%**	**$32,913.00**	**$1,094,600.00**	**$7,501,999.00**
		Remaining Total Percentage and Pricing Amounts of Supplied Materials & Software and ISLA to be paid in Phases 3 and 4	55%	$1,946,554.50	15%	$1,062,496.50	15%	$1,393,542.60	95%	$503,414.50	95%	$387,248.50	45%	$98,739.00	$83,957.00	$5,475,952.60

			Base Contract		Base Contract		Base Contract		Base Contract		Base Contract		Base Contract		Base Contract ISLA	Base Contract
		Supplied Materials, Software, or Services	Back Office %	Pricing	Validator HW %	Pricing	TVM HW %	Pricing	Mobile App %	Pricing	Mobile Insp Device (HHV) %	Pricing	Other %	Pricing	Pricing	Total Pricing Amount Paid Per Milestone Payment
Phase	Payment Milestone	Description of Milestone														
Phase 3.1	PM 1	Submission of QA Plan and Project Schedule	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	$0.00	$0.00
	PM 2	Provision of Design Docs for FDR Approval	7.5%	$265,439.25	0%	$0.00	0%	$0.00	0%	$0.00	7.5%	$30,572.25	3.75%	$8,228.25	$0.00	$304,239.75
	PM 3	UTA Approval of Submitted FDR Design Docs	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	22.5%	$91,716.75	3.75%	$8,228.25	$0.00	$99,945.00
	PM 4	FAT Approved (Phase 3 HW)	3.75%	$132,719.63	0%	$0.00	0%	$0.00	0%	$0.00	11.25%	$45,858.38	0%	$0.00	$0.00	$178,578.00
	PM 5	Completion of Pilot (Phase 3 Final Acceptance)	3.75%	$132,719.63	0%	$0.00	0%	$0.00	0%	$0.00	18.75%	$76,430.63	3.75%	$8,228.25	$0.00	$217,378.50
	PM 6	Continuation of ISLA (In addition to Pricing of Base Contract, Variable Ongoing Pricing for P2PE services should begin).	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	$83,957.00	$83,957.00
		Phase 3.1 Total Percentage and Pricing of Supplied Materials & Software and ISLA	**15%**	**$530,878.50**	**0%**	**$0.00**	**0%**	**$0.00**	**0%**	**$0.00**	**60%**	**$244,578.00**	**11.25%**	**$24,684.75**	**$83,957.00**	**$884,098.25**
		Remaining Total Percentage and Pricing of Supplied Materials & Software and ISLA to be paid in Phase 4	40%	$1,415,676.00	15%	$1,062,496.50	15%	$1,393,542.60	95%	$503,414.50	35%	$142,670.50	33.75%	$74,054.25	$0.00	$4,591,854.35

			Base Contract		Base Contract		Base Contract		Base Contract		Base Contract		Base Contract		Base Contract ISLA	Base Contract
		Supplied Materials, Software, or Services	Back Office %	Pricing	Validator HW %	Pricing	TVM HW %	Pricing	Mobile App %	Pricing	Mobile Insp Device (HHV) %	Pricing	Other %	Pricing	Pricing	Total Pricing Amount Paid Per Milestone Payment
Phase	Payment Milestone	Description of Milestone														
Phase 3.2	PM 1	Submission of QA Plan and Project Schedule	0%	$0.00	0%	$0.00	0%	$0.00	0.00%	$0.00	0%	$0.00	0%	$0.00	$0.00	$0.00
	PM 2	Provision of Design Docs for FDR Approval	2.5%	$88,479.75	0%	$0.00	0%	$0.00	0.00%	$0.00	2.5%	$10,190.75	1.25%	$2,742.75	$0.00	$101,413.25
	PM 3	UTA Approval of Submitted FDR Design Docs	0%	$0.00	0%	$0.00	0%	$0.00	0.00%	$0.00	7.5%	$30,572.25	1.25%	$2,742.75	$0.00	$33,315.00
	PM 4	FAT Approved (Phase 3 HW)	1.25%	$44,239.88	0%	$0.00	0%	$0.00	0.00%	$0.00	3.75%	$15,286.13	0%	$0.00	$0.00	$59,526.00
	PM 5	Completion of Pilot (Phase 3 Final Acceptance)	1.25%	$44,239.88	0%	$0.00	0%	$0.00	0.00%	$0.00	6.25%	$25,476.88	1.25%	$2,742.75	$0.00	$72,459.50
	PM 6	Continuation of ISLA (In addition to Pricing of Base Contract, Variable Ongoing Pricing for P2PE services should begin).	0%	$0.00	0%	$0.00	0%	$0.00	0.00%	$0.00	0%	$0.00	0%	$0.00	$0.00	$0.00
		Phase 3.2 Total Percentage and Pricing of Supplied Materials & Software and ISLA	**5%**	**$176,959.50**	**0%**	**$0.00**	**0%**	**$0.00**	**0.00%**	**$0.00**	**20%**	**$81,526.00**	**3.75%**	**$8,228.25**	**$0.00**	**$266,713.75**
		Remaining Total Percentage and Pricing of Supplied Materials & Software and ISLA to be paid in Phase 4	35%	$1,238,716.50	15%	$1,062,496.50	15%	$1,393,542.60	95.00%	$503,414.50	15%	$61,144.50	30%	$65,826.00	$0.00	$4,325,140.60

			Base Contract		Base Contract		Base Contract		Base Contract		Base Contract		Base Contract		Base Contract ISLA	Base Contract
		Supplied Materials, Software, or Services	Back Office %	Pricing	Validator HW %	Pricing	TVM HW %	Pricing	Mobile App %	Pricing	Mobile Insp Device (HHV) %	Pricing	Other %	Pricing	Pricing	Total Pricing Paid Per Milestone Payment
Phase	Payment Milestone	Description of Milestone														
Phase 4.1	PM 1	Submission of QA Plan and Project Schedule	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	$0.00	$0.00
	PM 2	Provision of Design Docs for FDR Approval	7.50%	$265,439.25	0%	$0.00	0%	$0.00	7.5%	$39,743.25	0%	$0.00	3.75%	$8,228.25	$0.00	$313,410.75
	PM 3	UTA Approval of Submitted FDR Design Docs	0%	$0.00	0%	$0.00	0%	$0.00	22.5%	$119,229.75	0%	$0.00	3.75%	$8,228.25	$0.00	$127,458.00
	PM 4	FIT Approved (NO PHASE 4 HW DELIVERIES)	3.75%	$132,719.63	0%	$0.00	0%	$0.00	11.25%	$59,614.88	0%	$0.00	0%	$0.00	$0.00	$192,334.50
	PM 5	Completion of Pilot (Phase 4 Final Acceptance)	3.75%	$132,719.63	0%	$0.00	0%	$0.00	18.75%	$99,358.13	0%	$0.00	3.75%	$8,228.25	$0.00	$240,306.00
	PM 6	Continuation and Completion of ISLA (In addition to Pricing of Base Contract, Variable Ongoing Pricing for P2PE services should begin).	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	$0.00	$0.00
	PM 7	Final System Acceptance	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	$0.00	$0.00
		Phase 4.1 Total Percentage and Pricing of Supplied Materials & Software and ISLA	**15%**	**$530,878.50**	**0%**	**$0.00**	**0%**	**$0.00**	**60%**	**$317,946.00**	**0%**	**$0.00**	**11.25%**	**$24,684.75**	**$0.00**	**$873,509.25**
		Remaining Total Percentage and Pricing of Supplied Materials & Software and ISLA to be paid under the Contract	20%	$707,838.00	15%	$1,062,496.50	15%	$1,393,542.60	35%	$185,468.50	15%	$61,144.50	18.75%	$41,141.25	$0.00	$3,451,631.35

			Base Contract		Base Contract		Base Contract		Base Contract		Base Contract		Base Contract		Base Contract ISLA	Base Contract
		Supplied Materials, Software, or Services	Back Office %	Pricing	Validator HW %	Pricing	TVM HW %	Pricing	Mobile App %	Pricing	Mobile Insp Device (HHV) %	Pricing	Other %	Pricing	Pricing	Total Pricing Paid Per Milestone Payment
Phase	Payment Milestone	Description of Milestone														
Phase 4.2	PM 1	Submission of QA Plan and Project Schedule	0.00%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	$0.00	$0.00
	PM 2	Provision of Design Docs for FDR Approval	2.50%	$88,479.75	0%	$0.00	0%	$0.00	2.5%	$13,247.75	0%	$0.00	1.25%	$2,742.75	$0.00	$104,470.25
	PM 3	UTA Approval of Submitted FDR Design Docs	0.00%	$0.00	0%	$0.00	0%	$0.00	7.5%	$39,743.25	0%	$0.00	1.25%	$2,742.75	$0.00	$42,486.00
	PM 4	FAT Approved (NO PHASE 4 HW DELIVERIES)	1.25%	$44,239.88	0%	$0.00	0%	$0.00	3.75%	$19,871.63	0%	$0.00	0%	$0.00	$0.00	$64,111.50
	PM 5	Deployment of 4.2 Deliverables (Phase 4 Final Acceptance)	1.25%	$44,239.88	0%	$0.00	0%	$0.00	6.25%	$33,119.38	0%	$0.00	1.25%	$2,742.75	$0.00	$80,102.00
	PM 6	Continuation and Completion of ISLA (In addition to Pricing of Base Contract, Variable Ongoing Pricing for P2PE services should begin).	0.00%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	$0.00	$0.00
	PM 7	Final System Acceptance	15.00%	$530,878.50	15%	$1,062,496.50	15%	$1,393,542.60	15%	$79,486.50	15%	$61,144.50	15%	$32,913.00	$0.00	$3,160,461.60
		Phase 4.2 Total Percentage and Pricing of Supplied Materials & Software and ISLA	**20.00%**	**$707,838.00**	**15%**	**$1,062,496.50**	**15%**	**$1,393,542.60**	**35%**	**$185,468.50**	**15%**	**$61,144.50**	**18.75%**	**$41,141.25**	**$0.00**	**$3,451,631.35**
		Remaining Total Percentage and Pricing of Supplied Materials & Software and ISLA to be paid under the Contract	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	$0.00	$0.00

Section 2: One-Time Supply Pricing (Phases 1-4)- provision of one-time supply of materials, software, and services	Total Phase 1-4 Pricing per named material, software, or service	Phase 1 Total Allocated Percentage	Phase 1 Total Pricing (based on total allocated Phase %)	Phase 2 Total Allocated Percentage	Phase 2 Total Pricing (based on total allocated Phase %)	Phase 3.1 Total Allocated Percentage	Phase 3.1 Total Pricing (based on total allocated Phase %)	Phase 3.2 Total Allocated Percentage	Phase 3.2 Total Pricing (based on total allocated Phase %)	Phase 4.1 Total Allocated Percentage	Phase 4.1 Total Pricing (based on total allocated Phase %)	Phase 4.2 Total Allocated Percentage	Phase 4.2 Total Pricing (based on total allocated Phase %)	Phases 1-4 Total Allocated Percentage	Phases 1-4 Total Pricing (based on Phases 1-4 Allocated %)
Back Office	$3,539,190.00	25%	$884,797.50	20.0%	$707,838.00	15.00%	$530,878.50	5.00%	$176,959.50	26.25%	$929,037.38	8.75%	$309,679.13	100.0%	$3,539,190.00
Validators (OV & SV)	$7,083,310.00	5%	$354,165.50	80.0%	$5,666,648.00	0.00%	$0.00	0.00%	$0.00	11.25%	$796,872.38	3.75%	$265,824.13	100.0%	$7,083,310.00
TVM	$9,290,284.00	85.0%	$7,896,741.40	0.0%	$0.00	0.00%	$0.00	0.00%	$0.00	11.25%	$1,045,156.95	3.75%	$348,385.65	100.0%	$9,290,284.00
Web Portals and Common Technology Framework	$529,910.00	5%	$26,495.50	0.0%	$0.00	0.00%	$0.00	0.00%	$0.00	71.25%	$377,560.88	23.75%	$125,853.63	100.0%	$529,910.00
Mobile Inspect Device (HHV)	$407,630.00	5%	$20,381.50	0.0%	$0.00	60.00%	$244,578.00	20.00%	$81,526.00	11.25%	$45,858.38	3.75%	$15,286.13	100.0%	$407,630.00
Other	$219,420.00	40%	$87,768.00	15.0%	$32,913.00	11.25%	$24,684.75	3.75%	$8,228.25	22.50%	$49,369.50	7.50%	$16,456.50	100.0%	$219,420.00
Total Section 2 Initial Pricing (Phase 1-4)	**$21,069,744.00**		**$9,270,349.40**		**$6,407,399.00**		**$800,141.25**		**$266,713.75**		**$3,243,855.45**		**$1,081,285.15**		**$21,069,744.00**

SECTION 5: One-Time Supply Pricing for Virtual Transit Card			Base Contract		Base Contract ISLA	Base Contract
		Supplied Materials, Software, or Services	Virtual Transit Card Payment Milestone % of One-Time Supply Pricing	Pricing	Pricing	Total Pricing Paid Per Milestone Payment
Phase	Payment Milestone	Description of Milestone				
Phase 5	PM 1	Execution of CO #17	20%	$708,000.00	$0.00	$708,000.00
	PM 2	Contractor Submission of Design Deliverable	20%	$708,000.00	$0.00	$708,000.00
	PM 3	UTA Approval of Submitted Design Deliverable	10%	$354,000.00	$0.00	$354,000.00
	PM 4	Contractor Provision of Release Notes to UTA	20%	$708,000.00	$0.00	$708,000.00
	PM 5a	Pilot Testing Complete	20%	$708,000.00	$0.00	$708,000.00
	PM5a	Deployment of VTC Functionality into the Production Environment	10%	$354,000.00	$0.00	$354,000.00
		Phase 5 Total Percentage and Pricing Amount of Supplied Materials & Software and ISLA	**100%**	**$3,540,000.00**	**$0.00**	**$3,540,000.00**

Section 5: One-Time Supply Pricing for Phase 5- provision of one-time supply of design, development, testing, and deployment of the VTC.	Total Phase 5, One-Time Supply Pricing	Phase 1 Total Allocated Percentage	Phase 1 Total Pricing (based on total allocated Phase %)
Virtual Transit Card One-Time Supply	$3,540,000.00	100%	$3,540,000.00
Total Section 5, One-Time Supply Pricing	**$3,540,000.00**		**$3,540,000.00**

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Section 3: Variable Ongoing Maintenance		ISLA	SLA	Total ISLA and SLA Variable Ongoing Costs
Section 3(a): Variable Ongoing Maintenance Pricing (TVMs)		$0.00	$0.00	$0.00
Section 3(b): Variable Ongoing Maintenance Pricing (Per Active VTC, per year)		$0.00	$0.00	$0.00
Section 3(c): Variable Ongoing Maintenance Pricing (Per Apple Wallet VTC Provisioning).		$0.00	$0.00	$0.00
Total Section 3: Variable Ongoing Maintenance Pricing		$0.00	$0.00	$0.00

Section 4- Ongoing Maintenance		ISLA Phase 1 Pricing	ISLA Phase 2 Pricing	ISLA Phase 3 Pricing	ISLA Phase 4 Pricing	SLA Year 1 Pricing	SLA Year 2 Pricing	SLA Year 3 Pricing	SLA Year 4 Pricing	SLA Year 5 Pricing	Total SLA Pricing Years 1-5
ISLA Pricing (Phases 1-4)		$914,355.00	$1,094,600.00	$83,957.00	$0.00						$2,092,912.00
SLA Pricing Years 1-5						$1,747,422.00	$1,818,040.00	$1,818,040.00	$1,818,040.00	$1,818,040.00	$9,019,582.00
Total Section 4: Ongoing Maintenance Pricing (ISLA is paid in a single lump sum for each Phase upon the completion of Pilot testing for that Phase becase the devices are now in revenue service or readied for revenue service after testing completion. The SLA is paid per year, montly pro-rata payments).						$1,747,422.00	$1,818,040.00	$1,818,040.00	$1,818,040.00	$1,818,040.00	$11,112,494.00

Sections 1-5 Total Pricing	Section Pricing	Invoiced and Payable Pricing during Phases 1-4	Invoiced and Payable Pricing during Phase 5	Invoiced and Payable Pricing during SLA	Total Invoiced and Payable Pricing During Contract Term
Section 1: Not applicable, no pricing requirement	$0.00	$0.00	$0.00	$0.00	$0.00
Section 2: One-Time Supply Pricing (Phase 1-4)- provision of one-time supply of materials, software, and services: 175 TVMs; 130 stationary validators; and 1170 onboard validators- 936 Double door and 234 Single door	$21,069,744.00	$21,069,744.00	$0.00	$0.00	$21,069,744.00
Section 3: Variable Ongoing Maintenance Pricing (ISLA and SLA)- For TVMs Only	$0.00	$0.00	$0.00	$0.00	$0.00
Section 4: Ongoing Maintenance Pricing (ISLA and SLA)	$11,112,494.00	$2,092,912.00	$0.00	$9,019,582.00	$11,112,494.00
Section 5: One Time Supply Pricing (Phase 5) provision of one-time supply of design, development, testing, and deployment of the VTC.	$3,540,000.00	$0.00	$3,540,000.00	$0.00	$3,540,000.00
Total Invoiced and Payable Pricing during Phases 1-4, Phase 5, and SLA		**$23,162,656.00**	**$3,540,000.00**	**$9,019,582.00**	**$35,722,238.00**
Total Sections 1-5 Pricing	**$35,722,238.00**				

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Exhibit B.3: Section 2- Phase 1-4 One-Time Supply Pricing

Area	Description (Item, Units, Price, Years)	Category						
		Program Management	Development	Training	Hardware	Installation	Software	Other
A) Back Office	ABT Software License	$ 322,470	$ 1,035,440	$ 8,270	$ -	$ 103,910	$ 1,299,800	$ -
	FareGo Data CS Software License	$ 107,490	$ 27,300	$ 8,270	$ -	$ 139,820	$ 416,740	$ -
	Retail Sales Integration	$ -	$ 69,680	$ -	$ -	$ -	$ -	$ -
	4.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	5.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	6.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ 429,960**	**$ 1,132,420**	**$ 16,540**	**$ -**	**$ 243,730**	**$ 1,716,540**	**$ -**
B) Fare Validation Hardware	Onboard Validator for double door bu	$ 225,110	$ 548,660	$ 1,030	$ 1,935,780	$ 879,900	$ 92,770	$ -
	Onboard Validator for single door buss	$ 80,460	$ 171,970	$ 1,030	$ 71,820	$ 36,860	$ 38,190	$ -
	Stationary Validator	$ 91,280	$ 248,360	$ 2,070	$ 1,747,500	$ 549,400	$ 7,190	$ -
	Spare Parts Package	$ -	$ -	$ -	$ 308,930	$ -	$ -	$ -
	OV Test Equipment	$ -	$ -	$ -	$ 45,000	$ -	$ -	$ -
	6.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ 396,850**	**$ 968,990**	**$ 4,130**	**$ 4,109,030**	**$ 1,466,160**	**$ 138,150**	**$ -**
C) Ticket Vending Machine	Ticket Vending Machine	$ 100,550	$ 76,260	$ 12,410	$ 7,949,614	$ 460,500	$ 203,890	$ -
	Spare Parts Package	$ -	$ -	$ -	$ 403,490	$ -	$ -	$ -
	Removal Of Legacy TVMs	$ -	$ -	$ -	$ 83,570	$ -	$ -	$ -
	4.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	5.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	6.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ 100,550**	**$ 76,260**	**$ 12,410**	**$ 8,436,674**	**$ 460,500**	**$ 203,890**	**$ -**
D) Web Portals and Common Technology Framework	Web Portals and Common Technology Framework	$ 53,936	$ 77,534	$ 10,434	$ -	$ 1,594	$ 386,412	$ -
	2.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	3.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	4.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	5.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	6.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ 53,936**	**$ 77,534**	**$ 10,434**	**$ -**	**$ 1,594**	**$ 386,412**	**$ -**
E) Mobile Inspection Device	Hand Held Terminal	$ 83,040	$ 27,290	$ 2,790	$ 73,800	$ 10,800	$ 206,230	$ -
	Spare Parts Package	$ -	$ -	$ -	$ 3,680	$ -	$ -	$ -
	3.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	4.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	5.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	6.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ 83,040**	**$ 27,290**	**$ 2,790**	**$ 77,480**	**$ 10,800**	**$ 206,230**	**$ -**
F) Other	Staging Enviroment	$ -	$ -	$ -	$ 56,520	$ 6,280	$ -	$ -
	Test System	$ -	$ -	$ -	$ 56,520	$ 6,280	$ -	$ -
	Documentation	$ -	$ -	$ -	$ -	$ -	$ -	$ 93,820
	4.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	5.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	6.	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ -**	**$ -**	**$ -**	**$ 113,040**	**$ 12,560**	**$ -**	**$ 93,820**
Grand Total		**$ 1,064,336**	**$ 2,282,494**	**$ 46,304**	**$ 12,736,224**	**$ 2,195,344**	**$ 2,651,222**	**$ 93,820**

