

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY
AUTHORIZING EXECUTION OF ADDENDUM 7 TO THE
SALT LAKE CITY TRANSIT MASTER PLAN INTERLOCAL AGREEMENT
FOR 2023-2024 FREQUENT TRANSIT NETWORK ROUTES**

R2023-07-04

July 12, 2023

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

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

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

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

WHEREAS, the Authority and the City previously negotiated and approved a Transit Master Plan Implementation Interlocal Cooperation Agreement (the "ILA") and a related Addendum which set a framework pursuant to which the Authority and the City will plan, coordinate and fund the transit improvements called for under the Plan; and

WHEREAS, the Authority and the City have now negotiated an Addendum 7 which provides up to \$6,462,409 in additional funding allowing for UTA to provide enhanced frequent transit network service, starting in August of 2023.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves Addendum 7 to the Interlocal Cooperation Agreement with Salt Lake City in substantially the same form as attached as Exhibit A.
2. That the Executive Director is authorized to execute Addendum 7 in substantially the same forms as those attached as Exhibit A.
3. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and counsel to prepare Addendum 7.

4. That the corporate seal shall be affixed hereto.

APPROVED AND ADOPTED this 12th day of July 2023.

DocuSigned by:
Carlton Christensen
86E38485ACBE4D0...

Carlton Christensen, Chair
Board of Trustees

ATTEST:

DocuSigned by:
[Signature]
8D8A6B67E3AA459...

Secretary of the Authority



Approved as to Form:

DocuSigned by:
David Wilkins
5E3257B1CF024B9...

Legal Counsel

EXHIBIT A
(Addendum 7 of the Interlocal Cooperation Agreement)

**ADDENDUM NO. 7
TO SALT LAKE CITY CORPORATION AND UTAH TRANSIT AUTHORITY
TRANSIT MASTER PLAN INTERLOCAL AGREEMENT
(2023-2024 FTN Routes)**

This Addendum No. 7 (“Addendum”) to that certain Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement (“ILA”) is made this ___ day of ___, 2023, by and between Utah Transit Authority, a public transit district organized under the laws of the State of Utah (“UTA”), and Salt Lake City Corporation, a Utah municipal corporation (“City”). UTA and City are hereinafter collectively referred to as “Parties” and each may be referred to individually as “Party,” all as governed by the context in which such words are used.

RECITALS

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

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

AGREEMENT

NOW, THEREFORE, the Parties hereby agree as follows:

1. Pursuant to Section 3 of the ILA, the City, in cooperation with UTA, identified as the City-sponsored frequent transit network routes for 2023-24 (“**FTN Routes**”) to be provided by UTA for a one-year period from the August 2023 change day until the next succeeding August change day.

2. The description of those 2023-24 FTN Routes is set forth in Attachment A.

3. The description of the 2023-24 Baseline Services is set forth in Attachment B.

4. The calculation of the Annual Service Mile Charge for the City-sponsored 2023-24 FTN Routes is set forth in Attachment C.

5. The final routing and implementation of the FTN Routes shall be determined in accordance with all applicable laws, regulations, and policies regarding transit service planning (including, without limitation, Title VI of the Civil Rights Act) and operational considerations shall be addressed in consultation with the City.

6. Invoicing for implementation of the FTN Routes will be according to Section 7 of the ILA.

7. This Addendum may be executed in one or more counterparts, each of which shall be an original, with the same effect as if the signatures were upon the same instrument.

8. This Addendum is limited to the terms expressly provided herein and except as set forth herein, the ILA shall continue in full force and effect in accordance with its terms. If there is a conflict between this Addendum and the ILA, the terms of this Addendum shall prevail and control.

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

10. This Addendum will become effective upon Salt Lake City Council's adoption of a resolution authorizing the Mayor or her designee to enter into this Addendum; and appropriation of funding to meet the City's financial obligations under this Addendum (the "Effective Date").

[THE BALANCE OF THIS PAGE IS INTENTIONALLY LEFT BLANK.]

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

[Signature pages to Addendum No. 7 to Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement]

UTAH TRANSIT AUTHORITY

By _____
Russell Fox
Director of Planning

By _____
Nichol Bourdeaux
Chief Planning and Engagement Officer

By _____
Jay Fox
Executive Director

Approved as to Form

Michael Bell Jul 5, 2023

Michael Bell
UTA Legal Counsel

[Signature pages to Addendum No. 7 to Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement]

