

Amendment No. 1
to
Addendum 31
to
Master Collaborative Planning Agreement

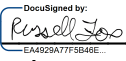
Background: Addendum 31 to the Master Collaborative Planning Agreement (Economic Impact of Transportation: UTP) was executed on the 24th day of January 2023 between by and between UTAH TRANSIT AUTHORITY (“UTA”), UTAH DEPARTMENT OF TRANSPORTATION (“UDOT”), WASATCH FRONT REGIONAL COUNCIL (“WFRC”), and MOUNTAINLAND ASSOCIATION OF GOVERNMENTS (“MAG”). UTA, UDOT, WFRC and MAG are hereinafter collectively referred to as “parties” and each may be referred to individually as “party,” all as governed by the context in which such words are used. Addendum 31 contained a specified scope of work and an aggregate financial obligation between all Parties of \$75,000. The Parties now desire to increase the scope of work under Addendum 31 and UTA’s contribution by the amount of \$275,000.

Amendment No. 1:

1. The Parties agree to increase the Scope of Work under Addendum 31 to include all Tasks described in Exhibit A.
2. The Parties agree that UTA’s contribution under Addendum 31 shall increase by \$275,000 from \$25,000 to \$300,000.
3. Except for the terms in this Amendment No. 1, all other terms and conditions of Addendum 31 and the Master Collaborative Planning Agreement remain in full force and effect.

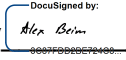
IN WITNESS WHEREOF, the Parties have entered this Amendment No. 1 effective the last date of signature below.

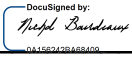
UTAH TRANSIT AUTHORITY

By 
Its Director of Planning Date 8/20/2023


By 
Its Executive Director

Date 8/24/2023

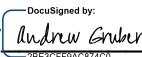
By 
Its Mgr., Long Range & Strategic Planning Date 8/17/2023

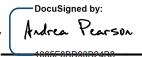
By 
Its Chief Planning and Engagement Ofc.

Date 8/24/2023


By 
Its Legal Counsel Date 8/17/2023

WASATCH FRONT REGIONAL COUNCIL

By 
Its Executive Director Date 8/20/2023

By 
Its Procurement Agent Date 8/21/2023

MOUNTAINLAND ASSOCIATION OF GOVERNMENTS

By 
Its Planning Director Date 8/21/2023

UTAH DEPARTMENT OF TRANSPORTATION

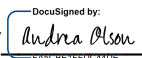
By 
Its Planning Director Date 8/17/2023

Exhibit A

Scope of Work

Date: June 23rd, 2023

To: Christensen, Carlton, Ted Knowlton, and all concerned

From: Chandler Duncan, Metro Analytics

RE: Economic Impact of Transit in Utah

Introduction: Based on a meeting with the Utah Transit Authority (UTA), Wasatch Front Regional Council (WFRC), and other stakeholders on June 6th, 2023, it was decided that Metro Analytics would offer a menu of potential consulting elements to isolate the economic impacts of transit in Utah in a way that extends the wider impacts currently being estimated for Utah's Unified Plan. It is understood there is an interest in demonstrating the unique contributions of transit within the context of the impact areas of the unified plan, such as transportation efficiency, the stimulus effects of new funding in Utah, labor and job market access/productivity, business attraction, and business dependence. Furthermore, strategic, and qualitative analysis demonstrating the practical ways that the economic role of transit contributes to both users and non-users is of interest, as are potential ways to enhance the contribution of transit through additional funding opportunities associated with BIL and private investment into Utah's economy. Pursuant to this interest, the below menu of potential elements is offered.