$ 21,069,744

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Exhibit B.3: Section 2- Phase 5 One-Time Supply Pricing	
Virtual Transit Card One-Time Supply	$3,540,000.00

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EXHIBIT B.4: Sections 3(a)-(c)-Variable On-Going Maintenance Pricing

Area	Category	Units	Unit Cost	Total	Year	Description of Units
Section 3(a)- TVM Variable Pricing						
TVM	Fees	500,000	$ 0.0950	$47,500.00		Interim SLA Phase 1 P2PE (>1 year duration) Transaction Fee up to 500k p.a.
TVM	Fees	456,250	$ 0.0850	$38,781.25		Interim SLA Phase 1 P2PE (>1 year duration) Transaction Fee 500k to 1MM p.a.
TVM	Fees	-	$ 0.0800	$ -		Interim SLA Phase 1 P2PE (>1 year duration) Transaction Fee 1MM to 2MM p.a.
TVM	Fees	-	$ 0.0770	$ -		Interim SLA Phase 1 P2PE (>1 year duration) Transaction Fee > 2MM p.a.
				$ -		
TVM	Fees	500,000	$ 0.0950	$47,500.00	1	SLA P2PE Transaction Fee up to 500k p.a.
TVM	Fees	350,000	$ 0.0850	$29,750.00	1	SLA P2PE Transaction Fee 500k to 1MM p.a.
TVM	Fees	-	$ 0.0800	$ -	1	SLA P2PE Transaction Fee 1MM to 2MM p.a.
TVM	Fees	-	$ 0.0770	$ -	1	Transaction Fee > 2MM p.a.
				$ -		
TVM	Fees	500,000	$ 0.0950	$47,500.00	2	SLA P2PE Transaction Fee up to 500k p.a.
TVM	Fees	350,000	$ 0.0850	$29,750.00	2	SLA P2PE Transaction Fee 500k to 1MM p.a.
TVM	Fees	-	$ 0.0800	$ -	2	SLA P2PE Transaction Fee 1MM to 2MM p.a.
TVM	Fees	-	$ 0.0770	$ -	2	Transaction Fee > 2MM p.a.
				$ -		
TVM	Fees	500,000	$ 0.0950	$47,500.00	3	SLA P2PE Transaction Fee up to 500k p.a.
TVM	Fees	350,000	$ 0.0850	$29,750.00	3	SLA P2PE Transaction Fee 500k to 1MM p.a.
TVM	Fees	-	$ 0.0800	$ -	3	SLA P2PE Transaction Fee 1MM to 2MM p.a.
TVM	Fees	-	$ 0.0770	$ -	3	SLA P2PE
				$ -		
TVM	Fees	500,000	$ 0.0950	$47,500.00	4	SLA P2PE Transaction Fee up to 500k p.a.
TVM	Fees	350,000	$ 0.0850	$29,750.00	4	SLA P2PE Transaction Fee 500k to 1MM p.a.
TVM	Fees	-	$ 0.0800	$ -	4	P2PE Transaction Fee 1MM to 2MM p.a.

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TVM	Fees	-	$ 0.0770	$ -	4	SLA P2PE
				$ -		
TVM	Fees	500,000	$ 0.0950	$47,500.00	5	SLA P2PE Transaction Fee up to 500k p.a.
TVM	Fees	350,000	$ 0.0850	$29,750.00	5	SLA P2PE Transaction Fee 500k to 1MM p.a.
TVM	Fees	-	$ 0.0800	$ -	5	SLA P2PE Transaction Fee 1MM to 2MM p.a.
TVM	Fees	-	$ 0.0770	$ -	5	SLA P2PE Transaction Fee > 2MM p.a.
Section 3(b)- Active VTCs Variable Pricing						
Active VTC	Fees	1	1.25	1.25	1	Per Active VTC, Per Year over the maximum allotment of 250,000 as described in CO #17
Active VTC	Fees	1	1.25	1.25	2	Per Active VTC, Per Year over the maximum allotment of 250,000 as described in CO #17
Active VTC	Fees	1	1.25	1.25	3	Per Active VTC, Per Year over the maximum allotment of 250,000 as described in CO #17
Active VTC	Fees	1	1.25	1.25	4	Per Active VTC, Per Year over the maximum allotment of 250,000 as described in CO #17
Active VTC	Fees	1	1.25	1.25	5	Per Active VTC, Per Year over the maximum allotment of 250,000 as described in CO #17
Section 3(c)- Apple Wallet VTC Provisioning Variable Pricing						
Apple Wallet VTC Provisioning	Fees	1	1.25	1.25	1	Per Apple Wallet Provisioning as described in CO #17.
Apple Wallet VTC Provisioning	Fees	1	1.25	1.25	2	Per Apple Wallet Provisioning as described in CO #17.
Apple Wallet VTC Provisioning	Fees	1	1.25	1.25	3	Per Apple Wallet Provisioning as described in CO #17.
Apple Wallet VTC Provisioning	Fees	1	1.25	1.25	4	Per Apple Wallet Provisioning as described in CO #17.
Apple Wallet VTC Provisioning	Fees	1	1.25	1.25	5	Per Apple Wallet Provisioning as described in CO #17.

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EXHIBIT B.5: Section 4- On-Going Maintenance Pricing

Area	Category	Total	Year	Comments
Other	Other	$ 914,355.00		Interim Service Level Agreement Phase 1 for Software Services, HW Services, Hosting, starting with Phase 1 completion
Other	Other	$1,094,600.00		Interim Service Level Agreement Phase 2 for Software Services, HW Services, Hosting, starting with Phase 2 completion
Other	Other	$ 83,957.00		Interim Service Level Agreement Phase 3 for Software Services, HW Services, Hosting, starting with Phase 3 completion
Other	Other	$ -		Interim Service Level Agreement Phase 4 for Software Services, HW Services, and Hosting starting with Phase 4 completion
Fare Validation Hardware	Services	$ 249,280.00	1	SLA Hardware Service - Onboard Validator
Fare Validation Hardware	Services	$ 249,280.00	2	SLA Hardware Service - Onboard Validator
Fare Validation Hardware	Services	$ 249,280.00	3	SLA Hardware Service - Onboard Validator
Fare Validation Hardware	Services	$ 249,280.00	4	SLA Hardware Service - Onboard Validator
Fare Validation Hardware	Services	$ 249,280.00	5	SLA Hardware Service - Onboard Validator
Fare Validation Hardware	Services	$ 41,940.00	1	SLA Hardware Service - Stationary Validator
Fare Validation Hardware	Services	$ 41,940.00	2	SLA Hardware Service - Stationary Validator
Fare Validation Hardware	Services	$ 41,940.00	3	SLA Hardware Service - Stationary Validator
Fare Validation Hardware	Services	$ 41,940.00	4	SLA Hardware Service - Stationary Validator
Fare Validation Hardware	Services	$ 41,940.00	5	SLA Hardware Service - Stationary Validator
TVM	Services	$ 213,900.00	1	SLA Hardware Service - Ticket Vending Machine
TVM	Services	$ 225,750.00	2	SLA Hardware Service - Ticket Vending Machine
TVM	Services	$ 225,750.00	3	SLA Hardware Service - Ticket Vending Machine
TVM	Services	$ 225,750.00	4	SLA Hardware Service - Ticket Vending Machine
TVM	Services	$ 225,750.00	5	SLA Hardware Service - Ticket Vending Machine
Mobile Inspection Device	Services	$ 21,600.00	1	SLA Hardware Service - Mobile Inspection Device
Mobile Inspection Device	Services	$ 21,600.00	2	SLA Hardware Service - Mobile Inspection Device
Mobile Inspection Device	Services	$ 21,600.00	3	SLA Hardware Service - Mobile Inspection Device
Mobile Inspection Device	Services	$ 21,600.00	4	SLA Hardware Service - Mobile Inspection Device
Mobile Inspection Device	Services	$ 21,600.00	5	SLA Hardware Service - Mobile Inspection Device
Other	Software	$ 410,121.00	1	SLA Software Services
Other	Software	$ 445,430.00	2	SLA Software Services
Other	Software	$ 445,430.00	3	SLA Software Services
Other	Software	$ 445,430.00	4	SLA Software Services
Other	Software	$ 445,430.00	5	SLA Software Services
Back Office	Hosting	$ 560,581.00	1	SLA Hosting & Back Office operations
Back Office	Hosting	$ 595,890.00	2	SLA Hosting & Back Office operations
Back Office	Hosting	$ 595,890.00	3	SLA Hosting & Back Office operations
Back Office	Hosting	$ 595,890.00	4	SLA Hosting & Back Office operations
Back Office	Hosting	$ 595,890.00	5	SLA Hosting & Back Office operations
Virtual Transit Card	Services	$ 250,000.00	1	Virtual Transit Card Annual On-Going Pricing Minimum
Virtual Transit Card	Services	$ 250,000.00	2	Virtual Transit Card Annual On-Going Pricing Minimum
Virtual Transit Card	Services	$ 250,000.00	3	Virtual Transit Card Annual On-Going Pricing Minimum
Virtual Transit Card	Services	$ 250,000.00	4	Virtual Transit Card Annual On-Going Pricing Minimum
Virtual Transit Card	Services	$ 250,000.00	5	Virtual Transit Card Annual On-Going Pricing Minimum

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Todd Mills, Director of Supply Chain

TITLE:

Pre-Procurements

- **Capital Vehicle Consulting Contract**
- **North Temple Escalator Design**
- **North Temple Escalator Construction**

AGENDA ITEM TYPE:
Pre-Procurement

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
Utah's Public Transit District Act requires all contracts valued at $250,000 or greater be approved by the UTA Board of Trustees. This informational report on upcoming procurements allows Trustees to be informed and provide input on upcoming procurement projects. Following the bid solicitation and contract negotiation process, final contracts for these projects will come before the board for approval.

DISCUSSION:

- ***Capital Vehicle Consulting Contract***

  The Capital Vehicles Department seeks to engage a qualified consulting firm to provide professional advisory and support services to the Capital Vehicles Team. The selected consultant will assist in ongoing vehicle management and state of good repair initiatives, as well as support upcoming and future vehicle procurements by providing specialized engineering and project management expertise. To meet these needs, UTA intends to solicit statements of qualifications from external vendors with demonstrated experience in these service areas.

This procurement will be conducted as a Request for Qualifications (RFQu), with contract award made to the most qualified firm. The anticipated contract term consists of a three (3)-year base period with two (2) one-year renewal options. Funding for this project is supported through multiple vehicle capital funding codes. (Req. 16511 | Project Managers: Kyle Stockley and Sharanjit Saini)

- ***North Temple Escalator Design***

The Capital Design and Construction Department seeks to procure the services of a qualified consulting firm to provide professional design, engineering, and advisory support for the North Temple Escalator Replacement project (FMA701). The selected firm will be responsible for delivering comprehensive design and engineering services, including preparation of construction documents, permitting support, and design-phase services during construction.

This procurement will be conducted through a Request for Proposals (RFP) process, in which proposals will be evaluated and scored based on technical qualifications and price. The contract term is anticipated to conclude by the end of 2026. Funding for this project is included in the approved 2026 Capital Budget under Project FMA701 (Req. 16669 | Project Manager: David Osborn)

- ***North Temple Escalator Construction***

The Capital Design and Construction Department seeks to procure the services of a qualified construction firm operating under a Construction Manager/General Contractor (CM/GC) delivery method for the North Temple Escalator Construction project. The selected firm will provide preconstruction and construction services, including review of constructability, development of safety and phasing plans, and coordination of construction activities within an active transit platform environment.

This procurement will be conducted through a Request for Proposals (RFP) process. The anticipated contract term will extend through the end of 2027. Funding for this project is included in the approved 2026 Capital Budget under Project FMA701(Req. 16671 | Project Manager: David Osborn)

ATTACHMENTS:

N/A

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Jon Larsen, Chief Capital Services Officer
PRESENTER(S):	Paul Drake, Director of Real Estate & TOC
	Spencer Burgoyne, Manager - Property Administration

TITLE:

2025 Annual Transit-Oriented Communities Report and Real Estate Inventory

AGENDA ITEM TYPE:
Report

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 2025 Annual Transit-Oriented Communities Report and Real Estate Inventory.

Board of Trustees Policy No. 5.2, Section B:

"The Executive Director must present an annual report to the Board of Trustees that includes an inventory of real property and a summary of property acquisitions and dispositions occurring since the previous year report. The Authority will classify real property as Transit Critical, Transit-Oriented Development, or Surplus."

DISCUSSION:
Staff will present the annual Transit-Oriented Communities Report and Real Estate Inventory to the Board.

ALTERNATIVES:
Not applicable.

FISCAL IMPACT:
Not applicable.

ATTACHMENTS:
2025 Annual Transit-Oriented Communities Report and Real Estate Inventory

Annual Report to the

UTA Board of Trustees

In compliance with
Board of Trustees Policy No. 5.2 Section B

Transit-Oriented Communities Report and Real Estate Inventory

2025

Executive Summary

Purpose

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

BTP 5.2: "The Executive Director must present an annual report to the Board of Trustees that includes an inventory of real property and a summary of property acquisitions and dispositions occurring since the previous year report. The Authority will classify real property as Transit Critical, Transit-Oriented Development, or Surplus."

Annual TOC Report

This report includes a summary of UTA's TOC 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, the 3900 South Meadowbrook TRAX Station, and the Clearfield FrontRunner Station. Also included is a list of Station Area Plans (SAPs) completed, certified, or adopted in 2025.

UTA and its partners have completed thirteen phases of TOD, plus associated infrastructure. These projects total 1,518 residential units, including 126 affordable units, 570,000 square feet of office, 50,000 square feet of retail, and a 192-room hotel. This constitutes nearly $470 million in third-party investment and over $44.9 million in UTA capital. UTA's revenue to date totals $50.8 million.

UTA continues to partner with communities, metropolitan planning organizations, and other key stakeholders to further transportation and land use planning efforts around transit hubs. Communities throughout UTA's service area have largely met the requirements of 2022's House Bill 462 and are making substantive decisions to encourage transit-supportive development. UTA staff will continue to work with stakeholders to progress implementation strategies included in each SAP.

Real Estate Inventory

UTA owns and manages 2,387 acres of property. In 2025, UTA acquired 6,773 square feet and disposed of 66,725 square feet of property for a net decrease of 59,952 square feet (1.4 acres). Properties were purchased for FR2X. The disposed property included a couple slivers sold to UDOT and two parcels sold to facilitate a future mixed-use recreation center within the Clearfield TOD. Also included in this report is a listing of each UTA-owned property, including its classification, square footage, location, and other key data. Other UTA property interests are also summarized.

2025 Transit-Oriented Communities (TOC) Annual Report

		Development Data					Investment Data			Revenue Data			
	Phase	Residential	Affordable Units	Office	Retail	Hotel	Property Contributed	UTA Capital	Third-Party Investment	2017-2023 Revenue	2024 Revenue	2025 Revenue	Revenue to Date
Sandy Civic Center "The East Village"	Phase 1	269 units	0 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	0 units	60,000 sf	0 sf	0 rooms	2.37 acres	$ 619,423	$ 11,200,277	$ 1,035,136	$ -	$ -	$ 1,035,136
	Phase 3	67 units	0 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	0 units	150,000 sf	0 sf	0 rooms	6.50 acres	$ 1,698,840	$ 32,693,470	$ 3,386,760	$ -	$ -	$ 3,386,760
	Phase 5	304 units	0 units	0 sf	10,000 sf	0 rooms	6.05 acres	$ 1,580,316	$ 83,449,337	$ -	$ -	$ -	$ -
	Subtotal	**640 units**	**0 units**	**210,000 sf**	**15,000 sf**	**0 rooms**	**20.96 acres**	**$ 5,477,455**	**$ 182,338,858**	**$ 9,167,427**	**$ -**	**$ -**	**$ 9,167,427**
Jordan Valley Station*	Phase 1	270 units	0 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 units	0 sf	0 sf	0 rooms	0.00 acres	$ 3,896,000	$ -	$ 5,170,537	$ -	$ -	$ 5,170,537
	Phase 2	207 units	0 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 units	0 sf	5,000 sf	0 rooms	1.50 acres	$ 241,049	$ 977,227	$ 423,980	$ -	$ -	$ 423,980
	Phase 4	243 units	0 units	0 sf	0 sf	0 rooms	2.30 acres	$ 23,032,647	$ 57,332,057	$ -	$ -	$ 1,000,000	$ 1,000,000
	Future	0 units	0 units	0 sf	0 sf	0 rooms	0.00 acres	$ 627,131	$ -	$ -	$ -	$ -	$ -
	Subtotal	**720 units**	**0 units**	**0 sf**	**5,000 sf**	**0 rooms**	**13.73 acres**	**$ 37,967,893**	**$ 137,096,765**	**$ 39,121,549**	**$ -**	**$ 1,000,000**	**$ 40,121,549**
South Jordan Station "SoJo Station"	Phase 1	0 units	0 units	180,000 sf	5,000 sf	0 rooms	5.20 acres	$ 500,000	$ 32,759,199	$ 544,821	$ -	$ -	$ 544,821
	Phase 2	0 units	0 units	0 sf	5,000 sf	192 rooms	1.75 acres	$ 500,000	$ 47,264,118	$ 168,266	$ -	$ -	$ 168,266
	Phase 3	0 units	0 units	180,000 sf	5,000 sf	0 rooms	4.55 acres	$ 500,000	$ 29,172,242	$ 337,250	$ -	$ -	$ 337,250
	Subtotal	**0 units**	**0 units**	**360,000 sf**	**15,000 sf**	**192 rooms**	**11.50 acres**	**$ 1,500,000**	**$ 109,195,559**	**$ 1,050,337**	**$ -**	**$ -**	**$ 1,050,337**
										$ -			
Meadowbrook Station "The Hub of Opportunity"	Phase 1	158 units	126 units	0 sf	15,000 sf	0 rooms	2.80 acres	N/A	$ 40,248,790	$ 310,650	$ 103,550	$ 103,550	$ 414,200
	Subtotal	**158 units**	**126 units**	**0 sf**	**15,000 sf**	**0 rooms**	**2.80 acres**	**N/A**	**$ 40,248,790**	**$ 310,650**	**$ 103,550**	**$ 103,550**	**$ 414,200**
Clearfield Station	Infrastructure	0 units	0 units	0 sf	0 sf	0 rooms	18.90 acres	N/A	$ 33,000,000	$ -	$ -	$ -	$ -
	Subtotal	**0 units**	**0 units**	**0 sf**	**0 sf**	**0 rooms**	**18.90 acres**	**N/A**	**$ 33,000,000**	**$ -**	**$ -**	**$ -**	**$ -**
Program Total	**13 Phases**	**1,518 units**	**126 units**	**570,000 sf**	**50,000 sf**	**192 rooms**	**48.99 acres**	**$ 44,945,348**	**$ 468,879,972**	**$ 49,649,963**	**$ 103,550**	**$ 1,103,550**	**$ 50,753,513**
			8% affordable										

* UTA sold its interest in Bangerter Station, LLC (Jordan Valley TOD) with the initial payment made in 2025. The balance is anticipated to be paid in 2026.