SALT LAKE CITY CORPORATION

By _____
Its _____

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

By: _____

Senior City Attorney

Date: _____

ATTEST & COUNTERSIGN:
Salt Lake City Recorder's Office

By: _____

City Recorder

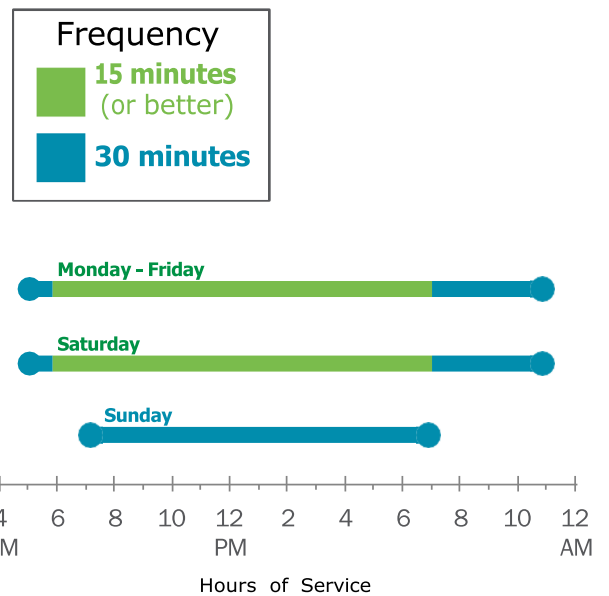
[Attach Salt Lake City Council Resolution Approving Addendum]

ATTACHMENT A
Description of the 2023-24 FTN Routes
For This Addendum No. 7

SALT LAKE CITY'S Frequent Transit Network

The Transit Master Plan provides a vision for an expanded Frequent Transit Network (FTN); it is a long-term, 20-year vision that identifies the corridors where high-frequency service should be provided in Salt Lake City. Building off the existing grid network, the FTN is a set of designated transit corridors that offers frequent and reliable service connecting major destinations and neighborhood centers seven days a week throughout the day and evening. The lines on the FTN map (following page) do not represent individual routes, but are corridors where frequent service would be provided by a combination of bus or rail technologies. Defining an FTN vision allows Salt Lake City to work closely with Utah Transit Authority (UTA) to set priorities for service provision now and in the future.

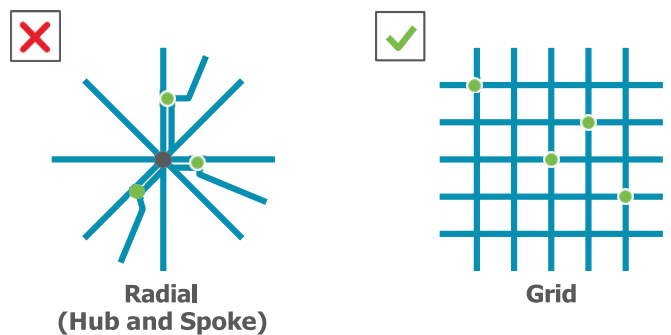
FTN Frequency and Span



Why a Grid Network?

Salt Lake City's existing, centralized hub model is effective for regional connections but is inefficient for some local trips. Currently, many of UTA's routes terminate at Central Station, which provides good connectivity to commuter rail service, but creates challenges for people who need to travel to other destinations throughout the city, necessitating multiple transfers and/or indirect trips. The FTN builds on Salt Lake City's strong street network grid.

Radial vs. Grid Network



ATTACHMENT B
2023-24 Baseline Services
For This Addendum No. 7

Addendum 7: 2023 Baseline Service

Please refer to the UTA 2023-2027 Service Plan adopted on 3/8/2023 for UTA's baseline service. www.rideuta.com/serviceplan

Summary:

- The Five-Year Service Plan includes FTN level service on Route 2 on weekdays as part of UTA's baseline service level.
- UTA made improvements to the span of service on Routes 2, 9, and 21 in August 2020, which are now included in the baseline at no additional cost to SLC.
- [Please visit this link to access route performance data on UTA's Open Data Portal.](#)

Annual Miles	August 2023 Total Miles	2023-2027 5YSP Baseline Miles	2023 Sponsored Miles
2	210,218	173,704	36,514
9	472,926	120,704	352,222
21	359,494	278,290	81,204
1	509,068	364,877	144,191
Total	1,551,706	937,575	614,131

Annual Hours	August 2023 Total Hours	2023-2027 5YSP Baseline Hours	2023 Sponsored Hours
2	25,954.00	18,000.00	7,954.00
9	49,840.00	38,008.00	11,832.00
21	39,402.00	28,719.00	10,683.00
1	51,820.00	39,922.00	11,898.00
Total	167,016.00	124,649.00	42,367.00

ATTACHMENT C
Funding for 2023-24 Transit Service
For This Addendum No. 7

Utah Transit Authority
2021 NTD Operating Cost per Mile by Mode

Sources:

2021 Federal Transit Administration's National Transit Database (NTD), *Agency Profile*, <https://www.transit.dot.gov/ntd/transit-agency-profiles>
 2022 Utah Transit Authority Comprehensive Annual Financial Report (CAFR), <http://www.rideuta.com/About-UTA/UTA-Reports-and-Documents>