A-La-Carte Offerings and Timing: While Metro Analytics can complete any one of the suggested elements as a stand-alone analysis (within the context of the unified plan analysis) – the first two elements can add significant context and value to any other elements that may be selected. Metro Analytics can complete the initial element (on modal efficiency) within eight weeks of notice to proceed – and can complete the entire effort (if all elements are selected) within six months. Metro can also complete some parts of elements 1, 2A, and 4 concurrently with the Unified Plan analysis if notice to proceed is granted in the July-August timeframe. Metro Analytics can also offer selected elements upfront, and add-on additional elements in subsequent phases at the discretion of UTA.

Proposed Elements of Analysis: The following is a menu of economic impact analyses/services based on the July 6th meeting and request from UTA:

Project Element	Approximate Fee
Element #1: Transit Contribution and Efficiency (Base) Analysis	\$30,000
Element #2A: Detailed Labor and Job Market Access	\$25,000
Element #2B: Property Value Sensitivity Analysis	\$25,000
Element #3: Industry and Business Case Study Analysis	\$25,000
Element #4: Business and Workforce ACRE Analysis	\$25,000

Element #5: Scenario Project Impact/Funding & Grant Analysis	\$20,000/Project
Element #6: Paratransit and MaaS impact & contribution	\$15,000
Element #7: Interactive Tool – Leave Behind Dashboard	\$30,000
All Elements Combined (including three project-specific scenarios):	\$235,000

Element #1: Transit Contribution and Efficiency: This element will expand on the unified plan economic impact analysis to explicitly isolate and demonstrate the monetary, fiscal, and wider contributions that transit makes to the Utah economy. The analysis will center on transit as an efficient way to move people in Utah’s economy by considering the difference in public costs between a “Utah without transit,” Utah with transit as it exists today, and Utah with the transit envisioned by the unified plan. Key findings will address specific metrics like: (1) how much federal money does transit attract to Utah and what are the wider impacts of this investment on the state’s economy? (2) how much money does transit save Utah’s households and businesses, both in travel costs as well as in congestion cost, labor cost, safety, emissions, health, and vehicle operating cost?, (3) how does the efficiency of transit enable Utah’s economy to create and sustain more business sales, jobs, GDP and household income than would otherwise be possible (and in what industries/occupations)?, (4) how much of Utah’s tax revenue (on property, income and other basis) is made available by the modal efficiency of transit? These questions will be answered in a concise document with maps, tables, and charts illustrating the answers to these questions, supported by a technical appendix.

Element #2: Detailed Labor and Job Market Access: This analysis will build on the market access/productivity analysis of the unified plan, to specifically address the extent to which transit (1) expands the pool of available labor to key Utah employment locations and (2) expands the pool of available work opportunities for Utah’s households. The analysis will pinpoint specific industry sectors and employment locations in Utah where the size of the labor or job pool is the most affected by transit access (either due to congestion or auto ownership/availability). By analyzing different sub-areas throughout Utah this element will answer questions like: (1) how many dollars’ worth of additional output can Utah’s economy produce because of the labor access provided by transit? (2) what industries and occupations are most affected by this productivity gain, (3) how does this productivity gain contribute to Utah’s household earnings, jobs, business sales, GDP, and tax receipts? and (4) how do Utah communities benefit from transit even if a relatively small share of local citizens are “active users” (specifically how does transit contribute to the availability of services, professionals, or the sustainability of businesses important even to non-users of transit)? The productivity contributions found in this element will be additive to the efficiency contributions in the first element such that implementing this element will demonstrate a higher overall impact finding than the first element alone. These questions will be answered in a concise document with maps, tables, and charts illustrating the answers to these questions, supported by a technical appendix.

Element 2B: Property Value Sensitivity Analysis: This analysis would utilize assessor and other

land use data within the context of the bid-rent functions of WFRC's land use allocation model (and similar applications) to (1) identify the role of labor, consumer, and job market access on land values, (2) estimate the marginal effects that the types of changes in access or capacity found in element 2A can have on general values for different property types (industrial, commercial, residential and institutional land at varying levels of density) and (3) offer profiles of situations where transit access or capacity is most likely to offer meaningful contributions to property value and associated tax/assessed values.