	Completed			Certified		Adopted
Station Area Planning	32nd Street (OGX)	Layton Station	Riverboat Rd (MVX)	Lehi North (POM)	Center Street (UVX)	Roy Station
	36th Street (OGX)	Woods Cross Station	Kimballs Lane Station	Lehi 2100 N (POM)	400 S (UVX)	Historic Sandy Station
	Weber State Central (OGX)	W Valley Central	Cresent View Station	Lehi Triumph (POM)	Provo Central Station	Expo Center Station
	Wildcat Village (OGX)	Decker Lake Station	Draper Station	American Fork Station	Joaquin Station (UVX)	Civic Center Station
	Dee Events Center (OGX)	Redwood Road Station	South Jordan Station	Vineyard Station	2230 N (UVX)	Crescent View Station
	Millcreek Station	River Trail Station	South Jordan Parkway	Orem Central Station		Draper Town Center
	Meadowbrook Station	1300 W (MVX)	South Jordan Downtown	Academy Square (UVX)		5600 W Old Bingham Hwy
	Fashion Place West Station	Atherton West (MVX)	Daybreak Parkway	300 N (UVX)		

Report to the UTA Board of Trustees

REAL ESTATE INVENTORY

2025

UTA Owned Properties

UTA owns 858 properties.

UTA disposed of 66,725 square feet and acquired 6,773 square feet of property in 2025.

Parcels Acquired (6):

1. FR2X-124 (Griffis) 558 sq.ft.
2. FR2X-130 (Goldston) 333 sq.ft.
3. FR2X-131 (Long) 266 sq.ft.
4. FR2X-132 (Goldston) 265 sq.ft.
5. FR2X-134 (Asay) 141 sq.ft.
6. FR2X-137 (Tripp) 5,210 sq.ft.

Total: 6,773 sq.ft. (0.16 acre)

Parcels Disposed (4):

1. FAR-034B (UDOT) 3,466 sq.ft.
2. Part of MF-007-016F (UDOT) 576 sq.ft.
3. Clearfield TOD Lot 3 (Rocky Fields, LLC) 48,003 sq.ft.
4. Clearfield TOD Lot 20 (Rocky Fields, LLC) 14,680 sq.ft.

Total: 66,725 sq.ft. (1.53 acres)

Total Acreage of Properties **2,387 acres**

Property Categories

Transit Critical **(TC)**	**2,227 acres**
Transit-Oriented Development **(TOD)**	**160 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 UTA Properties

UTA licenses and leases property to third parties such as businesses, individuals, utility companies, and municipalities. A majority are licenses of utility crossings. The total number of agreements is as follows:

	Effective	In Process	Total
Licenses and leases as of 12/31/2025	3,417	53	3,470

Asset Protection Activities

Physical inspections during past 12 months:

- Tintic Branch
- DRGW Trail
- Central Avenue Sliver Parcel
- Bingham Industrial Lead
- Garfield Branch
- Trax Extension (10000 S. to Point of the Mountain)
- Provo Industrial Lead (Point of the Mountain to Lindon)
- Sugar House Branch
- Vacant parcels throughout Utah, SL, Davis, Weber, and Box Elder Counties

Other UTA Acquired Property Interests

UTA has acquired leasehold interests, easements, and licenses from third parties which are outlined below:

	Number	Nature
Leasehold Interests	43	• (1) Delta Center TPSS Site • (12) Radio Tower Sites • (6) Access Agreements (Rose Canyon, Tooele Depot, Meadowbrook, Sugar House, Tooele, Lakota Junction) • (9) Park and Ride Lots (U of U, Vineyard, Daybreak, West Valley City, 3900 S Wasatch, SLC Hub, Eagle Mountain, Utah County, Orange St.) • (1) UVU Transit Police Micro Station • (20) Center Line Agreements (Provo, Orem, UDOT, SL Airport, SSLC, SLC, WVC, U of U, Ogden, WSU, McKay-Dee Hospital, SLCC, Murray, Taylorsville) • (10) Bus Stop Agreements (Weber State, LDS Church, Farmington, Clinton, SL County, Layton) • (1) Operator Restroom Agreements (Hardware Village)

Easements	141	• Airport Light Rail = 2 easements • Bus Rapid Transit = 9 easements • Bus Shelters = 35 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
Licenses for Shared Parking	106	• LDS Church (87), UDOT (15), SL County (1), Cottonwood Heights (2), Holladay City (1)

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 (Frontlines Headquarters)
FRNX - FrontRunner North Extension
FTU - Future Transit Use
FR2X – FrontRunner 2X
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 Left Turn
Sugar House - S-Line
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	Fed Grant #	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 West Terminal Dr., 3180 West I-80 WEST FWY, 3121 & 3119 &	Salt Lake		Developed
ALRT	AP	012, 012:E	TC	4,308	2185 West North Temple St.	Salt Lake		Developed
ALRT	AP	138, 140, 145, 147, 148, 148:E	TC	81,178	540, 594, 564, 558 West North Temple (-013 = 140 N 600 W; -014 = 126 N 600 W; -015 = 118 N 600 W; -017	Salt Lake		Developed
ALRT	AP	139	TC	4,792	112 North 600 West	Salt Lake		Developed
ALRT	AP	141, 141:E 146, 146:E	TC	77,101	579 W North Temple	Salt Lake		Developed/Undeveloped
ALRT	AP	149	TC	85,729	155 North 500 West	Salt Lake		Developed
ALRT	AP	155:5, AP-200 North	TC	9,721	Approx. 200 North to 300 North along 500 West (As of 2015 - 202 N 500 W & 485 W 300 N)	Salt Lake		Developed
BPR	BPR	001	TC	198,198	2054, 2044 E 9400 S	Sandy	UT 03-0033	Developed
BPR	BPR	002	TC	40,075	9517 S Highland Dr.	Sandy	UT 03-0033	Developed
BPR	BPR	003	TC	130,680	5234 South Freeway Park Dr.	Riverdale		Developed
BRT	FTU	026, RMP Easement Wright Subdivision	TC	41,964	3616 South Market St (2825 W Lehman Ave. per 2012 tax notice.)	West Valley		Developed
BRT	MSP018	051	TC	99,621	5527 West 3500 South	West Valley		Developed
BRT	MSP218	003	TC	-	3490 South 8000 West	Magna		Developed
BRT	MSP218	006	TC	-	7235 West 3500 South	Salt Lake		Developed
BRT	MSP218	006, 006:E, 006:2E	TC	529	900 West 3300 South (SE Corner) (3415 South per 2012 tax notice.)	South Salt Lake		Developed
BRT	MSP218	007	TC	-	3450 South 6400 West	Salt Lake		Developed
BRT	MSP218	008	TC	-	Approx. 6337 West 3500 South	Salt Lake		Developed
BRT	MSP218	012	TC	-	4729 West 3500 South	Salt Lake		Developed
BRT	MSP218	018	TC	-	3955 West 3500 South	Salt Lake		Developed
BRT	MSP218	023	TC	-	3470 South Redwood Rd.	Salt Lake		Developed
BRT	MSP218	050	TC	73,486	6176 South 5600 West	West Valley		Undeveloped
BRT - Ogden	MSP185	150 Remainder	TC	27,159	3225 S Harrison Blvd	Ogden	UT-2021-021	
BRT - Ogden	MSP185	151 remainder	TC	287	3205 S Harrison Blvd	Ogden	UT-2021-021	
BRT - Ogden	MSP185	152	TC	35,284	3205 Harrison Blvd.	Ogden	UT-2021-021	Developed
BRT - Ogden	MSP185	153:STC	TC	15,099	3195 S Harrison Blvd	Ogden	UT-2021-021	
BRT - Ogden	MSP185	214	TC	17,860	1341 Country Hills Dr.	Ogden	UT-2021-021	Developed
BS	BS	017, 017:E	TC	101	1050 West Riverdale Rd.	Riverdale		Developed
BS	BS	018, 018:E	TC	60	5570 South 1900 West	Roy		Developed
BS	BS	028	TC	93	Bus Shelter Location - 4435 South Highland Dr. (1760 E Osage Orange Ave. per 2012 tax notice)	Salt Lake		Developed
BS	FTU	020, 020:E	TC	77	20 East Winchester	Murray		Developed
BS	FTU	1360, 1360:E	TC	71	1360 East 1450 South	Layton		Developed
BS	FTU	2, 2:E	TC	116	880 West Riverdale Rd.	Riverdale		Developed
BS	FTU	5311, 5311:E	TC	19	5311 South State St.	Murray		Developed
BS	FTU	955, 955:E	TC	103	955 West 12th St.	Ogden		Developed
CF	CF	001	TC	2,062,130	Lot 4 of Sec 14 and Lot 1 of Sec 15, T4S, R3W SLB&M	Unincorporated		Developed
CF	CF	002	TC	51,400	Top of Little Mountain	Unincorporated		Developed
COM-N	AMEND:10	001	TC	680	UTA XO X120(600 North)	SL County	UT-03-0047	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
COM-N	AMEND:10	002	TC	299	1050 North Grade Crossing	SL County	UT-03-0047	Developed
COM-N	AMEND:10	003	TC	265	UTA To T120 to Yard Trk 103	SL County	UT-03-0047	Developed
COM-N	AMEND:10	004	TC	4,263	I-15 SLC Sliver, Sec 14, T1N, R1W	SL County	UT-03-0047	Developed
COM-N	AMEND:10	005	TC	4,996	I-15 Ogden Sliver, Sec 31, T6N, R1W		UT-03-0047	Developed
COM-N	AMEND:10	006	TC	540	UTA To T910 to UTA Storage Trk#2	Ogden	UT-03-0047	Developed
COM-N	AMEND:10	007	TC	217	UTA To T940 & T960 To UTA #2	Ogden	UT-03-0047	Developed
COM-N	AMEND:10	008	TC	47,730	UDOT M-2038(001)		UT-03-0047	Developed
COM-N	AMEND:10	009	TC	12,881	UDOT NS-560(1)		UT-03-0047	Developed
COM-N	AMEND:10	010	TC	3,193	UPRR 03-099-0018 (Sliver adjacent M-2038(001))		UT-03-0047	Developed
COM-N	AMEND:10	011	TC	66,857	Cecil Junction to 15th St. Ogden	Ogden	UT-03-0047	Developed
COM-N	CLD	002	TC	22,367	1700 South 1000 East	Clearfield		Developed
COM-N	CLD	003	TC	3,636	approx. 1600 s 900 E	Clearfield		Developed
COM-N	CLD	006	TC	1,307	1080 South 550 East	Clearfield	UT-03-0047	Undeveloped
COM-N	CLD	007	TC	3,485	1078 South 550 East (approx.)	Clearfield	UT-03-0047	Developed
COM-N	CLD	008, 009, 010	TC	17,313	430 East 700 South	Clearfield	UT-03-0047	Developed
COM-N	CLD	011	TC	4,356	342 East 700 South	Clearfield	UT-03-0047	Developed
COM-N	CLD	012	TC	3,485	340 East 700 South	Clearfield	UT-03-0047	Developed
COM-N	CLD	014	TC	1,307	305 East 700 South	Clearfield	UT-03-0047	Developed
COM-N	CLD	015	TC	436	650 South Depot St.	Clearfield	UT-03-0047	Developed
COM-N	CLD	063	TC	240	South of Antelope 1000 East	Clearfield	UT-03-0047	Developed
COM-N	FAR	034	TC	5,349	Southwest quadrant Burke Ln. at Interstate 15	Farmington	UT-03-0047	Developed
COM-N	FAR	15-7:12:AQ	TOD	186,446	450 North 850 West	Farmington		Developed
COM-N	FAR	15-7:13D:Q, 015-7:12E	TOD	159,168	450 North 850 West	Farmington		Developed
COM-N	KAY	008	TC	871	151 North 600 West	Kaysville	UT-03-0047	Developed
COM-N	KAY	038, 038:E	TC	526	Approx. 5000 South of Old Mill Ln.	Kaysville	UT-03-0047	Developed
COM-N	KAY	039	TC	128	Approx. Old Mill Village Phase 2A Open Space A	Kaysville	UT-03-0047	Developed
COM-N	KAY	066	TC	360	520 North 900 West	Kaysville	UT-03-0047	Developed
COM-N	LTN	002	TC	2,538	200 S Main St.	Layton	UT-03-0047	Developed
COM-N	LTN	003:T	TC	20,471	170 South Main St.	Layton	UT-03-0047	Developed/Undeveloped
COM-N	LTN	004:T	TC	37,073	164 South Main St.	Layton	UT-03-0047	Developed
COM-N	LTN	009:T	TC	83,192	36 South Main St.	Layton	UT-03-0047	Developed
COM-N	LTN	010:T	TC	30,263	130 West Gentile St.	Layton	UT-03-0047	Developed
COM-N	LTN	011	TC	3,325	133 West Gentile St.	Layton	UT-03-0047	Developed
COM-N	LTN	012	TC	1,457	145 W Gentile St.	Layton	UT-03-0047	Developed
COM-N	LTN	013	TC	104	175 West Gentile St (NE side)	Layton	UT-03-0047	Developed
COM-N	LTN	020	TC	764	Southwest corner of COM-N corridor and King St.	Layton	UT-03-0047	Developed/Undeveloped
COM-N	LTN	026	TC	1,022	1033 West Hillfield Rd.	Layton	UT-03-0047	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
COM-N	LTN	029	TC	3,549	200 West Gordon Ave.	Layton	UT-03-0047	Developed
COM-N	LTN	089, 089:E, 089:2E	TC	83	1755 N Celia Way, Layton 84041	Layton		Developed
COM-N	LTN	090, 90:E, 90:2E	TC	16	1759 N Celia Way	Layton		Developed
COM-N	LTN	100	TC	295	943 South 250 East	Layton	UT-03-0047	Developed
COM-N	NSL	004	TC	852	100 West Center St.	North Salt Lake	UT-03-0047	Developed
COM-N	NSL	012	TC	174	approx. 100 North West of Main	North Salt Lake	UT-03-0047	Developed
COM-N	NSL	012A	TC	326	approx. 100 North West of Main	North Salt Lake		Developed
COM-N	NSL	016	TC	2,773	685 North Main	North Salt Lake	UT-03-0047	Developed
COM-N	NSL	017	TC	7,606	25 East Pacific Ave.	North Salt Lake	UT-03-0047	Developed
COM-N	NSL	018	TC	9,784	20 East Union Ave.	North Salt Lake	UT-03-0047	Developed
COM-N	NSL	019	TC	16,169	25 East Union Ave.	North Salt Lake	UT-03-0047	Developed
COM-N	NSL	020	TC	896	130 East 1100 North	North Salt Lake	UT-03-0047	Developed
COM-N	NSL	021	TC	38	1000 West 2600 South	Woods Cross		
COM-N	OGD	014	TC	593	701 San Jose St.	Ogden	UT-03-0047	Developed
COM-N	OGD	040	TOD	403,540	22nd - 23rd St West of Wall Ave.	Ogden	UT-03-0047	Developed/Undeveloped
COM-N	OGD	055	TC	829	approx. 1700 South Glasgow Ave.	Ogden	UT-03-0047	Developed
COM-N	OGD	057	TC	7,472	approx. 1700 South Glasgow Ave.	Ogden	UT-03-0047	Developed
COM-N	OGD	058	TC	414	424 West 17th St.	Ogden	UT-03-0047	Developed
COM-N	OGD	061	TC	151	424 West 17th St.	Ogden	UT-03-0047	Developed
COM-N	PLV	009	TC	114	2650 North 1150 West	Pleasant View	UT-03-0047	Developed
COM-N	PLV	010 & 013	TC	49,223	1157 West 2700 North	Pleasant View	UT-03-0047	Developed
COM-N	PLV	011	TC	1,405	2660 North 1150 West	Pleasant View	UT-03-0047	Developed
COM-N	PLV	015	TC	382,631	1100 West 2700 North	Pleasant View	UT-03-0047	Developed/Undeveloped
COM-N	ROW:UP	001	TC	2,128,777			UT-03-0047	Preserved Corridor
COM-N	ROY	001	TC	4,131	2365 West 6000 South	Roy	UT-03-0047	Developed
COM-N	ROY	021	TC	369	5189 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	022	TC	456	5177 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	023	TC	419	5159 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	024	TC	392	5147 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	025	TC	395	5129 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	026	TC	431	5105 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	027	TC	428	5099 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	028	TC	451	5089 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	029	TC	282	5077 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	030	TC	224	5065 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	031	TC	214	5057 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	032	TC	140	5045 South 2675 West	Roy	UT-03-0047	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
COM-N	ROY	033	TC	107	5039 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	034	TC	115	5033 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	035	TC	75	5021 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	036	TC	86	5015 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	037	TC	149	5007 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	038	TC	202	5001 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	039	TC	168	4997 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	040	TC	199	4977 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	041	TC	188	4969 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	042	TC	233	4961 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	043	TC	335	4951 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	044	TC	367	4949 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	045	TC	444	4939 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	046	TC	398	4919 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	047	TC	429	4901 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	048	TC	469	4897 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	049	TC	475	4877 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	050	TC	446	4875 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	051	TC	370	4863 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	052	TC	234	4851 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	053	TC	54	4841 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	055	TC	456	4809 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	056	TC	671	2684 West 4800 South	Roy	UT-03-0047	Developed
COM-N	ROY	057	TC	347	4777 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	058	TC	409	4765 South 2675 West	Roy		Developed
COM-N	ROY	059	TC	374	4753 South 2675 West	Roy		Developed
COM-N	ROY	060	TC	307	4741 South 2675 West	Roy		Developed
COM-N	ROY	061	TC	297	4733 South 2675 West	Roy	UT-03-0047	Developed
COM-N	ROY	062	TC	344	4721 South 2675 West	Roy		Developed
COM-N	ROY	063	TC	368	4713 South 2675 West	Roy		Developed
COM-N	ROY	105:T	TC	4,227	706 West 4075 South	Roy		Developed
COM-N	ROY	106:T	TOD	884,707	2450 West 4000 South	Roy	UT-03-0047	Developed/Undeveloped
COM-N	ROY	110	TC	18,669	3900 South to 1900 west	Roy	UT-03-0047	Developed
COM-N	ROY	111	TC	4,074	approx. 2000 West 3650 South	Roy		Developed
COM-N	ROY	111B	TC	662	approx. 2000 West 3650 South	Roy		Developed
COM-N	ROY	112	TC	337	Approx. 2460 West 4000 South	Roy		Developed
COM-N	SLC	020	TC	51,401	476 West 200 North	Salt Lake	UT-03-0047	Developed