2021 COST PER MILE

<u>2021 NTD</u>	<u>Less Fuel Costs</u>	<u>Depreciation</u>	<u>Total Costs</u>	<u>Annual Vehicle</u>	<u>Cost Per Vehicle</u>
<u>Operating</u>	<u>(Diesel, CNG</u>			<u>Revenue Miles</u>	<u>Revenue Mile</u>
<u>Expenses by</u>	<u>and Gasoline)</u>				<u>Without Fuel</u>
<u>Mode</u>					<u>exclusing Vehicle</u>
					<u>Depreciation</u>
Bus Service	\$ 159,195,697	\$ (9,202,639)	\$ 168,979,261	15,842,587	\$ 9.47
Commuter Bus	\$ 11,003,612	\$ (631,442)	\$ 10,372,170	660,672	\$ 15.70
Commuter Rail	\$ 49,428,282	\$ (5,570,478)	\$ 96,759,151	4,039,581	\$ 10.86
Light Rail	\$ 79,924,889		\$ 52,901,347	6,114,108	\$ 13.07
Paratransit Service	\$ 21,654,858	\$ (585,952)	\$ 132,826,236	1,709,396	\$ 12.33
Other Service	\$ 17,677,100	\$ (913,424)	\$ 25,713,811	5,705,170	\$ 2.94
NTD Totals	<u>\$ 338,884,438</u>	<u>\$ (16,903,935)</u>	<u>\$ 456,029,390</u>	<u>34,071,514</u>	<u>\$ 9.45</u>

Fuel Costs	<u>\$ 16,903,935</u>
NTD Plus Fuel	<u>\$ 472,933,325</u>
CAFR expenses	<u>\$ 472,933,325</u>
Difference	<u>\$ -</u>

Addendum 7: Paratransit Costs

2023-2024 Sponsored Service: 200 South, 900 South, 2100 South, 1000 N

48,693	Commuter Bus Vehicle Revenue Hours (2021 NTD)
363,153	Light Rail Vehicle Revenue Hours (2021 NTD)
1,250,452	Bus Vehicle Revenue Hours (2021 NTD)
1,662,298	Total Vehicle Revenue Hours for Bus, Commuter Bus, and LRT

155,276 Total Demand Response Vehicle Revenue Hours (2021 NTD)

9% <- plug into cost calculator, cell B16

Demand Response Percentage of Total Vehicle Revenue Hours for Bus, Commuter Bus, and Light Rail

Addendum 7

2023-2024 Sponsored Service: 1000 N, 200 South, 900 South, and 2100 South

VARIABLE VALUES

\$ 9.47	Most recent NTD Cost per Revenue Mile, Bus Service (1)
2.2%	Annual escalator rate (2)
2	Number of Years since NTD report
20%	Administrative Discount off the 35% built into NTD (3)
614,132	Sponsored Revenue Miles: 1000 N, 200 S weekends, 900 S, and 2100 S
9%	Sponsored Paratransit Service rate (4)
\$ 3.90	Fuel Cost per Gallon (Service Year Budgeted Cost)
4.8	Fuel Efficiency, Miles per Gallon (adjust per vehicle type)
\$ 493,061	2019 Annual Sponsored Vehicle Lease Costs
10	Sponsored Vehicles
\$ 175,381	2022 Annual Sponsored Vehicle Lease Costs
4	Sponsored Vehicles

(1) NTD Cost per Revenue Mile has been adjusted to exclude fuel expense but does include approximately 2% for capital maintenance (e.g. engine replacement, etc).

(2) The annual escalator is a calculated average of the PCE CPI over a twenty year period.

(3) UTA will discount the administrative charges in proportion to the scale of the service increase in revenue miles.

(4) Paratransit Service rate is equal to the percentage of the most recent NTD reported total demand response vehicle revenue hours as compared to total vehicle revenue hours for Bus, Commuter Bus and Light Rail.

SPONSORED SERVICE COST

\$ 9.47	Most recent NTD Cost Per Mile - Bus Service
\$ 9.89	NDT rate Adjusted to Service Year Costs
\$ 7.91	Discounted NTD Adjusted to Service Year Costs
614,132	Sponsored Revenue Miles
\$ 4,857,784.12	Total Mileage Cost, Without Fuel, Annual
\$ 437,200.57	Add Paratransit Service
\$ 5,294,984.69	Total Annual Operating Costs without fuel
\$ 3.90	Fuel Cost per Gallon
4.80	Bus Miles per Gallon
614,132	Sponsored Revenue Miles
\$ 498,982.25	Total Fuel Cost
\$ 49,306.14	Per Vehicle Principal + Interest Rate
10	Vehicles needed for sponsored service
\$ 493,061.40	Total Annual Vehicle Cost for Sponsored Service
\$ 43,845.25	Per Vehicle Principal + Interest Rate
4	Vehicles needed for sponsored service
\$ 175,381.00	Total Annual Vehicle Cost for Sponsored Service
\$ 668,442.40	
\$ 6,462,409.34	TOTAL

Signature: *Michael Bell*
Michael Bell (Jul 5, 2023 13:23 MDT)

Email: mbell@rideuta.com