Element #3: Industry and Business Case Study Analysis: This qualitative analysis will provide practical examples and details about how specific Utah industries depend on transit, making the findings of elements 1 and 2 more practical and easy to understand. In this element, the team will (1) refine the set of transit-dependent industries initially identified in elements 1 and 2, (2) provide case studies from a cross section of business locations or districts where these impacts occur, and

(3) offer practical observations about how both the availability and quality of transit service enables Utah firms to succeed. For example, if health care and hospitality are featured – the team will assess factors such as how the capacity of hospitals or ski resorts may be affected by the ability of workers in key support occupations to access the work site, or the ways in which factors such as congestion or parking may constrain what businesses can do absent transit, or how transit availability and access shape the viability of businesses. A qualitative case-study element can both make the impact findings more practical and actionable for non-technical audiences and reveal new areas of impact not revealed by modeling alone.

Element #4: Business and Workforce ACRE Analysis: This strategic analysis will build on the business Attraction, Creation, Retention, and Expansion (ACRE) assessment for the unified plan to pinpoint key industries, occupations, and locations where transit amenities may offer specific elements of a “package” that attracts new business or serves as a basis for expanding or sustaining existing business. This analysis focuses on (1) how transit affects the viability of potential development sites or event venues in terms of their capacity for workers or consumers (2) how transit affects the appeal of certain communities and neighborhoods for attracting and retaining knowledge workers in Utah communities based on quality of life, health or lifestyle considerations and (3) the role that transit components could play in grant-funded economic development initiatives or public-private initiatives in Utah communities. The deliverable of this element will be specific transit amenities or development concepts that can be used both to apply for grant funding and that can be implemented by economic development organizations in Utah as part of transit and economic development strategies.

Element #5: Scenario/Project Impact & Grants Analysis: This element if selected will pinpoint the economic impact of up to three specific transit projects – providing grant-ready benefit-cost analysis, wider economic and societal impact/equity analysis, and proposed BIL or EDA funding strategy for each project. Unlike the wider systems analysis, this will focus on individual projects or improvements to evaluate their business case within the context of specific funding criteria. The result of this analysis will be both a comparative/ROI analysis of the projects as well as the BCA analysis as required by federal programs and a recommended strategy of which funding program or programs best suit the selected projects.

Element #6: Paratransit Impact and Demand Response: This element if selected will profile the economic role of Utah's ADA and paratransit services in achieving health care and other

quality-of life-related savings for both paratransit users and non-users. The analysis will explore both the transportation efficiency of paratransit as means of serving the eligible population, as well as the significant value of the societal benefit associated with this service in relation to its cost. The analysis will also offer a market profile and societal benefit/impact range associated with actions UTA and other allied agencies have taken or can take to leverage non-paratransit private ride-share and mobility as a service option.

Element #7: Leave-Behind Tool: This element if selected will embed the findings of the economic impact analysis into a leave-behind tool that UTA and its allied organizations can use to evaluate the economic dependence on transit and evaluate transit scenarios within the context of the regional or statewide economy. The tool will build on the WFRC Access to Opportunities (AOT) tool; but will include additional detail about occupational, industry, and household dependence on transit. Capabilities of the leave behind tool would include (1) the ability to select existing or proposed

transit routes or stops (as shown in the unified plan) and view a profile of occupational/workforce utilization of the facility, industry/employer dependence on the line as well as consumer market and household (social equity) characteristics of the line's market, and (2) the ability to build simple scenarios based on typologies of transit assets or investments to explore likely ranges of incremental effects of changes in transit service on labor productivity, overall transportation cost and access to strategic locations (as defined in previous elements). The leave-behind tool would give UTA and its allied organizations ongoing access to things like the zip-code level IMPLAN detail about economic performance indicators as well as the sensitivity of economic performance and fiscal outcomes of transit outlays.