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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	UT-03-0047	Developed
COM-N	SLC	021B	TC	2,178	476 West 200 North (now 202 North 500 West per 2012 tax notice.)	Salt Lake	UT-03-0047	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	UT-03-0047	Developed
COM-N	SLC	023	TC	30,928	476 West 300 North (454 N 500 W per 2012 tax notice.)	Salt Lake	UT-03-0047	Developed
COM-N	SLC	024	TC	29,621	476 West 500 North (452 N 500 W per 2012 tax notice)	Salt Lake	UT-03-0047	Developed
COM-N	SNT	089	TC	52	2191 North 450 West	Sunset	UT-03-0047	Developed
COM-N	SNT	090	TC	118	2205 North 450 West	Sunset	UT-03-0047	Developed
COM-N	SNT	091	TC	141	2219 North 450 West	Sunset		Developed
COM-N	SNT	092	TC	161	2233 North 450 West	Sunset	UT-03-0047	Developed
COM-N	SNT	093	TC	181	2247 North 450 West	Sunset	UT-03-0047	Developed
COM-N	SNT	094	TC	201	2261 North 450 West	Sunset	UT-03-0047	Developed
COM-N	SNT	095:T	TC	9,148	2300 North 450 West	Sunset	UT-03-0047	Developed
COM-N	SNT	096	TC	365	2331 North 475 West	Sunset	UT-03-0047	Developed
COM-N	SNT	096B, 96:BE	TC	40	482 West 2300 North	Sunset	UT-03-0047	Developed
COM-N	SNT	096D	TC	206	482 West 2300 North	Sunset	UT-03-0047	Developed
COM-N	SNT	097	TC	175	2353 North 475 West	Sunset	UT-03-0047	Developed
COM-N	SNT	098	TC	242	2367 North 475 West	Sunset	UT-03-0047	Developed
COM-N	SNT	099	TC	202	2383 North 475 West	Sunset	UT-03-0047	Developed
COM-N	SNT	100	TC	199	2397 North 475 West	Sunset	UT-03-0047	Developed
COM-N	SNT	101	TC	190	2413 North 475 West	Sunset	UT-03-0047	Developed
COM-N	SNT	102	TC	148	2429 North 475 West	Sunset	UT-03-0047	Developed
COM-N	SNT	103	TC	273	2441 North 475 West	Sunset	UT-03-0047	Developed
COM-N	SNT	104	TC	385	2443 North Sequoia Dr.	Sunset	UT-03-0047	Developed
COM-N	SNT	105	TC	515	SW Terminus of Santa Ana St. west of 475 West	Sunset	UT-03-0047	Developed
COM-N	SNT	106	TC	10,368	Approx. 2450 North 475 West	Sunset	UT-03-0047	Developed
COM-N	WBL	004	TC	130,244	Approx. 350 North I-15 Southbound On Ramp	West Bountiful		Undeveloped
COM-N	WBL	005	TC	130,244	Approx. 300 North I-15 Southbound On Ramp	West Bountiful		Undeveloped
COM-N	WBL	023	TC	456	1168 North 550 West	West Bountiful	UT-03-0047	Developed
COM-N	WBL	045	TC	469	approx. 1800 North 500 West	West Bountiful	UT-03-0047	Developed
COM-N	WBL	045:B, 045:E	TC	121	Approx. 1800 North 500 West	West Bountiful	UT-03-0047	Developed
COM-N	WBL	045:D	TC	84	Approx. 1800 North 500 West	West Bountiful	UT-03-0047	Developed
COM-N	WBL	046; 046E	TC	252	500 South, 1100 West to I-15	West Bountiful		Developed
COM-N	WCU	001	TC	690	approx. 1850 West 3300 South	Weber County	UT-03-0047	Developed
COM-N	WCU	002	TC	523	1561 West 3300 South	Weber County	UT-03-0047	Developed
COM-N	WCU	005	TC	871	1440 West 3300 South	Weber County	UT-03-0047	Developed
COM-N	WX	001	TC	28	Approx. 1000 West 2600 South	Woods Cross	UT-03-0047	Developed
COM-N	WX	002	TC	22,664	245 East 1100 North	Woods Cross	UT-03-0047	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
COM-N	WX	005	TC	113	2224 South 925 West	Woods Cross	UT-03-0047	Developed
COM-N	WX	005:B	TC	75	2224 South 925 West	Woods Cross	UT-03-0047	Developed
COM-N	WX	035, 035:B	TC	902	885 West 1500 South St.	Woods Cross	UT-03-0047	Developed
COM-N	WX	052	TC	395	1104 South 800 West	Woods Cross	UT-03-0047	Developed
COM-N	WX	053	TC	488	1088 South 800 West	Woods Cross	UT-03-0047	Developed
COM-N	WX	054	TC	2,515	1040 South 800 West	Woods Cross	UT-03-0047	Developed
COM-N	WX	055	TC	365	986 South 800 West	Woods Cross	UT-03-0047	Developed
COM-N	WX	056	TC	5,227	960 South 800 West	Woods Cross	UT-03-0047	Developed/Undeveloped
COM-N	WX	057	TC	98,010	918 South 800 West	Woods Cross	UT-03-0047	Developed/Undeveloped
COM-N	WX	058:T	TC	90,169	898 South 800 West	Woods Cross	UT-03-0047	Developed/Undeveloped
COM-N	WX	059:T	TC	42,253	826 South 800 West	Woods Cross	UT-03-0047	Developed/Undeveloped
COM-N	WX	060:T	TC	14,375	800 South 800 West	Woods Cross	UT-03-0047	Developed/Undeveloped
COM-N	WX	061, 061:T	TC	56,716	784 South 800 West	Woods Cross	UT-03-0047	Developed/Undeveloped
COM-N	WX	062	TC	124,320	766 West 700 South	Woods Cross	UT-03-0047	Developed/Undeveloped
COM-N	WX	063:T	TC	69,565	728 West 700 South	Woods Cross	UT-03-0047	Developed/Undeveloped
COM-N	WX	065, 066, 066EQ	TC	1,228	700 South 800 West	Woods Cross	UT-03-0047	Developed
COM-N	WX	067, 067:E	TC	172	Corner of 700 South and 800 West	Woods Cross	UT-03-0047	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		Developed
COM-S	AMEND:11	002	TC	1,504	MP 757.11 to 757.18 Lakota Jct, - Eliminate Pinch & Relocate	Provo		Developed
COM-S	AMEND:11	003	TC	56,279	MP 711.02 - 711.95			Developed
COM-S	AMEND:11	004	TC	10,937	MP 713.13 - 714.40 - Tract 1	American Fork		Developed
COM-S	AMEND:11	005	TC	69,511	MP 713.13-714.40 - Tract 2	American Fork		Developed
COM-S	AMEND:11	006	TC	107,967	MP 715.01 - 716.53	Lehi		Developed
COM-S	AMEND:11	007	TC	12,239	MP 717.25-717.55 - Tract 1	Lehi		Developed
COM-S	AMEND:11	008	TC	18,191	MP 717.04-717.23 - Tract 2	Lehi		Developed
COM-S	AMEND:11	009	TC	7,592	MP 716.61-716.69 - Tract 3	Lehi		Developed
COM-S	AMEND:11	010	TC	5,520	MP 716.55-716.60 Tract 4	Lehi		Developed
COM-S	AMEND:11	011	TC	198,581	Mesa Siding relocation & South Jordan Narrows MP 719.65 to 721.85			Developed
COM-S	AMEND:11	012	TC	383,930	Relocate UPRR to the East (722.11 to 724.53)			Developed
COM-S	AMEND:11	013	TC	47,012	MP 725.40 - 726.31			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			Developed
COM-S	AMEND:11	015	TC	4,741	MP 732.08 - 732.32 - Tract 1			Developed
COM-S	AMEND:11	016	TC	59	MP 732.03 - 732.04 - Tract 2			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			Developed
COM-S	AMEND:11	018	TC	10,312	UTA Curve 1520 (North of 9000 South) MP 732.90 to 733.12			Developed
COM-S	AMEND:11	019	TC	64,708	MP 733.88 to 734.96			Developed
COM-S	AMEND:11	020	TC	2,878	Curve 1640 (South of 5900 South) MP 736.44 to 736.57			Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/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			Developed
COM-S	AMEND:11	022	TC	202,327	MP 741.57 to 742.28			Developed
COM-S	AMEND:11	023	TC	6,308	MP 752.32-752.40			Developed
COM-S	AMEND:12	001	TC	25,258	Salt Lake County, Provo Subdivision, 3.4c (Midvale Pinch 735.84-736.18)	Midvale		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 South to Martin Resources 743.64 to 743.76 & SLC 34 743.75 to 743.81)	Salt Lake		Developed
COM-S	AMEND:12	003	TC	38,088	Salt Lake County, Provo Subdivision, 3.4c	Salt Lake		Developed
COM-S	AMEND:12	004	TC	5,524	Salt Lake County, Provo Subdivision, 3.4c	Salt Lake		Developed
COM-S	AMF	001	TC	67,407	Corridor Parcel North of Vineyard Rd.	Lindon		Developed
COM-S	AMF	004	TC	117,399	200 North 2600 West	Lindon		Developed
COM-S	AMF	007, 006:E, 007:E, 007:2E, 007:3E	TC	1,251	Portion of 6400 North 56050 West	American Fork		Developed
COM-S	AMF	009, 010	TC	28,312	Corridor Parcel North of 1500 S	American Fork		Developed
COM-S	AMF	011, 011:E	TC	28,446	5296 West 6400 North	American Fork		Undeveloped
COM-S	AMF	012	TC	1,729	1300 S 500 E	American Fork		Developed
COM-S	AMF	013	TC	33,934	Corridor Parcel S of 1100 S	American Fork		Developed
COM-S	AMF	014, 014:ST	TC	66,228	1150 South 500 East Near American Fork	American Fork		Developed
COM-S	AMF	015	TC	3,514	398 East 1100 South	American Fork		Developed
COM-S	AMF	016	TC	28,998	American Fork	American Fork		Developed
COM-S	AMF	017, 018, 019	TC	63,508	850 North 860 East	American Fork		Developed
COM-S	AMF	020	TC	35,290	American Fork	American Fork		Developed
COM-S	AMF	021, 021:E, 021:2E	TC	44,074	7405 North 5750 West	American Fork		Developed
COM-S	AMF	022	TC	3,225	500 South 100 West	American Fork		Developed
COM-S	AMF	023, 024, 025, 026, 027, 028, 028:ST	TC	18,925	383 South, 415 South, 417 South, 431 South, 433 South, 50 West Circle	American Fork		Developed
COM-S	AMF	029, 030	TC	8,037	Approx. 400 S 100 W	American Fork		Developed
COM-S	AMF	031, 031:E, 032, 032:E	TC	14,465	American Fork	American Fork		Developed
COM-S	AMF	033	TC	3,118	American Fork	American Fork		Developed
COM-S	AMF	049; 049:E	TC	10,816	463 West 200 South	American Fork		Developed
COM-S	AMF	051	TC	20,405	410 West 200 South	American Fork		Developed
COM-S	AMF	052	TC	24,221	American Fork	American Fork		Developed
COM-S	AMF	053, 054, 055	TC	27,924	6670 West 7750 North & 7086 West 7750 North & 7110 West 7750 North	American Fork		Developed
COM-S	AMF	056 (Parcel 2)	TC	20,000	6786 West 7750 North	American Fork		Developed
COM-S	AMF	056 (Parcel 1)	TC	313,234	6786 West 7750 North	American Fork		Undeveloped
COM-S	AMF	058, 059	TC	75,505	7800 North 6800 West & American Fork UT, 84003	American Fork		Developed
COM-S	AMF	060	TC	8,146		American Fork		Developed
COM-S	AMF	066	TC	2,903	6500 North 5300 West	American Fork		Developed
COM-S	BLU	001, 001:E, 038:E	TC	10,555	Approx. 900 West 1700 South	Bluffdale		Developed
COM-S	BLU	002, 002B	TC	50,990	1302 West Jordan Narrows Rd. (16400 South Pony Express Rd. per 2012 tax notice)	Bluffdale		Developed
COM-S	BLU	006, 008	TC	33,886	16311 S Camp Williams Rd. (16200, 16400 South Pony Express Rd. per 2012 tax notices)	Riverton		Developed

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COM-S	BLU	009	TC	8,458	1361 W 16101 S	Bluffdale		Developed
COM-S	BLU	015, 015:E, 015:2E, 040	TC	14,446	1300 West 15200 South (15000 South per 2012 tax notice)	Bluffdale		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		Developed
COM-S	BLU	018	TC	70,928	14871 South 1300 West	Riverton		developed
COM-S	BLU	019, 020	TC	2,047,473	1269 West 14600 South	Bluffdale		Undeveloped
COM-S	BLU	023	TC	18,876	800 West 14600 South	Bluffdale		Developed
COM-S	BLU	024	TC	1,680	1012 West 14600 South	Bluffdale		Developed
COM-S	BLU	029	TOD	256,133	613 West 13300 South	Draper		Developed/Undeveloped
COM-S	BLU	031	TC	648	451 West 13124 South (2013 - 12673 Vista Station Blvd)	Bluffdale		Developed
COM-S	BLU	032	TC	455	451 West 13124 South (2013 - 12673 Vista Station Blvd)	Bluffdale		Developed
COM-S	BLU	033, 33:2, 33:3	TC	3,621	16131 South Camp Williams Rd.	Bluffdale		Developed
COM-S	BLU	034, 035, 035:ST	TC	71,249	1200 W 16000 S (15200 S Pony Express Rd. per 2012 tax notice)	Bluffdale		Developed
COM-S	BLU	041	TC	7,085	15500 South 1300 West	Bluffdale		Developed
COM-S	BLU	044	TC	772	15301 South 1300 West	Bluffdale		Developed
COM-S	DRA	001, 001:B, 001:E	TC	33,164	438 West 12300 South	Draper		Developed
COM-S	DRA	002	TC	6,067	477 West 12300 South	Draper		Developed
COM-S	DRA	005:T, 007:T	TC	13,649	484 West 12300 South (2013 - 490 W 12300 S)	Draper		Developed
COM-S	DRA	006:T	TC	1,221	482 West 12301 South (2013 - 490 W 12300 S)	Draper		Developed
COM-S	DRA	008:T	TC	4,653	472 West 12300 South (2013 - 490 W 12300 S)	Draper		Developed
COM-S	DRA	009:T	TC	61,043	490 West 12101 South (2013 - 490 W 12300 S)	Draper		Developed
COM-S	DRA	010:T	TC	5,977	11875 South 700 West (2013 - 490 W 12300 S)	Draper		Developed
COM-S	DRA	011:T	TC	4,235	11875 S 700 West	Draper		Developed
COM-S	DRA	012, 012:E, 012:2E	TC	35,314	11875 South 700 West	Draper		Undeveloped
COM-S	DRA	013, 013:E	TC	51,948	11713 South 700 West (425 w 11400 S per 2012 tax notice)	Draper		Developed
COM-S	DRA	015	TC	2,747	501 W 12300 S	Draper		Developed
COM-S	DRA	016	TC	359	12225 South Galena Park Blvd	Draper		Developed
COM-S	DRA	018:T	TC	40,458	483 West 12300 South	Draper		Developed
COM-S	LEH	002, 002:E, 002:2E	TC	395	700 South Center St.	Lehi		Developed
COM-S	LEH	008, 008:E; 008:B, 008:2E	TC	97	431 West 200 South	Lehi		Developed
COM-S	LEH	009, 009:E, 010B	TC	1,654	404 West 200 South	Lehi		Developed
COM-S	LEH	010:ST, 010:A	TC	4,050	143 South 400 West	Lehi		Developed
COM-S	LEH	011	TC	869	411 West 100 South	Lehi		Developed
COM-S	LEH	012, 082	TC	1,455	portion of 420 West 100 South	Lehi		Developed
COM-S	LEH	013, 013:E	TC	1,474	441 West Main St. (part of) .0338 Acres	Lehi		Developed
COM-S	LEH	014:T, 014B	TC	1,288	430 West Main & 41 North 400 West	Lehi		Developed
COM-S	LEH	015:T, 015B	TC	555	65 North 400 West	Lehi		Developed
COM-S	LEH	016	TC	8	Rodeo/500 West	Lehi		Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
COM-S	LEH	017	TC	32	Rodeo/ 500 West	Lehi		Developed
COM-S	LEH	018:T; 018B	TC	1,070	93 North 400 West	Lehi		Developed
COM-S	LEH	022, 022:E	TC	2,178		Lehi		Developed
COM-S	LEH	023, 023:E	TC	414	WD/Allred Park	Lehi		Developed
COM-S	LEH	024	TC	3,495	WD/Allred Park	Lehi		Developed
COM-S	LEH	025	TC	9,625	620 North Woods Dr.	Lehi		Developed
COM-S	LEH	026, 026:E, 026:2E	TC	13	644 N Woods Dr.	Lehi		Developed
COM-S	LEH	027, 027:E, 027:2E	TC	618	660 North Woods Dr.	Lehi		Developed
COM-S	LEH	028, 028:E, 28:2E	TC	422	680 North Woods Dr.	Lehi		Developed
COM-S	LEH	029, 029:E, 029:2E	TC	422	706 North Woods Dr.	Lehi		Developed
COM-S	LEH	030, 030:E, 030:2E, 030:3E	TC	433	726 North Woods Dr.	Lehi		Developed
COM-S	LEH	031, 031:E, 031:2E, 031:3E	TC	485	748 North Woods Dr.	Lehi		Developed
COM-S	LEH	032, 032:E, 032:2E, 032:3E	TC	667	768 North Woods Dr.	Lehi		Developed
COM-S	LEH	033, 033:E	TC	820	782 North Woods Dr.	Lehi		Developed
COM-S	LEH	034, 034:E, 034:2E	TC	96	812 North Timber Dr.	Lehi		Developed
COM-S	LEH	035, 035:E, 035:2E	TC	623	826 North Timber Dr.	Lehi		Developed
COM-S	LEH	036, 036:E	TC	352	850 North Timber Dr.	Lehi		Developed
COM-S	LEH	037, 037:E, 037:2E	TC	360	862 North Timber Dr.	Lehi		Developed
COM-S	LEH	038, 038:E, 038:2E	TC	544	876 North Timber Dr.	Lehi		Developed
COM-S	LEH	039, 039:E, 039:2E	TC	18,553		Lehi		Developed
COM-S	LEH	040, 040:E. 040:2E	TC	20,047	1200 West 1220 North	Lehi		Developed
COM-S	LEH	041, 041:E	TC	5,099	1346 West 1220 North	Lehi		Developed
COM-S	LEH	042, 042:E	TC	5,709	Vacant Land (Approx. 1500 West 1350 North)	Lehi		Developed
COM-S	LEH	043, 043:E	TC	11,607	Approx. 1600 West 1500 North	Lehi		Developed
COM-S	LEH	045, 045:E, 046, 047	TC	28,903	9152 West 9600 North	Lehi		Developed
COM-S	LEH	048, 048:E	TC	977	Greenfield Park	Lehi		Developed
COM-S	LEH	049, 049:E	TC	1,228	1839 West 1835 North	Lehi		Developed
COM-S	LEH	050, 050:E	TC	795	1848 West 1835 North	Lehi		Developed
COM-S	LEH	051, 051:E	TC	1,076	1884 North 1935 West	Lehi		Developed
COM-S	LEH	052, 052:E	TC	733	1915 North 1935 West	Lehi		Developed
COM-S	LEH	053, 053:E	TC	11,166	Corridor S of 2100 N St.	Lehi		Developed
COM-S	LEH	054, 054:E	TC	10	2218 North 2230 West	Lehi		Developed
COM-S	LEH	055, 055:E	TC	744	2124 North 2230 West	Lehi		Developed
COM-S	LEH	056, 056:E	TC	364	2136 North 2230 West	Lehi		Developed
COM-S	LEH	057, 057:E	TC	260	2142 N 2230 W	Orem		Developed
COM-S	LEH	058, 058:E	TC	260	2150 North 2230 West	Lehi		Developed
COM-S	LEH	059, 059:E	TC	260	2158 North 2230 West	Lehi		Developed

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COM-S	LEH	060, 060:E	TC	260	2168 North 2230 West	Lehi		Developed
COM-S	LEH	061, 061:E	TC	260	2178 North 2230 West	Lehi		Developed
COM-S	LEH	062, 062:E	TC	253	2266 North 2230 West	Lehi		Developed
COM-S	LEH	063, 063:E	TC	491	2192 North 2230 West	Lehi		Developed
COM-S	LEH	064, 064:E	TC	19	2238 W 2150 N	Lehi		Developed
COM-S	LEH	065, 065:E	TC	151	2208 N 2270 W	Lehi		Developed
COM-S	LEH	066, 066:E	TC	427	2218 N 2270 W	Lehi		Developed
COM-S	LEH	067, 067:E	TC	478	2230 North 2270 West	Lehi		Developed
COM-S	LEH	068, 068:E	TC	370	2235 North 2270 West	Lehi		Developed
COM-S	LEH	069, 069:E, 069:2E	TC	378	2280 North 2350 West	Lehi		Developed
COM-S	LEH	070, 070:E	TC	314	2288 North 2350 West	Lehi		Developed
COM-S	LEH	071, 071:E	TC	247	2296 N 2350 W	Lehi		Developed
COM-S	LEH	072, 072:E	TC	206	2304 N 2350 W	Lehi		Developed
COM-S	LEH	073, 073:E	TC	288	2316 N . 2350 West	Lehi		Developed
COM-S	LEH	074	TC	511	2332 North 2350 West	Lehi		Developed
COM-S	LEH	075:T	TC	6,254	Lot 250, Plat B, Cranberry Farms Sub.	Lehi		Developed
COM-S	LEH	076	TC	260	Part of Lot 201, Plat B, Cranberry Farms Sub.	Lehi		Developed
COM-S	LEH	077, 077:B, 077:E, 077:2E, 077:3E	TC	28,961	Part of 3100 North and 3300 North Garden Dr.	Lehi		Undeveloped
COM-S	LEH	079, 079:B, 079:D	TC	110,777	part of 3100 North and 3300 North Garden Dr.	Lehi		Undeveloped
COM-S	LEH	080	TC	479,160	3101 North Ashton Blvd (Lehi FrontRunner Station)	American Fork		Undeveloped
COM-S	LEH	084	TC	4,449	2975 W Executive Pkwy.	Lehi		Developed
COM-S	LEH	085	TC	6,275	3049 West Executive Parkway	Lehi		Developed
COM-S	LEH	088	TC	6,919	Approx. 11000 West 11600 North	Lehi		Developed
COM-S	LEH	089, 089:ST	TC	1,793	No address listed by assessor	Lehi		Developed
COM-S	LEH	090, 90:E	TC	707	portion of 1036 West Timber Dr.	Lehi		Developed
COM-S	LEH	093, 093B, 093:E	TC	1,775	Rodeo/500 West	Lehi		Developed
COM-S	LEH	098	TC	918	2000-2400 West 2100 North	Lehi		Developed
COM-S	LEH	400W-1, 2, 3	TC	67,462	400 West from Main St. to 200 South - St. Purchase	Lehi		Developed
COM-S	MUR	004	TC	1,861	6234 South 300 West	Murray		Developed
COM-S	MUR	005, 005:E	TC	17	6160 South 357 West	Murray		Developed
COM-S	MUR	006, 006:E, 006:2E, 006:B, 007, 007:E, 007:2E	TC	735	338 West 6160 South & 6114 South 350 West (6100 S 300 W per 2012 Tax Notice)	Murray		Developed
COM-S	MUR	008, 008:E, 008:2E	TC	105	6130 South 350 West	Murray		Developed
COM-S	MUR	009, 009:E, 009:2E	TC	123	6110 South 350 West B	Murray		Developed
COM-S	MUR	012, 012:E, 012:2E	TC	1,526	5914 South 350 West	Murray		Developed
COM-S	MUR	013, 013:E, 055:E	TC	2,606	328, 358 West 5900 South	Murray		Developed
COM-S	MUR	016	TC	3,537	5790 South 300 West (5788 South per Tax Id. No.)	Murray		Developed
COM-S	MUR	017, 017:E	TC	2,029	5780 South 300 West (5778 So. per 2012 tax notice.)	Murray		Developed

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COM-S	MUR	018, 018:E, 018:2E	TC	3,676	5680 South 300 West (5678 South per 2012 tax notice.)	Murray		Developed
COM-S	MUR	019, 019:E, 020	TC	6,881	5650-5662 South 300 West (5648 S per 2012 tax notice. [-003]); (5664 S per 2012 tax notice. [-004])	Murray		Developed
COM-S	MUR	021	TC	18,783	5590 South 300 West (5604 So. per 2012 tax notice.)	Murray		Developed
COM-S	MUR	022	TC	2,936	5568 South 300 West	Murray		Developed
COM-S	MUR	023, 023:E	TC	2,486	312 West Anderson Ave. (5560 South) #SEG (310 West per 2012 tax notice.)	Murray		Developed
COM-S	MUR	024	TC	528	5510 South 300 West	Murray		Developed
COM-S	MUR	025, 026, 027	TC	218,671	149,151, 171 West Vine St.	Murray		Developed
COM-S	MUR	028, 028:E	TC	26,852	100 West 4th Ave. (136 West Vine St. pper 2012 tax notice.)	Murray		Developed
COM-S	MUR	030, 030:E	TC	2,444	4800 South 153 West (153 West Vine St. per 2012 tax notice.)	Murray		Developed
COM-S	MUR	031, 031:E	TC	338	4642-4656 South 160 West (4640 S per 2012 tax notice.)	Murray		Developed
COM-S	MUR	032	TC	2,530	4538 South 160 West (153 W 4500 S per 2012 tax notice.)	Murray		Developed
COM-S	MUR	033	TC	270	4537 South 200 West	Murray		Developed
COM-S	MUR	034	TC	19,737	175 West 4500 South	Murray		Developed
COM-S	MUR	035, 035:E	TC	2,194	120 W Fireclay Ave.	Murray		Developed
COM-S	MUR	036, 036:E	TC	2,743	175 West Central Ave. #REAR	Murray		Developed
COM-S	MUR	037, 037:E, 037:2E, 037:3E	TC	413	4010 South Howick St. (4008 South per 2012 tax notice.)	Murray		Developed
COM-S	MUR	039, 039:E	TC	82	3942 South Howick St. (299 W 3900 S per 2012 tax notice.)	Murray		Developed
COM-S	MUR	041, 041:E	TC	1,607	3808 South 300 West	Murray		Developed
COM-S	MUR	042, 042:2	TC	8,965	205 West 4500 South	Murray		Developed
COM-S	MUR	043	TC	998	573 West 2890 South	Salt Lake		Developed
COM-S	MUR	044	TC	311	154 West 4800 South	Salt Lake		Developed
COM-S	MUR	048, 048:E	TC	656	part of 174 West 4800 South	Murray		Developed
COM-S	MUR	050, 050:E	TC	107	6160 South 357 West	Murray		Developed
COM-S	MUR	051, 051:E	TC	94	5948-5956 South 350 West	Murray		Developed
COM-S	MUR	052, 052:E	TC	208	5948-5956 South 350 West	Murray		Developed
COM-S	MUR	053, 053:E	TC	199	5932 South 350 West	Murray		Developed
COM-S	MUR	054, 054:E, 054:2E	TC	249	5918-5924 South 350 West (5916 So. per 2012 tax notice.)	Murray		Developed
COM-S	MUR	056	TC	340	168 West 4800 South (166 West per 2012 tax notice.)	Murray		Developed
COM-S	MUR	057	TC	447	158 West 4800 South	Murray		Developed
COM-S	MUR	058	TC	53	156 West 4800 South (160 W per 2012 tax notice.)	Murray		Developed
COM-S	MUR	064	TC	1,844	5958 South 350 West (5960 So. per 2012 tax notice.)	Murray		Developed
COM-S	MUR	067, 067B, 067D, 067:E	TC	16,195	219 West Central Ave. (217 West per 2012 tax notice.)	Murray		Developed
COM-S	ORM	000	TOD	58,066	1357 West 800 South	Orem	UT-95-X003-01, 9504	Developed
COM-S	ORM	003, 003:E	TC	1,199	1054 West 1290 South	Orem		Developed
COM-S	ORM	005	TC	4,935	1200 South 1200 West	Orem		Developed
COM-S	ORM	007, 006	TC	36,493	Approx. 1100 South 800 West	Orem		Developed
COM-S	ORM	008, 009	TOD	358,209	1000 South 1200 West	Orem	UT-95-X003-01	Undeveloped

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COM-S	ORM	010, 010:ST	TOD	60,463	1341 West 800 South	Orem		Developed
COM-S	ORM	011, 011:ST, 011ST:E	TC	11,239	1348 West 800 South	Orem		Developed
COM-S	ORM	012	TC	1,945	779 South 1370 West	Orem		Developed
COM-S	ORM	013	TC	1,293	769 South 1370 West	Orem		Developed
COM-S	ORM	014	TC	981	759 S 1370 W	Orem		Developed
COM-S	ORM	016	TC	1,099	743 South 1370 West	Orem		Developed
COM-S	ORM	017	TC	1,040	731 South 1370 West	Orem		Developed
COM-S	ORM	018	TC	1,040	723 South 1370 West	Orem		Developed
COM-S	ORM	019	TC	1,040	713 S 1370 W	Orem		Developed
COM-S	ORM	020	TC	1,053	707 South 1370 West	Orem		Developed
COM-S	ORM	021	TC	1,039	701 South 1370 West	Orem		Developed
COM-S	ORM	022	TC	1,850	1431 West 650 South	Orem		Developed
COM-S	ORM	023	TC	1,515	1432 West 650 South	Orem		Developed
COM-S	ORM	024	TC	425	1438 West 650 South	Orem		Developed
COM-S	ORM	025	TC	808	623 S 1470 West	Orem		Developed
COM-S	ORM	026	TC	904	611 S 1470 W	Orem		Developed
COM-S	ORM	027	TC	720	601 South 1470 West	Orem		Developed
COM-S	ORM	028	TC	720	591 South 1470 West	Orem		Developed
COM-S	ORM	029	TC	720	579 South 1470 West	Orem		Developed
COM-S	ORM	030	TC	880	571 South 1470 West	Orem		Developed
COM-S	ORM	038, 038:E, 039, 039:E, 040, 040:E	TC	6,376	part of 435 & 519 South Geneva Rd.	Orem		Undeveloped/Developed
COM-S	ORM	UVU-1, UVU-2	TOD	1,215	800 South University Parkway	Orem		Developed
COM-S	PRV	001, 001:E	TC	13,966	376 East 900 South	Provo		Developed
COM-S	PRV	002	TC	9,647	Corridor N of 900 S St.	Provo		Developed
COM-S	PRV	003	TC	8,615	Part of 600 North 300 West	Provo		Developed
COM-S	PRV	004, 005, 006	TC	8,658	801 South 250 East	Provo		Developed
COM-S	PRV	007	TC	3,601	765 South 100 East	Provo		Developed
COM-S	PRV	008, 009	TC	7,732	55 East 680 South	Provo		Developed
COM-S	PRV	010, 011	TC	3,743	600 South 250 West	Provo		Developed
COM-S	PRV	012, 012ST	TC	1,967	283 West 600 South	Provo		Developed
COM-S	PRV	013	TC	2,601	1900 West 600 North	Provo		Developed
COM-S	PRV	014, 014:2E	TC	3,672	Corridor N of Provo River	Provo		Developed
COM-S	PRV	018	TC	143,847	2575 West 1680 North	Provo		Developed
COM-S	PRV	021, 022, 048:1, 048:2	TC	1,843	700 South 300 West	Provo		Developed
COM-S	PRV	029, 029:E	TC	2,196	530 West 2000 South	Provo		Developed
COM-S	PRV	030	TC	11,611	1000 West 1600 South	Provo		Developed
COM-S	PRV	031	TC	685	370 North Draper Ln.	Provo		Developed

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COM-S	PRV	032, 033:1, 033:2	TC	8,408	Part of 600 North Draper Ln.	Provo		Developed
COM-S	PRV	034, 034:E, 034:2E	TC	1,837	650 South 200 West	Provo		Developed
COM-S	PRV	039:T	TC	6,970	Part of 500 S St.	Provo		Developed
COM-S	PRV	040	TC	3,123	455 South 900 West	Provo		Developed
COM-S	PRV	050	TC	1,620	750 South 650 West	Provo		Developed
COM-S	PRV	052, 052:E, 052:2E	TC	449	623 South 700 West	Provo		Developed
COM-S	PRV	078	TC	1,261	670 South 100 East	Provo		Developed
COM-S	PRV	080	TC	399	600 South 300 West	Provo		Developed
COM-S	PRV	085	TC	1,800	450 East 900 South	Provo		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 South Parkway, 9869 & 9901 S Jordan Gateway,	Sandy		Developed
COM-S	SAN	003 & 004, 003B, 003:E, 003:2E 003:4E	TC	91,618	9424, 9768 South 300 West	Sandy		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		Developed
COM-S	SAN	006, 006:E, 006:2E, 007, 007:E , 007:2E, 007:3E	TC	2,562	9150 South 300 West (9162 S per 2012 tax notice for both)	Sandy		Developed
COM-S	SAN	008, 008:E, 008:2E, 008:3E	TC	424	9110 South 300 West	Midvale		Developed
COM-S	SAN	009, 009:E, 009:2E	TC	723	9084 South 300 West	Sandy		Developed
COM-S	SAN	010, 010:E, 010:2E, 010:3E	TC	423	355-385 West 9000 South	Midvale		Developed
COM-S	SLC	001, 001:E	TC	241	3766 South 300 West	South Salt Lake		Developed
COM-S	SLC	003, 003:E, 004, 004:E	TC	236	3732 & 3724 South 300 West	Salt Lake		Developed
COM-S	SLC	005, 005:E	TC	60	3690 South 300 West	Salt Lake		Developed
COM-S	SLC	006, 006:E	TC	294	3650 South 300 West	Salt Lake		Developed
COM-S	SLC	007	TC	4,180	3636 South 300 West (3634 South per 2012 tax notice.)	Salt Lake		Developed
COM-S	SLC	008	TC	3,088	3596-3604 South 300 West (3594 S per 2012 tax notice.)	Salt Lake		Developed
COM-S	SLC	009, 009:E, 010, 010:E	TC	1,968	3592 S & 3586 South 300 West (3590 So. per 2012 tax notice.)	Salt Lake		Developed
COM-S	SLC	011, 011:E, 012, 012:E, 013, 013:E	TC	5,176	3580, 3572, 3566 South 300 West - Revised addresses per 2012 tax notice. (3578 South for -015 [prev. 3580]); (3564 So. for -003 [prev. 3566])	Salt Lake		Developed
COM-S	SLC	014, 014:E	TC	2,139	3530 S 300 W	Salt Lake		Developed
COM-S	SLC	016, 016:E	TC	1,920	3202 South 460 West (450 W 3300 S per 2012 tax notice.)	South Salt Lake		Developed
COM-S	SLC	017	TC	6,333	3180 South Davis Dr. (3182 South per 2012 tax notice.)	Salt Lake		Developed
COM-S	SLC	018	TC	3,413	3140 South Davis Dr. (460 W)	South Salt Lake		Developed
COM-S	SLC	019, 019:E	TC	2,970	3124 South Davis Dr.	Salt Lake		Developed
COM-S	SLC	020, 020:E	TC	10,841	3096 South 460 West (Davis Dr.)	Salt Lake		Developed
COM-S	SLC	021	TC	6,479	3052 South Davis Dr.	South Salt Lake		Developed
COM-S	SLC	022, 022:E, 022:3E	TC	23,415	573 West 2890 South	Salt Lake		Developed
COM-S	SLC	023, 23B, 23E	TC	154,103	573 W 2890 South, SLC	Salt Lake		Developed
COM-S	SLC	024, 024:E	TC	3,311	2747 South 600 West # APXBT (2772 South per 2012 tax notice.)	South Salt Lake		Developed
COM-S	SLC	025	TC	4,019	1890 South 500 West	Salt Lake		Developed
COM-S	SLC	028, 028:E, 028:2E	TC	320	536 West Pickett Circle	Salt Lake		Developed
COM-S	SLC	030	TC	7,430	551 West 1700 South	Salt Lake		Developed

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COM-S	SLC	031, 031:E	TC	35,046	550 West 1700 South	Salt Lake		Developed
COM-S	SLC	032, 032:E, 032:2E, 032:3E	TC	11,407	1514 South 500 West (1532 South per 2012 tax notice.)	Salt Lake		Developed
COM-S	SLC	033	TC	2,929	525 West 1300 South	Salt Lake		Developed
COM-S	SLC	035, (023 ~ property trade)	TC	44,555	614 West 600 South	Salt Lake		Developed
COM-S	SLC	039, 039:E	TC	615	619 West 700 South (618 West 800 South per 2012 tax notice.)	Salt Lake		Developed
COM-S	SLC	043, 043:E	TC	67	3650 South 300 West	Salt Lake		Developed
COM-S	SLC	045, 045:E	TC	17,745	1050 South 500 West (1052 South per 2012 tax notice.)	Salt Lake		Developed
COM-S	SLC	047	TC	7,788	604 West 700 South	Salt Lake		Developed
COM-S	SLC	048	TC	3,960	615 West 800 South	Salt Lake		Developed
COM-S	SLC	051	TC	-	643 West 800 South	Salt Lake		Developed
COM-S	SOJ	002, 002:E	TC	2,953	part of 11351 South 445 West	South Jordan		Developed
COM-S	SOJ	003, 003:E	TC	991	11337 South 445 West (11295 South per 2012 tax notice)	South Jordan		Developed
COM-S	SOJ	004	TC	1,792	11321 South 445 West	South Jordan		Developed
COM-S	SOJ	005	TC	2,288	11295 South 445 West	South Jordan		Developed
COM-S	SOJ	006	TC	1,656	11279 South 445 West	South Jordan		Developed
COM-S	SOJ	007	TC	1,487	portion of 11263 South 445 West	South Jordan		Developed
COM-S	SOJ	008, 009	TC	2,858	11231 South 445 West	South Jordan		Developed
COM-S	SOJ	010	TC	21,551	11065 South Sterling Veiw Dr.	South Jordan		Developed
COM-S	SOJ	012, 012:B, 012:E, 012:2E, 012:3E, 012:4E, 012:5E	TC	1,327	10726 South 418 West (10715 S Jordan Gateway per 2012 tax notice.)	South Jordan		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		Developed
COM-S	SOJ	014, 014:E	TC	10,007	10512 South 300 West	South Jordan		Developed
COM-S	SOJ	015, 015:E; 015:2E	TC	5,596	10499 South Jordan Gateway	South Jordan		Developed
COM-S	SOJ	016:T, 016:3E (RMP Wo# 005499863)	TOD	33,751	10447 South Jordan Gateway	South Jordan		Developed
COM-S	SOJ	017, 018, 017:E, 017:2E, 018:E	TC	14,231	10401, 10421 South Jordan Gateway	South Jordan		Developed
COM-S	SOJ	019, 020, 023	TOD	201,926	10278 S 300 W, 10351 & 10383 S Jordan Gateway	South Jordan		Undeveloped
COM-S	SOJ	021	TOD	75,680	10278 South 300 West (2012 - 10333 South Jordan Gateway)	South Jordan		Developed
COM-S	SOJ	022, 024, 024:E, 024:2E, 028	TOD	31,653	10278 South 300 West (377 W 10200 S per 2012 Tax Notice)	South Jordan		Undeveloped
COM-S	SOJ	025B, 025B:E, 025B:2E, 025B:3E, 025B:4E, 025B:5E	TC	8,970	10200 South 406 West (364 W 10200 S, 10097 S Jordan Gateway per 2012 tax notice)	South Jordan		Developed
COM-S	SPR	I15-6:247BN:Z2	TC	14,497	Approx. 1400 West/1600 South (40.145313, -111.638842)	Springville		
COM-S	VIN	002	TC	385,440	ROW between 1600 North & 400	Vineyard		Developed
COM-S	VIN	002B, 002D	TC	1,938	ROW between 1600 North & 400	Vineyard		Developed
COM-S	VIN	003	TC	8,672	257 South Vineyard Rd.	Vineyard		Developed
COM-S	VIN	006	TC	239	A portion of Vineyard road just north of the 3600 North intersection	Vineyard		Developed
DD	MSP102	001	TC	10,890	714 & 716 West 300 South	Salt Lake	UT-2017-002-00	Developed
DD	MSP102	003	TC	5,395	716 West 300 South	Salt Lake	UT-04-0022	Developed
DD	MSP102	004	TC	1,562	400 South 600 West	Salt Lake	UT-04-0022	Developed
DRLRT	DRE	003:T	TC	643	362 E 11400 S (361 E per 2012 tax notice)	Draper		Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
DRLRT	DRE	009, 009:E	TC	389	12091 South 800 East	Draper		Developed
DRLRT	DRE	011, 011:E, 011:2E	TC	5,646	781 East 11900 South (Vacant 11900 South State (800 East per 2012 tax notice)	Draper	UT-03-0057	Developed
DRLRT	DRE	015, 15:E	TC	221,000	1075 - 1085 East 12300 South (2013 - 1085 & 1086 E Draper Pkwy & 1134 E Pioneer Rd)	Draper	UT-03-0057	Developed
DRLRT	DRE	017:T, 018:T, 017:E	TC	113,692	11824, 11832, 11840 S 700 E	Draper	UT-03-0057	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	UT-03-0057	Developed
DRLRT	DRE	021:T	TC	117,612	11400 South 361 East (358 E La Vera Ln. per 2011 tax notice)	Sandy		Undeveloped
DRLRT	DRE	022:T	TC	89,734	331 East 11400 South	Draper	UT-03-0057	Developed
DRLRT	DRE	026	TC	2,676	466 East Camden Park Ct.	Draper	UT-03-0057	Developed
DRLRT	DRE	027	TC	762	469 East Camden Park Ct.	Draper	UT-03-0057	Developed
DRLRT	DRE	028	TC	7,343	409 E 11000 S	Draper	UT-03-0057	Developed
DRLRT	DRE	029	TC	12,056	411 E 11400 S (2013 - 409 E 11400 S)	Draper	UT-03-0057	Developed
DRLRT	DRE	042	TC	278	476 E Camden Park Court	Draper		Developed
DRLRT	DRE	043	TC	1,189	11462 Camden Park Ln.	Draper	UT-03-0057	Developed
DRLRT	DRE	044	TC	1,120	11476 S Camden Park Ln.	Draper	UT-03-0057	Developed
DRLRT	DRE	045, 045:E	TC	475	11486 South Camden Park Ln.	Draper	UT-03-0057	Developed
DRLRT	DRE	046, 046:E	TC	94	11498 South Camden Park Ln.	Draper		Developed
DRLRT	DRE	052	TC	82	12300 South St. (SE Corner - Draper Parkway & UTA ROW)	Draper		Developed
DRLRT	DRE	053	TC	-	867 E 12200 S	Draper	UT-03-0057	Developed
EIM	EIM	001	TC	752,891	669 W 200 South	Salt Lake		Developed
FR2X	PIN 20253	124:Z	TC	558	642 Sunset Fields Cir	Lehi		
FR2X	PIN 20253	130:Z	TC	333	102 W 700 S	Lehi		
FR2X	PIN 20253	131:Z	TC	266	124 W 700 S	Lehi		
FR2X	PIN 20253	132:Z	TC	265	148 W 700 S	Lehi		
FR2X	PIN 20253	134:Z	TC	141	198 W 700 S	Lehi		
FR2X	PIN 20253	137:Z	TC	5,210	380 W 500 S	Lehi		
FRNX	BOX	1002:T	TC	72,310	Approx. 865 West 8700 South	Willard		Developed
FRNX	BOX	1051	TC	8,921	188 South 200 West	Willard		Developed
FRNX	BOX	1070	TC	1,632,572	550 W 750 N	Willard		Developed
FRNX	BOX	1087:T, & REF 1087:T	TC	65,049	Approx. 3350 South Perry St.	Perry		Developed
FRNX	BRG	001	TC	196,455	199 South 800 West	Brigham		Developed/Undeveloped
FRNX	BRG	1121, 1121E	TC	469,927	Approx. 1200 West 1100 South	Brigham		Developed
FRNX	BRG	1142, 1142:E	TC	45,832	532 South 900 West	Brigham		Developed
FRNX	BRG	1143	TC	3,519	450 South 900 West	Brigham		Developed
FRNX	BRG	1148	TC	31,092	Approx. 260 South 800 West	Brigham		Developed
FRNX	HAR	130:T	TC	1,030,630	Approx. 400 W North St.	Harrisville		
FRNX	PER	1086, 1086:2	TC	28,629	Approx. 1402 W 3550 S	Perry		
FRNX	PER	1097	TC	16,664	Approx. 1501 West 3225 South	Perry		Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
FRNX	PER	1098	TC	18,440	Approx. 3160 S Perry St	Perry		Developed
FRNX	PER	1106	TC	742	1500 West 2950 South	Perry		
FRNX	PER	1107	TC	760	Approx. 1490 W 2950 S	Perry		
FRNX	PER	1108	TC	2,907	Approx. 1310 West Cannery St.	Perry		Developed
FRNX	PER	1109, 1109:2	TC	12,852	Approx. 2850 S Perry St	Perry		Developed
FRNX	PER	1118, 1118:2	TC	205,800	Approx. 1380, 1450 & 1502 West Davis Dr.	Perry		Developed
FRNX	PER	1119	TC	37,752	Approx. 1770 S Frontage St	Perry		
FRNX	WLD	1049	TC	39,103	Approx. 200 to 400 South 200 West	Willard		
FRNX	WLD	1050B	TC	70,283	Approx. 200 to 400 South 200 West	Willard		
FRNX	WLD	1052	TC	24,413	Approx. 110 South 250 West	Willard		Developed
FRNX	WLD	1055	TC	4,428	68 S 500 W	Willard		Developed
FRNX	WLD	1071:T	TC	80,214	Approx. 500 West 750 North	Willard		Developed
FRNX	WLD	1072	TC	139,427	Approx. 350 West to 500 750 North	Willard		
FRNX	WLD	1083, 1083:2	TC	90,102	3630 South Perry St.	Willard		Developed
FRNX	WLD	800	TC	941,394	Approx. 6800 to 8700 South and 200 West	Willard		Undeveloped
FTU	BRT	052, 052E	TC	311,310	5600 W 5400 S	West Valley		Undeveloped
FTU	FTU	001	TC	122,866	17th St. and Gibson Ave	Ogden		Undeveloped
FTU	FTU	002	TC	12,197	1763 Gibson Ave	Ogden		Undeveloped
FTU	FTU	003	TC	416,434	1731 Gibson Ave	Ogden		Undeveloped
FTU	FTU	004	TC	226,076	1700 South St.	Ogden		Undeveloped
FTU	FTU	024	TC	29,621	1300 South 525 West	Salt Lake		Undeveloped
FTU	FTU	025	TC	259,182	2053 South 900 West (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		Developed
FTU	FTU	029	TC	59,781	4864 S Box Elder St	Murray		Developed
FTU	FTU	031	TC	19,603	41 W 4800 S	Murray		Undeveloped
FTU	FTU	033 (Disp. UDOT Ref. Parcel 18)	TC	2,666	7776 S State St	Midvale		Undeveloped
FTU	FTU	034 (Disp. UDOT Ref. Parcel 18, 18:2E, 18P)	TC	18,219	7788 S State	Midvale		Undeveloped
FTU	FTU	035 (Disp. UDOT Ref. Parcel 18)	TC	11,678	7768 S State St	Midvale		Undeveloped
FTU	FTU	036 (Disp. UDOT Ref. Parcel 18)	TC	19,675	7750 S State St	Midvale		Undeveloped
FTU	FTU	038	TC	8,320	8245 South State St.	Midvale		Developed/Undeveloped
FTU	FTU	039	TC	4,704	8236 South 100 East (8245 So. State per 2012 tax notice)	Sandy		Undeveloped
FTU	FTU	043	TC	17,860	Part of Sec 23, T43, R1W, SLB &M	Draper		Undeveloped
FTU	FTU	044	TC	464,350	211 W Highland Dr.	Draper		Undeveloped
FTU	FTU	045	TC	108,464	2340 South 900 West	South Salt Lake		Developed
FTU	FTU	046	TC	36,957	3475 W Norris View Ln.	West Jordan		Developed
MF	MF	019	TC	95,832	120 South 600 West (630 W 200 S per recorder's site)	Salt Lake	UT-03-0008	Developed
MF	MF	020	TC	13,504	143 S 700 West	Salt Lake	UT-03-0008	Developed
MF	MF	021	TC	154,638	630 W 200 S	Salt Lake	UT-03-0008	Developed

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MF	MF	022	TC	12,632	161 South 700 West	Salt Lake	UT-03-0008	Developed
MF	MF	023	TC	40,511	133 S 700 W (630 West 200 South per 2012 tax notice.)	Salt Lake	UT-03-0008	Developed
MF	MF	027	TC	3,105,692	3667 S 1030 W (2015) & 3562 & 3610 S 900 West & 898 W Fine Dr. (2015)	Salt Lake	UT-03-0042-04	Developed/Undeveloped
MF	MF	032	TC	591,577	582 West 6960 South (602 W 6960 S, 600 W 6961 S per 2012 tax notice.)	Salt Lake	UT-03-055-07	Developed
MF	MF	045	TC	80,329	1100 West Geneva Rd.	Orem	UT-03-0112	Developed
MF	MF	046	TC	786,258	1200 South Geneva Rd.	Orem	UT-03-0112	Developed
MF	MF	MF-007-016,F	TC	510,752	137 West 17th St.	Ogden	UT-03-0009	Developed
MF	MSP081	001	TC	45,482	90 S Garnet St., Suite 2	Tooele		Developed
MJLRT	MJ	000	TC	4,286,304	Remainder of Bingham Industrial Lead from 0.18 to 6.60 and Dalton Spur	West Jordan	UT-03-0055	Preserved Corridor
MJLRT	MJ	001, 001:E	TC	13,359	6300 South 300 West	Murray	UT-03-0055	Developed
MJLRT	MJ	002	TC	47,289	6395 S Cottonwood St. (2012)	Murray	UT-03-0055	Developed
MJLRT	MJ	004	TC	21,780	301 West Winchester, 6429 South Meyers Ln.	Murray	UT-03-0055	Developed
MJLRT	MJ	005	TC	16,932	6425 South Meyers Ln.	Murray	UT-03-0055	Developed
MJLRT	MJ	012:T	TC	11,288	6435 South Meyers Ln.	Murray	UT-03-0055	Developed
MJLRT	MJ	014, 014:E, 015, 015:E	TC	8,092	6450 South & 6464 South Cottonwood St.	Murray	UT-03-0055	Developed
MJLRT	MJ	016	TC	252	389 W Winchester Ave.	Murray	UT-03-0055	Developed
MJLRT	MJ	017, 017:E, 018, 018:E	TC	2,046	397 West Winchester St.	Murray	UT-03-0055	Developed
MJLRT	MJ	019, 020	TC	1,223	411 West Winchester St.	Murray	UT-03-0055	Developed
MJLRT	MJ	023, 023:E	TC	1,951	7125 South 600 West #SEG	Murray	UT-03-0055	Developed
MJLRT	MJ	024, 024:2	TC	8,999	591 West Ninth Ave.	Midvale	UT-03-0055	Developed
MJLRT	MJ	025, 025:E	TC	2,691	621 West Ninth Ave.	Midvale	UT-03-0055	Developed
MJLRT	MJ	026, 026:E, 026:2E, 098:E, 104:E	TC	191,229	7387 South Bingham Junction Blvd.	Midvale	UT-03-0055	Developed
MJLRT	MJ	031, 032	TC	20,909	1073 West 7800 South	West Jordan	UT-03-0055	Developed
MJLRT	MJ	033	TC	28,314	1099 W 7800 S (1095 W per 2012 tax notice)	West Jordan	UT-03-0055	Developed
MJLRT	MJ	034:T, 039:T	TC	23,479	1100 W 7800 S	West Jordan		Developed
MJLRT	MJ	035	TC	33,106	1135 West 7800 South	West Jordan	UT-03-0055	Developed
MJLRT	MJ	037	TC	784	997 West 7800 South	West Jordan	UT-03-0055	Developed
MJLRT	MJ	038	TC	222	991 West 7800 South	West Jordan	UT-03-0055	Developed
MJLRT	MJ	041, 091, 099, 100, 102, 102:E, 102B	TC	20,216	2150 West Sugar Factory Rd. (-041 = 7901 S 1300 W; -099 = 1094 W 7800 S per tax notice) (-004 = 1099 W 7800 S)	West Jordan		Developed
MJLRT	MJ	042:T	TC	3,049	7897 South 1300 West	Salt Lake	UT-03-0055	Developed
MJLRT	MJ	046, 046:E, 046:2E, 046:3E	TC	3,152	7902 South 1410 West	West Jordan	UT-03-0055	Developed
MJLRT	MJ	047, 048, 048B	TC	351,530	1563 West 8020 South & 8021 South Redwood Rd. (8059 So. per 2012 Tax Notice for -002, the other two retain the same address)	West Jordan	UT-03-0055	Developed
MJLRT	MJ	051	TC	3,073	8065 South Redwood Rd.	West Jordan	UT-03-0055	Developed
MJLRT	MJ	052	TC	627	8071 South Redwood Rd.	West Jordan	UT-03-0055	Developed
MJLRT	MJ	055, 055:2, 055:2:E, 055:E, 057:T	TC	195,584	8305 S, 8323 S 2700 West (8351, 8349 South for -005, -006 per 2012 tax notice.)	West Jordan	UT-03-0055	Developed
MJLRT	MJ	056	TC	67,954	8349 South 2700 West	West Jordan	UT-03-0055	Developed
MJLRT	MJ	058	TC	17,758	8399 South Dunlop Dr.	West Jordan	UT-03-0055	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
MJLRT	MJ	058B	TC	19,331	8399 South Dunlop Dr.	West Jordan	UT-03-0055	Developed
MJLRT	MJ	060, 060:E	TC	3,500	8523 South 2940 West	West Jordan	UT-03-0055	Developed
MJLRT	MJ	065, 066	TOD	475,240	3295 W 8600 S (8756, 8759 S 3400 W per 2012 tax ID No. and 8628; 8643 S Norris View Ln.)	West Jordan	UT-03-0055	Undeveloped
MJLRT	MJ	067, 068 (UDOT 003:T, 004:T)	TC	119,172	4742, 4766 West Old Bingham Hwy	West Jordan		Undeveloped
MJLRT	MJ	069, 069:E	TC	744	9780 South 5200 West (5401 W Old Bingham Hwy per 2012 tax notice)	West Jordan	UT-03-0055	Developed
MJLRT	MJ	070	TC	829,082	5650 West Old Bingham Hwy.	West Jordan	UT-03-0055	Developed/Undeveloped
MJLRT	MJ	071, 071:E, 071:2E	TC	26,328	5701 W 10301 S	Salt Lake	UT-03-0055	Developed
MJLRT	MJ	076, 076:E	TC	506	2802 W Haun Dr.	West Jordan	UT-03-0055	Developed
MJLRT	MJ	077:T	TC	10,575	6419 South Cottonwood St.	Murray		Developed/Undeveloped
MJLRT	MJ	078	TC	12,262	6390 South 300 West	West Jordan	UT-03-0055	Developed
MJLRT	MJ	079, 079:E, 013:T	TC	12,197	6477 South Cottonwood St. (6430 So. Meyers Ln. per 2012 tax notice.	Murray	UT-03-0055	Developed
MJLRT	MJ	081, 081:2, 081:E, 081:2E	TC	436	6490 South Cottonwood St.	Murray	UT-03-0055	Developed
MJLRT	MJ	082, 083	TC	1,590	2792 West Fahnian Circle	West Jordan	UT-03-0055	Developed
MJLRT	MJ	089, 089:E	TC	948	377 West Winchester St.	Murray	UT-03-0055	Developed
MJLRT	MJ	090, 090:E	TC	1,358	372 West Winchester St.	Murray	UT-03-0055	Developed
MJLRT	MJ	092, 092:2	TC	260	8399 South Dunlop Dr. #APXBT	West Jordan	UT-03-0055	Developed
MJLRT	MJ	093, 093:B	TC	2,778	2874 West 8421 South	West Jordan	UT-03-0055	Developed
MJLRT	MJ	094, 094:E	TC	6,201	1100 West 7800 South (1098 W 7800 S per 2012 tax notice)	West Jordan	UT-03-0055	Developed
MJLRT	MJ	095	TC	14,263	646 West Ninth Ave.	West Jordan	UT-03-0055	Developed
MJLRT	MJ	101	TC	-	8398 South 2700 West	West Jordan	UT-03-0055	Developed
MJLRT	MJ	101B, 101	TC	220	8397 Spaulding Court	West Jordan	UT-03-0055	Developed
MJLRT	MJ	119A	TC	-	2728 Fahnian Circle	West Jordan		Developed
MJLRT	MJ	120, 120:E	TC	845	3189 West 8565 South	West Jordan	UT-03-0055	Developed
MJLRT	MJ	121A	TC	-	2708 West Fahnian Circle	West Jordan		Developed
MJLRT	MJ	123, 123:E	TC	359	3187 West 8565 South	West Jordan		Developed
MJLRT	MJ	124, 124:E	TC	71	3173 West 8565 South	West Jordan		Developed
MJLRT	MJ	125A	TC	-	2736 West Fahnian Circle	West Jordan		Developed
MJLRT	MJ	127, 127:E	TC	66	3547 West Norris View Ln. (as of 2013 3573 West Norris View Ln)	West Jordan	UT-03-0055	Developed
MJLRT	MJ	128, 128:E, 128:2E	TC	5,086	3573 W Norris View Ln.	West Jordan	UT-03-0055	Developed
MJLRT	MJ	130	TC	58,825	3970 W Old Bingham Hwy	West Jordan	UT-03-0055	Developed
NSLRT	NS	001	TC	12,375,500	775.19 - 798.74		UT-03-0018	Developed Corridor
NSLRT	NS	002	TC	6,534	969 South 200 West	Salt Lake	UT-03-0020	Developed
NSLRT	NS	003	TC	77,537	1300 South 189 West (180 West per 2012 tax notice.)	Salt Lake	UT-03-0020	Developed
NSLRT	NS	004	TC	54,450	142 West 1300 South (180 West per 2012 tax notice.)	Salt Lake	UT-03-0020	Developed
NSLRT	NS	005	TC	34,848	2100 South 221 West	South Salt Lake	UT-03-0020	Developed
NSLRT	NS	006	TC	35,284	3197 South Washington St. (3187 South per 2012 tax notice)	South Salt Lake	UT-03-0020	Developed
NSLRT	NS	007	TC	17,991	210 West 3300 South	South Salt Lake	UT-03-0020	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
NSLRT	NS	008	TC	28,314	3205 South Washington St.	South Salt Lake	UT-03-0020	Developed
NSLRT	NS	009	TC	15,682	3227 South Washington St.	South Salt Lake	UT-03-0020	Developed
NSLRT	NS	010	TOD	326,700	3844 South West Temple St.	Salt Lake	UT-03-0020	Developed
NSLRT	NS	011	TC	189,408	4350 South Main St.	Murray	UT-03-0020	Developed
NSLRT	NS	012	TC	69,696	89 West Fireclay Ave. (4350 S main St per 2012 tax notice)	Murray	UT-03-0020	Developed
NSLRT	NS	013, 013:E	TC	100,188	4340 South Main St. (aka 71 West Clay Ave) (4350 South per 2012 tax notice)	Murray	UT-03-0020	Developed
NSLRT	NS	014	TC	12,632	4916 South Box Elder St. (4936 South per 2012 tax notice.)	Murray	UT-03-0020	Developed
NSLRT	NS	015	TC	284,011	5200 South Main St. (5202 So. Cottonwood St. per 2012 tax notice.)	Murray	UT-03-0020	Developed
NSLRT	NS	018	TC	160,736	222 West Winchester	Murray	UT-03-0020	Developed
NSLRT	NS	019	TC	19,166	202 West Winchester	Murray	UT-03-0020	Developed
NSLRT	NS	020	TC	3,466	6225 S 300 W - per 2012 tax notice.	Murray	UT-03-0020	Developed
NSLRT	NS	021	TC	45,738	5813 and 5823 South 300 West	Murray		Undeveloped
NSLRT	NS	022	TC	231,304	6960 South 600 West (6850 S 550 W for 353-004 per 2012 tax notice)	Midvale		Developed
NSLRT	NS	023	TC	25,265	175 West 7200 South	Midvale	UT-03-0020	Developed
NSLRT	NS	024	TOD	255,568	205 West 7200 South	Midvale	UT-03-0020	Developed/Undeveloped
NSLRT	NS	025	TC	871	107 West Center St. (95 W Center per 2012 tax notice.)	Midvale	UT-03-0020	Developed/Undeveloped
NSLRT	NS	026	TC	46,041	724 E Center St (95 W Center per 2012 tax notice.)	Midvale		Developed
NSLRT	NS	027	TC	5,414	686 E Center St (95 W Center per 2012 tax Notice -004) 7756 S Coolidge St. per 2012 tax Notice -012)	Midvale	UT-03-0020	Developed
NSLRT	NS	028	TC	41,818	740 E Center St (95 W Center per 2012 tax notice.)	Midvale	UT-03-0020	Developed
NSLRT	NS	029	TC	21,780	740 East Center (95 W Center St. per 2012 tax notice.)	Midvale	UT-03-0020	Developed
NSLRT	NS	030	TC	4,437	19 S Coolidge St. (95 W Center St. per 2012 tax notice.)	Midvale	UT-03-0020	Developed
NSLRT	NS	031	TC	39,640	7900 South State St. (7951 S per 2012 tax notice)	Midvale	UT-03-0020	Developed
NSLRT	NS	032	TC	7,841	7877 So. Taft St. (Residential home lot)	Midvale	UT-03-0020	Undeveloped
NSLRT	NS	033T	TC	15,682	7877 South Taft St.	Midvale	UT-03-0020	Developed
NSLRT	NS	034	TC	2,768	7800 S State St.	Midvale		Undeveloped
NSLRT	NS	035	TC	5,401	8960 South 180 East (177 E 9000 S per 2012 tax notice)	Sandy	UT-03-0020	Developed
NSLRT	NS	036	TC	10,019	8960 South 180 East	Sandy	UT-03-0020	Developed
NSLRT	NS	037	TC	10,019	9650 South 170 East (9607 S State St. and 170 E 9650 S per 2012 tax notice.)	Sandy	UT-03-0020	Undeveloped
NSLRT	NS	038	TC	87,120	9949 S State St	Sandy	UT-03-0020	Undeveloped
NSLRT	NS	040	TC	649,522	9949 S State St (120 E Sego Lily Dr. per 2012 tax notice)	Sandy	UT-03-0020	Developed/Undeveloped
NSLRT	NS	041	TC	8,276	100 E 9900 S (120 E Sego Lily Dr. per 2012 tax notice)	Sandy	UT-03-0020	Developed
NSLRT	NS	042	TC	158,994	10000 South (120 E Sego Lily Dr. per Assessors site)	Sandy	UT-03-0020	Developed
NSLRT	NS	045	TC	2,331	7105 S Cottonwod St.	Midvale		Developed
NSLRT	NS	5900 S	TC	265	519 South 275 West	Murray		Developed
NSLRT/MJLRT	NS/MJ	044/003	TC	12,272	6417 South Cottonwood St.	Murray	UT-03-0055	Developed
OIH	OIH	001	TOD	229,997	2393 Wall Ave.	Ogden	931, 928, 328	Developed/Undeveloped
Phase 2		Lot 1	TOD	100,232	805 E Station Blvd	Clearfield		

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Phase 2		Lot 10	TOD	265,803	826 E Station Blvd	Clearfield		
Phase 2		Lot 11	TOD	82,982	995 E Depot St	Clearfield		
Phase 2		Lot 12	TOD	130,941	885 E Depot St	Clearfield		
Phase 2		Lot 13	TOD	132,640	1402 S Zephyr Dr	Clearfield		
Phase 2		Lot 14	TOD	123,101	1425 S Depot St	Clearfield		
Phase 2		Lot 15	TOD	58,153	1430 S Depot St	Clearfield		
Phase 2		Lot 16	TC	121,140	1290 S Depot St	Clearfield		
Phase 2		Lot 17	TOD	45,346	1250 S Depot St	Clearfield		
Phase 2		Lot 18	TOD	51,793	1152 S Depot St	Clearfield		
Phase 2		Lot 19	TC	23,087	1110 S Depot St	Clearfield		
Phase 2		Lot 2	TOD	26,615	783 E Station Blvd	Clearfield		
Phase 2		Lot 21	TOD	10,149	787 E Station Blvd	Clearfield		
Phase 2		Lot 4	TOD	199,897	750 E Union Ave	Clearfield		
Phase 2		Lot 5	TOD	105,502	1147 S Depot St	Clearfield		
Phase 2		Lot 6	TOD	85,900	1225 S Depot St	Clearfield		
Phase 2		Lot 7	TOD	100,493	1305 S Depot St	Clearfield		
Phase 2		Lot 8	TOD	100,493	1395 S Depot St	Clearfield		
Phase 2		Lot 9	TOD	107,158	780 E Station Blvd	Clearfield		
PI	PI	1682A	TC	4,736	92 N 1200 E	Lehi		
PI	PI	1682B	TC	5,333	945 W 500 N	American Fork		
PI	PI	Duane Chase	TC	171,060		Lehi		Undeveloped
PIH	PIC	001	TOD	26,395	701 South Freedom Blvd.	Provo	UT-03-0057	Developed
PIH	PIC	002	TOD	167,270	721 Freedom Blvd.	Provo	UT-03-0057	Developed
PIH	PIC	003	TOD	105,328	721 Freedom Blvd.	Provo	UT-03-0057	Developed
PIH	PIC	004	TOD	217,800	721 Freedom Blvd.	Provo		Developed
PIH	PIC	005	TOD	10,007	721 Freedom Blvd.	Provo	UT-03-0057, 358	Developed
PIH	PIC	006	TOD	95,919	721 Freedom Blvd.	Provo	UT-03-0057	Developed
PIH	PIC	008	TOD	19,474	721 Freedom Blvd.	Provo	UT-03-0057	Developed
SLIM	SLIM	001	TOD	579,348	600 West 200, 300 South	Salt Lake		Developed/Undeveloped
SP-1591	SP-1591	UTA TL-1, 1:E	TC	58	1250 E 500 South	Salt Lake		Developed
Sugarhouse	SH	001, 001:E, 001:2E(RMP WO# 5622744)	TC	6,220	2212 S West Temple St	South Salt Lake	UT-79-0001	Developed
ULRT	UL	001	TC	2,614	450 South State St	Salt Lake	UT-03-0038	Developed
ULRT	UL	002	TC	208	375 South State	Salt Lake	UT-03-0038	Developed
ULRT	UL	004, 005, 005A	TC	1,799	200 East 400 South	Salt Lake	UT-03-0038	Developed
ULRT	UL	007	TC	549	525 E 400 South	Salt Lake	UT-03-0038	Developed
ULRT	UL	008	TC	200	564 East 400 South	Salt Lake	UT-03-0038	Developed
ULRT	UL	009	TC	457	650 East 400 South	Salt Lake	UT-03-0038	Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
ULRT	UL	010-1	TC	235	664 East 400 South	Salt Lake	UT-03-0038	Developed
ULRT	UL	010-2	TC	536	680 East 400 South	Salt Lake	UT-03-0038	Developed
ULRT	UL	011	TC	70	677 East 400 South	Salt Lake	UT-03-0038	Developed
ULRT	UL	012	TC	122	710 East 400 South	Salt Lake	UT-03-0038	Developed
ULRT	UL	013-1	TC	1,307	701 East 400 South	Salt Lake	UT-03-0038	Developed
ULRT	UL	013-2	TC	984	765 East 400 South	Salt Lake	UT-03-0038	Developed
ULRT	UL	014	TC	450	860 East 400 South	Salt Lake		Developed
ULRT	UL	015	TC	4,000	860 East 400 South	Salt Lake		Developed
ULRT	UL	016	TC	823	333 South 900 East	Salt Lake	UT-03-0038	Developed
ULRT	UL	017	TC	6,970	928 East 400 South	Salt Lake	UT-03-0038	Developed
ULRT	UL	018	TC	1,198	471 South 1000 East	Salt Lake	UT-03-0038	Developed
ULRT	UL	019	TC	70	491 South 1100 East	Salt Lake	UT-03-0038	Developed
ULRT	UL	020	TC	989	400 South 900 East (928 E per 2012 tax notice.)	Salt Lake	UT-03-0038	Developed
ULRT	UL	021	TC	48	1320 East 500 South	Salt Lake	UT-03-0038	Developed
UPRR-01	UP	001	TC	3,742,073	782.48-818.05 (35.57) UP Salt Lake Subdivision (OSL) 3.4a	Salt Lake-Ogden		Preserved Corridor
UPRR-01	UP	002	TC	628,048	M.P. 817.5, West of Ogden Yd., 30th St.	Ogden		Undeveloped
UPRR-01	UP	003	TC	220,631	M.P. 817.5, West of Ogden Yd., 30th St.	Ogden		Undeveloped
UPRR-01	UP	004	TC	427,280	M.P. 813.0, N & S 2500 ft. of 5600 So.	Roy		Undeveloped
UPRR-01	UP	005	TC	133,337	M.P. 813.0, N & S 2500 ft. of 5600 So.	Roy		Undeveloped
UPRR-01	UP	006	TC	64,861	775.0 5600 South	Roy		Undeveloped
UPRR-01	UP	007	TC	163,350	M.P. 809.0, 200 So.	Clearfield		Undeveloped
UPRR-01	UP	009	TC	40,032	Milepost 807.3 S Side Antelope Dr.	Layton		Undeveloped
UPRR-01	UP	010	TC	59,154	Mile Post 767.1 Gentile	Layton		Undeveloped
UPRR-01	UP	011	TC	1,481	M.P. 805.3, 800 No., West of King St.	Layton		Undeveloped
UPRR-01	UP	012	TC	20,647	M.P. 802.3, Near Grain Elev. 100 North	Kaysville		Undeveloped
UPRR-01	UP	013	TC	109,248	MP 755.5 Pages Ln.	Bountiful		Undeveloped
UPRR-01	UP	014	TC	11,349,558	MP. 754.31-778.0 (23.69)DRGW 3.2a	North Salt Lake -Ogden		Preserved Corridor
UPRR-01	UP	015	TC	1,589,940	Beck St.	Salt Lake		Developed
UPRR-01	UP	016	TC	9,452	M.P. 743.0, SW Cor 1700 South & I-15 (589 W 1700 S per 2012 tax notice)	Salt Lake		Undeveloped
UPRR-01	UP	017	TC	7,579	M.P. 740.6, SW Cor 3300 S & I-15	Salt Lake		Undeveloped
UPRR-01	UP	018	TC	112,820	M.P. 739.5, South of 3900 South	South Salt Lake		Undeveloped
UPRR-01	UP	019	TC	1,185,801	0.00-2.74 (2.74) Sugarhouse Spur 3.2e 2240 S Main St. (-501-004)	South Salt Lake-Salt Lake		Preserved Corridor
UPRR-01	UP	020	TC	-		Wasatch Front		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		Preserved Corridor
UPRR-01	UP	022	TC	1,938,113	729.50 -745.50 (16) Subdivision (Salt Lake) 3.4c	Sandy -Salt Lake		Preserved Corridor
UPRR-01	UP	023	TC	131,116	12800 South Milepost 728 Mainline	Draper		Undeveloped
UPRR-01	UP	024	TC	159,430	Milepost 727.5 13200	Draper		Undeveloped

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
UPRR-01	UP	025	TC	484,823	Milepost 725.0 13400 South	Riverton		Undeveloped
UPRR-01	UP	026	TC	201,509	MP 723.7 Narrows (inaccessible)	Bluffdale		Undeveloped
UPRR-01	UP	027	TC	185,043	MP 723.0 Narrows (inaccessible)	Bluffdale		Undeveloped
UPRR-01	UP	028	TC	108,447	MP 722.5 Narrows (Inaccessible)	Bluffdale		Undeveloped
UPRR-01	UP	029	TC	40,946	MP 721.5 Narrows (inaccessible)	Bluffdale		Undeveloped
UPRR-01	UP	030	TC	260,184	Milepost 771.00 2100 North Lehi	Lehi		Undeveloped
UPRR-01	UP	031	TC	15,420	MP 717.0	Lehi		Undeveloped
UPRR-01	UP	032	TC	6,698,657	MP 775.23-762.00 (13.23) Provo Industrial Lead 3.2f	Lindon-Lehi		Preserved Corridor
UPRR-01	UP	033	TC	25,134	Milepost 766.5 100 N & 200 East	American Fork		Developed
UPRR-01	UP	034	TC	21,606	Milepost 763.5 HWY 89 & 300 S	Pleasant Grove		Undeveloped
UPRR-01	UP	035	TC	74,705	MP 698.5 N of Geneva	Geneva		Undeveloped
UPRR-01	UP	036	TC	1,686,643	MP 752.41-757.25 (4.84) Sharp Subdivision 3.2c	Provo-Lindon		Preserved Corridor
UPRR-01	UP	037	TC	2,489,890	705.71-729.50 (23.79) UP Provo Subdivision (Lakota) 3.4b			Preserved Corridor
UPRR-01	UP	038	TC	222,157	752.41-750.18 (2.23) Sharp Subdivision (University)3.4d	Provo-Springville		Preserved Corridor
UPRR-01	UP	039	TC	23,522	Milepost 701.1 800 West 600 South	Provo		Undeveloped
UPRR-01	UP	040	TC	3,572	MP 695.8 South of Provo Yard	Provo		Undeveloped
UPRR-01	UP	041	TC	27,704	M.P. 695.8, 400 So., West of Springville	Springville		Developed
UPRR-01	UP	042	TC	440,392	749.99-745.82 (4.17) Sharp Subdivision (Springville)3.4e	Springville		Preserved Corridor
UPRR-01	UP	043	TC	4,826,884	0.00-13.06 (13.06) Tintic Industrial Lead 3.2d	Spanish Fork-Payson		Preserved Corridor
UPRR-02	UP2	001	TC	1,028,887	500 West and 900 North	Salt Lake		Developed
UPRR-02	UP2	001A	TC	17,672	600-800 North 500 West	Salt Lake		Developed
UPRR-03	UP3	001	TC	32,931	Dalton Spur - 6045 W Old Bingham Highway	West Jordan		Preserved Corridor
WVLRT	WV	001, 001:E, 001:E1	TC	6,443	2791 W 3650 S	West Valley		Developed
WVLRT	WV	002, 002:E, 002:E1, 002:E2	TC	1,032	3610 S 2870 W	West Valley		Developed
WVLRT	WV	003, 003:E	TC	6,780	2850 West 3590 South (2850 West Lehman Ave. per Recorder's website)	West Valley		Developed
WVLRT	WV	006	TC	9,205	2841 West Lehman Ave.	West Valley		Developed
WVLRT	WV	013	TC	101,978	2842 West Lehman Ave.	West Valley	UT-04-0003-02	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		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		Developed
WVLRT	WV	092:2, RMP WO# 5126636-30	TC	53	3063 S Constitution Blvd.	West Valley		Developed
WVLRT	WV	100:T	TC	10,691	2681 West 3100 South	West Valley		Developed
WVLRT	WV	101:T 101-RMP WO 5126636-1	TC	8,284	2655 West 3100 South	West Valley		Developed
WVLRT	WV	102:T	TC	8,283	2653 West 3100 South	West Valley		Developed
WVLRT	WV	103:T	TC	9,417	3116 South Maple Way	West Valley		Developed
WVLRT	WV	104:T	TC	9,723	3115 South Maple Way	West Valley		Developed
WVLRT	WV	105:T	TC	12,768	2589 West 3100 South	West Valley		Developed
WVLRT	WV	106:T	TC	10,360	2587 West 3100 South	West Valley		Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
WVLRT	WV	107	TC	772	2574 West Robin Way (2572 West per 2012 tax notice.)	West Valley		Developed
WVLRT	WV	121	TC	10,101	2313 W Parkway Blvd	West Valley		Developed
WVLRT	WV	140, 141	TC	4,356	2745 S REDWOOD RD (2771 S per 2012 tax notice.) 2013 - 2767 South Redwood Rd. (-002 only)	West Valley		Developed
WVLRT	WV	142, 143, 144	TC	8,292	1690, 1692, 1686 West Claybourne Ave.	West Valley		Undeveloped
WVLRT	WV	145	TC	2,291	1680 W Claybourne Ave. (2771 So. Redwood Rd. per 2012 tax notice.)	West Valley		Developed
WVLRT	WV	146	TC	1,090	1676 W Claybourne Ave. (2771 So. Redwood Rd. per 2012 tax notice.)	West Valley		Undeveloped
WVLRT	WV	147	TC	741	1674 W Claybourne Ave. (2771 So. Redwood Rd. per 2012 tax notice.)	West Valley		Developed
WVLRT	WV	148	TC	391	1620 W Claybourne Ave. (2771 So. Redwood Rd. per 2012 tax notice.)	West Valley		Developed
WVLRT	WV	149	TC	165	1618 West Claybourne Ave. (2771 So. Redwood Rd. per 2012 tax notice.)	West Valley		Developed
WVLRT	WV	150	TC	114	1616 West Claybourne Ave.	West Valley		Developed
WVLRT	WV	151, 152 (RMP WO 10035151.YJ)	TC	74	1614 West Claybourne Ave. (2771 S Redwood Rd. per Tax Notice)	West Valley		Developed
WVLRT	WV	153	TC	310	1600 West Claybourne Ave. (2771 S Redwood Rd. per 2012 tax notice.)	West Valley		Developed
WVLRT	WV	157, RMP RW# 20080131-3, RMP RW#20080131.UTA	TC	291	1633 West Southgate Ave.	West Valley		Developed
WVLRT	WV	158, RMP RW# 20080131-4, RMP RW#20080131.UTA	TC	433	1601 West Southgate Ave.	West Valley		Developed
WVLRT	WV	159, RMP RW# 20080131-5, RMP RW#20080131.UTA	TC	208	2752 South Lester St.	West Valley		Developed
WVLRT	WV	169, RMP RW# 20080131-6, RMP RW#20080131.UTA	TC	212	1577 W Southgate Ave.	West Valley		Developed
WVLRT	WV	170, RMP RW# 20080131-7, RMP RW#20080131.UTA	TC	239	1569 West Southgate Ave.	West Valley		Developed
WVLRT	WV	171, 171.1, RMP RW# 20080131-8, RMP RW#20080131.UTA	TC	225	1547 W Southgate Ave.	West Valley		Developed
WVLRT	WV	172, RMP RW# 20080131-9, RMP RW#20080131.UTA	TC	225	1555 West Southgate Ave.	West Valley		Developed
WVLRT	WV	173, RMP RW# 20080131-10, RMP RW#20080131.UTA	TC	254	1545 W Southgate Ave.	West Valley		Developed
WVLRT	WV	174, RMP RW# 20080131-11, RMP RW# 20080131.UTA	TC	1,381	1531 W Southgate Ave.	West Valley		Developed
WVLRT	WV	175, RMP RW#20080131.UTA	TC	7,569	1525 W Southgate Ave.	West Valley		Developed
WVLRT	WV	181	TC	18,497	1493 West Crystal Ave.	West Valley		Developed
WVLRT	WV	182	TC	21,625	1400 West Crystal Ave.	West Valley		Developed
WVLRT	WV	183	TC	23,100	1401 West Crystal Ave.	West Valley		Developed
WVLRT	WV	184	TC	43,580	1363 West Crystal Ave.	West Valley		Undeveloped
WVLRT	WV	185, RMP Easement Chesterfield West	TC	22,155	1225 W 2625 South (2632 S Hempstead St. per 2012 tax notice.)	West Valley		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		Developed
WVLRT	WV	188:T	TC	13,939	2656 South Chesterfield St	West Valley		Developed
WVLRT	WV	189, 189:E	TC	5,855	3650 S Chesterfield St (2700 S Chesterfield St. per 2012 tax notice.)	West Valley		Developed
WVLRT	WV	191, 192, 193, 193:E	TC	89,822	2910, 2625, 2645 South Chesterfield St. (2700 So. Chesterfield St. per 2012 tax notice.)	West Valley		Developed
WVLRT	WV	194, 194:E	TC	25,099	2613 S Chesterfield St.	West Valley		Developed
WVLRT	WV	195, 195:E; 195:E1	TC	4,884	2593 S Chesterfield St	West Valley		Developed
WVLRT	WV	196	TC	1,131	2581 South Chesterfield St.	West Valley		Developed
WVLRT	WV	200	TC	5,512	2551 South Chesterfield St.	West Valley		Developed
WVLRT	WV	201, 201:1	TC	1,136	2516 South Winton St.	West Valley		Developed
WVLRT	WV	207, 208, 209	TC	36,627	2505 South Winton St. (WV-207 & -209); 2501 S Winton St. (WV-208)	West Valley		Developed

Project	Project Code	Project #	Category	Fee SqFt	Street Address	City	Fed Grant #	Un/Developed
WVLRT	WV	231, 231:1, 231:ST	TC	113,356	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		Developed
WVLRT	WV	232, 233	TC	1,056,976	2200 South 900 West (2264 per 2012 tax notice for -003)	West Valley		Developed
WVLRT	WV	234, 234:E; 234:2E, 234:3E, RMP Easement Section 23	TC	34,362	2265 South 900 West (2177 South per 2012 tax notice.)	West Valley		Developed
WVLRT	WV	237, 237:E, 237:SQ, RMP Easement Section 23	TC	32,567	823 West Davis Rd.	West Valley		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 Rd.	West Valley		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		Developed
WVLRT	WV	253, 253:1	TC	6,727	358 West New Belhaven Way	West Valley		Developed
WVLRT	WV	255, 255:1	TC	230	360 West Bugatti Ave. (358 W Bugatti Ave. per 2012 tax notice.)	West Valley		Developed
WVLRT	WV	259	TC	2,753	250 W Crossroads Sq. (252 West per 2012 tax notice.)	West Valley		Developed
WVLRT	WV	260	TC	1,501	210 West Crossroads Sq. (212 West per 2012 tax notice.)	West Valley		Developed
WVLRT	WV	261	TC	2,185	2191 South 300 West	West Valley		Developed
WVLRT	WV	Interlocal Agreement	TC	22,246	2825 W Lehman Ave., 3650 S Market St.	West Valley		Developed
WVLRT	WV - Amend:11	240, 241, 241:2E, 241:EX	TC	38,291	Parcel 240 & 241	West Valley		Developed
WVLRT	WVIH	WVIH or BRT-25T	TC	7,841	3600 S Market St.	West Valley	UT-04-0003-02	Developed

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Andrés Colman, Chief Operations Officer
PRESENTER(S):	Ali Oliver, Director Ops Service Delivery Camille Glenn, Regional General Manager Salt Lake & Mt. Ogden SU Katie Morrison, Communications Director

TITLE:

April 2026 Change Day/MVX Grand Opening

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
Operations and Communications will give an overview of upcoming changes for April 2026 Change Day.

DISCUSSION:
Discussion will focus on the following topics:

- MVX Grand Opening
- April Change Day
- Fare Changes
- Communication Efforts

ALTERNATIVES:
N/A

FISCAL IMPACT:
N/A

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

TO: Board of Trustees
FROM: Katie Morrison, Communications Director
PRESENTER(S): Katie Morrison, Communications Director

TITLE:
Annual Ridership Campaign

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational item for discussion.

BACKGROUND:
The Communications and Marketing Office developed a new annual ridership campaign that launched in February, featuring three videos that highlight riders and the role UTA plays in people's lives across our service area. The campaign focuses on what matters most to riders-providing independence, fueling purpose, creating memories, and supporting everyday life milestones-all tied to UTA's mission: **We Move You.**

DISCUSSION:
This discussion will present a media plan outlining paid and organic outreach efforts planned through June 30, 2026, designed to support and increase ridership. It will also include three campaign videos highlighting themes of purpose, independence, and memories, reinforcing the role UTA plays in riders' everyday lives.

FISCAL IMPACT:
Not applicable

ATTACHMENTS:
- None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

TO: Board of Trustees
FROM: Annette Royle, Chief of Board Strategy and Governance
PRESENTER(S): Neiufi Iongi, Public Policy Analyst

TITLE:

Board Policy Revisions - 1.2 Ethics

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Discuss updates to Board Policy 1.2 Ethics prior to potential approval at a future meeting.

BACKGROUND:
The Special Districts Act 17B-1-301 and the Utah Public Transit District Act section 17B-2a-8 outline the duties and powers of a large public transit district's Board of Trustees. One of those duties includes developing and approving board policies, ordinances, and bylaws.

The Board of Trustees last updated Board Policy 1.2 Ethics in December 2022.

DISCUSSION:
The agency is recommending Board Policy 1.2 Ethics be revised as presented.

The proposed revisions include updates in practice, required timeframes, and clarifying language. The revisions will:

- Incorporate statutory ethics requirements for Authority Officers (as designated in UTA Bylaws) to comply with the Utah Public Officers' and Employee's Ethics Act, and to submit a code of conduct and a financial disclosure report annually.
- Establishes an Ethics Committee and defines their duties to perform organizational ethics governance and administration.

After receiving feedback at the March 25th Board of Trustees meeting, the revised Board Policy 1.2 Ethics will be brought back to the Board in April for adoption by resolution.

ALTERNATIVES:
The Board may modify the proposed policy revisions prior to adoption.

FISCAL IMPACT:
None

ATTACHMENTS:

- Draft Board Policy 1.2 Ethics

Ethics

Board of Trustees Policy No. 1.2

Application: Board of Trustees and Local Advisory Council

I. Purpose: The purpose of this policy is to set forth standards of ethical conduct for the Board of Trustees (Trustees), Officers of the Authority (as defined in UTA Bylaws Article II. Section 4. [Authority Officers]) and Local Advisory Council Members (Members). The individuals comprising the Authority's Board of Trustees, Authority Officers, and ~~the~~ Members of the Local Advisory Council commit themselves to observe high professional and ethical standards in order to maintain public confidence in the integrity of the Authority. ~~The purpose of this policy is to set forth standards of ethical conduct for Trustees and Members.~~

II. Definitions:

A. "*Conflict of Interest*" means a personal or economic interest, outside employment, outside interest or other circumstance or relationship that impairs the ability to discharge duties in an ethical manner consistent with the best interests of the Authority.

B. "*Ethics ~~Officer~~Committee*" means ~~the individual appointed by the Board of Trustees to act in that capacity on behalf of the Authority~~the committee established by this policy to perform the duties of organizational ethics governance and administration defined in section III.B.

~~C. "Member" means an individual appointed to the Local Advisory Council.~~

~~D.~~ "*Relative*" means a father, mother, husband, wife, son, daughter, sister, brother, uncle, aunt, nephew, niece, first cousin, grandparent, and grandchild, including in-laws, step relations, and relationships through adoption, as well as individuals in a personal relationship of a romantic or intimate nature.

~~E.~~C. ~~"Trustee" means an individual appointed to the Authority's Board of Trustees.~~

III. Policy:

A. Ethical Standards

1. Members, Trustees, Authority Officers, ~~the Executive Director,~~ Chief Officers, and employees of the Authority will comply with applicable statutory ethical requirements, including those set forth in the Utah Public Officers' and Employees' Ethics Act.
2. Trustees, as employees of the Authority, will also comply with UTA Policy UTA.01.01 – Ethics.

B. Ethics Committee

1. The Ethics Committee will consist of the following positions:
   a. Member of the Board of Trustees, appointed by the Chair of the Board of Trustees.

b. Representative appointed by the Office of the Utah Attorney General with legal ethics expertise.
c. Director of Internal Audit, who is appointed Ethics Officer in UTA Bylaws (Article II, Section 6).

2. The Ethics Committee will:
   a. Oversee the Authority Ethics Program.
   b. Maintain strict confidentiality of all activities, conversations, reports, and actions.
   c. Receive reports from UTA's Ethics Hotline or other ethical complaints; conduct investigations or appoint independent investigator(s); oversee investigations, and deliver final reports required in Section III.G. of this policy.
   d. Meet annually to review and make recommendations for updates to Authority ethics policies, code of conduct certification, financial disclosure form, and updates to the ethics training program.
   e. Perform all other duties required by this policy including oversight of conflict of interest, code of conduct, and financial disclosure activities.

~~B.~~C. Conflicts of Interest

1. Members and Trustees will ~~promptly~~ disclose any Conflicts of Interest in writing to the applicable Chair and to the Authority's Ethics ~~Officer~~ Committee within ten (10) business days of identifying the Conflict of Interest.
2. The Ethics ~~Officer~~ Committee will notify the appointing jurisdiction of a Member or Trustee in writing of any Conflicts of Interest disclosed or identified.
3. In the event a Member or Trustee becomes aware of a Conflict of Interest during or immediately prior to a Board of Trustees meeting or Local Advisory Council meeting, the Member or Trustee will verbally disclose the Conflict of Interest in the meeting. The disclosure will be reflected in the meeting minutes.
4. A Member or Trustee having a Conflict of Interest will recuse themselves~~himself or herself~~ from deliberations and votes related to the Conflict of Interest and leave the meeting for the duration of that issue being discussed.
5. If a Member or Trustee discloses a Conflict of Interest on an issue being considered and does not voluntarily recuse themself~~himself or herself~~, the Board of Trustees or Local Advisory Council, as applicable, may, by simple majority, vote to:
   a. Determine if the Member or Trustee with the Conflict of Interest will be recused from voting on the particular issue;
   b. Determine if the Member or Trustee with the Conflict of Interest will participate in a discussion on the particular issue;
   c. Determine if the Member or Trustee with the Conflict of Interest will leave the meeting room during discussions on the particular issue; or
   d. Determine other conditions or actions as appropriate.
6. A Member, ~~or~~ Trustee~~'s,~~ a Member or Trustee's Relative, or an entity owned or affiliated with a Member or Trustee that has ownership of investment property within a 0.5 mile radius~~, as the crow flies,~~ from any FrontRunner station, TRAX station, or transit-oriented development will be considered to be a Conflict of Interest requiring disclosure. The ownership of investment property within a 0.5 mile radius of a bus stop is not considered to be a Conflict of Interest.

~~C.~~D. Nepotism

1. The Authority will not hire or conduct business with Relatives of current Trustees and Members.
2. If a Trustee or Member is appointed and has a Relative who currently works for or conducts business with the Authority, the Trustee or~~and~~ Member will disclose the relationship to their appointing authority and take steps to mitigate any Conflict of Interest following their appointment. If the Trustee or Member fails to mitigate the Conflict of Interest regarding the Relative, the Board of Trustees or the Local Advisory Council may take any of the actions described in Section III.~~B~~C.~~(~~5~~)~~.

~~D.~~E. Code of Conduct

1. As set forth in the Authority's Bylaws, Trustees, Members and ~~Trustees~~ Authority Officers will complete and submit an Annual Certification of Code of Conduct. The Annual Certification of Code of Conduct must be completed and submitted prior to being seated and at least annually thereafter on October 31. If October 31 falls on a Saturday or Sunday, the Code of Conduct will be due on the Monday following October 31.
2. The Ethics ~~Officer~~Committee, in consultation with the ~~Director of Board Governance~~Chief of Board Strategy and Governance ~~and Legal Counsel,~~ will revise the Annual Certification of ~~Board Member~~ Code of Conduct, as needed.

~~E.~~F. Financial Disclosure Report

1. As set forth in the Authority's Bylaws, Trustees, Members and ~~Trustees~~Authority Officers will complete and submit a Financial Disclosure Report. The Financial Disclosure Report must be completed and submitted prior to being seated and at least annually thereafter on October 31. If October 31 falls on a Saturday or Sunday, the Financial Disclosure Report will be due on the Monday following October 31.
2. Trustees, Members and ~~Trustees~~ Authority Officers will submit a revised Financial Disclosure Report within ten (10) business days if there is a material change in the information previously disclosed in the most recently completed Financial Disclosure Report.
3. The Ethics ~~Officer and Legal Counsel~~Committee will review Financial Disclosure Reports for Conflicts of Interest. If Conflicts of Interest have been disclosed, the Ethics ~~Officer~~ Committee and ~~Director of Board Governance~~Chief of Board Strategy and Governance will attempt to resolve them with the Trustee, Member or ~~Trustee~~Authority Officer. If the issue cannot be resolved, the Ethics ~~Officer~~ Committee will submit the disclosure to the Chair of the Board of Trustees and the Chair of the Local Advisory Council. If the issue involves the Chair of the Board of Trustees or the Chair of the Local Advisory Council, the Ethics ~~Officer~~ Committee will submit the disclosure to the Audit Committee.
4. The Ethics ~~Officer~~ Committee will notify the appointing jurisdiction of a Member or Trustee in writing of any Conflicts of Interest disclosed in the Financial Disclosure Report.
5. Financial Disclosure Reports will be classified as public records under the Government Records Access and Management Act.
6. The Authority's Ethics ~~Officer~~Committee, in consultation with the ~~Director of Board Governance~~ Chief of Board Strategy and Governance ~~and Legal Counsel~~, will revise the Financial Disclosure Report as needed.

~~F.~~G. Ethics Complaints

1. Ethics complaints alleging violations of the Utah Public Officers' and Employees' Ethics Act against Trustees, Members, Authority Officer, ~~the Executive Director,~~ Chief Officers, and employees will be referred to the Political Subdivision Ethics Review Commission for resolution.
2. Ethics complaints involving Trustees, Members, an Authority Officer, ~~the Executive Director,~~ Chief Officers, and employees that do not allege violations of the Utah Public Officers' and Employees' Ethics Act or do not meet the requirements for a complaint under the standards of the Political Subdivision Ethics Review Commission will be investigated by the ~~Ethics Officer~~Ethics Committee or an independent investigator appointed by the Ethics ~~Officer~~Committee, if necessary.
   a. The Ethics ~~Officer~~ Committee will submit written findings of investigations involving Trustees, Officers of the Authority, and Members to the Chair of the Board of Trustees and the Chair of the Local Advisory Council.
   b. If ~~the~~an investigation involves the Chair of the Board of Trustees or the Chair of the Local Advisory Council, the Ethics ~~Officer~~ Committee will submit the written findings of the investigation to the Audit Committee.
   ~~2.~~c. ~~The Executive Director will designate an investigator to investigate ethics C~~complaints against any member of the Ethics ~~Officer~~Committee will be investigated by the remaining Ethics Committee members. If necessary, the Chair of the Board may appoint an individual to temporarily serve on the Ethics Committee or designate an independent investigator to investigate ethics complaints relating to any member(s) of the Ethics Committee.
3. Following the receipt of written findings of an ethics investigation from the Ethics ~~Officer~~ Committee or the Political Subdivision Ethics Review Commission, the Local Advisory Council or the Board of Trustees may consider the adoption of a resolution of public censure and/or a resolution recommending the removal of a Member or Trustee as determined by a majority vote at a regularly scheduled meeting. ~~If a resolution is adopted, a~~A copy of the findings and the resolution, if applicable, will be forwarded to the appropriate appointing authority.

IV. Cross References: Utah Public Transit District Act, Utah Code §17B-2a-8; Government Records Access and Management Act, Utah Code §63G-2; Utah Public Officers' and Employees' Ethics Act, Utah Code §67-16-101; Political Subdivisions Ethics Review Commission Utah Code §63A-15-103; UTA Policy UTA.01.01 - Ethics.

Approved this ~~21st~~ day of ~~December~~ 202~~6~~2

_____
Carlton Christensen - Chair, Board of Trustees

_____
Secretary of the Authority

Approved as to form and content:

_____
Legal Counsel for the Authority

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
06-12-2019	R2019-06-01 (06-19-2019)	Combined Board Policy Nos. 4.1.13 – Nepotism, 4.1.10 – Annual Certification of Board Member Code of Conduct, 2.1.9 – Financial Disclosure/Conflict of Interest, 4.4.1 – Actual and Potential Conflicts of Interest, and 4.4.7 – Ethics Review Commission into Board Policy 1.2 – Ethics.
09-07-2022	R2022-12-07 (12-21-2022)	Updated cross references and roles for key staff and counsel.
N/A	R2026-XX-XX (04-XX-2026)	Added Authority Officers within scope of policy; replaced Ethics Officer position and duties with an Ethics Committee.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Jon Larsen, Chief Capital Services Officer
PRESENTER(S):	Kyle Stockley, Director of Capital Vehicles

TITLE:

UTA Policy - UTA.06.04 Non-Revenue Vehicle Fleet

AGENDA ITEM TYPE:
UTA Policy

RECOMMENDATION:
Receive and review the proposed UTA Policy UTA.06.04 Non-Revenue Vehicle Fleet.

BACKGROUND:
The Non-Revenue Vehicle Fleet policy applies to Utah Transit Authority's Non-Revenue Vehicles (NRVs). This policy outlines requirements for authorized users, replacement and expansion guidelines, funding, maintenance, and guidance on disposal and reallocation.

DISCUSSION:
The significance of UTA.06.04 Non-Revenue Vehicle Fleet Policy:

- In 2022, Internal Audit conducted a performance audit of the Non-Revenue Support Fleet and recommended that policies and procedures be established to define fleet management requirements and grant authority to the Non-Revenue Manager to oversee and enforce fleet standards.
- UTA's Non-Revenue Support Fleet includes a diverse group of vehicles and equipment used across multiple facilities, including both assigned and pool vehicles. Establishing a formal policy provides the framework and authority needed to ensure consistent fleet management practices, support oversight responsibilities, and address misuse or operational issues when they arise.

ALTERNATIVES:

If the fleet policy is not approved, the agency will continue to lack a formalized framework for fleet management. This may limit the ability to adequately enforce fleet practices and standards, resulting in inconsistencies in how fleet vehicles are managed and treated across departments and locations. Additionally, the 2022 Internal Audit finding regarding the absence of a formal fleet policy would remain unresolved

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FISCAL IMPACT:

The adoption of this policy does not create any increase to the budget.

ATTACHMENTS:

- UTA.06.04 Non-Revenue Vehicle Fleet

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UTAH TRANSIT AUTHORITY POLICY

UTA.06.04

NON-REVENUE VEHICLE FLEET

1) Purpose

The purpose of this policy is to establish guidelines for and promote the most efficient and effective use of Utah Transit Authority's (UTA's) Non-Revenue Vehicle (NRV) fleet. This policy will identify requirements for: authorized users, NRV Replacement and Expansion Guidelines, NRV funding guidelines, maintenance protocols, and general guidance for NRV disposal and reallocation.

2) Definitions

"Accident/Incident Report" means the report UTA employees fill out anytime there is an accident or incident in a non-revenue fleet vehicle.

"JDE" means JD Edwards enterprise resource planning software.

"Non-Revenue Vehicle" or "NRV" means any fleet vehicle owned, rented, or leased by Utah Transit Authority that is not used for transporting fare or fee-paying customers.

3) Policy

The Non-Revenue Vehicle Manager (NRVM), or designee, has overall ownership and responsibility of this policy, as well as related NRV Standard Operating Procedure (SOPs), and will have the overall authority to enforce said policies and SOPs among the Non-Revenue Vehicle Program.

A. Non-Revenue Vehicle Fleet Use

Only UTA employees and approved contractors may operate a UTA-owned NRV. NRVs may be used for business purposes only. NRVs, excluding police vehicles, must be parked and secured on UTA property when not in use. Police vehicles are subject to UTA police procedures.

UTA maintains criteria that provide guidelines for proper use, procurement, maintenance and repair, access, storage, disposal, and documentation of the NRV fleet. NRV fleet users will follow all NRV Agency SOPs for the use and maintenance of the fleet.

Operators of a UTA NRV will follow all local and state traffic laws, carry a valid state issued driver's license, operate the vehicle in a safe and courteous manner, and keep the interior and exterior of the vehicle clean.

In the event of an accident which results in damage to an NRV or injury to a person while operating a UTA NRV, the operator must report such incident to their supervisor or designee as soon as practicable in accordance with the UTA Non-Revenue Vehicle Use SOP.

B. Procurement of Non-Revenue Vehicles

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UTA may employ different procurement strategies for different vehicle fleets and groups. NRV procurements will be centrally managed by authorized UTA employees and must follow the Procurement Policy and Procurement of Non-Revenue Vehicles SOP.

C. Funding for Non-Revenue Vehicle Fleet
Funding for NRVs is separated into two categories: capital funding and ongoing routine maintenance (e.g., preventive maintenance) funding. Capital funding will be accomplished through the approval of UTA's five-year capital plan, which is updated on an annual basis. Ongoing routine maintenance funding will be accomplished through operating budgets. UTA will have discretion as necessary based on their annual budgets to change funding sources.

D. Maintenance and Repair of Non-Revenue Vehicles
All NRVs will be maintained in accordance with an approved vehicle maintenance schedule developed for the specific vehicle type. The NRV Group ensures that each NRV has all registration- and maintenance-related documents stored electronically. Maintenance of the vehicles includes:

1. Regular Visual Maintenance Inspections - provides advanced warning of conditions that will require repair.
2. Scheduled Maintenance - based on manufacturers' recommendations at a minimum or other UTA-developed maintenance policies.
3. Unscheduled Maintenance – maintenance performed on vehicles as needed to maintain functionality.
4. Tire Replacement.

All vehicle maintenance or repair services will be completed at an approved UTA vendor or at a UTA-operated maintenance site. The Non-Revenue Vehicle Maintenance and Repair SOP further details maintenance requirements for the NRV fleet.

E. Non-Revenue Vehicle Disposal and Reallocation
Based on criteria developed in the Capital Assets Disposal procedure, and Capital Assets Reallocation procedure, NRVs are evaluated for disposal or reallocation based upon when they reach the end of their useful life, as detailed in the UTA's Transit Asset Management (TAM) Plan, or are required to be retired or disposed for the benefit of UTA.

4) Cross-References

- Corporate Policy 6.1.1 Employee Expectations
- UTA.06.02 Capital Asset
- UTA.01.05 Supplemental Drug & Alcohol
- UTA.01.18 Federal Transit Agency – Drug and Alcohol
- UTA.01.15 Federal Railroad Administration – Drug and Alcohol
- UTA.02.05 Procurement
- UTA.05.01 Use of Electronic Devices While Driving
- AGCY.02.01 Purchase Card ("P-Card") Procedure
- AGCY.06.01 Capital Asset Creation
- AGCY.06.02 Capital Assets Reallocation
- AGCY.06.03 Capital Assets Disposal

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- UTA 5-Year Capital Plan
- UTA Transit Asset Management (TAM) Plan

This UTA Policy was reviewed by UTA's Chief Capital Services Officer on 03/03/2026, and approved by the Executive Director on _____. This policy takes effect on the latter date.

_____
Jay Fox
Executive Director

Approved as to form and content:

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Counsel for the Authority

History

Date	Action	Owner
	Adopted – UTA.06.04 Non-Revenue Vehicle Fleet	Chief Capital Services Officer

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 3/25/2026

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

TITLE:
Strategy Session to Discuss Topics as Defined in Utah Code 52-4-205 (1):

- **Collective Bargaining**

AGENDA ITEM TYPE:
Closed Session

RECOMMENDATION:
Approve moving to closed session in accordance with Utah Code 52-4-205 (1).

BACKGROUND:
The 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 of this closed session is to discuss:

- Collective bargaining.
    - *See Utah Code 52-4-205 (1) (b)*

ATTACHMENTS:

- N/A